Personnel

Court of Inquiry - Damage to Installations Elisabethville Airport 03/03/1962 - 26/04/1962

LEASE RETAIN
RIGINAL ORDER

UN ARCHIVES
SERIES S-0787
BOX 14
FILE 4
ACC. ACB/165.0.0

ORGANISATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS ORGANIZATION
IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC LEOPOLDVILLE

Ref. : 1301-1/E'ville
Folio : 785

CONFIDENTIAL

INTER - OFFICE MEMORANDUM

26 April, 1962.

To : Lt-Col. J.I. Cooney, MA to Force Commander

From : H. Costa, Chief of ICAO TA Mission, Congo

Reference your memorandum of 11 April 1962 enclosed find copies of all the relevant documents in our possession that may aid the court of enquiry convened to investigate damage to radio installations at Elisabethville.

Sincerely,

CO/go

/ COPY /

File : 1301-1/Eville
Folio 1106

FM COATES ICAO EVILLE
TO AIR COMMANDER LEO
INFO FOURNIER ICAO LEO
U/CO 1310 SITREP 4 JAN . AS YET NO NAV AIDS AT EVILLE TODAY HAD 42 AIRCRAFT MOVEMENTS YESTERDAY 35 IN VERY POOR WEATHER CONDITIONS CLOUD BASE FOR MOST OF TIME 400 FT STOP IN THESE CONDITIONS IMPOSSIBLE TO MAINTAIN ADEQUATE SAFETY STANDARDS CMA TODAYS OPERATIONS HAVE AT LEAST BEEN HAZARDOUS CMA WOULD APPRECIATE IF DURING PRESENT WEATHER AND NAV AID SITUATION TRAFFIC TO EVILLE COULD BE MORE EFFECTIVELY SCHEDULED OR CURTAILED TO PROVIDE MORE TIME SEPARATION STOP ALSO NOT BAD DURING MORNING LOST SOURCE OF POWER AND HAD TO OPERATE FROM AIRCRAFT ON GROUND FOR TOWER RADIO CMA AT FIRST SIGHT IT APPEARS THAT THERE IS A POSSIBILITY THAT THE MAIN POWER SWITCH WAS TAMPERED WITH THIS WILL BE LOOKED IN TO FURTHER STOP TWO ELECTRICIANS AND ONE DIESEL MECH ARRIVED TODAY WORK HAS COMMENCED ON EMERGENCY SUPPLY OF POWER . WILL ADVISE DEVELOPMENTS STOP ICAO STILL HAS NOT BEEN ALLOTTED TRANSPORT HOWEVER ONE VEHICLE HAS BEEN PLACED AT OUR DISPOSAL AS FROM TO NIGHT STOP FOR FOURNIER ONLY READ THE LETTER MENTIONED ON PHONE AND REPLYING SOONEST BY LETTER CMA NO ENQUIRY AS SUCH HELD DETAILS FOLLOWING STOP

/ COPY /

File 1301-1/E'ville
Folio 1136

ONUC ELISABETHVILLE

LEO ELI 271 URQUHART LOVESTAD AND RAFIE FROM AHMED FOLLOZING ACTION TAKEN TO MEET YOUR IMMEDIATE ADMINISTRATIVE REQUIREMENTS STOP ONE NEW FORD CAR AND TWO SMALL CARS BEING SENT BY NEXT AVAILABLE PLANE STOP FORD CAR IS IN PLACE OF MERCEDES BENZ REQUESTED IN YOUR ELLEO 20 AND SMALL CARS FOR USE HEADQUARTERS CIVILIAN PERSONNEL STOP TWO LANDROVERS CMA ONE FOR USE OF NAVIGATIONAL AID AND COMMUNICATIONS SERVICE AT E'VIL AIRPORT AND THE OTHER FOR AIRPORT COMMANDERS STAFF NOW IN PROCESS OF BEING SHIPPED STOP TWO FIFTEEN KWT GENERATORS BEING SENT WITH TECHNICIAN TO BE INSTALLED FOR EMERGENCY POWER SUPPLY AT HEADQUARTERS STOP ARRANGEMENTS BEING ALSO MADE TO ORDER FIFTY KWT GENERATORS FOR SIMILAR PURPOSE AT E'VILLE AIRPORT STOP NEW YORK HAVE BEEN REQUESTED TO OBTAIN FROM MILITARY SOURCES SERVICES OF ONE ELECTRICAL ENGINEER CMA ONE DIESEL ENGINEER CMA ONE DIESEL MECHNIC AND TWO ELECTRICIANS TO TAKE CHARGE OR POWER SUPPLY ARRANGEMENTS AT HEADQUARTERS AND AIRPORT STOP MEANWHILE TWO DIESEL TECHNICIANS CMA ONE RECRUITED LOCALLY IN LEO AND ANOTHER FROM STAFF BEING DETAILED IMMEDIATELY STOP ARRANGEMENTS FOR LOCAL PROCUREMENT OF FIFTY LINE TELEPHONE EXCHANGE FOR HEADQUARTERS BEING MADE AND WE HOPE TO SHIP THIS EQUIPMENT SHORTLY STOP LAMBBINOS PREVIOUSLY IN CHARGE OF SUPERVISING MESS AT LIDO BEING IMMEDIATELY REASSIGNED TO SET UP MESS FOR CIVILIAN STAFF AND OFFICERS VISITING E'VILLE STOP PX AND COMMISSARY OFFICER ALSO BEING DETAILED IMMEDIATELY WITH SUPPLY OF FOOD CMA REFRIGERATORS AND DEEPFREEZE EQUIPMENT FOR ESTABLISHING AT AIRPORT COMPLETE PX AND COMMISSARY FOR CIVILIAN STAFF STOP FLAG POLE FOR HEADQUARTERS CMA UN FLAGS AND CURDS FOR CARS AND SUFFICIENT SUPPLY OF BED LINEN FOR USE OF CIVILIAN PERSONNEL AND VISITING OFFICIALS BEING DESPATCHED IMMEDIATELY STOP TWELVE DOZEN FLASHLIGHT BATTERIES ALSO BEING SENT STOP ARRANGEMENTS BEING MADE BY PAUL FOURNIER OF ICAO FOR PROVIDING IMMEDIATELY AIR TRAFFIC CONTROLLERS AND RADIO COMMUNICATIONS TECHNICIANS FOR E'VILLE AIRPORT STOP NEW YORK HAVE ALREADY BEEN ASKED TO ARRANGE THROUGH US ARMY SOURCES LOW FREQUENCY PORTABLE BEACON FOR E'VILLE AIRPORT AND REMAINDER BEING SENT TO NEW YORK FOR EXPEDITING SHIPMENT STOP

