

DECLASSIFIED FOR

21/12/1998 - 11 05 1998

PLEASE RETAIN
ORIGINAL ORDER

9/

cc

UN ARCHIVES
SERIES S-0787
BOX 7
FILE 5
ACC. 14 11 1998

copy
File
D
Jmm/pc
September 11, 1963

Major General CHR. R. KALDAGER
Force Commander
ONUC HQ
B. P. 7248
LEOPOLDVILLE

My dear General Kaldager ,

I am in receipt of yours of September 9th, 1963 wherein in keeping with mine of the 3rd you advise me of the appointment of Colonel Conty as Representative of the U.N. in order to inspect the premises which we have been occupying at the Ndjili Airport and which were delivered to us by the United Nations Organization; this, so that we may be released by that organization from any responsibility concerning said premises.

We are indeed prepared to go as far as we can in connection with the inspection contemplated but it becomes my obligation to advise you that certain conditions and changes have occurred affecting these premises which, we feel, may intervene in the inspection in question, and which in our opinion release us from any responsibility which may have arisen in connection with the use of these premises by our company. I attach herewith a copy of a "Procès-Verbal d'Etat des Lieux" which was executed jointly by the undersigned and Major Losso, Commander of the Force Aérienne Congolaise. You will note that the inspection carried out with Major Losso was the result of an order he received from the Ministry of Defence on August the 28th, 1963 and that said inspection resulted in releasing us from any responsibility towards the Ministry of Defence concerning any damages which may have been created. We believe that

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the contents of the Procès-Verbal are self explanatory.

Now then, on the afternoon of September the 4th, The Transair Sweden organization immediately moved into the premises in question. We do not know by what authority or through what arrangements and it is not any concern of ours. It does mean however that in view of Transair Sweden having physically occupied the premises immediately after we moved out, we do feel relieved of any responsibility vis-a-vis the U.N. or the Central Government. The premises are now occupied by that organization and we are completely ignorant of any physical changes or other arrangements they may have made.


We feel that the inspection proposed by ourselves and accepted by you would be superfluous but we are willing to visit with Colonel Conti and carry out your instructions.

For your information, the Deputy Base Commander, Major Betero of the Italian Air Force, was present during the time that we were being moved and this gentleman expressed his satisfactory acceptance of the premises. Our Mr. Max Miller, Director of Operations, called the Major after the place had been vacated and made a tour of inspection with him at which time he expressed his satisfaction.

In closing we beg to remain as ever,

Your Friend,

PANAMAAIRWAYS Inc.


 DAVID MAYAGOITIA
 General Manager
 Congo Division

PROCES-VERBAL D'ETAT DES LIEUX (suite)

- (d) toilettes inachevées, bâties en dur, comprenant les murs, la fosse septique complètement installée, mais pas les objets sanitaires proprement dits.

4. Il est convenu et agréé entre les parties que si le Gouvernement est d'accord d'acheter les susdites installations, le Ministère de la Défense paiera immédiatement à AEROVIAS PANAMA, en espèces, la somme de :

FRS.CONG. 123.350.- (cent quatre vingt trois mille trois cent cinquante francs congolais)

représentant les frais encourus pour les matériaux et la main-d'oeuvre pour la mise en place des susdites installations.

Après l'inspection des locaux et après être arrivés aux conclusions ci-dessus conjointement, il a été stipulé par le Major Lasso que les locaux ne recelaient pas de dommages quels qu'ils soient susceptibles de faire l'objet de réclamation de la part du Gouvernement Central du Congo, Ministère de la Défense Nationale.

Monsieur David Mayagoltia, parlant au nom de Aerovias Panama S.A., a exprimé le grand désappointement de la société et son personnel suite à l'usage illégal de la force armée et à la coercition dont il a été fait preuve pour évincer la société des locaux au cours des journées des 3 et 4 Septembre 1963. De même, il stipule qu'il est regrettable que des mesures d'intimidation aient été prises avant les notes dont référencé ci-dessus au sujet de l'éviction. La société considère, en effet, que s'il y avait eu le moindre doute au sujet de la légalité de l'occupation des locaux par la société, ou sur tout autre point s'y rapportant, le pays dispose de moyens légaux adéquats et suffisants auxquels tant la société que le Gouvernement peuvent avoir recours si besoin était. L'article V, paragraphe G du contrat prévoyait en effet les recours légaux éventuels pour la solution de tout différend pouvant surgir entre les parties.

Monsieur David Mayagoltia a délivré les locaux et a protesté et objecté quant aux méthodes employées à cet effet. La précédente déclaration de Monsieur Mayagoltia a été faite au Major Lasso, Représentant du Gouvernement, lequel s'est acquitté de sa tâche de façon extrêmement correcte ce qui a contribué à diminuer les effets négatifs de cette situation.

PROGRES-VERBAL D'ETAT DES LIEUX

Le 4 Septembre 1963, à 12 heures, Major Losso, en qualité de représentant du Ministère de la Défense Nationale de la République du Congo, se conformant aux instructions émises par la lettre du 2 août 1961 du Ministre de la Défense, conjointement avec Monsieur David Mayagoltia, agissant en qualité de Directeur Général de la Société Aerovias Panama, S.A., Division Congo, ont visité et inspecté les locaux qui ont été occupés par Aerovias Panama dans le hangar est des installations de l'aérodrome de la Ndili, en vue de procéder à l'état des lieux.

Après l'inspection, il a été convenu et agréé ce qui suit entre les parties :

1. Il a été constaté que les locaux ne présentaient pas de détériorations autres que celles engendrées par un usage normal.
2. Il a été convenu et agréé entre les parties que durant un laps de temps n'excédant pas 72 heures à dater de la présente Aerovias Panama laissera dans les susdits locaux les installations amovibles ci-après, le Major Losso ayant déclaré qu'il allait proposer au Gouvernement l'achat de ces installations. Aerovias Panama a déclaré que si le Gouvernement était disposé à lui payer la somme demandée ci-après pour l'achat de ces installations, elle laisserait celles-ci dans les locaux. Cependant, si cet achat n'était pas approuvé par le Gouvernement, il est convenu et agréé entre les parties que Aerovias Panama aura libre accès à ces locaux pour enlever les dites installations.
3. Les installations susdites comprennent:
 - (a) une série de panneaux amovibles en contreplaqué divisant les locaux en trois bureaux communicants; il y a environ 233 mètres carrés de contreplaqué d'environ 10 mm d'épaisseur.
 - (b) un nombre indéterminé de chevrons de 10 cms x 10 cms constituant la charpente des panneaux susmentionnés.
 - (c) une installation électrique d'éclairage fluo rescent comprenant un compteur général et une boîte de contrôle de fusibles, 14 fixations pour double tube avec starter et transformateur, mais sans les tubes fluorescents, 7 interrupteurs, tous les tuyaux et câblages nécessaires à cette installation.

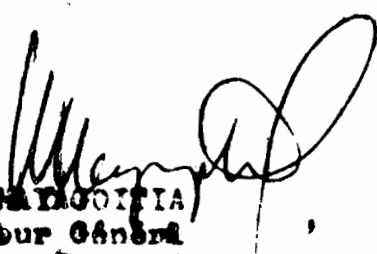
PAGE 3

PROCES VERBAL D'ETAT DES LIEUX (suite)

L'inspection s'est terminée à 13 heures.

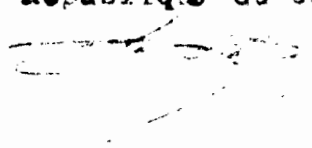
En foi de quoi, les deux parties ont conjointement signé le présent procès-verbal d'état des lieux.

Fait Léopoldville, le 4 Septembre 1963



DAVID HAIDJOUTIA
Directeur Général
Division Congo de
AEROVIA PANAMA S.A.

MAJOR LOSSE
Représentant du
Ministère de la
Défense Nationale de la
République du Congo



GGW/jmg

cc: COS

Force Commander

SASO (2)

Ch Air Tpt Ops

9 September 1963

To : Air Base Commander, N'djili

From : Force Commander

Subject: Air Panama hangar accommodation

- 1. Attached is copy of a letter received from the Director General of Air Panama suggesting a joint inspection of the hangar facilities which they occupied recently.
2. I would like to have you look after this matter personally. You can contact Mr. David Mayagoitia and make arrangements for both of you to inspect the hangar recently vacated by Air Panama. The purpose of this inspection is to confirm that the facilities used by Air Panama in that particular hangar have been left in good condition.
3. I would like you to attend to this within the next few days and forward a written report to me on what you have found, as far as the condition of the hangar facilities are concerned and make a recommendation, if you think it is justified that Air Panama should be released from their responsibilities in the hangar without obligation.

(Chr. R. Kaldager) Maj Gen
Force Commander

3032

GGW/jmg

cc: Chief of Staff
Force Commander
Chief Air Tpt Ops
S.A.S.O. (2)
Chief Pur & Sup
Air Base Cmdr, N'djili

9 September 1963

Dear Mr. Mayagoitia,

Thank you very much for your letter dated 3 September concerning your vacating the hangar facilities which you have been using at N'djili Airport.

We would indeed desire to have an inspection of the premises you were occupying before confirming in writing that your responsibilities, vis-à-vis the United Nations, will cease forthwith. In this regard, Colonel Conti, who is the Air Base Commander at N'djili should be getting in touch with you within the next few days to make arrangements for a joint inspection by a representative from your company and Colonel Conti himself.

I will await Colonel Conti's report on this inspection before confirming the cessation of your responsibilities. Thank you very much.

Yours very truly,

Chr. R. Kaldager (Maj Gen)
Force Commander

Mr. David Mayagoitia
General Director
Aerovías Panamá
B. P. 1854
Leonoldville

9/11/63

4 July 1963

To : Mr. S. Habib Ahmed
Chief of Civilian Operations

From : Air Commander

Subject : Airport Fire Fighting Training

1. Reference is made to memorandum dated 17 May 1963 from Acting Chief, ICAO TA Mission, to Chief of Civilian Operations.
2. I would like to confirm that there is an urgent requirement for the establishment of a fire fighting, crash and rescue school, at a suitable aerodrome in the Congo, equipped with the minimum materiel required for starting the courses. However, the justification for the establishment of this school would be that there is a need for the training of future fire fighters for the protection of civilian air traffic in the Congo. For the existing ONUC military aircraft, the school would hardly be of any value, as the students would not be qualified fire fighters until November/December 1963, and this only if the school were to be started in the very near future.
3. In view of the above, I feel that it would hardly be justified to finance the school out of the regular funds for ONUC operations. You may wish to consider this as a matter for the Technical Assistance Expanded Programme.

R. Kaldager

(Chr. R. Kaldager) Maj Gen
Air Commander

cc: Force Commander *K9*
Chief, ICAO TA Mission

003

for

Gann/KC

CRK/vtc

22 February 1963

To : Mr. Ben Twigt, Chief Administrative Officer
From : Major-General Chr. R. Kaldager, Air Commander
Subject : Ground Handling Equipment

Ref (a): My CRK/vtc dated 5 February 1963.

Ref (b): Your C/ADM/520/1/6 dated 5 February 1963.

1. Further to ref (a), the following is quoted from a message received from MATS, Elisabethville, yesterday:

"...It is impossible to maintain scheduled lift with one I repeat one fork lift. I have 3 C-124s inbound and there are 5 or 6 charter planes here also. All airplanes must use the same fork lift. In effect you are tying up millions of dollars worth of airplanes because there are no fork lifts. Suggest someone take some action. Movement Control here could rent fork lifts from Sabena but they tell me that they have no authority. Parsons."

2. In ref (a) I recommended immediate purchase of four heavy and eight medium size fork lifts. A more detailed study on the requirement for this type of equipment has now been undertaken by Air Division. It was found that four heavy and eight medium size fork lifts must be considered a minimum requirement, provided that all existing fork lifts are repaired and made fully serviceable. Our recommendation with regard to location of fork lifts has been forwarded to Chief Logistics Officer.

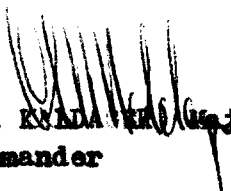
3. The critical fork lift situation is costing the UN money every day. A few delays of expensive aircraft or cancellation of flights can very quickly amount to the price of a fork lift.

KS

File

4. Referring to the above, I would strongly recommend purchase of the quantity indicated.

5. In the meantime, and as an emergency measure, it is recommended that authority be given to Movement Control to rent privately owned fork lifts as and when required.


(CHR. R. KYADA) Major-General
Air Commander

cc: Force Commander
Chief of Staff
Senior Air Staff Officer
Chief Procurement Officer
Chief Movement Control
Chief Logistics Officer
Chief Air Transport Officer

27
5

X

FROM : AIR COMMANDER

TO : AIR BASE COMMANDER NDJILI

Gna/16

UNCLAS AO 495 MAY 27. EFFECTIVE IMMEDIATELY, YOU ARE AUTHORISED TO DIRECT THE OC 47 SQDN TO PLACE FOUR C47 IN INTERIM STORAGE PENDING FURTHER DISPOSAL INSTRUCTIONS. YOU ARE ALSO TO DIRECT THE OC SUPPORT SQDN TO IMMEDIATELY PLACE TWO HELICOPTERS IN INTERIM STORAGE AND TO RETAIN THE FOUR NEW OTTER AIRCRAFT IN THEIR PACKING CASES PENDING FURTHER DISPOSAL INSTRUCTIONS. THE NUMBERS OF THE FOUR C47, TWO HELICOPTERS AND FOUR OTTERS BEING PLACED IN STORAGE ARE TO BE PASSED TO THIS HQ. ACKNOWLEDGE.

[Signature]
(Chr. R. KALDAGER) Maj. Gen.
AIR COMMANDER

27 May 63

cc : Force Commander *KS*
Air Commander
Chief of Staff
Mil Ops
CLO
Air Ops
+ chief ENG.

NATIONS UNIES

UNITED NATIONS

Handwritten signature/initials

21 May 1963

To : Chief, ICAO Mission, Leopoldville
From : Maj Gen Chr R Kaldager, Air Commander
Subject : Airfield Fire Fighting & Rescue Service

1. Reference is made to letter dated 6 May 1963, addressed to this office, from Major E. Sabelstrom, ONUC Fire Fighting Expert, with copy to Acting Chief, ICAO Mission, Leopoldville.
2. It is very unfortunate that the morale, discipline and efficiency of the Congolese fire fighting units have deteriorated at those bases where these units have been re-integrated into the national Congolese establishments and placed directly under the command of Congolese civil airport managers.
3. It is suggested that you approach the Congolese Directorate of Civil Aviation with a view to improving discipline, morale, efficiency--and salaries--of the fire fighting units. Every effort should be made to ensure safe conditions for the military and civilian aircraft operating in the Congo.
4. It is also hoped that it will be possible to start a fire fighting crash and rescue school in the near future at a suitable aerodrome. It is understood that planning for a six-week course has already been completed a long time ago, together with detailed programmes and syllabi. Setting up of the school was, I believe, recommended by the ICAO Fire Fighting Expert in a report dated 26 November 1962.
5. Attached please find, for your information, copy of my letter of even date and subject to the Air Base Commanders.

Handwritten signature
(Chr. R. Kaldager) (Maj Gen
Air Commander)

cc: Force Cdr ✓
Chief Admin Off
Chief Civil Ops
Chief of Staff
Chief ICAO Mission
FAA Inspectors
Flight Safety Offr
HQ Kat Area
Fire Fighting Exp

NATIONS UNIES UNITED NATIONS


21 May 1963

To : Air Base Commander, N'DJIBI
Air Base Commander, KAMINA
Air Base Commander, B'VILLE
Air Base Commander, A'VILLE
Air Base Commander, LULU

From : Air Commander

Subject : Airfield Fire Fighting & Rescue Service

1. In a recent report, the ONUC Fire Fighting Expert has pointed out that the Congolese fire fighting units which have been integrated into the national Congolese establishments and placed under the direct command of the Congolese civil airport managers have shown a marked deterioration of standard with regard to morale, discipline and efficiency. This is most unfortunate, since these units had a good standard while under ONUC Air Base Commanders.
2. I have requested Chief, ICAO Mission, Leopoldville, to approach the Congolese Directorate of Civil Aviation with a view to improving morale, discipline, efficiency--as well as salaries--of these units and also to contact the pertinent authorities and initiate the establishment of a fire fighting and rescue school at an early date.
3. In the meantime, pending the improvements that are hoped will follow from these actions, the Air Base Commanders are hereby requested to help the Congolese airport managers with their fire fighting and rescue problems as much as possible. You should also coordinate your efforts with the local ICAO Representatives in this matter in order that the airfields may be restored to their former safe state.
4. Special attention is drawn to the necessity of cleaning up the areas of the airfields and disposing of useless waste that represents a fire hazard.


(Chr. R. Kaldager) Maj Gen
Air Commander

cc: Force Cdr ✓
Chief Admin Offr
Chief Civil Ops
Chief of Staff
Flight Safety Offr
FAA Inspectors
HQ Kat Area
Chief ICAO Mission
Fire Fighting Exp

UNITED NATIONS -- NATIONS UNIES

INDICATE
PRIORITY

S V C Service	FFFFF Routine	XXX Priority	SSSSS Priority	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

N R

HQ LEOPOLDVILLE

Address(es) TO: BASE COMMANDER, KAMINA AIR BASE COMMANDER, LULU
 AIR BASE COMMANDER, KAMINA " " " KOLWEZI
 " " " EVILLE OFFICER COMMANDING NORWEGIAN AA BAT. KAMINA
 " " " AVILLE INFO : HQ KATANGA AREA
~~AIR BASE COMMANDER, KAMINA~~

(TEXT & SIGNATURE)

Insert prefix & / or number as required

USE DOUBLE SPACING.

1. AO 662. FROM AIR COMMANDER. ON DATES INDICATED, THE AIR COMMANDER
 WILL VISIT THE FOLLOWING AIR BASES:

MARCH	200700Z	-	DEP. N'DJILI
"	201100Z	-	ARR. KAMINA
"	230700Z	-	DEP. KAMINA
"	230800Z	-	ARR. KOLWEZI
"	231000Z	-	DEP. KOLWEZI
"	231100Z	-	ARR. EVILLE
"	240900	-	DEP. EVILLE
"	241130	-	ARR. AVILLE
"	250800	-	DEP. AVILLE
"	251030	-	ARR. LULU
"	251200	-	DEP. LULU
"	251445	-	ARR. LEOPOLDVILLE

2. ACCOMPANYING THE AIR COMMANDER WILL BE COLONEL FAROLAN OF THE PHILIPPINE
 AIRFORCE AND MAJOR SNEYBY OF THE AIR DIVISION. PLEASE ARRANGE FOR THE NECESSARY
 ACCOMMODATION.

cc: Force Commander
 SASO
 Colonel Farolan
 Chief Air Tpt

RECEIVED

1963 MAR 16 AM 11:36

T. O. R.

BY :

T. O. D.

Drafted by : Maj-Gen Kaldager
 Authorized : Air Commander
 Date : 16 March 1963

3032

CRK/vte

21 February 1963

To : Mr. Ben Twigt, Chief Administrative Officer
From : Major-General Chr. R. Kaldager, Air Commander
Subject : Maintenance of Airfield Runways in the Congo

1. It has been noted during inspection tours made by myself and members of my staff, that little or no preventive maintenance is being carried out on the airfield runways in the Congo.

2. Some runways are already clearly in need of repair or completion. Examples: Goma, Kindu, Banningville. Other runway surfaces are becoming rough. Here, the surface will soon break through and deterioration will then be rapid, necessitating costly repairs. Examples: Luluabourg, Stanleyville.

In addition, on many of the sod fields the grass is not regularly cut. This represents a hazard to aircraft operations as these runways become slippery when it rains.

Recommendations:

3. The following action is recommended as a matter of urgency:
- (a) The UN HQ in New York should be asked to arrange for a team of airfield experts to inspect all airfields of any importance in the Congo.
 - (b) This team should advise on repair and maintenance required, giving a preliminary cost estimate.
 - (c) Steps should be taken to obtain the funds necessary to implement paragraph (b) above, for instance on the basis of "Technical Assistance to the Congo".
 - (d) A long-term plan should be made, whereby Congolese personnel could be trained to take over airfield repair and maintenance.

cc: Force Commander *Kg*
Mr. Pêche, Deputy ICAO Mission
Chief of Staff
Senior Air Staff Officer
Chief Air Transport Officer
FAA Inspectors

(CHR. R. KALDAGER) Major-General
Air Commander *Kg*

9 February 1963

To : Air Base Commander, Kamina

From : Air Commander

Subject: Statement of Responsibility of Air Base Commander Kamina and
OC; UN Fighter Wing

1. The Fighter Element of the UN Air Division has been re-established by the arrival of the 103 Iranian and 9 Philippine Fighter Squadrons. Together with the Swedish Fighter Unit previously in the Congo they will form the UN Fighter Wing, permanently based at Kamina.
2. Air Base Commander Kamina will also be OC UN Fighter Wing. He will be responsible, under this HQ, for the organization and operation of the Air Base and the Fighter Wing, as well as the operational readiness, effectiveness and training of the Fighters. He shall issue the orders needed in this respect.
3. Considering changes in the general situation in the Congo, he shall make suggestions and recommendations to the Air Commander with an aim to adopt the policy regarding the use of the UN Fighter Force accordingly and also assist in the working out of new basic principles.
4. When operations start he will be responsible for the carrying out of missions according to orders given from this HQ.
5. At the Air Base there should also be a Deputy Air Base Commander whose main duties will be the Air Base activities according to the organization and Terms of Reference worked out by the Air Base Commander.

(CHR. R. KALDAGER) Major-General
Air Commander


cc: Chief of Staff - 2
Military Information
Military Operations
Military Personnel
Chief Air Admin

20 December 1962

To : Major Gen. Prem Chand
GOC Kat Area
From : Force Commander

Subject : SECURITY - LUANO AIRFIELD

1. Ref. 1306/7/GS1 from HQ Sector B, copy of which was forwarded for information to this HQ. It is disturbing to find that such detailed and accurate information can be obtained by the Katangese.
2. The presence of so many Katangese employees in the airport undoubtedly constitutes a serious security risk. I should therefore be glad to hear from you what measures we are taking to minimize this danger.
3. I assume you will agree with Commander Indian Bde that in the event of emergency, security measures will have to be tightened up and readjustments made. In this connection it would be wise to have plans for these things already drawn up. I should therefore be interested to learn from you what you propose to do in this regard.



Lt. Gen.
Kebbede Guebre

~~Cat~~ Airfield 30 32

14 September 1962

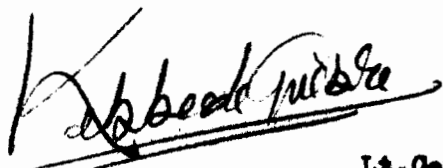
To: Mr. M. Khiary, Chief of Civilian Operations

From: Force Commander

Ref: Your memorandum of 6 September 1962

1. For the security of the airfield which is vital to our air supply, we are obliged to maintain a garrison at Goma Airport. Due to the lack of alternative suitable accommodation, however, we have no choice but to retain possession of the buildings at present occupied by United Nations troops.

2. Regretfully, therefore I must state that, in the present circumstances, we are not prepared to vacate the buildings in question.


Lt. Gen.
Kobbekwe Guebre

Text of this letter transmitted
to Brig Moor on 14/9/62. agg
JRM
na/re

*Ins after
29/6*

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

ANQ/6035/1/ADMIN

29 June 1962

To : Chief of ICAO Mission.

From : Air Commander.

Sub : RUNWAY REPAIRS AT GOMA AIRFIELD

About 300 Metres of the runway at Goma Airfield is unusable and needs repairs.

2. Since the Airfield is run by the Congolese Communications Department, I take it that they have the interest and responsibility in this matter. I would therefore be grateful if you could take up this question with these authorities for safe operation by ONUC Aircraft, and please notify us.


Maj Gen.
Air Commander
(JOHN RYG)

Copy to : Force Commander. ✓
Chief Administrative Officer.

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

BOITE POSTALE 307 B
ELISABETHVILLE
CABLE: ONUC, ELISABETHVILLE

Jm/KC
26/6

C/ECO 110 (2)

22 June 1962

To Mr. R. K. Gardiner, Officer-in-Charge, ONUC, Leopoldville
From G. Ghaleb, Acting UN Representative, Elisabethville
Subject Authorization for use of Elisabethville Airport
Ref : ML-161

... Please find enclosed copy of a letter we have received from Cooper Bros. and Co. requesting that the authorization already granted for certain of their aircraft to land in Elisabethville (see Force Commander's cable DFC-91) be extended to cover a "TRIPACER" no. VP-YSX.

Please advise.

Encl.

c.c. Force Commander

COOPER BROTHERS & CO

CHARTERED ACCOUNTANTS

~~XXXXXXXX~~

TELEPHONE: ELISABETHVILLE 2888
TELEGRAMS: BARRINGTON ELISABETHVILLE

P O BOX 1808

288 AVENUE WANGERMÉE.

ELISABETHVILLE

~~XXXXXXXXXXXXXXXX~~

KATANGA.

C/ECO 110 (2)
COOPER BROTHERS & CO. ARE LICENSED TO OPERATE
IN THE AIRCRAFT UNDER OF SOUTH AFRICA, EAST AND WEST AFRICA
UNITED STATES OF AMERICA, CANADA, MEXICO
AUSTRALIA AND ZEALAND, INDIA, MALAYA, SINGAPORE,
BELGIUM, FRANCE, GERMANY, HOLLAND, ITALY, SWITZERLAND

WH/GDP.

Elisabethville, 19th. June 1962.

Mr. G. CHALEN
Officer in charge C.N.F.C.
BP. 3078.
ELISABETHVILLE.

Dear Sir,

Authorisation for use of airport.

Considerable difficulty and inconvenience are being experienced by the aircraft charter company "COPAIR Ltd" in providing for our use one of the three aircraft authorised to land at Elisabethville each time a flight is necessary. The aircraft already covered by your authorisation are as follows:

CESSNA 180 - VP-YOT.
CESSNA 175 - VP-YRA.
APACHE - VP-YOP.

There is however another aircraft available for the company which it is frequently more convenient to use. This aircraft is a "TRIPACER" n° VP-YZX. We request therefore that the authorisation already granted us may be extended to cover the last mentioned aircraft.

We confirm that all flights are made carrying our personnel in order to carry out our duties at the offices of Union Minière du Haut Katanga. The pilots will remain the same as those previously authorised being Mr. O.J. IRWIN, Mr. H.A. KEARNS or Mr. P. OVENSTONE.

Yours truly,

COOPER BROTHERS & Co.
per.

AIR pour 1

Donat 12/6

RESTRICTED

HEADQUARTERS ONUC

MIL INFO 840

LEOPOLDVILLE

12 Jun 62

AIRFIELDS

1. Attached are lists of airfields, by provinces, in the CONGO and RUANDA-URUNDI.
2. Those in possession of the Handbook Air Forces (Companies) and Aircraft should insert these lists in the book.

Ed P. Harneau May
for PBO Reuterswaerd)
Lt-Col
Chief of Military Information

Distribution:

For Information:

Force Commander	(3)
Deputy Commander	(3)
Chief of Staff	(3)
Chief of Military Operations	(6)
HQ Katanga Area EVILLE	(2)
HQ Sector 'A' ALBERTVILLE	(2)
HQ Sector 'C' KAMINA	(2)
HQ Brigade MSF BUKAVU	(2)
HQ 3 Nigerian Brigade LULUABOURG	(2)
HQ Ethiopian Brigade STANLEYVILLE	(2)
Air Commander	(2)
Air Detachment Commander KAMINA	(5)
Chief Fighter Operations Officer	(2)
Base Commander N'DJILI	(5)
Fighter Operations Officer N'DJILI	(2)
Fighter Operations Officer KAMINA	(10)
Air Detachment Commander LULUABOURG	(10)
Air Detachment Commander AVILLE	(10)
Air Detachment Commander EVILLE	(5)
Air Operations LEOPOLDVILLE	(8)
No 1 Sqn KAMINA	(10)
No 5 Sqn N'DJILI	(10)
No 22 Sqn KAMINA	(10)
Movement Control LEOPOLDVILLE	(4)
Movement Control N'DJILI	(2)

RESTRICTED

7 3032

File 24/8

MIL INFO 841
LEOPOLDVILLE
23 AUG 62

HEADQUARTERS ONUC

AIRFIELDS.

1. Attached are list and map of airfields in LEOPOLDVILLE province, both dated 2 Aug 62.

2. These lists and maps of airfields are NOT classified and should NOT be kept in the Handbook Air Forces and Aircraft.

3. The list of airfields in LEOPOLDVILLE province, dated 7 June 62 shall be destroyed.

Old list destroyed 25/8/62 TR.

Distribution:

✓ Force Commander
Deputy Commander
Chief of **Staff**
Chief of Military Operations
HQ Sector "L" LEOPOLDVILLE
Air Commander
Air Detachment Commander KAMINA
Chief Fighter Operations Officer
Base Commander N'DJILI
Fighter Operations Officer N'DJILI
Fighter Operations Officer KAMINA
Air Detachment Commander LULUABOURG
Air Detachment Commander AVILLE
Air Detachment Commander EVILLE
Air Operations LEOPOLDVILLE
No 1 Sqn KAMINA
No 5 Sqn N'DJILI
No 22 Sqn KAMINA
Movement Control LEOPOLDVILLE
Movement Control N'DJILI
ICAO

Retained drawer
in MA office

<u>Lists</u>	<u>Map</u>
(3)	(1)
(3)	(1)
(3)	(1)
(1)	(1)
(1)	(1)
(2)	(2)
(5)	(1)
(2)	(1)
(5)	(2)
(2)	(1)
(10)	(1)
(10)	(1)
(10)	(1)
(5)	(1)
(8)	(1)
(10)	(1)
(10)	(1)
(10)	(1)
(4)	(1)
(2)	(1)
(3)	(1)

X

AIRFIELD IN LEOPOLDVILLE PROVINCE

MIL INFO 841

2 Aug 62

AIRFIELDS	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bagata	0344S 1758E	350m	05-23	1000m	gravel
Banningville	0319S 1722E	346 m	11-29	1400m	gravel
Bokala	0307S 1703E		EMERGENCY		
Boma	0552S 1304E	22m	03-21	887m	gravel
Botola	0115S 1812E		EMERGENCY		
Cipelo	0541S 1358E	300m	16-34	1000m	gravel
Feshi	0607S 1805E	900m	15-33	600m	gravel
Gungu	0544S 1919E	813m	09-27	1000m	gravel
Idiofa	0500S 1936E	701m	05-23	800m	gravel
Indolo	0406S 1954E		EMERGENCY		
Inga	0531S 1335E	315m	09-27	1100m	gravel
Inongo	0157S 1817E	320m	09-27	1480m	gravel
Kahemba	0720S 1901E	1050m	15-33	600m	grass
Kasongo-Lunda	0628S 1649E	600m	11-29	725	grass
Kempa	0156S 1824E	350m	10-28	970m	grass
Kengani	0258S 1738E		EMERGENCY		
Kenge	0546S 1339E		EMERGENCY		
Kenge (Kwango)	0450S 1702E	460m	02-20	900m	gravel
Kikongo	0455S 1726E		EMERGENCY		
Kikwit	0502S 1847E	518m	05-23	1570m	asphalt
Kilembe	0547S 1953E		EMERGENCY		
Kilomwana	0324S 1812E		EMERGENCY		
Kimbanda	0516S 1913E		EMERGENCY		
Kimpoko	0413S 1534E		EMERGENCY		
Kingunu	0435S 1634E		EMERGENCY		
Kisakenda	0324S 1748E		EMERGENCY		

AIRFIELDS	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Kitomesa	0536S 1355E	325m	04-22	700m	gravel
Km 106	0542S 1409E		EMERGENCY		
Km 204	0521S 1444E		EMERGENCY		
Km 237	0510S 1500E	600m	09-27	800m	gravel
Kole	0149S 1817E	328m	15-33	700m	gravel
Kolo	0527S 1450E	450m	08-26	650m	grass
Koshi	0455S 1813E		EMERGENCY		
Kunzulu	0331S 1611E		EMERGENCY		
Kutu	0244S 1808E	320m	10-28	750m	gravel
Kwamouth	0311S 1613E	500m	04-22	800m	grass
Langa-Langa	0354S 1556E		EMERGENCY		
Leo-N'Djili	0423S 1526E	309m	07-25	4700m	beton
Leo-N'Dolo	0419S 1519E	290m	08-26	1060m	asphalt
Lukala	0531S 1430E	400m	06-24	800m	gravel
Lukusu	0455S 1509E		EMERGENCY		
Mabenga	0337S 1833E		EMERGENCY		
Masi-Manimba	0446S 1759E	595m	05-23	1000m	gravel
Matadi	0548S 1326E	355m	02-20	1580m	gravel
Mfu	0426S 1546E		EMERGENCY		
Moanda	0556S 1221E	15m	04-22	1480m	asphalt
Mushie	0300S 1656E	370m	17-35	1300m	grass
Nioki	0243S 1741E	318m	12-30	1430m	gravel
Nkolo	0159S 1628E	330m	14-32	1285m	grass
Oshwe	0321S 1931E	470m	11-29	970m	gravel
Panu	0350S 1912E		EMERGENCY		

AIRFIELD	POSITION		ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Panzi	0707S	1758E	1050m	11-29	800m	grass
Propokabaka	0545S	1635E	480m	13-31	1100m	gravel
Sanga	0450S	1458E		EMERGENCY		
Sumbi	0459S	1321E	549m	15-33	800m	gravel
Tanduli	0457S	1640E		EMERGENCY		
Tembo	0741S	1723E	650m	12-30	800m	gravel
Thysville	0515S	1451E	780m	12-30	800m	grass
Tshela	0459S	1256E	110m	14-32	800m	gravel
Tua	0337S	1634E		EMERGENCY		
Vindevoghel	0439S	1510E		EMERGENCY		
Zongo	0450S	1456E	516m	15-33	700m	grass

Airfields - 37

Emergency strips- 25

Total 62

1 Sep 62

AIRFIELDS IN ORIENTALE PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Aketi	0242N 2350E	430m	07-25	900m	gravel
Bafwasende	0105N 2718E	540m	10-28	950m	gravel
Bambili	0339N 2607E	625m	08-26	900m	gravel
Banalia E	0133N 2523E		EMERGENCY		
"	0131N 2518E	450m	04-22	790m	gravel
Basoko	0114N 2338E	410m	02-20	900m	gravel
Batama	0057N 2642E	600m	09-27	780m	gravel
Bunduki	0229N 2320E	450m	05-23	750m	gravel
Bunia	0134N 3013E	1233m	10-28	1850m	asphalt
Buta	0225N 2450E	440m	07-25	800m	gravel
Dembia	0332N 2551E		EMERGENCY		
Dungu	0341N 2836E	712m	05-23	1087m	gravel
Egbunda	0244N 2711E	800m	03-21	750m	gravel
Epini	0128N 2821E	700m	09-27	600m	gravel
Faradje	0344N 2942E	820m	18-36	1100m	grass
Giro	0309N 2914E		EMERGENCY		
Idohu	0108N 2939E	1100	00-18	730m	gravel
Ingi	0249N 2905E	870m	09-27	1300m	gravel
Irumu	0127N 2952E	920m	12-30	1240m	gravel
Kasenyi	0124N 3023E	660m	13-31	781m	gravel
Katende	0020N 2530E		EMERGENCY		
Kilinga	0038N 2607E	500m	08-26	750m	gravel
Kirundu	0044S 2536E	450m	05-23	600m	gravel
KM 95 C.F.L.	0009S 2525E	482m	14-32	630m	gravel
Laru	0252N 2422E	350m	10-28	750m	gravel
Lienartville	0303N 2534E	500m	12-30	800m	gravel
Lileko	0057N 2410E		EMERGENCY		
Lowa	0124S 2551E	450m	02-20	604m	gravel

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Makala	0242N 2954E		EMERGENCY		
Mambasa	0123N 2903E	900m	07-25	800m	gravel
Mawa - Nao	0246N 2638E	750m	09-27	850m	gravel
Mombongo	0139N 2309E		EMERGENCY		
Monbana	0139N 2415E		EMERGENCY		
Mungbere	0238N 2830E	700m	11-29	750m	gravel
Ndjale	0025S 2530E	450m	07-25	600m	gravel
Nekalagba	0250N 2801E	818m	05-23	750m	gravel
Nia - Nia	0125N 2736E	551m	07-25	600m	gravel
Niangara	0340N 2752E	690m	09-27	850m	gravel
Paulis	0247N 2737E	806m	07-25	1280m	gravel
Rubi (Bekale)	0300N 2511E		EMERGENCY		
Stanleyville	0031N 2510E	415m	10-28	2160m	asphalt
Titule	0315N 2532E		EMERGENCY		
Tshakala	0028N 2535E	450m	08-26	750m	grass
Wamba	0212N 2758E		EMERGENCY		grass
Watsa	0300N 2933E	985m	07-25	800m	grass
Yakusu	0035N 2500E		EMERGENCY		
Yalimbongo	0200N 2317E		EMERGENCY		
Yamonongeri	0154N 2302E	380m	13-31	600m	grass
Yangambi	0047N 2428E	420m	10-28	800m	gravel
Yaokanga	0040N 2330E		EMERGENCY		
Yofeko	0039N 2258E		EMERGENCY		
Zobia	0259N 2601E		EMERGENCY		

AIRFIELDS - 36

EMERGENCY STRIPS - 16

Total 52

Bm

Note

1. Attached are lists and maps of airfields in EQUATEUR province both dated 1 Oct 62.

Destroyed 9/10/62
JKB/S

Walter Law

<u>Distribution</u>	<u>Lists</u>	<u>Maps</u>
Force Commander	3	1
Deputy Force Commander	3	1
Chief of Staff	3	1
Chief Mil Ops	3	1
HQ Eth Bde STANLEYVILLE	3	2
Air Commander	2	2
Chief Fighter Operations	2	1
Fighter Ops N'DJILI	2	1
Fighter Ops KAMINA	2	1
No 1 Sqn KAMINA	10	1
No 5 Sqn N'DJILI	10	1
No 22 Sqn KAMINA	10	1
Air Transport Ops	5	2
Base Commander N'DJILI	5	2
Air Detachment Comdr LULU	5	1
" " AVILLE	5	1
" " EVILLE	5	1
Movement Control HQ LEO	5	1
" " N'DJILI	5	1
ICAO	3	1

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Busu-Dendani	0302N 2054E	400	09-27	800m	dirt
Busu-Ngubu	0126N 1957E	385m	09-27	600m	dirt
Coquilhatville	0002N 1817E	341m	18-36	2050m	asphalt
Duma	0353N 1841E	400m	14-32	600m	gravel
Ebeka	0116N 1819E	389m	01-19	840m	gravel
Errengele	0206N 2240E		EMERGENCY		
Gemena	0316N 1948E	475m	11-29	1400m	gravel
Gwalangu	0220N 1810E		EMERGENCY		
Ikela	0112S 2317E	460m	07-25	1160m	gravel
Ikengo	0008S 1808E		EMERGENCY		
Ingende	0015S 1856E	380m	05-23	1150m	gravel
Irebu	0030S 1746E	350m	02-20	1000m	gravel
Libanga	0020N 1841E		EMERGENCY		
Libenge	0338N 1838E	380m	16-34	2100m	gravel
Lisala	0209N 2130E	485m	05-23	1600m	gravel
Mokoloko	0100N 1921E	380m	04-22	1000m	gravel
Lolengi	0007N 2058E		EMERGENCY		
Loloka Beach	0214N 2310E		EMERGENCY		
Mokolo	0151N 1807E		EMERGENCY		
Monkoto	0143S 2038E	391m	12-30	1000m	gravel
Nouvelle-Anvers	0136N 1908E	350m	09-27	950m	grass
Yembe-Moke	0043S 1813E		EMERGENCY		