Ahmed
5.1.62

File : 1301-1

Folio 2000

UC 57
CUE 20
SS CUA
DE CUE 20/17
FM ICAO ELISABETHVILLE
TO ICAO LEO
BT
UNCLAS 001 FOURNIER FROM COATES . HADJIDEMETRIOU ARRIVED 16TH CMA CONTINUING LACK OF ADEQUATE TRANSPORT HOWEVER MINIMISES EFFECTIVENESS OF TECHNICAL STAFF HERE . DEMETRIOU ADVISES THAT ILS WILL U/S FOR AT LEAST THREE WEEKS ALSO MAJOR PROBLEMS ENCOUNTERED WITH VOR WHICH CANNOT BE CONSIDERED AS RELIABLE CMA WORK ON ILS AND LIMA BEACONS IS BEING DELAYED UNTIL SECURITY TO THESE INSTALLATIONS CAN BE ASSURED CMA INVESTIGATION SHOWS THAT IN RECENT DAYS THESE SITES AND EQUIPMENT ARE BEING TAMPERED WITH . EFFORTS ARE BEING MADE IN CONSULATION WITH LOVESTAD TO SOLVE THIS PROBLEM . GENERAL CONDITION OF AIRPORT MUCH IMPROVED SINCE YOUR LAST VISIT . ICAO STILL BEING ACCOMMODATED AT AIRPORT EXTERNAL HOUSING STILL BEING SOUGHT AND SHOULD BE OBTAINED THIS WEEK WILL ADVISE SOONEST

COATES - ICAO - ELISABETHVILLE

028 - FROM FOURNIER RE YOUR UNCLAS 001 stop FOR AS LONG AS NAVAIDS OPERATION REMAIN UNRELIABLE SUGGEST YOU ISSUE NOTAM INFORMATION ADEQUATELY WORDED INDICATING ELISABETHVILLE AIRPORT CONSIDERED USABLE DAY VFR ONLY stop VALIDITY THIS INFORMATION TO REMAIN INDEFINITE AND UNTIL OTHERWISE ADVISED stop TO ADDRESSES MENTIONED MY 381 ADD FIC LEOPOLDVILLE cma ICAO KAMINA AND LULUABOURG stop GRATEFUL YOUR COMPLIANCE WITH PENULTIMATE PARA MY 381 REQUESTING WEEKLY SUMMARY BY MAIL ALL NOTAMS stop ACKNOWLEDGE BY CABLE fullstop

Ref. : 1301-1/E'ville
2505-1/E'ville
1409
1409-2

ICAO SEMOIS EXT. 49 18-1-62

File 1301-1
Folio 2023

/ COPY /

UC 70
VVCUE 018
FF CUA
DE CUE 18/19
FM ICAO ELISABETHVILLE
TO AIR COMMANDER LEO
FOURNIER ICAO LEO
FIC NDJILI AIRPORT LEO
ZEN / ICAO LULUABOURG
ZEN / ICAO KAMINA
ZEN / ICAO ALBERTVILLE
BT
UNCLAS 002 FROM COATES ICAO EVILLE PERSISTING ADMINISTRATIVE DIFFICULTIES AND LACK OF TRANSPORT IS CURTAILING ESSENTIAL WORK ON NAVAIDS EVILLE AS WELL AS RESTRICTING MOVEMENT OF PERSONNEL IN THEIR WORK IN ABOVE CIRCUMSTANCES AND UNTIL FURTHER NOTICE EVILLE WILL BE RESTRICTED TO DAYLIGHT OPERATION ONLY . PRESENT AIDS CONSIST OF VHF/DF AND VOR WHICH IS MARGINALLY SATISFACTORY .

BT
CFN 002
19/1115Z JAN CUE

/ COPY /

1301-1/E'ville
Folio 2062

To: Mr. J.P. FOURNIER, Chief ICAO Mission, Congo

From: F.C. Coates, ICAO Elizabethville.

Subject: Report on Airfield activities, week ending 20th. January

Airfield Surface areas

There can be no doubt that the state of the runway, parking area, taxiways and associated grassed areas are generally much improved. The parking area especially has been brought to a very clean and tidy state. At present work is being carried out on grass cutting, priority being given to the runway lighting which is quite overgrown in places. The areas around our various equipment sites will be the next ones to be policed. This work is progressing slowly, the labour being provided by Air Operations. As yet we have not aquired a labour force, I will elaborate on this further down the page.

Lighting and Power

Power continues to arrive from town, no break has occurred during the last ten days. All airfield lighting facilities are working satisfactorily, however a lot of electrical work remains to be done on the wiring of the Technical Block. The two emergency diesels are functionning satisfactorily, all the wiring into the airfield system is in place, and everyone is being checked out on emergency procedures. The main airport diesel is awaiting spares, the mechanic informs me that on receipt of these parts no problems will be encountered in getting the machine to function correctly. As regards spares, we have an adequate supply of electrical spares for varying functions. The flare pots for emergency lighting are presently being cleaned and checked out, in the main the condition of these flares is good.