AIRFIELDS	24
<u>EMERGENCY STRIPS</u>	<u>18</u>
TOTAL	42

1 Oct 62

AIRFIELDS IN EQUATEUR PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Banza	0246N 1828E		EMERGENCY		
Basanka Pt.	0113N 1948E	360m	07-25	1480m	gravel
Binga	0226N 2030E	400m	11-29	600m	gravel
Boende	0014S 2050E	400m	07-25	1400m	gravel
Bokenda	0027N 2123E		EMERGENCY		
Bokonge	0252N 2047E		EMERGENCY		
Bolaka	0004N 2151E		EMERGENCY		
Bolumbu	0045N 1753E		EMERGENCY		
Bomate	0113N 1938E	385m	05-23	1000m	gravel
Bongo	0301N 2006E	470m	05-23	800m	gravel
Bongo-Atembina	0306N 1842E	380m	12-30	680m	gravel
Bongondjo	0149N 2103E	400m	09-27	800m	gravel
Boso Djikima	0033N 1858E		EMERGENCY		
Bosondjo	0152N 2147E		EMERGENCY		
Botolongo	0032N 2228E		EMERGENCY		
Boyange	0218N 2158E		EMERGENCY		
Boyoka	0105N 1754E		EMERGENCY		
Bozoko	0318N 1931E	460m	10-28	800m	gravel
Buburu	0128N 1803E	350m	04-22	980m	gravel
Bumba	0211N 2233E	390m	12-30	1080m	gravel

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Busu-Dendani	0302N 2054E	400	09-27	800m	dirt
Busu-Ngubu	0126N 1957E	385m	09-27	600m	dirt
Coquilhatville	0002N 1817E	341m	18-36	2050m	asphalt
Duma	0353N 1841E	400m	14-32	600m	gravel
Ebeka	0116N 1819E	389m	01-19	840m	gravel
Ensaengele	0206N 2240E		EMERGENCY		
Gemena	0316N 1948E	475m	11-29	1400m	gravel
Gwalangu	0220N 1810E		EMERGENCY		
Ikela	0112S 2317E	460m	07-25	1160m	gravel
Ikengo	0008S 1808E		EMERGENCY		
Ingende	0015S 1856E	380m	05-23	1150m	gravel
Irebu	0030S 1746E	350m	02-20	1000m	gravel
Libanga	0020N 1841E		EMERGENCY		
Libenge	0338N 1838E	380m	16-34	2100m	gravel
Lisala	0209N 2130E	485m	05-23	1600m	gravel
L okoloko	0100N 1921E	380m	04-22	1000m	gravel
Lolengi	0007N 2058E		EMERGENCY		
Loloka Beach	0214N 2310E		EMERGENCY		
Mokolo	0151N 1807E		EMERGENCY		
Monkoto	0143S 2038E	391m	12-30	1000m	gravel
Nouvelle-Anvers	0136N 1908E	350m	09-27	950m	grass
Yembe-Moke	0043S 1813E		EMERGENCY		

AIRFIELDS	24
<u>EMERGENCY STRIPS</u>	<u>18</u>
TOTAL	42

1 Oct 62

AIRFIELDS IN EQUATEUR PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Banza	0246N 1828E		EMERGENCY		
Basanku a.	0113N 1948E	360m	07-25	1480m	gravel
Binga	0226N 2030E	400m	11-29	600m	gravel
Boende	0014S 2050E	400m	07-25	1400m	gravel
Bokenda	0027N 2123E		EMERGENCY		
Bokonge	0252N 2047E		EMERGENCY		
Bolaka	0004N 2151E		EMERGENCY		
Bolumbu	0045N 1753E		EMERGENCY		
Bomate	0113N 1938E	385m	05-23	1000m	gravel
Bongo	0301N 2006E	470m	05-23	800m	gravel
Bongo-Atembina	0306N 1842E	380m	12-30	680m	gravel
Bongondjo	0149N 2103E	400m	09-27	800m	gravel
Boso Djikima	0033N 1858E		EMERGENCY		
Bosondjo	0152N 2147E		EMERGENCY		
Botolongo	0032N 2228E		EMERGENCY		
Boyange	0218N 2158E		EMERGENCY		
Boyoka	0105N 1754E		EMERGENCY		
Bozoko	0318N 1931E	460m	10-28	800m	gravel
Buburu	0128N 1803E	350m	04-22	980m	gravel
Bumba	0211N 2233E	390m	12-30	1080m	gravel

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AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Busu-Dendani	0302N 2054E	400	09-27	800m	dirt
Busu-Ngubu	0126N 1957E	385m	09-27	600m	dirt
Coquilhatville	0002N 1817E	341m	18-36	2050m	asphalt
Duma	0353N 1841E	400m	14-32	600m	gravel
Ebeka	0116N 1819E	389m	01-19	840m	gravel
Engengele	0206N 2240E		EMERGENCY		
Gemena	0316N 1948E	475m	11-29	1400m	gravel
Gwalangu	0220N 1810E		EMERGENCY		
Ikela	0112S 2317E	460m	07-25	1160m	gravel
Ikengo	0008S 1808E		EMERGENCY		
Ingende	0015S 1856E	380m	05-23	1150m	gravel
Irebu	0030S 1746E	350m	02-20	1000m	gravel
Libanga	0020N 1841E		EMERGENCY		
Libenge	0338N 1838E	380m	16-34	2100m	gravel
Lisala	0209N 2130E	485m	05-23	1600m	gravel
Lo Koloko	0100N 1921E	380m	04-22	1000m	gravel
Lolengi	0007N 2058E		EMERGENCY		
Loloka Beach	0214N 2310E		EMERGENCY		
Mokolo	0151N 1807E		EMERGENCY		
Monkoto	0143S 2038E	391m	12-30	1000m	gravel
Nouvelle-Anvers	0136N 1908E	350m	09-27	950m	grass
Yembe-Moke	0043S 1813E		EMERGENCY		

AIRFIELDS 24

EMERGENCY STRIPS 18

TOTAL 42

1 Oct 62

AIRFIELDS IN EQUATEUR PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Banza	0246N 1828E		EMERGENCY		
Basanku	0113N 1948E	360m	07-25	1480m	gravel
Binga	0226N 2030E	400m	11-29	600m	grave
Boende	0014S 2050E	400m	07-25	1400m	gravel
Bokenda	0027N 2123E		EMERGENCY		
Bokonge	0252N 2047E		EMERGENCY		
Bolaka	0004N 2151E		EMERGENCY		
Bolumbu	0045N 1753E		EMERGENCY		
Bomate	0113N 1938E	385m	05-23	1000m	gravel
Bongo	0301N 2006E	470m	05-23	800m	gravel
Bongo-Atembina	0306N 1842E	380m	12-30	680m	gravel
Bongondjo	0149N 2103E	400m	09-27	800m	gravel
Boso Djikima	0033N 1858E		EMERGENCY		
Bosondjo	0152N 2147E		EMERGENCY		
Botolongo	0032N 2228E		EMERGENCY		
Boyange	0218N 2158E		EMERGENCY		
Boyoka	0105N 1754E		EMERGENCY		
Bozoko	0318N 1931E	460m	10-28	800m	gravel
Buburu	0128N 1803E	350m	04-22	980m	gravel
Bumba	0211N 2233E	390m	12-30	1080m	gravel

HEADQUARTERS ONUC

LEOPOLDVILLE

27 May 1962

AIRFIELDS IN KIVU PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bukavu ^{1/}	0228S 2854E	1582m	02-20	1365m	asphalt
Fizi	0412S 2902E		EMERGENCY		
Goma	0140S 2914E	1530m	18-36	1930m	asphalt
Ilunga	0005N 2940E		EMERGENCY		
Isango	0008S 2936E		EMERGENCY		
Kalehe	0207S 2854E	1510m	02-20	800m	gravel
Kalima	0235S 2644E	545m	07-25	1190m	gravel
Kasongo	0432S 2637E	590m	14-32	970m	gravel
Katanda	0048S 2922E		EMERGENCY		
Kibombo	0358S 2602E	580m	05-23	650m	gravel
Kimano	0424S 2817E	750m	14-32	1000m	gravel
Kindu	0256S 2554E	516m	18-36	1900m	asphalt
Luvungi	0251S 2902E	892m	11-29	900m	grass
Monganga-Ilewa	0216S 2547E	450m	03-21	775m	gravel
Mutwanga	0016N 2942E	1000m	10-28	1000m	grass
Namoya	0402S 2732E	705m	07-25	980	grass
Punia	0122S 2619E	431m	11-29	1140m	gravel
Rutshuru	0110S 2925E	1130m	03-21	1070m	gravel
Shabunda	0241S 2720E	560m	11-29	1000m	gravel
Vieux Beni	0025N 2933E		EMERGENCY		

^{1/} This airfield, named KAMEMBE, is located inside the border of RUANDA-URUNDI.

HEADQUARTERS ONUC

LEOPOLDVILLE

27 May 1962

AIRFIELDS IN KATANGA PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Albertville new	0553S 2915E	780m	06-24 13-31	1780m 1000m	asphalt (closed)
Albertville old	0556S 2913E	773m	EMERGENCY		
Ankoro	0644S 2655E		EMERGENCY		
Baudouinville	0704S 2945E	900m	11-29	800m	gravel
Bukama	0913S 2549E	621m	03-21	1540m	gravel
Elisabethville Airport (Luano)	1135S 2731E	1276m	08-26	2400m	asphalt
Elisabethville Town	1138S 2728E	1230m	14-32	1200m	asphalt
Kabalo	0605S 2655E	575m	18-36	1400m	gravel
Kabanze	0724S 2400E	830m	EMERGENCY	800m	
Kabenga	0525S 2731E		07-25	2100m	gravel
Kabongo	0720S 2537E		EMERGENCY		
Kabumbulu	0741S 2647E		EMERGENCY		
Kamatanda (Jadotville)	1050S 2645E	1300m	14-32	750m	gravel
Kamina Base	0839S 2514E	1085m	13-31 L&R	2700m	beton
Kamina Ville	0844S 2459E	1115m	14-32	1150m	gravel
Kamupini	0729S 2944E	1720m	01-19	1010m	gravel
Kaniama	0735S 2409E	845m	05-23	1000m	gravel
Kapanga	0816S 2240E		03-21	800m	gravel
Kapona	0719S 2908E		09-27	1500m	gravel
Kasenga	1021S 2838E	945m	04-22	900m	gravel
Kiabo	0842S 2604E		EMERGENCY		
Kibila	0810S 2624E		EMERGENCY		
Kilai	0539S 2610E		05-23	600m	grass
Kilwa	0918S 2823E	920m	02-20	900m	gravel
Kipushi N	1141S 2716E		09-27	1700m	asphalt

AIRFIELDS IN KATANGA PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Kipushi S	1147S 2714E		12-30	1000m	gravel
Kisenge	1040S 2310E	1040m	12-30	1150m	asphalt
Kitule	0545S 2652E		EMERGENCY		
Kolwezi Kengere	1046S 2530E	1499m	11-29	1750m	asphalt
Kolwezi Town	1043S 2528E	1443m	09-27	800m	gravel
Kongolo	0524S 2700E	580m	11-29	1720m	gravel
Lengwe	0530S 2740E		03-21	900m	gravel
Lubudi	0956S 2600E		EMERGENCY		
Luena	0926S 2548E		03-21	1000m	gravel
Luishi	0944S 2746E	1700m	14-32	1300m	gravel
Manono	0717S 2724E	614m	09-27	1400m	gravel
Mitwaba	0939S 2721E	1583m	08-26	1020m	gravel
Mukulakulu	0935S 2548E	780m	14-32	1000m	grass
Mulombo	0750S 2659E		EMERGENCY		
Mulolo	0744S 2410E	900m	02-20	850m	grass
Mulungwishi	1045S 2638E		09-27	600m	gravel
Ngule	1027S 2602E	1502m	16-34	900m	gravel
Nyunzu	0556S 2802E		09-27	1000m	gravel
Pepa	0742S 2949E	2000m	01-19	1170m	gravel
Pweto	0829S 2854E	970m	01-19	900m	gravel
Road Runway A	1149S 2727E		01-19	2400m	asphalt
Road Runway B	1147S 2727E		18-36	1700m	asphalt
Sandoa	0942S 2256E	881m	12-30	850m	gravel
			04-22	500m	gravel
Shinkolobwe	1102S 2633E		09-27	1000m	gravel
Sofumwango	1117S 2711E	1284m	12-30	800m	gravel
Zaila	0809S 2434E		EMERGENCY		

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AIRFIELDS IN KASAI PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bakwanga	0607S 2334E	663m	17-35	1400m	asphalt
Basongo	0419S 2026E	500m	09-27	1000m	gravel
Bena Malenge	0647S 2314E	850m	10-28	700m	gravel
Bombo Kasandji	0552S 2153E		EMERGENCY		
Bulape	0437S 2136E		EMERGENCY		
Daye Lungu	0602S 2202E	710m	07-25	600m	gravel
Dekese	0328S 2126E	390m	11-29	1400m	grass
Demba	0529S 2215E		EMERGENCY		
Gandajika	0644S 2357E	780m	13-31	860m	grass
Kabinda	0607S 2432E	890m	17-35	800m	sand
Kakinda	0720S 2350E		EMERGENCY		
Kapambwe	0532S 2255E		EMERGENCY		
Kashia	0713S 2345E		EMERGENCY		
Kasonga	0639S 2223E		EMERGENCY		
Katako Kombe	0328S 2426E	680m	08-26	1000m	gravel
Katanda	0620S 2354E	720m	09-27	750m	gravel
Katubwe	0603S 2236E		EMERGENCY		
Kazumba	0625S 2204E	800m	17-35	900m	sand
Kole	0324S 2232E	470m	13-31	900m	gravel
La Mucamba	0547S 2306E		EMERGENCY		
Lubondaie	0634S 2240E		EMERGENCY		
Lodja	0327S 2337E	539m	09-27	1560m	sand
Lomela	0218S 2316E	476m	04-22	700m	gravel
Luebo	0521S 2120E	500m	12-30	1100m	gravel
Luiza	0711S 2224E	881m	15-33	1100m	gravel

AIRFIELDS IN KASAI PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Luanga	0533S 2120E	500m	12-30	600m	sand
Lukombe	0420S 2205E	500m	N-S	650m	grass
Luluabourg	0554S 2228E	654m	12-30	2000m	asphalt
Luputa	0711S 2342E	880m	10-28	800m	grass
Lusambo	0458S 2323E	450m	13-31	1140m	gravel
Mboi	0650S 2236E		EMERGENCY		
Moma	0714S 2236E		EMERGENCY		
Muambi	0641S 2232E		EMERGENCY		
Musese	0530S 2126E	570m	18-36	1000m	sand
Mutombo Dibwe	0526S 2310E		EMERGENCY		
Mweka	0451S 2133E	600m	11-29	800m	sand
Mwene Ditu	0700S 2327E	953m	14-32	600m	grass
Port Francqui	0419S 2036E	475m	07-25	1100m	grass
Sentery	0518S 2544E		EMERGENCY		
Shongamba	0421S 2117E		EMERGENCY		
St. Trudon	0505S 2327E		EMERGENCY		
Tshibuba	0637S 2242E		EMERGENCY		
Tshikapa	0624S 2047E	500m	16-34	1600m	gravel
Tshimbulu	0628S 2252E	850m	17-35	1250m	grass
Tshiniama	0542S 2240E		EMERGENCY		
Tshisumu	0549S 2109E	740m	14-32	700m	grass
Tshofa	0514S 2505E		EMERGENCY		

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AIRFIELDS IN RUANDA - URUNDI

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Astrida	0236S 2944E5	1560m	09-27	838m	gravel
Kamembe ^x (Bukavu)	0228S 2854E	1582m	02-20	1365m	asphalt
Kigali	0158S 3008E	1465m	10-28	1245m	gravel
Kitega	0326S 2955E	1750m	12-30	950m	gravel
Mosso	0401S 3008E		EMERGENCY		
Usumbura	0319S 2919E	782m	18-36 02-20	2200m 1900m	asphalt asphalt

x Also mentioned under AIRFIELDS KIVU PROVINCE

AIRFIELD IN LEOPOLDVILLE PROVINCE

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AIRFIELDS	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bagata	0344S 1758E	350m	05-23	1000m	gravel
Bokala	0307S 1703E		EMERGENCY		
Boma	0552S 1304E	22m	03-21	887m	gravel
Botola	0115S 1812E		EMERGENCY		
Cipelo	0541S 1358E	300m	16-34	1000m	gravel
Feshi	0607S 1805E	900m	15-33	600m	gravel
Gungu	0544S 1919E	813m	02-27	1000m	gravel
Idiofa	0500S 1936E	701m	05-23	800m	gravel
Indolo	0406S 1954E		EMERGENCY		
Inga	0531S 1335E	315m	09-27	1100m	gravel
Inongo	0157S 1817E	320m	09-27	1480m	gravel
Kahemba	0720S 1901E	1050m	15-33	600m	Grass
Kasongo-Lunda	0628S 1649E	600m	11-29	725	grass
Kempa	0656S 1824E	350m	10-28	970m	grass
Kengani	0258S 1738E		EMERGENCY		
Kenge	0546S 1339E		EMERGENCY		
Kenge (Kwango)	0450S 1702E	460m	02-20	900m	gravel
Kikongo	0455S 1726E		EMERGENCY		
Kikwit	0502S 1847E	518m	05-23	1570m	asphalt
Kilembe	0547S 1953E		EMERGENCY		
Kilomuana	0324S 1812E		EMERGENCY		
Kimbanda	0516S 1913E		EMERGENCY		
Kimpoko	0413S 1534E		EMERGENCY		
Kingunu	0435S 1634E		EMERGENCY		
Kisakenda	0324S 1748E		EMERGENCY		

AIRFIELDS	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Kitomesa	0536S 1355E	325m	04-22	700m	gravel
Km 106	0542S 1409E		EMERGENCY		
Km 204	0521S 1444E		EMERGENCY		
Km 237	0510S 1500E	600m	09-27	800m	gravel
Kole	0149S 1817E	328m	15-33	700m	gravel
Kolo	0527S 1450E	450m	08-26	650m	grass
Koshi	0455S 1813E		EMERGENCY		
Kunzulu	0331S 1611E		EMERGENCY		
Kutu	0244S 1808E	320m	10-28	750m	gravel
Kwamouth	0311S 1613E	500m	04-22	800m	grass
Langa-Langa	0354S 1556E		EMERGENCY		
Leo-N'Djili	0423S 1526E	309	07-25	4700m	beton
Leo-N'Dolo	0419S 1519E	290m	08-26	1060m	asphalt
Lukala	0531S 1430E	400m	06-24	800m	gravel
Lukusu	0455S 1509E		EMERGENCY		
Mabenga	0337S 1833E		EMERGENCY		
Masi-Manimba	0446S 1759E	595	05-23	1000m	gravel
Matadi	0548S 1326E	355m	02-20	1580m	gravel
Mfu	0426S 1546E		EMERGENCY		
Moanda	0556S 1231E	15m	04-22	1480m	asphalt
Mushie	0300S 1656E	370m	17-35	1300m	grass
Nioki	0243S 1741E	318m	12-30	1430m	gravel
Nkolo	0159S 1628E	330m	14-32	1285m	grass
Oshwe	0321S 1931E	470m	11-29	970m	gravel
Panu	0350S 1912E		EMERGENCY		

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Panzi	0707S 1758E	1050m	11-29	800m	grass
Popokabaka	0545S 1635E	480m	13-31	1100m	gravel
Sanga	0450S 1458E		EMERGENCY		
Sumbi	0459S 1321E	549m	15-33	800m	gravel
Tanduli	0457S 1640E		EMERGENCY		
Tembo	0741S 1723E	650m	12-30	800m	gravel
Thysville	0515S 1451E	780m	12-30	800m	grass
Tshela	0459S 1256E	110m	14-32	800m	gravel
Tua	0337S 1634E		EMERGENCY		
Vindevoghel	0439S 1510E		EMERGENCY		
Zongo	0450S 1456E	516m	15-33	700m	grass