Navigational Aids

At present both the VHF/DF and VOR are in operation. The VOR appears to be reasonably accurate however due to occasional conflicting reports on its accuracy it must still be classified as only marginally reliable for the present. The technicians have isolated the trouble, which is in the coaxial up to the antenna, at this time they are urgently awaiting the tools asked for in a telegram earlier this week. The VDF appears to be quite accurate and is proving to be exceedingly valuable in the absence of beacons. As for the rest of our Navaids no repairs and improvements can be effected until the following points have been resolved. Supply of spares, available transport, and security of installations. The first two points you are aquainted with, for the third I must inform you that during the past weeks systematic plundering and destruction has been carried out on the Lima beacon site and also to the Localiser building. The beacon site has been smashed beyond repair and the reflector screen on the ILS is seriously damaged. Colonel Lovestad is aware of this situation, I have informed him that these happenings must be investigated and then rectified before our technicians can carry out work on this equipment.

/..

I do not think that there can be any doubt that this recent vandalism bears the hallmark of that damage perpetrated in the Hangars and surrounds.

Transport and Accommodation

We have at present the one Jeep truck, in poor condition, loaned by Air Operations. This transport problem appears to be no nearer a solution than before, incredible though it may seem. This state of affairs is even harder to grasp when we see jeeps and land-rovers arriving daily by Globemasters only for them to be driven away to Headquarters where they appear to spend the day parked outside. Approaching even the top UN representatives here on this subject has become so futile as to be pointless. The transport problem of course is tied in with the question of housing. This weekend we have finally arranged town accommodation, once installed however we will have the additional problem of proceeding to our place of work, which will be unsurmountable unless adequate transport arrives soon. The accommodation obtained is at present adequate for six persons a further villa is being sought which when obtained will increase our housing enough to cater for any potential expansion.

Personnel

The team is functionning efficiently and harmoniously, all the new arrivals adapting to the circumstances quite well. If and when we can get security on our Navaids and then get them working once more one technician will be able to cope quite easily with the installations.

General Administration

The position of ICAO within the framework of UN administration is still very much an unknown factor, accordingly I have referred to Col. Lovestad on all administrative matters. With his departure however I did make one abortive attempt to discuss problems with the Administrative Officer, so little progress was made that further contact would be pointless. Mr. Dumontier has been reaquainted with the picture and as he mentioned that he would be seeing you in the near future I am hoping for favourable developments, especially in the realm of transport.

(s) F.C. Coates

Ø

/ COPY /

January 22nd.1962

To: J.P. Fournier, Chief ICAO Mission Congo
Air Commander Leopoldville.

From:F.C.Coates,ICAO Elizabethville.

Subject:Summary Notams initiated Eville week ending 20th.January

via UN teletype circuit

13/1 VHF/DF and VOR appear satisfactorily in operation.

17/1 ILS out of service for approx. 3 weeks, problems on VOR make it unreliable, work on Lima beacon delayed through lack of security to equipment. General condition of airport much improved.

19/1 Daylight operations in force, VOR only marginally satisfactory.

via Air Traffic Service Channels

16/1 001 Navaids Eville VHF/DF only, lighting facilities fully serviceable.

19/1 002 Daylight Ops. only,VOR working but only marginally satisfactory.

20/1 003 HF 8820 Kcs temporarily U/S

(s) F.C. COATES.

/ COPY /

1301-1
Folio 3003

January 29th. 1962.

T: Air Commander Leopoldville.
Mr. J.P. Fournier, Chief ICAO Mission Congo
Subject: Notams issued Eville week ending 27th. January.

No Notams were issued via UN Comm. facilities this week, the operating situation remaining as Notam issued 19/1; Daylight operations in force, only reliable Navaid VHF/DF. The VOR is operating intermittently, but owing to frequent power cuts in the last few days, insufficient continuity has been achieved to enable the proper setting up of the equipment. Given a smooth and guaranteed power supply, the VOR should be working up to standard very soon. As regards the sites which have been subject to vandilism, steps are at last being taken to prevent a repetition of events, within the next few days it should be possible to contemplate carrying out repairs.

Safety of aircraft on the manoevering area is still being endangered by unauthorised movements thereon, however once again steps are at last being taken to erase this danger.

(s) F.C. Coates
ICAO EVILLE.

/ COPY /

Folio : 3048

February 2nd

To: Mr. J.P. Fournier, Chief of ICAO Mission Congo

From : F.C. Coates, ICAO Elizabethville

Subject : Report on Airport activities, January 1962.

Traffic Details

During January total movements were 636, for the most part these were of a routine nature, both from the point of view of operating hours and routes flown. Redeployment of various national troop contingents should result in increased traffic during the early part of February. The weather factor has improved considerably during the past weeks, so much so that VFR rules have been very easy to maintain by all arrivals and departs.

Surface areas

As regards the general condition of the airport, the crash programme initiated by Col. Lovestad has finished, the condition of the airport being returned to as near normal as is possible in the circumstances. Attention is now being given to routine and daily maintenance, that is as far as one can with the quality of labour and tools available. The most important thing is that the manoevring area is clean tidy and up to standard for operations.

Power supply

Power from town sources now appear to be assured, save for minor stoppages which grow less frequent as time goes on. The two 15 Kw APU's have worked satisfactorily when required. One setback however is that too high a voltage drop from generator to site makes it impossible for the VOR to function satisfactorily when on standby power. This snag is in the process of being remedied at this time. No spare parts have arrived for the main generator, however I am given to understand from the procurement people that this is being taken care of. All airfield lighting facilities is serviceable at this time.

Navigational Aids

Both the VOR and the VHF/DF are fully operative, the snags on the VOR have finally been isoltaed and rectified. Recent and continuous checks indicate that this Navaid can be considered as reliable.