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AIRFIELDS IN EQUATEUR PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Banza	0246N 1828E		EMERGENCY		
Basankusu	0113N 1948E	360m	07-25	1480m	gravel
Binga	0226N 2030E	400m	11-29	600m	gravel
Boende	0014S 2050E	400m	07-25	1400m	gravel
Bokenda	0027N 2123E		EMERGENCY		
Bokonge	0252N 2047E		EMERGENCY		
Bolaka	0004N 2151E		EMERGENCY		
Bolumbu	0045N 1753E		EMERGENCY		
Bomate	0113N 1938E	385m	05-23	1000m	gravel
Bongo	0301N 2006E	470m	05-23	800m	gravel
Bongo-Atembina	0306N 1842E	380m	12-30	680m	gravel
Bongondjo	0149N 2103E	400m	09-27	800m	gravel
Boso Djikima	0033N 1858E		EMERGENCY		
Bosondjo	0152N 2147E		EMERGENCY		
Botolongo	0032N 2228E		EMERGENCY		
Boyange	0218N 2158E		EMERGENCY		
Boyoka	0105N 1754E		EMERGENCY		
Bozoko	0318N 1931E	460m	10-28	800m	gravel
Buburu	0128N 1803E	350m	04-22	980m	gravel
Bumba	0211N 2233E	390m	12-30	1080m	gravel
Busu-Dendani	0302N 2054E	400m	09-27	800m	dirt
Busu-Ngubu	0126N 1957E	385m	09-27	600m	dirt
Coquilhatville	0002N 1817E	341m	18-36	2050m	asphalt
Duma	0353N 1841E	400m	14-32	600m	gravel
Ebeka	0116N 1819E	389m	01-19	840m	gravel

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AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Engengele	0206N 2240E		EMERGENCY		
Gemena	0316N 1948E	475m	11-29	1400m	gravel
Gwalangu	0220N 1810E		EMERGENCY		
Ikela	0112S 2317E	460m	07-25	1160m	gravel
Ikengo	0008S 1808E		EMERGENCY		
Ingende	0015S 1856E	380m	05-23	1150m	gravel
Irebu	0030S 1746E	350m	02-20	1000m	gravel
Libanga	0020N 1841E		EMERGENCY		
Libenge	0338N 1838E	380m	16-34	2100m	gravel
Lisala	0209N 2130E	485m	05-23	1600m	gravel
Lokokoloko	0100N 1921E	380m	04-22	1000m	gravel
Lolengi	0007N 2058E		EMERGENCY		
Loloka Beach	0214N 2310E		EMERGENCY		
Mokolo	0151N 1807E		EMERGENCY		
Monkoto	0143S 2038E	391m	12-30	1000m	gravel
Nouvelle-Anvers	0136N 1908E	350m	09-27	950m	grass
Yembe-Moke	0043S 1813E		EMERGENCY		

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AIRFIELDS IN ORIENTALE PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Aketi	0242N 2350E	430m	07-25	900m	gravel
Bafwasende	0105N 2718E	540m	10-28	950m	gravel
Banalia	0133N 2523E		EMERGENCY		
Basoko	0114N 2338E	410m	02-20	800m	gravel
Batama	0057N 2642E	600m	09-27	780m	gravel
Bunduki	0229N 2320E	450m	05-23	750m	gravel
Bunia	0134N 3013E	1233m	10-28	1850m	asphalt
Buta	0252N 2450E	440m	07-25	800m	gravel
Dembia	0332N 2551E		EMERGENCY		
Dungu	0341N 2836E	712m	05-23	1087m	gravel
Egbunda	0244N 2711E	800m	03-21	750m	gravel
Epini	0128N 2821E	700m	09-27	600m	gravel
Faradje	0344N 2942E	820m	18-36	1100m	grass
Giro	0309N 2914E		EMERGENCY		
Ingi	0249N 2905E	870m	09-27	1300m	gravel
Irumu	0127N 2952E	920m	12-30	1240m	gravel
Kasenyi	0124N 3023E	660m	13-31 05-23	781m 668m	gravel gravel
Katende	0020N 2530E		EMERGENCY		
Kilinga	0038N 2607E	500m	08-26	750m	gravel
Kirundu	0044S 2536E	450m	05-23	600m	gravel
KM 95 C.F.L.	0009S 2525E	482m	14-32	630m	gravel
Laru	0252N 2422E	350m	10-28	750m	gravel
Lienartville	0303N 2534E	500m	12-30	800m	gravel
Lileko	0120N 2410E		EMERGENCY		
Lowa	0124S 2551E	450m	02-20	604m	gravel

AIRFIELDS IN ORIENTALE PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Makala	0242N 2954E		EMERGENCY		
Mambasa	0123N 2903E	900m	07-25	800m	gravel
Mawo - Nao	0246N 2638E	750m	09-27	850m	gravel
Mombongo	0139N 2309E		EMERGENCY		
Monbana	0139N 2415E		EMERGENCY		
Mungbere	0238N 2830E	700m	11-29	750m	gravel
Ndjale	0025N 2530E	450m	07-25	600m	gravel
Nekalagba	0250N 2801E	818m	05-23	750m	gravel
Nia - Nia	0125N 2736E	551m	07-25	600m	gravel
Niangara	0340N 2752E	690m	09-27	850m	gravel
Paulis	0247N 2737E	806m	07-25	1280m	gravel
Rubi (Bekale)	0300N 2511E		EMERGENCY		
Stanleyville	0031N 2510E	415m	10-28	2160m	asphalt
Titule	0315N 2532E		EMERGENCY		
Tshakala	0028N 2535E	450m	08-26	750m	grass
Watsa	0300N 2933E	985m	07-25	800m	grass
Yalimbongo	0200N 2317E		EMERGENCY		
Yamonongeri	0154N 2302E	380m	13-31	600m	grass
Yangambi	0047N 2428E	420m	10-28	800m	gravel
Yaokanga	0040N 2330E		EMERGENCY		
Yofeko	0039N 2258E		EMERGENCY		
Zobia	0259N 2601E		EMERGENCY		

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AIRFIELDS IN KIVU PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bukavu ^{1/}	0228S 2854E	1582m	02-20	1365m	asphalt
Fizi	0412S 2902E		EMERGENCY		
Goma	0140S 2914E	1530m	18-36	1930m	asphalt
Ilunga	0005N 2940E		EMERGENCY		
Isango	0008S 2936E		EMERGENCY		
Kalehe	0207S 2854E	1510m	02-20	800m	gravel
Kalima	0235S 2644E	545m	07-25	1190m	gravel
Kasongo	0432S 2637E	590m	14-32	970m	gravel
Katanda	0048S 2922E		EMERGENCY		
Kibombo	0358S 2602E	580m	05-23	650m	gravel
Kimano	0424S 2817E	750m	14-32	1000m	gravel
Kindu	0256S 2554E	516m	18-36	1900m	asphalt
Luvungi	0251S 2902E	892m	11-29	900m	grass
Monganga-Ilewa	0216S 2547E	450m	03-21	775m	gravel
Mutwanga	0016N 2942E	1000m	10-28	1000m	grass
Namoya	0402S 2732E	705m	07-25	980	grass
Punia	0122S 2619E	431m	11-29	1140m	gravel
Rutshuru	0110S 2925E	1130m	03-21	1070m	gravel
Shabunda	0241S 2720E	560m	11-29	1000m	gravel
Vieux Beni	0025N 2933E		EMERGENCY		

^{1/} This airfield, named KAMEMBE, is located inside the border of RUANDA-URUNDI.

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AIRFIELDS IN KATANGA PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Albertville new	0553S 2915E	780m	06-24 13-31	1780m 1000m	asphalt (closed)
Albertville old	0556S 2913E	773m	EMERGENCY		
Ankoro	0644S 2655E		EMERGENCY		
Baudouinville	0704S 2945E	900m	11-29	800m	gravel
Bukama	0913S 2549E	621m	03-21	1540m	gravel
Elisabethville Airport (Luano)	1135S 2731E	1276m	08-26	2400m	asphalt
Elisabethville Town	1138S 2728E	1230m	14-32	1200m	asphalt
Kabalo	0605S 2655E	575m	18-36	1400m	gravel
Kabanze	0724S 2400E	830m	EMERGENCY	800m	
Kabenga	0525S 2731E		07-25	2100m	gravel
Kabongo	0720S 2537E		EMERGENCY		
Kabumbulu	0741S 2647E		EMERGENCY		
Kamatanda (Jadotville)	1050S 2645E	1300m	14-32	750m	gravel
Kamina Base	0839S 2514E	1085m	13-31 L&R	2700m	beton
Kamina Ville	0844S 2459E	1115m	14-32	1150m	gravel
Kamupini	0729S 2944E	1720m	01-19	1010m	gravel
Kaniama	0735S 2409E	845m	05-23	1000m	gravel
Kapanga	0816S 2240E		03-21	800m	gravel
Kapona	0719S 2908E		09-27	1500m	gravel
Kasenga	1021S 2838E	945m	04-22	900m	gravel
Kiabo	0842S 2604E		EMERGENCY		
Kibila	0810S 2624E		EMERGENCY		
Kilai	0539S 2610E		05-23	600m	grass
Kilwa	0918S 2823E	920m	02-20	900m	gravel
Kipushi N	1141S 2716E		09-27	1700m	asphalt

AIRFIELDS IN KATANGA PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Kipushi S	1147S 2714E		12-30	1000m	gravel
Kisenge	1040S 2310E	1040m	12-30	1150m	asphalt
Ritule	0545S 2652E		EMERGENCY		
Kolwezi Kengere	1046S 2530E	1499m	11-29	1750m	asphalt
Kolwezi Town	1043S 2528E	1443m	09-27	800m	gravel
Kongolo	0524S 2700E	580m	11-29	1720m	gravel
Lengwe	0530S 2740E		03-21	900m	gravel
Lubudi	0956S 2600E		EMERGENCY		
Luena	0926S 2548E		03-21	1000m	gravel
Luishi	0944S 2746E	1700m	14-32	1300m	gravel
Manono	0717S 2724E	614m	09-27	1400m	gravel
Mitwaba	0939S 2721E	1583m	08-26	1020m	gravel
Mukulakulu	0935S 2548E	780m	14-32	1000m	grass
Mulombo	0750S 2659E		EMERGENCY		
Mulolo	0744S 2410E	900m	02-20	850m	grass
Mulungwishi	1045S 2638E		09-27	600m	gravel
Ngule	1027S 2602E	1502m	16-34	900m	gravel
Nyunzu	0556S 2802E		09-27	1000m	gravel
Pepa	0742S 2949E	2000m	01-19	1170m	gravel
Pweto	0829S 2854E	970m	01-19	900m	gravel
Road Runway A	1149S 2727E		01-19	2400m	asphalt
Road Runway B	1147S 2727E		18-36	1700m	asphalt
Sandoa	0942S 2256E	881m	12-30 04-22	850m 500m	gravel gravel
Shinkolobwe	1102S 2633E		09-27	1000m	gravel
Sofumwango	1117S 2711E	1284m	12-30	800m	gravel
Zaila	0809S 2434E		EMERGENCY		

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AIRFIELDS IN KASAI PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bakwanga	0607S 2334E	663m	17-35	1400m	asphalt
Basongo	0419S 2026E	500m	09-27	1000m	gravel
Bena Malenge	0647S 2314E	850m	10-28	700m	gravel
Bombo Kasandji	0552S 2153E		EMERGENCY		
Bulape	0437S 2136E		EMERGENCY		
Daye Lungu	0602S 2202E	710m	07-25	600m	gravel
Dekese	0328S 2126E	390m	11-29	1400m	grass
Demba	0529S 2215E		EMERGENCY		
Gandajika	0644S 2357E	780m	13-31	860m	grass
Kabinda	0607S 2432E	890m	17-35	800m	sand
Kakinda	0720S 2350E		EMERGENCY		
Kapambwe	0532S 2255E		EMERGENCY		
Kashia	0713S 2345E		EMERGENCY		
Kasonga	0639S 2223E		EMERGENCY		
Katako Kombe	0328S 2426E	680m	08-26	1000m	gravel
Katanda	0620S 2354E	720m	09-27	750m	gravel
Katubwe	0603S 2236E		EMERGENCY		
Kazumba	0625S 2204E	800m	17-35	900m	sand
Kole	0324S 2232E	470m	13-31	900m	gravel
La Mucamba	0547S 2306E		EMERGENCY		
Lubondaie	0634S 2240E		EMERGENCY		
Lodja	0327S 2337E	539m	09-27	1560m	sand
Lomela	0218S 2316E	476m	04-22	700m	gravel
Luebo	0521S 2120E	500m	12-30	1100m	gravel
Luiza	0711S 2224E	881m	15-33	1100m	gravel

AIRFIELDS IN KASAI PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Luanga	0533S 2120E	500m	12-30	600m	sand
Lukombe	0420S 2205E	500m	N-S	650m	grass
Luluabourg	0554S 2228E	654m	12-30	2000m	asphalt
Luputa	0711S 2342E	880m	10-28	800m	grass
Lusambo	0458S 2323E	450m	13-31	1140m	gravel
Mboi	0650S 2236E		EMERGENCY		
Moma	0714S 2236E		EMERGENCY		
Muambi	0641S 2232E		EMERGENCY		
Musese	0530S 2126E	570m	18-36	1000m	sand
Mutombo Dibwe	0526S 2310E		EMERGENCY		
Mweka	0451S 2133E	600m	11-29	800m	sand
Mwene Ditu	0700S 2327E	953m	14-32	600m	grass
Port Francqui	0419S 2036E	475m	07-25	1100m	grass
Sentery	0518S 2544E		EMERGENCY		
Shongamba	0421S 2117E		EMERGENCY		
St. Trudon	0505S 2327E		EMERGENCY		
Tshibuba	0637S 2242E		EMERGENCY		
Tshikapa	0624S 2047E	500m	16-34	1600m	gravel
Tshimbulu	0628S 2252E	850m	17-35	1250m	grass
Tshiniama	0542S 2240E		EMERGENCY		
Tshisumu	0549S 2109E	740m	14-32	700m	grass
Tshofa	0514S 2505E		EMERGENCY		

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AIRFIELDS IN RUANDA - URUNDI

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Astrida	0236S 2944E5	1560m	09-27	838m	gravel
Kamembe ^x (Bukavu)	0228S 2854E	1582m	02-20	1365m	asphalt
Kigali	0158S 3008E	1465m	10-28	1245m	gravel
Kitega	0326S 2955E	1750m	12-30	950m	gravel
Mosso	0401S 3008E		EMERGENCY		
Usumbura	0319S 2919E	782m	18-36 02-20	2200m 1900m	asphalt asphalt

x Also mentioned under AIRFIELDS KIVU PROVINCE

AIRFIELD IN LEOPOLDVILLE PROVINCE

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AIRFIELDS	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bagata	0344S 1758E	350m	05-23	1000m	gravel
Bokala	0307S 1703E		EMERGENCY		
Boma	0552S 1304E	22m	03-21	887m	gravel
Botola	0115S 1812E		EMERGENCY		
Cipelo	0541S 1358E	300m	16-34	1000m	gravel
Feshi	0607S 1805E	900m	15-33	600m	gravel
Gungu	0544S 1919E	813m	02-27	1000m	gravel
Idiofa	0500S 1936E	701m	05-23	800m	gravel
Indolo	0406S 1954E		EMERGENCY		
Inga	0531S 1335E	315m	09-27	1100m	gravel
Inongo	0157S 1817E	320m	09-27	1480m	gravel
Kahemba	0720S 1901E	1050m	15-33	600m	Grass
Kasongo-Lunda	0628S 1619E	600m	11-29	725	grass
Kempa	0656S 1824E	350m	10-28	970m	grass
Kengani	0258S 1738E		EMERGENCY		
Kenge	0546S 1339E		EMERGENCY		
Kenge (Kwango)	0450S 1702E	460m	02-20	900m	gravel
Kikongo	0455S 1726E		EMERGENCY		
Kikwit	0502S 1847E	518m	05-23	1570m	asphalt
Kilembe	0547S 1953E		EMERGENCY		
Kilomuana	0324S 1812E		EMERGENCY		
Kimbanda	0516S 1913E		EMERGENCY		
Kimpoko	0413S 1534E		EMERGENCY		
Kingunu	0435S 1634E		EMERGENCY		
Kisakenda	0324S 1748E		EMERGENCY		

AIRFIELDS	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Kitomesa	0536S 1355E	325m	04-22	700m	gravel
Km 106	0542S 1409E		EMERGENCY		
Km 204	0521S 1444E		EMERGENCY		
Km 237	0510S 1500E	600m	09-27	800m	gravel
Kole	0149S 1817E	328m	15-33	700m	gravel
Kolo	0527S 1450E	450m	08-26	650m	grass
Koshi	0455S 1813E		EMERGENCY		
Kunzulu	0331S 1611E		EMERGENCY		
Kutu	0244S 1808E	320m	10-28	750m	gravel
Kwamouth	0311S 1613E	500m	04-22	800m	grass
Langa-Langa	0354S 1556E		EMERGENCY		
Leo-N'Djili	0423S 1526E	309	07-25	4700m	beton
Leo-N'Dolo	0419S 1519E	290m	08-26	1060m	asphalt
Lukala	0531S 1430E	400m	06-24	800m	gravel
Lukusu	0455S 1509E		EMERGENCY		
Mabenga	0337S 1833E		EMERGENCY		
Masi-Manimba	0446S 1759E	595	05-23	1000m	gravel
Matadi	0548S 1326E	355m	02-20	1580m	gravel
Mfu	0426S 1546E		EMERGENCY		
Moanda	0556S 1231E	15m	04-22	1480m	asphalt
Mushie	0300S 1656E	370m	17-35	1300m	grass
Nioki	0243S 1741E	318m	12-30	1430m	gravel
Nkolo	0159S 1628E	330m	14-32	1285m	grass
Oshwe	0321S 1931E	470m	11-29	970m	gravel
Panu	0350S 1912E		EMERGENCY		

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AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Panzi	0707S 1758E	1050m	11-29	800m	grass
Popokabaka	0545S 1635E	480m	13-31	1100m	gravel
Sanga	0450S 1458E		EMERGENCY		
Sumbi	0459S 1321E	549m	15-33	800m	gravel
Tanduli	0457S 1640E		EMERGENCY		
Tembo	0741S 1723E	650m	12-30	800m	gravel
Thysville	0515S 1451E	780m	12-30	800m	grass
Tshela	0459S 1256E	110m	14-32	800m	gravel
Tua	0337S 1634E		EMERGENCY		
Vindevoghel	0439S 1510E		EMERGENCY		
Zongo	0450S 1456E	516m	15-33	700m	grass

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AIRFIELDS IN EQUATEUR PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Banza	0246N 1828E		EMERGENCY		
Basankusu	0113N 1948E	360m	07-25	1480m	gravel
Binga	0226N 2030E	400m	11-29	600m	gravel
Boende	0014S 2050E	400m	07-25	1400m	gravel
Bokenda	0027N 2123E		EMERGENCY		
Bokonge	0252N 2047E		EMERGENCY		
Bolaka	0004N 2151E		EMERGENCY		
Bolumbu	0045N 1753E		EMERGENCY		
Bomate	0113N 1938E	385m	05-23	1000m	gravel
Bongo	0301N 2006E	470m	05-23	800m	gravel
Bongo-Atembina	0306N 1842E	380m	12-30	680m	gravel
Bongondjo	0149N 2103E	400m	09-27	800m	gravel
Boso Djikima	0033N 1858E		EMERGENCY		
Bosondjo	0152N 2147E		EMERGENCY		
Botolongo	0032N 2228E		EMERGENCY		
Boyange	0218N 2158E		EMERGENCY		
Boyoaka	0105N 1754E		EMERGENCY		
Bozoko	0318N 1931E	460m	10-28	800m	gravel
Buburu	0128N 1803E	350m	04-22	980m	gravel
Bumba	0211N 2233E	390m	12-30	1080m	gravel
Busu-Dendani	0302N 2054E	400m	09-27	800m	dirt
Busu-Ngubu	0126N 1957E	385m	09-27	600m	dirt
Coquilhatville	0002N 1817E	341m	18-36	2050m	asphalt
Duma	0353N 1841E	400m	14-32	600m	gravel
Ebeka	0116N 1819E	389m	01-19	840m	gravel