As regards the security of the sites the military at last have recognised the need for the protection of the equipment, in consequence we have more than adequate security on the various sites. Work is shortly to commence on the Lima Two beacon which was one of the more damaged sites.

Transport and Housing

The transport situation is greatly eased by the loan of a jeep from Civil Administration. We now have two jeeps, both on loan,

this of course is still not satisfactory but of course it represents a vast improvement and perhaps a trend for the future.

Accommodation

The housing which we already have is quite satisfactory and I am hoping to have further and improved quarters shortly. Unfortunately the recent vast build up of civil administration here has made the housing problem increasingly more acute. It is for this reason that I would be pleased to have, as far as is possible, long time notice of any increase to the staff.

Now that Transport, Housing, Staff and Local labour problems are gradually being sorted out I feel that cautious optimism can be entertained as regards the future of ATS Elizabethville. With the immediate domestic problems fading from the scene we can concentrate more of out time to building up once again an efficient and reliable ATS at Elizabethville.

(sgd) F.C. Coates.

ONUC ELISABETHVILLE

FC/896 5 FEBRUARY 1962 FOR ROLZ-BENNET/WAREN/INFO/ COATES FROM MACEOIN/RAJA STOP MISTER BLOK OF ICAO WILL VISIT ELISABETHVILLE FOR A FEW DAYS TO INVESTIGATE DAMAGE WHICH WAS CAUSED TO RADIO AIDS LOCATED IN THE VICINITY OF THE AIRFIELD STOP IN THIS CONNECTION CMA CONTACT LT COLONEL STIGSETH TO ASCERTAIN THE LOCATION OF ALL RADIO AND NAVIGATIONAL EQUIPMENT LOCATED AT THE AIRFIELD AND OUTSIDE ITS PERIMETER AND ENSURE THAT ADEQUATE GUARDS ARE POSTED AT THESE LOCATIONS ON A TWENTY-FOUR HOUR BASIS TO PREVENT FURTHER DAMAGE

File 1301-1
Folio 3103

cc: Chief of ICAO
Chief of Staff
Air Ops.
Mil. Ops.

UC 114 CUE 035
SSS CUA
DE CUE 35/14
FM COATS ICAO ELISABETHVILLE
TO FOURNIER ICAO LEO
BT
UNCLAS 018
FROM COATES ICAO LEO . DEMETRIOU VISITED TRANSMITTER SITE 13TH.
BEACON AND TRANSMITTERS COMPLETELY DESTROYED . ANTENNAS AND
100 KW GENERATOR IN ORDER CMA TVOR FOUND IN BOXES GOOD CONDITION .
DETAILED REPORT WILL FOLLOW

Folio 3152

/ COPY /

Ref. : 1301-1/E'ville
2000
Folio : 295

16 February, 1962.

To : Mr. E.R. Marlin, Director, TAB, ICAO, Montreal

From : J.P. Fournier, Chief ICAO TA Mission, Congo

Subject : Conditions at Elisabethville airport

Your OM 193 of 24 January 1962 would appear to suggest a need for more complete and more frequent reports to ICAO HQs on the Congo situation. I have long realized that to keep Montreal fully in the picture we would have to send at least weekly report and even sometimes daily reports. However, for this purpose, we would need a full-time reporting officer, and the limited ICAO Mission RQs staff cannot possibly undertake such a project. Changes of circumstances are forever creating urgent and emergency situation and our administrative capacity is now taxed to its limit.

However, to answer the points raised in the first paragraph of your memorandum :

1 & 5

HF/ transmitter and NDB are located at the main transmitter site in town. This site was substantially damaged during recent fighting. The site is still occupied and controlled by Katanga Gendarmerie and in spite of an approach to Tshombe himself, we have not been permitted to visit the site to assess damages. We have installed a low power (300 Watt) HF transmitter (on 8820) at the airport on an emergency basis and while it works it has not the range or capacity of the permanent units. More than two months ago we requisitioned a self-sufficient portable NDB. This unit has not been supplied.

/...

2. Reports indicate the Elisabethville VOR did not operate satisfactory in the past. ICAO technicians are now getting around to correct faults of long standing and the VOR operation should improve soon. Erratic operation was also due to changes in voltage and cycles in the supply electricity.

3. The ILS has been damaged and is still under repair. This unit is not expected to be serviceable soon as some damage was done to parts that are not normally required to be carried in stock. The VDF has always been operative when sufficient supply of electricity was available.

4. One holding beacon has been completely destroyed and maojr damage was done to the other. With parts from the wreckage we should be able to have the other working soon.

6. Efforts to have former Belgian Met personnel return to the airport have been unsuccessful today.

Re paragraph 2 your memo. The Calvert lighting system at N'djili has never been fully serviceable and this situation dates back to pre-independence days. We requisitioned the parts needed several months ago and as soon as they are received the system will be repaired. Regarding MET service at N'djili both MMO and ourselves are aware that the quality of service has been substantially improved from pre-independence days. Many Sabena crews have even reported favourably on this.

By cable 100 I reported on the personnel situation for Elisabethville. We cannot add to this number before the arrival of new recruits.

The situation in the Congo and particularly in Elisabethville is well know to all operators including Sabena/Air Congo. The circumstances that are preventing us from effecting immediate corrections are also generally known. No local operator has complained directly to us on this subject as they are well aware of the tremendous efforts we are putting forth in trying to keep the airport operational. If the complaints originated with Sabena and associates as I suspect they did, I can only suggest a serious case of "bad faith" on their part.

The most serious problem of the past few months has been the supply of electricity. Except for Leopoldville it has become totally unreliable everywhere - major drops in voltage and changes in cycling are now the rule more than the exception - and much of the electrical generating airport standby equipment which is old and was already in poor shape is also breaking down as a result of being over taxed. Additional generating equipment supplied from UN sources is insufficient to meet the need.

/..

Obviously this situation cannot be improved in the immediate future and decision has now been taken by ONUC to undertake a programme aimed at making ICAO operated airport self-sufficient for the supply of electricity. An electrical engineer has been seconded to us from the UN Public Work section and a study of the problem is now under way first to determine the most urgent equipment needed then to plan for implementation of the programme. Mr. Blok is working very closely with this elctrical engineer.

I must mention that the greater portion of navaid are serviceable at ICAO operated airports but I have found it necessary to inform the UN Air Command that I could only consider Luluabourg, Kamina and Elisabethville serviceable for Day VFR operations only. This status will be maintained until we can rely on an interrupted supply of electrical power. For the purpose of outside dissimulation of this information the DCA has also been advised of this measure.

... I am enclosing copy of Mr. Blok's report following his recent visit to Elisabethville and photographs that will give you an idea of some of the damage to NAVAIDS installations.

One last point, applying to various equipment all over the Congo is the problem of supply of spare parts. Some radio installations and other equipment are old and obsolete and it is getting increasingly difficult to procure parts. Stores in Telecom and elsewhere are becoming depleted.

Réf. : 1407
1301-1/Lbg
" Kamina
" E'ville
Folio : 299

Léopoldville, le 17 février 1962

Monsieur Kimbulu,
Directeur de l'Aéronautique civile,
Léopoldville.

J'ai l'honneur de vous informer que les règles de vol aux instruments (IFR) ne peuvent plus être appliquées aux zones de contrôle (CTR)des aéroports de Luluabourg, Kamina et Elisabethville.

Ceci est dû au fait que de nombreuses et fréquentes pannes de courant électrique perturbent considérablement le fonctionnement des aides à la navigation aérienne et des facilités radioélectriques des aéroports précités.

Je considère donc que tant que subsistera cette situation critique, seules les règles de vol à vue VFR) seront applicables dans les zones de contrôle de ces aéroports.

Je vous sugère d'émettre un NOTAM dans ce sens et d'en informer les compagnies intéressées.

Je vous prie de croire, cher Monsieur Kimbulu, aux assurances de ma haute considération.

J.P. FOURNIER,
Chef de la Mission [redacted] OACI
au Congo.

March 1st, 1962

To : Mr. J.P. Fournier, Chief of ICAO Mission Congo

From : F.C. Coates, OIC/ICAO Elisabethville

Subject : Airfield activities Report, Febraary 1962

Traffic details

During February total movements were 528, for the most part this was traffic between Eville and Albertville in connection with the large scale troop rotations taking place. All the movements save four took place in daylight hours. The traffic is still in the main restricted to UN operations, only exception being three Sabena schedules a week from and to Usumbura. All movements were carried out without incident although continuing indiscipline on the part of troops trespassing on the runway during flight operations has brought anxious moments to the Duty Controller on several occasions. This matter is being pursued constantly with local military representatives.

Surface areas

All manoevering areas are in good condition and all major obstructions have been removed from areas bordering the runway and taxiways. Work is progressing slowly on grass cutting but with increased cooperation from Air Operations this aspect of the field is showing constant improvement.

Power Supply

Town power has been very reliable this month, except for planned breaks for major maintenance the number of interruptions has been small and of a very brief nature. The two 15kw standby sets continue to function satisfactory, one improvement is that we can now give all Navigational facilities, with the exception of the VOR, when working with the standby, this is still in the development stages but represents a vast improvement.

All airfield lighting facilities arein order.

Navigational Aids.

Two Lima beacons, the VOR and VHF/DF mean that with the exception of the ILS we have all the aids in operation. The VOR is still subject to fluctuation after heavy rainstorms, but nothing short of a major cable change will rectify this. The two beacons although of relative close range have proved their effectiveness on more than one occasion.

Transport

This matter appears to have been settled once and for all, We have three good class vehicles, two of which are our permanent ones, on the repair of the jeep we will then have our assigned transport in full. With a change in transport officers we have established a good contact and in future any of our peculiar requirements will, I am sure, get sympathetic attention.

File 1301-1
Folio 3266

File

CONFIDENTIAL

17 May 1962

To: Maj. Gen. J. Ryg
Brig. Sartaj Singh
Brig. Noronha
Col. J. Guha
Lt. Col. J. A. August
Lt. Col. B. I. Othman
F/Lt. J. G. Despault

From: Force Commander - ONUC

Subject: Amendment to Convening Order

The Convening Order signed by the Force Commander on 28 March 1962 for a Court of Inquiry into the circumstances leading to certain damages to radio installations at Elisabethville Airfield will be amended as follows:-

Delete: F/Lt. D. H. LeFebvre

Insert: F/Lt. John G. Despault.

_____ Lt. Gen.
(Kebbede Guebre)

ajg

File

CONFIDENTIAL

17 May 1962

To: Maj. Gen. J. Ryg
Brig. Sartaj Singh
Brig. Noronha
Col. J. Guha
Lt. Col. J. A. August
Lt. Col. B. I. Othman
F/Lt. J. G. Despault

From: Force Commander - ONUC

Subject: Amendment to Convening Order

The Convening Order signed by the Force Commander on 28 March 1962 for a Court of Inquiry into the circumstances leading to certain damages to radio installations at Elisabethville Airfield will be amended as follows:-

Delete: F/Lt. D. H. LeFebvre

Insert: F/Lt. John G. Despault.