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AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Engengele	0206N 2240E		EMERGENCY		
Gemena	0316N 1948E	475m	11-29	1400m	gravel
Gwalangu	0220N 1810E		EMERGENCY		
Ikela	0112S 2317E	460m	07-25	1160m	gravel
Ikengo	0008S 1808E		EMERGENCY		
Ingende	0015S 1856E	380m	05-23	1150m	gravel
Irebu	0030S 1746E	350m	02-20	1000m	gravel
Libanga	0020N 1841E		EMERGENCY		
Libenge	0338N 1838E	380m	16-34	2100m	gravel
Lisala	0209N 2130E	485m	05-23	1600m	gravel
Lokokoloko	0100N 1921E	380m	04-22	1000m	gravel
Lolengi	0007N 2058E		EMERGENCY		
Loloka Beach	0214N 2310E		EMERGENCY		
Mokolo	0151N 1807E		EMERGENCY		
Monkoto	0143S 2038E	391m	12-30	1000m	gravel
Nouvelle-Anvers	0136N 1908E	350m	09-27	950m	grass
Yembe-Moke	0043S 1813E		EMERGENCY		

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LEOPOLDVILLE

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AIRFIELDS IN ORIENTALE PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Aketi	0242N 2350E	430m	07-25	900m	gravel
Bafwasende	0105N 2718E	540m	10-28	950m	gravel
Banalia	0133N 2523E		EMERGENCY		
Basoko	0114N 2338E	410m	02-20	800m	gravel
Batama	0057N 2642E	600m	09-27	780m	gravel
Bunduki	0229N 2320E	450m	05-23	750m	gravel
Bunia	0134N 3013E	1233m	10-28	1850m	asphalt
Buta	0252N 2450E	440m	07-25	800m	gravel
Dembia	0332N 2551E		EMERGENCY		
Dungu	0341N 2836E	712m	05-23	1087m	gravel
Egbunda	0244N 2711E	800m	03-21	750m	gravel
Epini	0128N 2821E	700m	09-27	600m	gravel
Faradje	0344N 2942E	820m	18-36	1100m	grass
Giro	0309N 2914E		EMERGENCY		
Ingi	0249N 2905E	870m	09-27	1300m	gravel
Irumu	0127N 2952E	920m	12-30	1240m	gravel
Kasenyi	0124N 3023E	660m	13-31	781m	gravel
			05-23	668m	gravel
Katende	0020N 2530E		EMERGENCY		
Kilinga	0038N 2607E	500m	08-26	750m	gravel
Kirundu	0044S 2536E	450m	05-23	600m	gravel
KM 95 C.F.L.	0009S 2525E	482m	14-32	630m	gravel
Laru	0252N 2422E	350m	10-28	750m	gravel
Lienartville	0303N 2534E	500m	12-30	800m	gravel
Lileko	0120N 2410E		EMERGENCY		
Lowa	0124S 2551E	450m	02-20	604m	gravel

AIRFIELDS IN ORIENTALE PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Makala	0242N 2954E		EMERGENCY		
Mambasa	0123N 2903E	900m	07-25	800m	gravel
Mawe - Nao	0246N 2638E	750m	09-27	850m	gravel
Mombongo	0139N 2309E		EMERGENCY		
Monbana	0139N 2415E		EMERGENCY		
Mungbere	0238N 2830E	700m	11-29	750m	gravel
Ndjale	0025N 2530E	450m	07-25	600m	gravel
Nekalagba	0250N 2801E	818m	05-23	750m	gravel
Nia - Nia	0125N 2736E	551m	07-25	600m	gravel
Niangara	0340N 2752E	690m	09-27	850m	gravel
Paulis	0247N 2737E	806m	07-25	1280m	gravel
Rubi (Bekale)	0300N 2511E		EMERGENCY		
Stanleyville	0031N 2510E	415m	10-28	2160m	asphalt
Titule	0315N 2532E		EMERGENCY		
Tshakala	0028N 2535E	450m	08-26	750m	grass
Watsa	0300N 2933E	985m	07-25	800m	grass
Yalimbongo	0200N 2317E		EMERGENCY		
Yamonongeri	0154N 2302E	380m	13-31	600m	grass
Yangambi	0047N 2428E	420m	10-28	800m	gravel
Yaokanga	0040N 2330E		EMERGENCY		
Yofeko	0039N 2258E		EMERGENCY		
Zobia	0259N 2601E		EMERGENCY		

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AIRFIELDS IN KIVU PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bukavu ^{1/}	0228S 2854E	1582m	02-20	1365m	asphalt
Fizi	0412S 2902E		EMERGENCY		
Goma	0140S 2914E	1530m	18-36	1930m	asphalt
Ilunga	0005N 2940E		EMERGENCY		
Isango	0008S 2936E		EMERGENCY		
Kalehe	0207S 2854E	1510m	02-20	800m	gravel
Kalima	0235S 2644E	545m	07-25	1190m	gravel
Kasongo	0432S 2637E	590m	14-32	970m	gravel
Katanda	0048S 2922E		EMERGENCY		
Kibombo	0358S 2602E	580m	05-23	650m	gravel
Kimano	0424S 2817E	750m	14-32	1000m	gravel
Kindu	0256S 2554E	516m	18-36	1900m	asphalt
Luvungi	0251S 2902E	892m	11-29	900m	grass
Monganga-Ilewa	0216S 2547E	450m	03-21	775m	gravel
Mutwanga	0016N 2942E	1000m	10-28	1000m	grass
Namoya	0402S 2732E	705m	07-25	980	grass
Punia	0122S 2619E	431m	11-29	1140m	gravel
Rutshuru	0110S 2925E	1130m	03-21	1070m	gravel
Shabunda	0241S 2720E	560m	11-29	1000m	gravel
Vieux Beni	0025N 2933E		EMERGENCY		

^{1/} This airfield, named KAMEMBE is located inside the border of RUANDA-URUNDI.

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AIRFIELDS IN KATANGA PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Albertville new	0553S 2915E	780m	06-24 13-31	1780m 1000m	asphalt (closed)
Albertville old	0556S 2913E	773m	EMERGENCY		
Ankoro	0644S 2655E		EMERGENCY		
Baudouinville	0704S 2945E	900m	11-29	800m	gravel
Bukana	0913S 2549E	621m	03-21	1540m	gravel
Elisabethville Airport (Luano)	1135S 2731E	1276m	08-26	2400m	asphalt
Elisabethville Town	1138S 2728E	1230m	14-32	1200m	asphalt
Kabalo	0605S 2655E	575m	18-36	1400m	gravel
Kabanze	0724S 2400E	830m	EMERGENCY	800m	
Kabenga	0525S 2731E		07-25	2100m	gravel
Kabongo	0720S 2537E		EMERGENCY		
Kabumbulu	0741S 2647E		EMERGENCY		
Kamatanda (Jadotville)	1050S 2645E	1300m	14-32	750m	gravel
Kamina Base	0839S 2514E	1085m	13-31 L&R	2700m	beton
Kamina Ville	0844S 2459E	1115m	14-32	1150m	gravel
Kamupini	0729S 2944E	1720m	01-19	1010m	gravel
Kaniama	0735S 2409E	845m	05-23	1000m	gravel
Kapanga	0816S 2240E		03-21	800m	gravel
Kapona	0719S 2908E		09-27	1500m	gravel
Kasenga	1021S 2838E	945m	04-22	900m	gravel
Kiabo	0842S 2604E		EMERGENCY		
Kibila	0810S 2624E		EMERGENCY		
Kilai	0539S 2610E		05-23	600m	grass
Kilwa	0918S 2823E	920m	02-20	900m	gravel
Kipushi N	1141S 2716E		09-27	1700m	asphalt

AIRFIELDS IN KATANGA PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Kipushi S	1147S 2714E		12-30	1000m	gravel
Kisenge	1040S 2310E	1040m	12-30	1150m	asphalt
Kitule	0545S 2652E		EMERGENCY		
Kolwezi Kengere	1046S 2530E	1499m	11-29	1750m	asphalt
Kolwezi Town	1043S 2528E	1443m	09-27	800m	gravel
Kongolo	0524S 2700E	580m	11-29	1720m	gravel
Lengwe	0530S 2740E		03-21	900m	gravel
Lubudi	0956S 2600E		EMERGENCY		
Luena	0926S 2548E		03-21	1000m	gravel
Luishi	0944S 2746E	1700m	14-32	1300m	gravel
Manono	0717S 2724E	614m	09-27	1400m	gravel
Mitwaba	0939S 2721E	1583m	08-26	1020m	gravel
Mukulakulu	0935S 2548E	780m	14-32	1000m	grass
Mulombo	0750S 2659E		EMERGENCY		
Mulolo	0744S 2410E	900m	02-20	850m	grass
Mulungwishi	1045S 2638E		09-27	600m	gravel
Ngule	1027S 2602E	1502m	16-34	900m	gravel
Nyunzu	0556S 2802E		09-27	1000m	gravel
Pepa	0742S 2949E	2000m	01-19	1170m	gravel
Pweto	0829S 2854E	970m	01-19	900m	gravel
Road Runway A	1149S 2727E		01-19	2400m	asphalt
Road Runway B	1147S 2727E		18-36	1700m	asphalt
Sandoa	0942S 2256E	881m	12-30 04-22	850m 500m	gravel gravel
Shinkolobwe	1102S 2633E		09-27	1000m	gravel
Sofumwango	1117S 2711E	1284m	12-30	800m	gravel
Zaila	0809S 2434E		EMERGENCY		

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AIRFIELDS IN KASAI PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Bakwanga	0607S 2334E	663m	17-35	1400m	asphalt
Basongo	0419S 2026E	500m	09-27	1000m	gravel
Bena Malenge	0647S 2314E	850m	10-28	700m	gravel
Bombo Kasandji	0552S 2153E		EMERGENCY		
Bulape	0437S 2136E		EMERGENCY		
Daye Lungu	0602S 2202E	710m	07-25	600m	gravel
Dekese	0328S 2126E	390m	11-29	1400m	grass
Demba	0529S 2215E		EMERGENCY		
Gandajika	0644S 2357E	780m	13-31	860m	grass
Kabinda	0607S 2432E	890m	17-35	800m	sand
Kakinda	0720S 2350E		EMERGENCY		
Kapambwe	0532S 2255E		EMERGENCY		
Kashia	0713S 2345E		EMERGENCY		
Kasonga	0639S 2223E		EMERGENCY		
Katako Kombe	0328S 2426E	680m	08-26	1000m	gravel
Katanda	0620S 2354E	720m	09-27	750m	gravel
Katubwe	0603S 2236E		EMERGENCY		
Kazumba	0625S 2204E	800m	17-35	900m	sand
Kole	0324S 2232E	470m	13-31	900m	gravel
La Mucamba	0547S 2306E		EMERGENCY		
Lubondaie	0634S 2240E		EMERGENCY		
Lodja	0327S 2337E	539m	09-27	1560m	sand
Lomela	0218S 2316E	476m	04-22	700m	gravel
Luebo	0521S 2120E	500m	12-30	1100m	gravel
Luiza	0711S 2224E	881m	15-33	1100m	gravel

AIRFIELDS IN KASAI PROVINCE

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Luanga	0533S 2120E	500m	12-30	600m	sand
Lukombe	0420S 2205E	500m	N-S	650m	grass
Luluabourg	0554S 2228E	654m	12-30	2000m	asphalt
Luputa	0711S 2342E	880m	10-28	800m	grass
Lusambo	0458S 2323E	450m	13-31	1140m	gravel
Mboi	0650S 2236E		EMERGENCY		
Moma	0714S 2236E		EMERGENCY		
Muambi	0641S 2232E		EMERGENCY		
Musese	0530S 2126E	570m	18-36	1000m	sand
Mutombo Dibwe	0526S 2310E		EMERGENCY		
Mweka	0451S 2133E	600m	11-29	800m	sand
Mwene Ditu	0700S 2327E	953m	14-32	600m	grass
Port Francqui	0419S 2036E	475m	07-25	1100m	grass
Sentery	0518S 2544E		EMERGENCY		
Shongamba	0421S 2117E		EMERGENCY		
St. Trudon	0505S 2327E		EMERGENCY		
Tshibuba	0637S 2242E		EMERGENCY		
Tshikapa	0624S 2047E	500m	16-34	1600m	gravel
Tshimbulu	0628S 2252E	850m	17-35	1250m	grass
Tshiniama	0542S 2240E		EMERGENCY		
Tshisumu	0549S 2109E	740m	14-32	700m	grass
Tshofa	0514S 2505E		EMERGENCY		

MIL INFO 847

7 Jun 1962

AIRFIELDS IN RUANDA - URUNDI

AIRFIELD	POSITION	ELEVATION	RUNWAY DIRECTION	RUNWAY LENGTH	SURFACE
Astrida	0236S 2944E5	1560m	09-27	838m	gravel
Kamembe ^x (Bukavu)	0228S 2854E	1582m	02-20	1365m	asphalt
Kigali	0158S 3008E	1465m	10-28	1245m	gravel
Kitega	0326S 2955E	1750m	12-30	950m	gravel
Mosso	0401S 3008E		EMERGENCY		
Usumbura	0319S 2919E	782m	18-36 02-20	2200m 1900m	asphalt asphalt

x Also mentioned under AIRFIELDS KIVU PROVINCE

ROUTING SLIP

AIR

TO

F. C.

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

I have asked the Deputy Air Comm. to take contact with Mr. Costa. This is because he is ^{also} working also as adviser to the Cong. Com. on military and part of the proposals come under their responsibilities. I will keep

DATE you FROM informed of
developments.
2/6 J. L. R.

ROUTING SLIP

TO

MA. to F/C.

APPROVAL	NOTE AND RETURN
SEE ME, PLEASE	YOUR COMMENTS
YOUR SIGNATURE	YOUR INFORMATION
NOTE AND FILE	<input checked="" type="checkbox"/> FOR ACTION

I concur with the proposal of the Fire Brigade Chief and, would like to give the necessary instructions for the implementation.

DATE

FROM

K. R.

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

To: Force Commander, ONUC HQ, Leopoldville
From: Fire Brigade Officer, Major E Sabelström
Subject: Aircraft Rescue and Fire Fighting, ONUC Bases in the Congo
(AHQ/6408/2/Eng point c 20 Apr)

I have my assignment in the Congo in order to discharge the duties of the Fire Service and Rescue Service of the Kamina Base. Before leaving Sweden I learnt of the situation in the Congo regarding this kind of work. I contacted the Royal Swedish Air Force in order to enquire to what extent I could expect to get assistance from the Swedish Air Force. I was told that the Swedish Air Force would be willing to assist in getting increased security for the flying personnel in the Congo and I was also offered two top-modern fire trucks out of twentyfive. These are now being delivered to the Swedish Air Force. Four were ready for delivery in Gothenburg on 1 March 1962.

Before leaving Sweden I obtained myself 7 alternative proposals from AB Skumbolaget, Sweden. These proposals were on my arrival in the Congo on 6 March 1962 handed over to HQ Eng Off, Lt/Col Holm-Johansen. At the time I also stated that the price for each truck was approx. 25.000 \$ and that prompt delivery could be arranged. The price is approx. one third of the price on the open market in USA, England and the Netherlands.

After having served at Kamina and seen the state of affairs regarding Fire and Rescue Service as to personnel and equipment it was with great satisfaction I took part of the contents of Air Commander J Ryg's letter AHQ/6006/Admin of 3 April. I would especially stress point 2 and point 3 in above letter.

In accordance with point 7 of this letter I have been working for two months on different bases which made the Deputy Force Commander to order "inspect equipment, train and control personnel within his field of duty at the Detachments i.e. Luluabourg, Albertville, Elisabethville and Kamina". By special orders I have also visited Kindu, Kitona and Matadi. I have had good help from my interpreter, 2/Lt Å Karlsson. Below I give you a short survey of the situation of the different Bases.

KAMINA

Personnel

12 Congolese firemen. Their discipline is good and they are uniformed. Broadly speaking they are well suited for their task.

Observation: Too few. More personnel has to be recruited. Preparations made for transfer of 10 firemen from Luluabourg. Decision is, however, to be made by HQ Leopoldville.

Summary: At present there are too few firemen at Kamina to carry out effective work.

Equipment

2 modern Ansul Camions FT-1000 on loan from N'Djili (City of Leopoldville)
1 ambulance. Replacement of powder not sufficient. It gives little scope for training purposes.

Summary: Equipment very good. Asbestos clothing, however, worn out and should be replaced. Rescue action possible.

LULUABOURG

Personnel

43 Congolese firemen. Their discipline is good and they are uniformed. Enthusiastic personnel and they should become an excellent fire brigade. Nigerian troops have occupied the fire station. I have received a promise that the Nigerian troops will evacuate the premises but have not been informed that the evacuation has been carried out. Direct contact between tower and fire station is not available. At present strokes on a triangle is being used for contact - a system that was used during the first world war as gas-alarm and to-day must be considered out-dated. This should, therefore, be replaced with a more modern and effective system.

Equipment

2 modern Ansul Camions FT-1000 on loan from N'Djili (City of Leopoldville). Ambulance is not available. Asbestos clothing worn out and cannot be used effectively. Should be replaced. With material from Kamina I have equipped the striking unit (10 men). This unit is now ready and fit for emergencies. Earlier there was e.g. only one helmet available for 43 men !! Powder situation same as in Kamina.

Summary: The present unit strength permits that 10 men be transferred to Kamina (10 men have explained themselves willing to return to Kamina). Stock of powder not sufficient. The asbestos clothing has to be replaced. Rescue action possible

ALBERTVILLE

I am informed that there are some Congolese using some kind of firetruck belonging to Sabena.

Equipment

On the airfield some small fire extinguisher are available. I have made myself responsible for sending on 250 kilo foam extinguisher on wheels to Albertville on loan from Kamina. In addition I have sent one asbestos dress and some tools etc. on loan from Kamina being the absolute minimum for safety.

Summary: Situation in Albertville miserable. No assistance in case of breakdown is possible

Measures to be taken: According to Fire Brigade Chief N'Djili, Mr Monoré, one FT-1000 is to be transferred to Albertville from N'Djili. That action should be hastened. Training of personnel is also urgently required.

ELISABETHVILLE

Personnel

Unknown to me

Equipment

By initiative and ingenious work, Lt/Col Stigseth and his technical adviser WO Granquist have managed to collect equipment for emergency rescue assistance. Modern rescue truck is not available. An operative watertanktruck equipped with a water-gun was found in the bush and has been placed at the disposal of Base Administrator. Should be allotted to the field directly.

As I have so far not been able to stay in Elisabethville for more than a couple of hours between two flights I cannot give any detailed information about the situation, Broadly speaking, however, the situation must be considered poor as no modern rescue truck is available.

Measures to be taken: Procurement of modern rescue truck and training of personnel at an early date.

KINDU

Personnel

None

Equipment

None

In the township of Kindu a fire jeep with carbonic tubes is available but at present none is functioning. The jeep should be placed on the field and personnel be trained. Report about the jeep submitted to Eng Off HQ Leopoldville.

Summary: No rescue action possible

KITONA

There are at present only two scheduled flights per week to Kitona. There are two 250 kilo foam extinguishers on wheels and they can be manned by personnel at the airport. This is, however, not quite sufficient and can only be accepted for the time being.

MATADI

Available fire jeep is not working due to missing spares, i.e. wheel and gearbox. One wheel and new gear immediately required. 9 men are serving the jeep - poor administration!!

LEOPOLDVILLE (N'DJILI)

Fire and Rescue Service at N'Djili can satisfactorily be managed by Fire Brigade Chief N'Djili.

On May 18th 1962 11 top-modern rescue trucks were available at N'Djili.