_____ Lt. Gen.
(Kebbede Guebre)

ajg

UC 212
CUE 060
SSS CUA
DE CUE 60/09
FM AIR OPS ELISABETHVILLE
TO AIR OPS LEO
BT
UNCLAS AO 2337 . WEEKLY REPORT ON AERODROME FACILITIES EVILLE .
ALPHA . NDB EBV 370 KCs
BRAVO. PERMANENT LIGHTING OK CMA 70 GOOSENECKS ON REQUEST .
CHARLIE . VHF 118.1 OK CMA HF 6620 OK CMA VHF DF OK CMA VOR OK CMA
L1 285 KCS OK CMA L2 255 KCS US BUT EXPECTED SERVICEABLE TODAY
9 MARCH CMA ILS US .
ECHO . RESULT OF TEST ON NDB WILL FOLLOW . KOLSHUS
BT CFN AO 2337 370 118.1 8820 285 2 255 9
09/2110Z MARAR CUE

1902-2-1
1301-1
Folio 3305

/ COPY /

MEMORANDUM 11 April 1962.

To : Mr. H. COSTA
Chief of ICAO Mission

From : MA to Force Commander

A Court of Enquiry has been convened by the Force Commander to investigate the circumstances leading to certain damages to Radio Installations at EVILLE airfield.

This Court is experiencing considerable difficulty with its investigation as no witnesses nor any documents are available. The only material the Court can consider is Mr. Blok's report to your predecessor, Mr. Paul Fournier. The information contained in that report is not sufficient material on which the Court can base its enquiry.

I would be grateful if you could forward to this Office for transmission to the Court any relevant documents and the names of any witnesses which would be of assistance to the Court.

J.I. COONEY (Lt-Col)

1301-1
3759

Gmn/FL
24/4.

AHQ/6301/1/ENG

21 April 2

To : Mr. R. Gardiner, Officer-in-Charge

From : Deputy Force Commander

Subject : Maintenance on 17 Air Katanga Aircraft parked at LUANO Airfield, E'ville

1. Reference is made to letter dated 14 March 1962 addressed to Officer-in-Charge from Mr. Tshombe.

2. An investigation has been made by personnel from Air Detachment Elisabethville to determine the extent of the damages and the possibilities of repairing the 17 aircraft, part privately owned and part belonging to the Katanga Air Force, which are parked at the Luano Airfield. The damages done were found to be the results of vandalism. These aircraft were serviceable at the time ONUC Forces took over control of the airfield. Therefore, the damages were not due to sabotage or action by Katangese Forces or mercenaries. It is obvious that the damages were done by ONUC personnel.

3. Following is a summary of the damages:

(a) Windows and plexiglass hoods broken.

(b) Ninety percent of all flight and engine instruments smashed or stolen.

(c) Radio equipment smashed or stolen.

(d) All clocks stolen.

(e) Seats stolen or cut open and foam rubber padding removed.

(f) Covering and padding inside cabins and cockpits cut out.

(g) Canvas covered surfaces cut.

4. Due to the fact that the aircraft have been parked without turning of the engines--in some instances engines without cowlings, it is anticipated that all engines and components must have a major overhaul. The general remarks in each case as regards man hours needed to put these aircraft back into working condition are far too optimistic.

../2

5. It is most likely that the owners of the private aircraft will submit claims to ONUC for the damages done.

6. An investigation into these acts of vandalism was proposed by Air Commodore Morrison after completion of his inspection tour to Elisabethville last December. However, to my knowledge, no such investigation has been carried out.

7. With regard to Mr. Tshombe's proposed maintenance of the aircraft, I hesitate to submit ONUC to the criticisms which will arise when the aircraft have been inspected by Katangese Air Force personnel or by civilian contractors. However, as sooner or later these aircraft will have to be taken care of, it is suggested that eight to ten Katangese technicians be granted permission to start repairs on these planes in order to avoid further deterioration. This should not include the Fouga jet trainer.

8. My recommendations are made with the understanding that none of the aircraft will be allowed to be flown or taken away from the airfield but merely repaired and maintained. The repair team must come under the control of the Base Commander at Elisabethville, with the necessary guard supplied by Katanga Command.

(G. L. Yacob) Maj Gen
Deputy Force Commander, ONUC

cc: Air Commander

MEMORANDUM

11 April 1962.

To : Mr. H. COSTA
Chief of ICAO Mission

From : MA to Force Commander.

A Court of Enquiry has been convened by the Force Commander to investigate the circumstances leading to certain damages to Radio Installations at EVILLE airfield.

This Court is experiencing considerable difficulty with its investigation as no witnesses nor any documents are available. The only material the Court can consider is Mr. Blok's report to your predecessor, Mr. Paul Fournier. The information contained in that report is not sufficient material on which the Court can base its enquiry.

I would be grateful if you could forward to this Office for transmission to the Court any relevant documents and the names of any witnesses which would be of assistance to the Court.

Lt-Col

J. I. Cooney

(J. I. COONEY)

cc: COS
Brig. Noronha

Gmm/FC
4/4.

Confidential

CONVENING ORDER

1. A Court of Inquiry, composed as under, will assemble at ELISABETHVILLE as soon as possible and at such places elsewhere in the CONGO and at such times as the President may deem fit, to investigate into the circumstances leading to certain damages to radio installations at ELISABETHVILLE Airfield, as reported by ONUC Air Commander, Air Commodore H. A. MORRISON, in the attached letter:-

President: Brigadier ~~SARDAR SINGH~~ NORONNAH.

Members : Lt. Col. J. A. AUGUST
F/Lt. D. H. LEFEBVRE

2. The Court will record all available evidence of the damages, with particular reference to the following:-

(a) A detailed description of all damages, indicating, if possible, the date and time of the occurrences.

(b) Whether a guard was detailed for the protection of these installations during the period the damages took place, and if so, the evidence of such personnel will be recorded.

(c) The individual/individuals responsible for the damages.

(d) The extent and cost of the damages.

(e) The question of reimbursement.

(f) Indicate the responsibility of ONUC towards the losses incurred.

(g) Measures taken/to be taken, in order to prevent a repetition of such damages.

(h) Any information which the Court may consider relevant to the inquiry.