...

In conclusion I would like to state that time is getting short and I find it difficult to visit outlying stations as frequently as would be desirable. Consequently I would like to propose to start a course of instruction in Aircraft Rescue and Fire Fighting for pupils from various ONUC Bases as below.

Place:	Luluabourg (suggested)
Time:	Approx. 3 weeks
Scale:	Exercises in extinguishing gasoline fires and fires on planes, Aircraft Rescue. Military Discipline. Athletics. No theoretical training
Pupils:	3 firemen from each of the following Bases: Kamina, Elisabethville, Albertville and Luluabourg.

Deputy Air Commander S Norström and I have proposed this plan for training of firemen to Mr H Costa, Chief ICAO Mission. Mr Costa was in favour of this proposal. The plan is being submitted to Force Commander and Chief ICAO Mission.

I would also like to recommend the following measures to be taken as soon as possible in order to be able to give a maximum of safety to flying personnel and property on ONUC Bases.

1. At least two modern foam or powder Rescue and Fire Trucks to be procured for Elisabethville and Albertville.
2. Procurement of powder for Kamina and Luluabourg.
3. Replacement of asbestos clothing.
4. Course of instruction for firemen to be started in Luluabourg.
5. All flying personnel to be advised and informed about the situation and the places where assistance can be rendered in case of breakdowns.

Kamina Base, 26 May 1962



E Sabelström
Major
Fire Brigade Chief

c.c.: Chief Admin Off
Air Commander
Chief ICA Mission, Mr H Costa
Base Commander N'Djili
Eng Off HQ Leopoldville

Airport 4

Qm/EC
24/5

24 May

2

Mr. H. Costa, Chief ICAO TA Mission CONGO

Air Commander

ICAO TA Mission's CONGO Responsibilities - Forecast

1. Reference is made to your letter numbers 1410 and 2101-1-2 dated 24 April 1962.

..... 2. Please find attached a sheet containing the answers to the questions raised in your Annex VI.

3. I believe this is as near as we can get to a firm basis for your planning, as we must bear in mind that in this operation we must be prepared for alterations and improvisations of plans.

(JOHN RYU) Major-General
Air Commander

cc: Mr. M. Khiary
Force Commander
Chief Administrative Officer

REFERENCE ANNEX VI OF ICAO TA MISSION IN CONGO

The following answers to the questions asked by the referenced annex, are based on the continued military operation in 1963 patterned on the 1962 operation, anticipating neither increase nor decrease.

QUESTIONS

1. (a) ELISABETHVILLE, 24 hr. operation, KAMINA 24 hr. operation, ALBERTVILLE 18 hr. operation from 0400 hrs. to 2200 hrs. daily. It would be of advantage if these hours could go into effect soonest.
 - (b) Yes, ELISABETHVILLE from VFR to IFR effective soonest.
 - (c) ELISABETHVILLE, ILS soonest.
 - (d) Present plan is to keep all existing airports now under ONUC control, operating as such during the remainder of 1962 and all of 1963.
 - (e) Military technicians and controllers could be used to replace civilians to all airdromes where active military action is going on, but unless the situation was critical, the elapsed take-over time would be three weeks. The take-over would only occur when it is imminent that an airport might come under siege. What airports this would effect is difficult to forecast, however, the two most likely ones are ELISABETHVILLE and KAMINA.
 - (f) Yes, better point to point communications for the transmission of flight plans and allied aircraft information. Meteorological services at all airdromes in the CONGO would be of great assistance.
2. Yes, there would be a strategic advantage if STANLEYVILLE and COQUILHATVILLE could be operated on a 24 hrs. IFR basis during any period when active military operations were being carried out in the southern sections of the CONGO. Under present conditions the operation of these two airports is satisfactory.
 3. This procedure is satisfactory.
 4. This procedure is quite satisfactory.
 5. Coordination between ICAO and Air Operations LEOPOLDVILLE appear to be satisfactory, however, I do believe that this close cooperation is not as prevalent at the station level, and I suggest that if both agencies at this level were advised that closer ties would be of benefit to all concerned, then misunderstandings in the future would disappear.

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

Ref. : 1802
Folio : 711

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

17 April, 1962.

To : Lt. Col. J.J. Cooney, Military Assistant to the Force
Commander, Room 450, Le Royal

cc. Mr. Khiari, Chief of Civilian Operations

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

As agreed during our interview of yesterday I am transmitting to you the letter of the Minister of Post Office and Telecommunications - Mr. F. Mungamba, dated 2 March 1962, and the letter of the ICAO Mission Officer-in-Charge at the N'djili airport, who was instructed to verify the degree of interference caused by the transmitter installed by the Nigerian Battalion in the airport tower building.

The installation and operation of a transmitter near the receivers used for traffic control services is not in accordance with the international practice in civil aviation and is technically inconvenient.

I am contacting you on this matter by ~~construction~~ from the Chief of Civilian Operations - Mr. Khiari - who would appreciate receiving the assurances that the complaint put forth by the Minister - Mr. Mungamba - would receive prompt consideration from the military organization.

I am personally at your disposal to help find a solution that would satisfy all parties concerned.

[Handwritten signature]

Mr Costa informed of present situation 8 May 62 24/4.

Airports

/ COPIE /

REPUBLIQUE DU CONGO
MINISTERE DES POSTES ET
TELECOMMUNICATIONS

Léopoldville, le 2 mars 1962

No. 368/CAB/SP/II-4/SV

TRANSMIS, copie pour information, à :

- Monsieur le Ministre des Affaires
Etrangères.
 - Monsieur le Premier Ministre
-

Objet :

Déménagement
émetteurs à
ondes courtes.

Monsieur le Chef de la Mission
de l'O.N.U.C.

à LEOPOLDVILLE/EST

Monsieur le Chef de Mission,

J'ai l'honneur de vous prier de vouloir bien ordonner aux troupes nigériennes et autres de l'O.N.U.C. de déménager définitivement les émetteurs à ondes courtes installés sur la terrasse et aux environs du bâtiment de la tour de contrôle de l'aéroport de NDJILI.

En effet, toute radiocommunication entre les services du contrôle des mouvements aériens et les aéronefs en vol est impossible lorsque les postes militaires transmettant, car les antennes de ces postes sont installées à quelques mètres à peine des antennes de réception des services aéronautiques.

Cette situation cause un danger permanent d'incident, tant avec les avions civile qu'avec les avions de l'O.N.U.C.

Pour information, je vous signale que nos propres émetteurs sont installés à plus de 15 kilomètres de la tour, afin d'éviter toute perturbation du trafic.

Veuillez agréer, Monsieur le Chef de Mission, l'expression de ma haute considération.

LE MINISTRE
(s) F. MUNGAMBA.

/ COPY /

11 April 1962

To : Mr. H. Costa, Chief of ICAO TA Mission, Congo
From : B. Brezis, OIC/ICAO Detachment, N'djili Airport
Subject : Interference on H/F Freq. at N'djili Airport

The following interference has been noted at
N'djili airport :

On AFTN circuit (Telecomms) -
9040 kcs.
6790 kcs.

On airground freq. in the FIC -
11318.5 Kcs.

The interference stems from a transmitter belonging
to the Nigerian Btn. stationed at the airport and operating
voice and key in the building housing the AFTN, FIC and
Control Tower.

Airports

File


24 April 62.

To : Mr. N. Costa, Chief ICAO TA Mission, Congo
cc: Mr. Khiary, Chief of Civilian Operations.
From : MA to Force Commander.

Reference: Yours of the 17th instant.

I discussed this matter with the Station Commander HQ., LEO Station, who promised to take corrective action. Since receipt of your letter the Nigerian transmitters have been moved to a new location and I am assured that in their present location they cannot interfere with the telecommunications at N'DJILI airport.

You may wish to inform Minister Mr. MUNGAMBA of the action taken to remove the interference which the Nigerian transmitters were causing at N'DJILI and assure him that there will be no further cause for complaint.


Lt-Col

J.I. Cooney
MA to Force Commander.

of 10s } The other numbers.

File of MAFK
20/4

AIR

A : Monsieur R. Gardiner, Chargé de la Mission
Maj. Gen. G.L. Jacob, Commandant adjoint de la Force
Mr. S.H. Ahmed, Chef des Services administratifs

De : M. Khairy, Chef des Opérations civiles

- 1) obtenir qu'il ne soit plus procédé aux réparations et entretien des avions loués par les Nations Unies sur le tarmac de l'aérodrome et que les mesures de précaution nécessaires soient prises pour maintenir le tarmac en état de propreté satisfaisante. En attendant, les Nations Unies doivent procéder à une toilette totale de cet espace.
- 2) Interdire aux forces militaires stationnées à Ndjili d'utiliser leur poste radio transmetteur qui interfère avec le tour de contrôle, risque de perturber la sécurité de la navigation aérienne et causer de graves accidents.
- 3) Réparations des salles de transit qui étaient occupées par les Nations Unies.
- 4) Procéder à une nouvelle répartition des locaux de manière à dégager complètement les bâtiments civils de l'aérodrome de toute présence ou occupation militaire.

- 1) 1 représentant du Commandant de la Force
- 2) 1 représentant du Commandant des Forces aériennes
- 3) 1 représentant des services administratifs
- 4) 1 représentant des Opérations civiles

Les Opérations civiles désignent M. Costa (OACI) comme leur représentant.

cc: Mr. Costa

18 avril

QMIH/FC
18/4-2



REPUBLICAION
R. CONGOLAISON

Léopoldville le

156

03/CAR/ACS/359

TRANSIST copie pour information à :

- M. le Ministre des P.T.T.
- M. le Ministre des Communications
- M. le Chef de Sécurité de l'ONUC/L40
- M. le Directeur de Air-Congo/L40.
- M. le Directeur de Air-Brousse/L40.

- M. le Commandant en Chef de l'ANC/L40.

A Monsieur le Commandant d'Aéroport
de et à

LÉOPOLDVILLE.

J'ai l'honneur de vous faire savoir
que pour raison de sécurité nationale aucun avion ne peut
atterrir ni décoller à Léopoldville sans l'accord préalable
de ma part.

Les présentes mesures entrent en exécution
immédiatement et sont applicables pour les deux
aérodromes de Léopoldville - Ndjili et N'dele -.

L'exception ne peut être faite même
pour les avions de l'O.N.U.C.

L'ADMINISTRATEUR EN CHEF DE LA SURETE,

V. MENDARA.

(Translation)

Leopoldville, 10th April 1962

N°: 03/CAB/ACC/399

Transmitted for information to :

- Minister of Post, telephone & telegraph
- " " Communications
- Chief of Security of SNIC/Lee
- Director of Air Corps: Lee
- Director of Air Broussin/Lee

- Commander-in-Chief of the ANIC/Lee

To : Commandant of the Airport

to and from LEOPOLDVILLE

I have the honour to inform you that for reasons of national security no aircraft may land or take-off from Leopoldville without my prior approval.

The present measures become operative immediately and are applicable for both Leopoldville airports - Ndjili and N'dale.

No exception can be made even for SNIC planes.

CHIEF ADMINISTRATOR OF THE SURETE

V. NEMBAKA.

To General Yacob, Acting Force Commander
From: Mr. Khiary, Chief of Civilian Operations

Subject: resumption of air services by Air Cooogo for passengers
between Leo and Eville

I am sending you back the modified text of the verbal note
addressed to the Ministry of Foreign Affairs.

The alterations are purely a matter of form, but they appear
to me to be necessary.

X
GMA/FC
4/4

ROUGH TRANSLATION

The Officer in Charge of the United Nations Mission in Congo presents his compliments to the Ministry of Foreign Affairs of the Republic of the Congo and has the honour to refer to its Note No 1361/AERO/CONT/1630/62 dated 3 March and to the reply sent by the Officer in Charge of the Mission, reference GVT/245/62 dated 19 March concerning the resumption by Air Congo of air services between Leo and Eville.

The Officer in charge wishes to inform the Ministry of Foreign Affairs that having duly consulted the Representative of ONUC at Eville, he has no objection to Air Congo ensuring regular flights for passengers on that line if the Central Government decides so. In this case, however, ONUC will go on taking certain security measures applicable to Eville and inspecting the planes both freight and passenger aircraft. Air Congo is to furnish in advance to HQs ONUC a list of the passengers as well as full particulars about the freight on board so as to communicate the list to Eville.

The Officer-in-charge takes this opportunity to present to the Ministry of Foreign Affairs the assurances of its high consideration.

LEO 30 Mar 62.



INTER - OFFICE MEMORANDUM

2 avril 1962

A: Général G.L. Yacob, Cdt a.i. de la Force
DE : M. Khiary, Chef des Opérations Civiles
OBJET : Reprise par Air Congo des services aériens de passagers entre
Léopoldville et Elisabethville.

Je vous renvoie le texte modifié de la note verbale au
Ministre des Affaires Etrangères.

Les retouches apportées sont de pure forme, mais me pa-
raissent nécessaires.

A handwritten signature, possibly of the name 'J. K.', written in dark ink.

Notre réf. GVT/268/62

Le Chargé de la Mission des Nations Unies au Congo présente ses compliments au Ministère des Affaires Etrangères de la République du Congo et a l'honneur de se référer à sa note No 1361/AERO/CONT/1630/62 en date du 3 mars et à la réponse du Chargé de la Mission, référence GVT/245/62, en date du 19 mars, ayant trait à la reprise, par la Compagnie Air Congo, des services aériens entre Léopoldville et Elisabethville.

Le Chargé de la Mission tient à faire savoir au Ministère des Affaires Etrangères qu'après avoir consulté le Représentant de l'ONUC à Elisabethville, il n'a aucune objection à la reprise par Air Congo des services réguliers de passagers sur cette ligne, si le Gouvernement Central le décide. Dans ce cas toutefois, l'ONUC continuera à prendre certaines mesures de sécurité applicables à Elisabethville, et d'inspection des avions, du frêt et des voyageurs. Air Congo fournira au Quartier Général de l'ONUC, à l'avance, une liste des passagers ainsi que des renseignements sur les marchandises transportées, pour que l'ONUC les transmette à Elisabethville.

Le Chargé de la Mission saisit cette occasion pour présenter au Ministère des Affaires Etrangères les assurances de sa haute considération.

Léopoldville, le 30 mars 1962.

J m A/KC
24/3

Airports

22 March

2.

To: Chief of Civilian Operations
From: Deputy Force Commander
Subject: Request by Rhodesian Air Services for authorisation to send certain aircraft to Bakwanga from N'Dola.

1. Reference your routing slip dated 21 Mar 62, forwarding a telegram from Rhodesian Air Services, requesting permission to send certain aircraft to Bakwanga from N'Dola.

2. I wish to bring to your notice that Bakwanga airfield is not controlled by the United Nations, nor am I aware of the landing/navigation facilities available. In addition, I must bring to your notice that as we have no troops located in that area, in the event of disturbances, we will not be able to render any assistance.

3. We have, however, no objection to the proposed twenty flights by the DC4 aircraft belonging to Rhodesian Air Services from N'Dola to Bakwanga. We would, however, request you to obtain, in advance, the schedule of flights of this aircraft, so that it may be cleared by us.

SIGNED BY GEN. YALOB Maj-General

G. L. Jacob
Dy Force Commander

+ despatched on this date
J. J. Astor 4/5
22.3.62

cc: Mr. R.K.A. Gardiner

(with reference to our conversation of this afternoon, I am attaching a copy of the cable under reference, as you desired to communicate this request, and the fact that the United Nations has no objection to these flights, to Mr. Adoula, the Prime Minister of Congo).

2049

yja252 p946

salisbury/p 84/83 20 1420 senders risk

chief of civil operations pb 7248 Leopoldvillecongo

you will recall air charter contract we performed on behalf
un january 1961 carrying food stuff to bakwanga stop we now
have desperately urgent request carriage 140 tons food
stuff and mining materials consignor Leopold walford limited
ndola consignee societe in erais du

page two

beceka bakwanga stop carriage involved 20 flights
dc4 aircraft vp/yty ndola/bakwanga stop your assistants
in obtaining authority is respectfully but most urgently
requested please reply box 655 salisbury.

rhodesian air services

coll 7248 1961 140 20 dc4 655 +



TRADUCTION

A: Chef des Opérations civiles De: Service aériens de Rhodésie

20 mars 1962

Vous vous souvenez du contrat aérien que nous avons exécuté pour l'ONU en janvier 1961 pour le transport de vivres à Bakwanga. Nous ~~avons reçu en ce moment~~ ^{avons en ce moment} une demande urgente de transporter 140 tonnes de vivres et de matériel minier expéditeur Walford Limited Ndola destinataire Société minerais du BCK Bakwanga. Transport nécessite 20 vols avion DC 4 Ndola/Bakwanga. Vous demandons bien vouloir nous accorder votre aide. Prière répondre Boîte 655 Salisbury.

Official translation of N.Y. Cable No. 2195 C 110

2195 GARDINER/MACEOIN/AHMED FROM BUNCHE. FOLLOWING NOTE
DATED 20 MARCH RECEIVED FROM BELGIAN PERMANENT REPRESENTATIVE.

QUOTE

THE PERMANENT REPRESENTATIVE OF BELGIUM PRESENTS HIS COMPLIMENTS
TO THE ACTING SECRETARY-GENERAL AND, ON ORDERS FROM HIS GOVERNMENT,
HAS THE HONOUR TO INFORM HIM THAT :

THE BELGIAN AUTHORITIES GRANT UNDER PRESENT CIRCUMSTANCES THE
RIGHT OF TRANSIT TO ALL MEMBERS OF THE UNITED NATIONS FORCE
THROUGH THE AIRPORT OF B RUSSELS. THIS AUTHORIZATION IS EVEN
VALID FOR MILITARY PERSONNEL IN UNIFORM PROVIDED THAT THOSE
CONCERNED DO NOT LEAVE THE AIRPORT AND ARE NOT CARRYING ARMS
UNQUOTE

*Noted
JMA/KC
24/3*

Fili

2195 GARDINER/MACEOIN/AHMED FROM BUNCHE. FOLLOWING NOTE
DATED 20 MARCH RECEIVED FROM BELGIAN PERMANENT REPRESENTATIVE.

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CONCERNED DO NOT LEAVE THE AIRPORT AND ARE NOT CARRYING ARMS
UNQUOTE

MJ
1962 MAR 22 PM 4:54

1962 MAR 22 20 5 11

O.N.U.C.

O.N.U.C.

20 1 20 00:20

YC108 S NY 112/100 22 0148Z P1/30/30 ;

ETAT PRIORITE

ONUC

LEO ;

2195 GARDINER/MACEOIN/ANNED FROM BUNCHE. FOLLOWING NOTE
DATED 20 MARCH RECEIVED FROM BELGIAN PERMREP. QUOTE
LE REPRESENTANT PERMANENT DE LA BELGIQUE PRESENTE SES
COMPLIMENTS A MONSIEUR LE SECRETAIRE GENERAL PAR INTERIM
ET A L'HONNEUR, D'ORDRE DE SON GOUVERNEMENT, DE PORTER
A SA CONNAISSANCE QUE ;

P2/30/30 ;

LES AUTORITES BELGES ACCORDENT, DANS LES CIRCONSTANCES
ACTUELLES, LE DROIT DE TRANSIT POUR TOUS LES MEMBRES DES
FORCES DES NATIONS UNIES TRANSITANT PAR L'AEROPORT DE
BRUXELLES. CETTE AUTORISATION VAUT MEME POUR LES MILITAIRES
EN UNIFORME POUR AUTANT QUE LES INTERESSES NE QUITTENT
PAS L'AERODROME ET NE SOIENT PAS EN ARMES. UNQUOTE "

COL 2195 20 "

get this translated
into English
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20/3/62

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~~SECTION 22~~

~~SECTION 22~~

O.N.U.C.

O.N.U.C.