3. The Court will examine such witnesses whose evidence the President considers will be relevant to the inquiry.

4. All evidence will be taken on oath or affirmation.

.../...

5. The Court shall consider all the evidence and record its findings and opinion.

6. The proceedings of the Court of Inquiry will be submitted in quadruplicate to the Force Commander.

Dated at ONUC Force HQ, LEOPOLDVILLE, this 28th day of March 1962.

Lt-General Sean MAC EOIN
Force Commander
ONUC

Distribution:-

Force Commander
Air Commander
Maj Gen YACOB
Brig [redacted] SINGH
Brig [redacted]
Col J GUHA
Lt Col JA AUGUST
F/Lt DH LEFEBVRE

C O P Y

3 March 2

To: Force Commander
From: Air Commander
Subject: DAMAGES - RADIO INSTALLATIONS ELIZABETHVILLE AIRFIELD

1. Case for Board of Enquiry: Several aviation radio installations at the ELIZABETHVILLE airfield have been either destroyed or partly damaged during the time 1 September 1961 - 31 January 1962. A portion of this destruction took place after the December 1962 military operations, and when the airfield was controlled by ONUC forces.

In a number of instances, the destruction is not of a nature expected from acts of sabotage. There are indications that serious damage resulted from irresponsible looting and/or vandalism by ONUC military personnel. The aviation radio installations to be considered are the following:

(a) High frequency direction finder. This equipment is meant to provide homing facility to aircraft transmitting high frequency signals. It is situated about one kilometre from the end of runway 255. This installation was wrecked on or about 21 January 1962, and is considered a total loss for its intended purpose. Looting appears to have been the motive.

(b) Radio beacon (Lima 11). The equipment for Lima 11 was housed in the same building as that of the high frequency direction finder. Except for the antenna which remains intact, the equipment was irrepairably damaged and many parts were stolen.

(c) Instrument landing system - glide path. This installation is situated about 400 meters from the end of runway 255. Some time during January 1962 the cable connecting the ILS set to the antenna was cut. There was no other damage and no indication that the building had been entered.

2. Findings Required: With respect to paras 1(a),1(b) and 1(c), a Board of Enquiry should provide, if possible, the following findings:

.../2

C O P Y

(a) The extent and costs of the damages.

(b) The individuals responsible for having created the damage.

(c) A statement of ONUC's responsibilities in the losses incurred.

Sgd. .....

(H. A. MORRISON) A/C

Air Commander

29 March 1962

CONFIDENTIAL

To: Air Commander
Deputy Force Commander
Brig. Sartaj Singh, Leo Command
Brig. Noronha, Katanga Command
Chief of Staff
Chief Signals Officer
F/Lt. D. H. LeFebvre

From: Acting Force Commander - ONUC

Subject: Amendment to Convening Order

The Convening Order signed by the Force Commander on 28 March 1962 for a Court of Inquiry into the circumstances leading to certain damages to radio installations at Elisabethville Airfield will be amended as follows:-

Delete: President: Brigadier Sartaj Singh

Add: President: Brigadier Noronha

Maj.Gen.
(G. L. Yacob)

Fil

6 29 March 1962

CONFIDENTIAL

To: Air Commander
Deputy Force Commander
Brig. Sartaj Singh, Leo Command
Brig. Noronha, Katanga Command
Chief of Staff
Chief Signals Officer
F/Lt. D. H. LeFebvre

From: Acting Force Commander - ONUC

Subject: Amendment to Convening Order

The Convening Order signed by the Force Commander on 28 March 1962 for a Court of Inquiry into the circumstances leading to certain damages to radio installations at Elisabethville Airfield will be amended as follows:-

Delete: President: Brigadier Sartaj Singh

Add: President: Brigadier Noronha

Signed. Dist Rubgtg
29/3/62
Maj.Gen.
(G. L. Yacob)

29 March 1962

CONFIDENTIAL

To: Air Commander
Deputy Force Commander
Brig. Sartaj Singh, Leo Command
Brig. Noronha, Katanga Command
Chief of Staff
Chief Signals Officer
F/Lt. D. H. LeFebvre

From: Acting Force Commander - ONUC

Subject: Amendment to Convening Order

The Convening Order signed by the Force Commander on 28 March 1962 for a Court of Inquiry into the circumstances leading to certain damages to radio installations at Elisabethville Airfield will be amended as follows:-

Delete: President: Brigadier Sartaj Singh

Add: President: Brigadier Noronha

_____ Maj.Gen.
(G. L. Yacob)

File

Confidential

CONVENING ORDER

1. A Court of Inquiry, composed as under, will assemble at ELISABETHVILLE as soon as possible and at such places elsewhere in the CONGO and at such times as the President may deem fit, to investigate into the circumstances leading to certain damages to radio installations at ELISABETHVILLE Airfield, as reported by ONUC Air Commander, Air Commodore H. A. MORRISON, in the attached letter:-

President: Brigadier SARTAJ SINGH

Members : Lt. Col. J. A. AUGUST
F/Lt. D. H. LEFEBVRE

2. The Court will record all available evidence of the damages, with particular reference to the following:-

(a) A detailed description of all damages, indicating, if possible, the date and time of the occurrences.

(b) Whether a guard was detailed for the protection of these installations during the period the damages took place, and if so, the evidence of such personnel will be recorded.

(c) The individual/individuals responsible for the damages.

(d) The extent and cost of the damages.

(e) The question of reimbursement.

(f) Indicate the responsibility of ONUC towards the losses incurred.

(g) Measures taken/to be taken, in order to prevent a repetition of such damages.

(h) Any information which the Court may consider relevant to the inquiry.

3. The Court will examine such witnesses whose evidence the President considers will be relevant to the inquiry.

4. All evidence will be taken on oath or affirmation.

.../...