YC188 S NY 112/188 22 2148Z P1/54/58 1

ETAT PRIORITE

ONUC

LEO 1

2195 GARDINER/MACKOIN/ARMED FROM BUNCHE. FOLLOWING NOTE
DATED 20 MARCH RECEIVED FROM BELGIAN PERMREP. QUOTE
LE REPRESENTANT PERMANENT DE LA BELGIQUE PRESENTE SES
COMPLIMENTS A MONSIEUR LE SECRETAIRE GENERAL PAR INTERIM
ET A L'HONNEUR, D'ORDRE DE SON GOUVERNEMENT, DE PORTER
A SA CONNAISSANCE QUE)

PJ/54/58 1

LES AUTORITES BELGES ACCORDENT, DANS LES CIRCONSTANCES
ACTUELLES, LE DROIT DE TRANSIT POUR TOUTES LES MEMBRES DES
FORCES DES NATIONS UNIES TRANSITANT PAR L'AEROPORT DE
BRUXELLES. CETTE AUTORISATION VAUT MEME POUR LES MILITAIRES
EN UNIFORME POUR AUTANT QUE LES INTERESSES NE QUITTENT
PAS L'AERODROME ET NE SOIENT PAS EN ARMES. UNQUOTE "

CUL 2195 22 "

14 February, 2.

Copy ✓

To : Mr. J.P. Fournier, Chief ICAO T^A Mission, Congo
From : P. Blok, ICAO COM Adviser
Subject : Report on Inspection trip to Elisabethville
on the 5 & 9 February 1962.

1. Attached please find the report on a Nav/Aid and Telecom inspection trip to Elisabethville.

2. A complete review of the condition of each installation appears as an Appendix to this report.

3. I have to mention especially the very interest the new UN Representative Mr. Rolz Bennet showed for our work at the airport. Furthermore he and his assistant Mr. Fulcheri were instrumental in arranging my visits to the Katangese authorities which led to my visit to Mr. Tshombe.

4. One of the main worries of our group in Elisabethville is transport and it is of my opinion that immediate action be taken to obtain the authorization for Mr. Brakenbury to buy the vehicles for ICAO at the local market.

5. Furthermore there is an urgent need to establish a kind of petty cash to buy small items necessary for repairs of the navigational aids such as soldering iron, solder, plugs, insulation material, just to mention a few. These items are available on the local market in Elisabethville and as I observed, much cheaper than in Leopoldville if they can be found here. It would be advantageous to let them buy the necessary parts locally instead of going through the time-consuming procurement procedures via Leopoldville. It may in some cases, solve our own procurement difficulties for the need of other stations in the Congo.

6. Some points dealing with personnel will be discussed verbally.

Report on an inspection trip to Elisabethville
for the evaluation of communications and air
navigation aids from 5 til 9 February 1962

Immediately after my arrival at Elisabethville at 1200 local where I was met by Mr. Coates of the ICAO Mission, I had the opportunity to be introduced to Mr. Rolz Bennet, the new UN Representative who had taken up his assignment at Elisabethville only three days before.

Mr. Rolz Bennet was informed of my visit and had just completed an inspection tour to all navigational aids installations in the area. He expressed his satisfaction for the measures taken to protect the airport nav aids from further acts of looting and sabotage and reported that every station was now guarded by a permanent guard living in tents near each station.

I took the opportunity to arrange a visit to the UN Rep's office for the next day in order to discuss some local problems and report after I had visited the stations myself.

That afternoon I was briefed by Mr. Coates on the latest developments on the airport and I visited all the nav aids station from west to east. A complete report on the status of each station will appear as an Appendix to this report. The condition of the stations is stabilized to the damages already reported during previous visits and it appeared that the guards put around each station are adequate to protect the installation from further burglaries.

That same afternoon, in crossing the airfield from one end to the other, I was confronted with the difficulties which the Mission had with transport, temporarily released to them by the Base Commander Lt Col. Stigseth. Although the Mission is very grateful for this gesture under the circumstances, the condition of the vehicles put another burden on the technicians. At least a few hours per day are spent on repairs of one of the cars and never should the two vehicles be used separately in order to assist each other when one breaks down. The mechanic who left alone at 1800 to the VOR in order to switch it on after a power breakdown was found back at 2030 near the VOR station, fiddling in the engine of his car in a torrential rain shower. I won't disclose the feelings of our personnel on the slow motion of the transport issue but it does not contribute to the spirit of the team. It just sounds incredible that the two cars which were assigned to the ICAO operations and were sent to Elisabethville can just disappear and none of the responsible authorities even worries on the whereabouts of these vehicles.

/...

My first visit the next day was to Mr. Brakenbury, Chief Administrative Officer. He showed sympathy for our fight for transport but could not do anything because on paper already two landrovers were sent to Elisabethville for the Mission. Rumours say that the two vehicles stranded in Goma on a C119 with engine troubles but nobody could confirm this. He suggested that authorization to buy ~~in~~ two jeeps in Rhodesia should be given to him from HQ's in Leopoldville. Delivery of those jeeps could be arranged within four days according to Mr. Brakenbury. I would strongly advise to forget the two lost landrovers and immediately issue the authorization for purchase of two jeeps on the local market at Elisabethville.

I thereafter visited with Mr. Coates, the UN Rep - Mr. Rolz Bennet and we briefed him on the work of the ICAO Mission at Elisabethville. He showed much interest in our work and was determined to put a stop at the acts of sabotage which already had eliminated our HF DF installation completely. Furthermore I brought up my desire to pay a visit to the transmitter site of the Katangese PTT where our main NDB was located. In order to determine the damage and to investigate the possibility of putting back the beacon in operation, a personal visit to this station is essential. I suggested not to use the ONUC name for the visit but only to mention the ICAO as an international body serving international airlines interest. The process took three full days but finally through the secretary of Mr. Tshombe and the Chef de Cabinet, I was invited to see Mr. Tshombe at his residence. I was received very friendly and after having explained my mission, Mr. Tshombe showed much interest in our work. He would appreciate it very much if ICAO could assist in getting the beacon back in the air. Through his secretary he gave orders that the Katangese telecom authorities should give free access to the transmitter station and any time we should need his help we should call on him through his secretary Mrs. Vermeulen. I left Mr. Tshombe after I had promised him that I would see him again on my next visit to Elisabethville.

As I had only half an hour left to catch the 'plane for Leopoldville I had no time to see Mr. Rolz Bennet anymore but I asked Mr. Coates to inform him of the results of my visit to Mr. Tshombe. I instructed Mr. Hadjidemetriou that he should make arrangements to visit the station only through Mr. Coates and the UN rep and, if possible, to be accompanied by a security officer.

I returned to N'djili airport at 1830 local on 9 February 1962.

A P P E N D I X

Report on condition of Navigational Aids at Elisabethville

<u>VOR</u>	In good condition; no signs of willful damages. Both units operating. Automatic switch-over non existent. Remote control unit inoperative due to stolen 220/110 V transformer from main building. The VOR has to be switched on locally after every power break. Accuracy tested by Sabena excellent.
<u>VHF-DF</u>	One channel working, other channel never been used, will be reinstalled. Operating frequency 118.1 Complete antenna unit was replaced. Remote control good. Accuracy checked satisfactory.
<u>Lime 1</u>	In same building as VHF-DF. Both units inoperative. Main transformers burned out. Antenna system non existent, destroyed in first action. Both transmitters can be repaired.
ILS Middle Marker	Inoperative. Tubes missing and has to be checked completely. No signs of willful damages.
ILS GLIDE PATH	Coaxial cable from set to antenna was cut outside the building; one unit operative, second unit never worked. Need some spare tubes and fuses; sets were not damaged by action.
Airport facilities	VHF 118,1 Mc both units operative 8820 Kc 300 Watt MBLE OK 8820 Kc 50 Watt RCA OK. SSB Field service unit operative; will be transferred to UN Royal II building.
Localizer ILS	Reflector of antenna system damaged. Wires of reflector were stolen. No signs of sabotage. Inside of building no damage. Tubes of installation were missing, obviously taken out during period ICAO technicians were withdrawn during last action.
<u>HF - DF</u>	Installation as well as antenna system completely destroyed. Obvious signs of looting and willful damage. Building was forced several times; coaxial cables were ripped and screened cable stolen. The HF DF installation must be considered as total loss and orders are given to take the remainder to the workshop to be used as spares for other similar installation in the Congo. It is suggested that the emergency main NDB be installed at the HF-DF site. The counterpoise of the HF-DF is in good condition and can serve the NDB very well.

APPENDIX : Page 2

Lima II Installed in same building as ~~HEX~~ HF-DF, completely destroyed. Only the antenna of Lima II is still erect. As a temporary measure one of the Lima I beacons will be taken to the Lima II side and can be operated on the Lima II antenna.

POWER SUPPLY

One Generator 85 KVA - Inoperative; rocker arm broken. Order for parts placed. This Generator is not connected to the VOR, VHF-DF and Glide path which are connected to a separate high tension main transformer.

Two Generators 15 KVA - One installed in power house. Serves half runway, Tower - Transmitters and receivers. One installed in cabin, connected to VOR and VDF, half runway and glide path; apparently the load of the VDF and VOR being on one phase only is too heavy and causes voltage drop, enough to make the VOR inoperative. Electrician is trying to solve this problem by dividing both installations each on one phase.

One Generator 15 KVA - Arrived in unserviceable condition and is used for spare parts for the two other units.

The mains power has improved considerably during last week and only on Sundays the power is cut from 0700 till 1800 to enable repairs being done on the main installations of the Power Company.

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

Mr. R.K. Gardiner, Officer-in-Charge,


27 February 1962

A : Force Commander,

De : Air Commander,

Objet : USEABLE AIRFIELDS FOR DC3 AIRCRAFT
Equator and Orientale

1. Reference is made to the airlift relief program outlined by Mr. Gardiner to the undersigned this date.
2. Please find attached listings of the airstrips in the above mentioned provinces which are suitable for the operation of DC3 aircraft. On the assumption that Coquilhatville would be the main base flight times and distances are also included.
3. Before I can assess the aircraft requirement I must be provided with estimated tonnages for airlift and information as to the rate at which this operation is to be conducted.
4. I must at this point reflect my concern for the safety of the aircrew on such an operation. As I pointed verbally this morning we have already experienced disturbing attitudes in Equator during recent air operations associated with flood relief. You will appreciate the impact of any serious incident involving a crew. It could well spell the end of air force personnel contributions to ONUC. The potential value of the operation should be weighed against the possibility of such eventualities.


(H. A. MORRISON) A/C
AIR COMMANDER

HM:hd

A/C TYPE: DC3
TAS: 140 KTS

EQUATEUR

FROM: COQUILLEATVILLE

<u>TO:</u>	<u>DISTANCE N.M.</u>	<u>TIME</u>	<u>RUNWAY LENGTH IN FEET</u>	<u>REMARKS</u>
BASANKUSU	117	1:50	4900	Crushed mineral ore
BONIDE	152	1:05	4500	Crushed mineral ore
DUBBA	291	2:05	3300	Gravel
ICKLA	314	2:15	3600	Crushed mineral ore
ONIEHA	213	1:30	4600	" "
LISENGE	217	1:35	6500	Gravel
LISALA	234	1:40	5000	Gravel
MONKOTO	175	1:15	3400	Crushed mineral ore

A/C TYPE: DC3
TAS: 140 KTS

ORIENTAL

FROM: STANLEYVILLE

<u>TO:</u>	<u>DISTANCE N.M.</u>	<u>TIME</u>	<u>RUNWAY LENGTH IN FEET</u>	<u>REMARKS</u>
BOHIA	312	2:15	6000	All weather
IRUMU	267	2:05	4000	Gravel
PAULIS	203	1:25	4500	Gravel

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

13
12 February 1962

A : Military Assistant to Force Commander
De : Chief of Staff
Objet : Security of N'DJILI Airfield

1. I appreciate that the Base Commander is responsible for the security of the Airfield and the local Military Commander, the defence of the Airfield. If for the security of the Airfield certain personnel are required, and these cannot be provided by the Base Commander, these have to be provided by the local Military Commander.

2. To arrange for a clear cut division of responsibility, it is necessary that the draft signal sent to you, is issued. After that the Air Commander should issue detailed instructions, unless these already exist. Based on these instructions, the Base Commander, in consultation with the local ^{Military} Commander, should give in writing as to what ^{security} tasks he wants the local Military Commander to undertake which the Base Commander cannot undertake with resources at his Command. After that it will be the responsibility of the local Military Commander to arrange for it compatible with the resources available to him.

3. We moved the Nigerian Police from N'DJILI, when the theft in town increased alarmingly.

4. I do NOT recommend that we, at this juncture, hand over the responsibility of the security of the Airfield to the Congolese Police, who should rightly take on this task.

5. If the above is acceptable to the Force Commander, then would you please take action ~~on the above~~ ^{to send the signal. Once that is done, I will ask HQ LEO Command to take further action in}

6. I do NOT recommend use of Military Policemen at the Airfield. It would be a waste of such trained personnel.

* Consultation with
The Base Commander

(J Guha)
Col
Chief of Staff
(J Guha)

42. ICAO

12 February, 1962

To: Mr. J. P. Fournier, Chief, ICAO Mission, Leopoldville
From: E. S. Packham, Chief Civil Affairs Officer, Luluabourg
Re: Luluabourg Airport - Report by ICAO Electrician *E. S. Packham*

I refer to your Memorandum dated 6 February, 1962 and the copy of a Report dated 29 January, 1962 by the ICAO electrician at Luluabourg Airport thereto attached, and also to the Force Commander's telegram addressed to me (FC/895 of 6 February, 1962).

May I please observe, in the first place, that it appears to me most unsatisfactory that reports of this nature should be sent direct by an electrician to you, without either the officer in charge of the ICAO team here or myself even being informed. The functioning of the airport is, of course, a matter of the highest importance to this Mission, and I have accordingly requested Mr. Calville to arrange for me to receive copies of all future reports as soon as they are made.

Mr. Hamelin's Report was investigated immediately on receipt of the Force Commander's telegram and I have already informed him that there is no evidence available at present which definitely indicates sabotage: the presence of both the sand and the water, in the opinion of the military, could be accounted for on natural grounds (including negligence) with as much plausability as on the hypothesis of sabotage. In fact, the hypothesis of sabotage encountered the serious difficulty of explaining how a saboteur could have introduced sand into the body of the pump.

Nevertheless, the possibility of sabotage at the airport is being closely studied in conjunction with the military and all possible measures will be taken to safeguard against it.

Mr. J. P. Fournier
Luluabourg Airport

12 February, 1962

I should add that since the incident under reference the generator has been operated exclusively by military personnel of the 3rd Nigerian Brigade. This represents a serious strain on the military resources, and I trust that the recommendations of the Board of Inquiry appointed by me and conveyed to you under cover of Mr. A. L. Succi's Memorandum dated 16 January, 1962 will be implemented at a very early date.

cc: Mr. R. Rosborough, Civil Ops., Léopoldville
Lt. Gen. S. MacKain, Force Commander, Léopoldville
Mr. F.O. Calville, Chief, ICAO, Luluabourg

ESP:ed

12 February

2

To: Mr. J. P. Fournier, Chief ICAO TA Mission, Congo
From: S. Habib Ahmed, Chief Administrative Officer
Subject: Supply of Electrical Power for Airports

1. Thank you for your letter of 7 February on the above subject.
2. I would endorse your plans already underway to recruit six additional airport electricians and four diesel mechanics. As I previously indicated, I would wish to provide every assistance in assuring the uninterrupted supply of power for airfield operations. To this end I believe it would be helpful if you could provide a report on the status of the permanent and emergency power supply, the available staff and the services at each airport where an ICAO detachment has been assigned. In this connection I would mention my agreement with the understanding set forth in the last paragraph of your memorandum to the effect that we must limit our present arrangements to those airports where conditions permit the posting of ICAO civilian personnel.
3. In connection with the development of the above indicated information, I would also appreciate receiving your proposals for strengthening the position at the various airports. The development of future plans perhaps could best be accomplished jointly by ICAO representatives working with our field administrative officers in the various locations.
4. It would also be interesting to know what, if any, action is being taken by the local provincial authorities to assist in the restoration of normal airport facilities. In the long run they, of course, will have to take this matter in hand and develop permanent arrangements for satisfactory airport administration.
5. In view of the importance of air transport to the ONUC operations, the time may be approaching when we should give serious consideration to developing the administration of the airports as a technical assistance project using U. S. counterpart funds. Under such a plan we could accept responsibility for the entire airport operations while

.../2

training the necessary Congolese administrative and technical staff. It seems clear that long-range plans should be developed for the regularization of the situation, and if you find this suggestion to have merit, I would be interested in your observations.

cc: Lt. Gen. S. MacEoin, Force Commander ✓
Mr. R. J. Rossborough, Deputy Chief Civilian Operations
Mr. P. J. Blok, ICAO COM Adviser

9 February 1962

To: Mr. M. Khiary, Chief of Civilian Operations

From: Force Commander - ONUC

With reference to your memorandum of 8 February 1962, orders have been given concerning the security of electrical installations at Luluabourg Airport.

I should point out, however, that it has not been established that sabotage has in fact occurred. In this connection, I attach for your information copy of a signal received from Mr. Paskham at Luluabourg.



(S. MacEoin) Lt. Gen.

Attachment

cc: Mr. S. Habib Ahmed
Mr. J. P. Fournier

9 February 1962

To: Mr. M. Khairy, Chief of Civilian Operations
From: Force Commander - ONUC

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I should point out, however, that it has not been established that sabotage has in fact occurred. In this connection, I attach for your information copy of a signal received from Mr. Pakham at Luluabourg.

(S. MacVoin) Lt. Gen.

Attachment

cc: Mr. S. Habib Ahmed
Mr. J. P. Fournier

**ORGANISATION DES NATIONS UNIES
AU CONGO**



**UNITED NATIONS ORGANIZATION
IN THE CONGO**

BOITE POSTALE 7248
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CABLE : ONUC LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

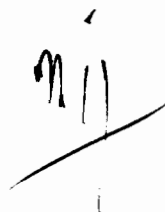
8 February 1962

TO: Lt. Gen. S. Mac Eoin, Force Commander
FROM: M. Khiary, Chief of Civilian Operations

... I refer to the attached memorandum of 6 February from Mr. Fournier to Mr. Rossborough with which is enclosed a report by the airport electrician in Luluabourg which suggests that there has been interference with the electrical installations at the airport which are essential for its safe operation.

I shall be grateful if you could give the necessary orders to ensure that such installations are placed under appropriate guard so as to prevent the repetition of incidents which are a serious hazard.

cc: Mr. S.H. Ahmed
Mr. J.P. Fournier

A handwritten signature, possibly "M. J. P.", is written in the right margin of the document.



BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

Ref. : 1902-2-1
Folio : 217

6 February 1962

To: Mr. Rossborough, Deputy Chief Civilian Operations
cc : Mr. Ahmed, Chief Administrative Officer
cc : Lt. Gen. Mac Eoin, UN Force Commander
cc : Director, Technical Assistance Bureau, ICAO, Montreal
cc : UN Representative, Luluabourg
cc : Mr. Calvillo, OIC/ICAO, Luluabourg

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

....

Please find attached copy of a report from the ICAO electrician at Luluabourg Airport.

In view of the evidence of sabotage we are still coming across at that airport as reported in the attached correspondence, I would ask you to take the necessary action to insure a more adequate protection by the UN military of all vital equipment at this airport. In this connection, may I refer to some previous correspondence and meetings with the Force Commander regarding serviceability status for Luluabourg Airport. With the total unreliability of commercial electricity in that area, we have to rely completely on electricity being generated at the airport and this will not be possible unless the equipment is absolutely secured. In this instance, sabotage was done almost immediately after we had reconditioned the main emergency generating unit, which is the only unit sufficiently powerful to look after all the needs of the airport.

I consider this is a matter of the utmost urgency which must be treated with adequate priority.

A handwritten signature in dark ink, appearing to read 'J.P. Fournier', is located at the bottom right of the page.