5. The Court shall consider all the evidence and record its findings and opinion.

6. The proceedings of the Court of Inquiry will be submitted in quadruplicate to the Force Commander.

Dated at ONUC Force HQ, LEOPOLDVILLE, this 28th day of March 1962.

Sean Mac Eoin

Lt-General Sean MAC EOIN
Force Commander
ONUC

Distribution:-

Force Commander
Air Commander
Maj Gen YACOB
Brig SARTAJ SINGH
Brig NORAHNA
Col J GUHA
Lt Col JA AUGUST
F/Lt DH LEFEBVRE

C O P Y

3 March 2

To: Force Commander
From: Air Commander
Subject: DAMAGES - RADIO INSTALLATIONS
ELIZABETHVILLE AIRFIELD

1. Case for Board of Enquiry: Several aviation radio installations at the ELIZABETHVILLE airfield have been either destroyed or partly damaged during the time 1 September 1961 - 31 January 1962. A portion of this destruction took place after the December 1962 military operations, and when the airfield was controlled by ONUC forces.

In a number of instances, the destruction is not of a nature expected from acts of sabotage. There are indications that serious damage resulted from irresponsible looting and/or vandalism by ONUC military personnel. The aviation radio installations to be considered are the following:

(a) High frequency direction finder. This equipment is meant to provide homing facility to aircraft transmitting high frequency signals. It is situated about one kilometre from the end of runway 255. This installation was wrecked on or about 21 January 1962, and is considered a total loss for its intended purpose. Looting appears to have been the motive.

(b) Radio beacon (Lima 11). The equipment for Lima 11 was housed in the same building as that of the high frequency direction finder. Except for the antenna which remains intact, the equipment was irrepairably damaged and many parts were stolen.

(c) Instrument landing system - glide path. This installation is situated about 400 meters from the end of runway 255. Some time during January 1962 the cable connecting the ILS set to the antenna was cut. There was no other damage and no indication that the building had been entered.

2. Findings Required: With respect to paras 1(a),1(b) and 1(c), a Board of Enquiry should provide, if possible, the following findings:

.../2

COPY

(a) The extent and costs of the damages.

(b) The individuals responsible for having created the damage.

(c) A statement of ONUC's responsibilities in the losses incurred.

Sgd. .....

(H. A. MORRISON) A/C

Air Commander

C o n f i d e n t i a l

CONVENING ORDER

1. A Court of Inquiry, composed as under, will assemble at ELISABETHVILLE as soon as possible and at such places elsewhere in the CONGO and at such times as the President may deem fit, to investigate into the circumstances leading to certain damages to radio installations at ELISABETHVILLE Airfield, as reported by ONUC Air Commander, Air Commodore H. A. MORRISON, in the attached letter:-

President: Brigadier SARTAJ SINGH

Members : Lt. Col. J. A. AUGUST
F/Lt. D. H. LEFEBVRE

2. The Court will record all available evidence of the damages, with particular reference to the following:-

(a) A detailed description of all damages, indicating, if possible, the date and time of the occurrences.

(b) Whether a guard was detailed for the protection of these installations during the period the damages took place, and if so, the evidence of such personnel will be recorded.

(c) The individual/individuals responsible for the damages.

(d) The extent and cost of the damages.

(e) The question of reimbursement.

(f) Indicate the responsibility of ONUC towards the losses incurred.

(g) Measures taken/to be taken, in order to prevent a repetition of such damages.

(h) Any information which the Court may consider relevant to the inquiry.

3. The Court will examine such witnesses whose evidence the President considers will be relevant to the inquiry.

4. All evidence will be taken on oath or affirmation.

.../...

5. The Court shall consider all the evidence and record its findings and opinion.

6. The proceedings of the Court of Inquiry will be submitted in quadruplicate to the Force Commander.

Dated at ONUC Force HQ, LEOPOLDVILLE, this 28th day of March 1962.

Lt-General Sean MAC EOIN
Force Commander
ONUC

Distribution:-

Force Commander
Air Commander
Maj Gen YACOB
Brig BARTAJ SINGH
Brig KOROHNA
Col J GUHA
Lt Col JA AUGUST
F/Lt DH LEFEBVRE

ORGANISATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS ORGANIZATION
IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC. LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

3 March 1962

A : Force Commander
De : Air Commander
Objet : DAMAGES - RADIO INSTALLATIONS ELIZABETHVILLE AIRFIELD

1. Case for Board of Enquiry: Several aviation radio installations at the ELIZABETHVILLE airfield have been either destroyed or partly damaged during the time 1 September 1961 - 31 January 1962. A portion of this destruction took place after the December 1962 military operations, and when the airfield was controlled by ONUC forces.

In a number of instances, the destruction is not of a nature expected from acts of sabotage. There are indications that serious damage resulted from irresponsible looting and/or vandalism by ONUC military personnel. The aviation radio installations to be considered are the following:

(a) High frequency direction finder. This equipment is meant to provide homing facility to aircraft transmitting high frequency signals. It is situated about one kilometre from the end of runway 255. This installation was wrecked on or about 21 January 1962, and is considered a total loss for its intended purpose. Looting appears to have been the motive.

(b) Radio beacon (Lima 11). The equipment for Lima 11 was housed in the same building as that of the high frequency direction finder. Except for the antenna which remains intact, the equipment was irrepairably damaged and many parts were stolen.

(c) Instrument landing system - glide path. This installation is situated about 400 meters from the end of runway 255. Some time during January 1962 the cable connecting the ILS set to the antenna was cut. There was no other damage and no indication that the building had been entered.

2. Findings Required: With respect to paras 1(a), 1(b) and 1(c), a Board of Enquiry should provide, if possible, the following findings:

.../2

(a) The extent and costs of the damages.

(b) The individuals responsible for having created the damage.

(c) A statement of ONUC's responsibilities in the losses incurred.

(H. A. MORRISON) A/C
Air Commander