ANQ/6201/1/OPS

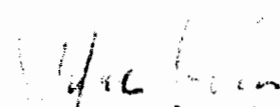
1 February

2

Mr. J.P. Fournier, Chief of ICAO Mission
Force Commander

OPERATION OF AIRFIELD EQUIPMENT - KINDU AND OTHER AREAS

1. A requirement exists for the re-activation of the Control Tower and Nav Aid equipment at the airfield at Kindu.
2. It is my understanding that essentially the equipment, with possible minor repairs, is in a serviceable state and can be reactivated by assignment of competent operators.
3. The general deterioration of airfield facilities where we operate in the Congo causes me considerable concern. Would you be good enough to advise me what measures you are taking to ensure their revitalisation and continued effective operational status.
4. My Air Staff advise me that at present, for all practical purposes the airfields at Lulu, Kamina and E'ville have been categorised by you as daytime VFR only.
5. I would appreciate a reply at your early convenience as the information is needed for planning purposes.


(S. Mac Eoin) Lt/Gen
Force Commander

c.c: Air Commander
COS

COPIE

Luluabourg, le 29 janvier 1962.

A : Monsieur FOURNIER, Chef de Mission ICAO
De : Monsieur HAMILIN Jacques, Electricien d'Aéroport
Objet : Evénements survenus à l'Aéroport de Luluabourg
 les 26 et 28 janvier 1962

Le 26 janvier lorsque je voulus remplir le carter d'huile du groupe électrogène 85 kva, suite à la réparation effectuée, je constatais que l'on avait introduit du sable dans le corps de la pompe. En outre, j'ai trouvé une quantité d'eau importante dans le fût d'huile destiné à faire le plein du diesel. Dans ce fût il restait approximativement 50 litres d'huile qui ont dû être jetés.

Le 27 janvier, vers midi, nous avons démarré le groupe électrogène 85 kva et les batteries ont fonctionné normalement. Ce même jour à 23 heures, j'ai fait une inspection à la cabine et les batteries fonctionnaient normalement (Vérification effectuée par l'intermédiaire de la signalisation des armoires B.T.).

Le 28 janvier, vers 10 heures, je constatais que la signalisation des armoires B.T. ne fonctionnait plus. Après recherche de la panne, je constatais que le groupe de batterie 24 volts qui sert au démarrage du diesel et à l'alimentation de la signalisation lumineuse des armoires B.T. ne débitait plus que 5 volts environ.

Après enquête que je n'ai pu encore terminer, deux cas sont possibles :

1) L'acide sulfurique manquant totalement à Luluabourg, il semblerait que l'on a prélevé une forte quantité de mélange eau + acide dans les batteries, et que l'on ait remplacé ce mélange par de l'eau, car le niveau des batteries est correct. (Je n'ai pu vérifier ceci par manque de pèse-acide à l'Aéroport).

2) Ce manque de tension pourrait être dû à une décharge rapide et prolongée de la batterie par branchement d'un appareil quelconque, non prévu dans l'installation.

J'ai vérifié le circuit des batteries et n'ai pas remarqué de trace de court-circuit.

Ces batteries sont à l'aéroport de Luluabourg depuis fin novembre. Elles étaient venues à la suite d'un incident assez semblable survenu le 18 novembre 1961. (Voir rapport de la même date).

(s) J. HAMILIN

Ref. : 1902-2-1
Folio : 217

6 February

2

To; Mr. Rossborough, Deputy Chief Civilian Operations
 cc : Mr. Ahmed, Chief Administrative Officer
 ✓cc : Lt. Gen. Mac Eoin, UN Force Commander
 cc : Director, Technical Assistance Bureau, ICAO, Montreal
 cc : UN Representative, Lulubourg
 cc : Mr. Calville, OIC/ICAO, Lulubourg

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

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[C O P Y]

Luluabourg, le 29 janvier 1962.

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De : Monsieur HAMELIN Jacques, Electricien d'Aéroport
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J'ai vérifié le circuit des batteries et n'ai pas remarqué de trace de court-circuit.

Ces batteries sont à l'aéroport de Luluabourg depuis fin novembre. Elles étaient venues à la suite d'un incident assez semblable survenu le 18 novembre 1961. (Voir rapport de la même date).

(s) J. HAMELIN

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

AHQ/6012/1/Admin

10 February 1962

A : Force Commander
De : Air Commander
Objet : N'djili Airport - Security

Enclosed please find a copy of a letter dated
3rd February 1962 from the Base Commander N'djili.

2. Attention is drawn to para 4. The Air Commander
would appreciate the question of assigning a Military
Police Detachment to UNATB N'djili being investigated.

A handwritten signature in dark ink, appearing to read 'S. G. H. Norstroem', is written above the typed name.

(S. G. H. Norstroem) Brig.
Acting Air Commander

Base Command
UN Air Transport Base
N'Djili Airport

3rd February 1962

To: Air Commander
From: Base Commander
Subject: N'Djili Airport - Security

1. With effect from the 24th of December 1961 a Detachment of Nigeria Police was situated at UNATB, N'Djili. Without informing me or any other responsible Officer at this Base, the Police Detachment was taken away from N'Djili some days ago. During a conversation I had on 30th January 1962 with Brigadier Singh, I was informed that the Police Detachment is now assigned to another commission in accordance with his order.
2. The Nigeria Police Detachment carried out a fairly good service during its stay at N'Djili in controlling the entrance of personnel and ensuring that an aircraft guard service was effected according to the instructions against sabotage. The Police Detachment has also enforced the motor traffic regulations and "no smoking" rules on the airfield.
3. At present there is no guard available at this Base which could perform the duties mentioned in para 2 above. Brigadier Singh explained that the new Nigerian Garrison will establish patrolling guards in order to face also the necessity for control in connection with airfield regulations. The Commanding Officer of the new Nigerian Garrison has confirmed that guards will be placed at the entrances to the airport to ensure that no unauthorized persons enter the airfield. At the same time, the Commanding Officer emphasized that his men are not prepared to carry out Police duties.
4. It is impossible for me to accept any responsibility for security matters at this Base as long as there is no sufficient guard at my disposal. In view of the above I would therefore request that a Military Police Detachment be assigned to UNATB, N'Djili, at an early date.

Sd/- A. PASQUALI (Col.)
Base Commander
UN Air Transport Base

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 Kindu
" Lulu.
" Kamina
" E'Ville

INTER - OFFICE MEMORANDUM

Folio : 224

7 February 1962

To : Lt. Gen. S. Mac Eoin, Force Commander
cc : A/C Morrison, Air Commander
cc : Mr. Ahmed, Chief Administrative Officer
cc : Mr. Rossborough, Deputy Chief Civilian Operations

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

Subject : Operation of airfield equipment -
Kindu and other areas

Reference is made to your memorandum of 1 February (your file N° AHQ/6201/1/OPS).

In confirmation of our recent discussion, I must mention that I do not consider it advisable to post civilian ICAO personnel at the Kindu Airport for the present time. We have nevertheless planned our programme in expectation of this requirement and in a few weeks I expect we should be able to have personnel available for this airport provided we get satisfactory assurances and guarantee of safety and reasonable civilian conditions of life in that area.

Regarding the operation of ground services provided by ICAO at Luluabourg, Kamina and Elisabethville, I feel that since the most urgent problems now appeared to be understood by the various parties that are concerned, we should be able to look forward to an improvement in the near future.

One of these problems is of course a reliable supply of electrical power for the operations of radio aids to air navigation and communication equipment. We are now looking at this problem as it affects all airports in the Congo where we have ICAO personnel on the job and I have already informed the Chief Administrative Officer of action taken or about to be taken. Copy of my letter to Mr. Ahmed has been sent to your office. However, for the record, I must mention again that we consider that at Kamina the responsibility for electrical engineering will remain with the Swedish Corps of Engineers.



BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

196.....

- 2 -

Until such time as we can be certain of a continuous supply of electricity to insure the uninterrupted operation of radio aids to air navigation and aeronautical communication equipment, I consider that the airports of Luluabourg, Kamina and Elisabethville must remain in the category of VFR airport for daylight operations only. While this airport status does not necessarily mean that operations under IFR conditions must be prohibited, it indicates however that additional precautions must be taken by the UN Air Command to insure that operations are conducted in such a manner that aircraft are capable of returning to a reliable alternate as the result of interruptions in the operation of terminal radio aids to air navigation or aeronautical radio equipment.

A handwritten signature in dark ink, appearing to read 'A. Zaurer', is located below the main text of the memorandum.


Ref. : 1902-2

Folio : 223

7 February

2

To : Mr. S.H. Ahmed, Chief Administrative Officer
✓cc : Lt. Gen. S. Mac Rein, UN Force Commander
cc : Mr. R. Rossborough, Deputy Chief Civilian Operations
cc : Mr. P.J. Blok, ICAO COM Adviser

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

Subject : Supply of electrical power for airports

Reference is made to your memorandum of 5 February to the Force Commander with carbon copy to ICAO.

In order to assure a continuous reliable supply of electrical power at airports where ICAO personnel are providing services, I consider that it is now necessary for us to assume that we shall not be able to rely on the supply of commercial electricity for a considerable period of time. For over a month now, we have planned along these lines and for this purpose ICAO Headquarters in Montreal have been requested to recruit six additional airport electricians and four diesel mechanics. Some of these personnel should start to arrive in the Congo shortly.

At the present time, we have only three airport electricians and one of each is assigned to the N'Djili, Luluabourg and E'ville airports. This number is obviously insufficient to man all the facilities where we have personnel located. Also, up to now, it has been necessary for this Mission to obtain Congolese approval before introducing new personnel in the Congo. However, in view of the present emergency, we are recruiting the additional personnel mentioned above before obtaining such authorization. We are now making a survey of the general situation and will advise you as soon as possible regarding any additional equipment that may be required.

At the present time, we have ICAO personnel assigned at the following airports : Leopoldville N'Djili, Luluabourg, Stanleyville, Coquilhatville, Elisabethville, Goma, Albertville and Kamina.

- 2 -

It is understood that the responsibility for electrical engineering at Kamina will remain with the Swedish Corps of Engineers. I take it from your post-scriptum that when you mention all airports, you actually mean those airports where an ICAO detachment has been assigned. This is important because there are several other airports that are used even if only occasionally by UN aircraft and where conditions do not permit the posting of ICAO civilian personnel. At the present time, I consider this is the case for Kindu^{AND} until we get some very definite and positive assurances of personal security and safety, it would be inadvisable to post ICAO personnel at this airport.

JPF/jp

PRIORITY

156
5100
1962 FEB -7 PM 4:35

O.N.U.C.

UC156CUL 037

SSS CUA

DE CUL 37/07

FM ONUC LULUABOURG

TO ONUC LEOPOLDVILLE

BT

UNCLAS CIV 339 FORCE COMMANDER FROM PACKHAM . RE YOUR FC/895 AVAIL-
ABLE EVIDENCE DOES NOT REPEAT NOT DEFININTELY INDICATE SABOTAGE .
ARE REVIEWING SECURITY SITUATION WITH THE MILITARY WITH A VIEW
TO SECURING MAXIMUM SECURITY ARRANGEMENTS

BT

CFN CXV 339 FC/895

07/1535Z FEB CUL

For A. [unclear]
AS [unclear]
M

M 1 ✓

F. [unclear]

Line
5/2

PLS SEND US TWO MORE COPIES OF THE LAST MESSAGE

OK

X

XXXX US PRIORITY FM MAJOR BYSTROEM KINDU AIRPORT

TO AIRCOMMANDE

XX US PRIORITY FM MAJOR BYSTROEM (KINDU AIRPORT)

TO AIRCOMMANDER LEO

INFO BASE COMMANDER

N'DJILI

RUNWAY CONDITION GOOD STOP

RUNWAYLIGHT AND TAXILIGHT SERVICEABLE IF YOU SEND US BULBSSTOP

POWER 220 V FROM TOWN SERVICEABLE STOP

EMERGENCY POWER US STOP FOR THAT WE NNEED ONE ELECTROTECNICIAN

AND ONE GASOLINEMOTTECNICIAN STOP

ONE ENGINEFUELPUMP AND ONE HANDPUMP AVAILABLE AIR CONGO PROPERITY

FUEL SITUATION GGOD AIR CONGO REGIME COOP GOOD STOP

100/130 1500 DRUNMS 110/145 1000 DRUMS 80 100 DRUMS STOP

NO OIL AVAILABLE AND NO TOURISTFUEL STOP

RADIOBEACON US BUT REPAIRABLE IF YOU SEND TECNICIAN STOP

GENERAL SITUATION IN KINDU GOOD WITH LOCAL AUTHORITIES GGOD
COOP STOP

NO FRESH FOOD AND SOFT

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

SVC Service	FFFF Routine	SSSS Priority	PRIORITE NATIONS
----------------	-----------------	------------------	---------------------

Priorité Nations traffic
is strictly limited.

NR

Address(es)

ONUC ELISABETHVILLE

S

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FC/896 5 FEBRUARY 1962 FOR HOLZ-BENNET/WAERN/INFO/ COATES FROM
 MACROIN/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
 ONA CONTACT LT COLONEL STIGHEER 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 THREE
 LOCATIONS ON A TWENTY-FOUR/HOUR BASIS TO PREVENT FURTHER DAMAGE

cc; Chief of ICAO

Chief of Staff
 Air Ops.
 Mil. Ops.

C. 81471

T.O.R.

BY:

Drafted by :

T.O.D.

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

SVC Service	FFFF Routine	SSSS Priority	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

NR

Address(es)

ONUG ELISABETHVILLE

(TEXT & SIGNATURE)

insert prefix &/ or number as required

USE DOUBLE SPACING.

PC/896 3 FEBRUARY 1962 FOR ROLZ-BENNET/WAERN/INFO/ COATES FROM
 MACEOIN/RAJA STOP MISTER BLOK OF ICAO WILL VISIT ELISABETHVILLE
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 CMA CONTACT LT COLONEL STIGENTH TO ASCERTAIN THE LOCATION OF ALL
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cc; Chief of ICAO

Chief of Staff
 Air Ops.
 Mil. Ops.

C. 81471

T.O.R.

T.O.D.

BY:

Drafted by :

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

SVC Service	FFFFF Routine	SSSSS Priority	X	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

NR

Address(es)

ONUG LULUABOURG

S

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

PC/895 5 FEBRUARY 1962 FOR PACKHAM/MACKENZIE FROM FORCE COMMANDER STOP
 WE HAVE RECEIVED REPORTS THAT ON ABOUT THE TWENTY-EIGHTH OF JANUARY
 SAND WAS FOUND IN THE ENGINE OF THE MAIN ELECTRIC GENERATOR AT THE
 AIRPORT AND ALSO THAT QUANTITIES OF WATER WERE FOUND IN THE FUEL OIL STOP
 PLEASE FORWARD A REPORT ON THESE INCIDENTS STOP CONTACT THE LOCAL ICAO
 OFFICER CMA MISTER CALVILLO CMA AND IN COOPERATION WITH HIM WORK OUT A
 SCHEME FOR THE CONSTANT PROTECTION OF ALL NAVIGATIONAL AIDS INSIDE AND
 OUTSIDE THE PERIMETER OF THE AIRFIELD ON A TWENTY-FOUR HOUR BASIS

cc: Chief of ICAO

Chief of Staff
 Air Ops.
 Mil. Ops.

C. 81471

T.O.R.

T.O.D.

BY:

Drafted by : Capt. B. Green
 MA to PC
 Authorized : Force Commander
 Date :

5 February 1962

ORGANISATION DES NATIONS
UNIES AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

INTER-OFFICE MEMORANDUM

5 February 1962

A: General S. Mac Ein, Force Commander
DE: S. Habib Ahmed, Chief Administrative Officer
OBJET: Airfield Stand-by Power Plants

1. Thank you for your memo dated 2 February on the subject of electric power supply to airfields in the Congo.

2. I entirely agree that we should take all necessary measures to ensure uninterrupted supply of power for airfield operations.

3. I believe that the best course for us to follow would be to make use of the Organization of ICAO with the Civilian Operations to coordinate all activities in this matter with the Air Command, the ONUC Administration and the local authorities. I have accordingly forwarded your memo to Mr. Paul Fournier and will send you a further report on the matter upon hearing from him.

cc: Mr. Paul Fournier, ICAO

P.S. We discussed this subject at our meeting this morning and it has been agreed that ICAO will take responsibility for ensuring the supply of power for airport operations at all airports used by UN aircrafts.

2 February 1962

To: Mr. S. Habib Ahmad, Chief Administrative Officer

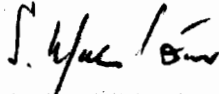
From: Force Commander - ONUC

Subject: Organisational Responsibility for Operation
and Maintenance of Airfield Stand-by Power Plants

I attach herewith copy of a memorandum from the Acting Air Commander concerning maintenance of airfield stand-by power plants.

I am extremely concerned about the over-all situation regarding our airfields and only our very good luck has prevented serious accidents, as evidenced by the recent forced landing of a C-46 west of Kamina, when luckily the only damage sustained was to the aeroplane itself. This, however, in itself constitutes a considerable financial loss.

I shall be grateful for your comments on the attached and any recommendations you would care to make towards effecting an improvement on the present rather risky state of our airfield installations.



(S. MacBain) Lt. Gen.

Attachment (1)
SMacE/ajg

2 February 1962

To: Mr. S. Habib Ahmad, Chief Administrative Officer

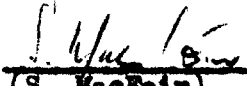
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 Lt. Gen.
(S. MacEoin)

Attachment (1)
SMacE/ajg

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

AHQ/6207/2/cps.

30 January 1962

A : Force Commander ✓
De : Acting Air Commander
Objet : Organisational Responsibility for
Operation and Maintenance of Airfield
Stand-by Power Plants

1. Among the many deficiencies encountered in the navigation aids, ground-to-air telecommunication support for aviation, one sticks out as being basic.

2. Navigation aids, ground-to-air communication and point-to-point links essential for efficient and safe flying are wholly dependent on reliable sources of electrical power. At no airfield in Congo, with perhaps N'djili as an exception, is this vital commodity adequately provided. At locations where commercial power is available, it is found to be so intermittent and/or fluctuating as to render it completely unsatisfactory. The power systems are steadily deteriorating and no emergency action has been instituted to halt the trend, much less to improve the situation.

X 3. Most airfields have been provided with a near-sufficient number of Diesel generators. However, there is no one agency responsible for the installation, maintenance and repair of these units. Haphazard efforts have produced chaos. New power plants have been ruined for the lack of the most elementary supervision; others are inactive for the lack of simple spare parts and still others have been sitting for weeks awaiting uncrating and installation.

X 4. Neither ICAO nor Air Staff is equipped and manned to assume the responsibility for electric power at the airfields.

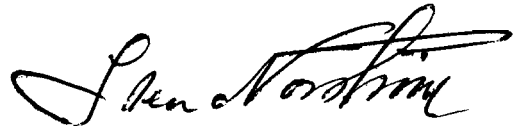
5. The following measures are urged for immediate action before more aircraft accidents happen due to lack of electric power.

(a) Primary and auxiliary electric power at airfields, other than N'djili, be provided by Diesel generators.

- (b) An agency be appointed (or created) and competently staffed to assume all phases of responsibility for the provision of adequate and reliable electric power at airfields.
- (c) That sufficient funds be made available to enable the responsible agency to store and stock sufficient spare parts, spare generators and that contracts or workshops centrally located be made available to maintain all generators in use.
- (d) That a thorough inspection be made by the agency to enable them to evaluate and assess the need for repair of installed plants or purchase of new plants for installation.

6. The urgency of the situation is emphasized due to the recent two aircraft accidents by ONUC charter airlines and last Saturday's near-accident when an African Air DC-4 landed at Luanda in Angola due to lack of electrical power to available navigation equipment.

7. Your kind assistance is therefore requested to initiate a definite solution of the problem.



(S. G. H. NORSTROEM) BRIG
Acting Air Commander

Ref: 2201-2 Coates
1301-1 Eville
2505-1 "
2506-1 "

Folio: 002

2 Jan 62

To Chief Civilian Operations

cc Dr. Linner
UN Air Commander
UN Representative Eville
Mr. Coates, ICAO Eville
Director TA Bureau ICAO, Montreal

From J.P. Fournier, Chief ICAO Mission Congo

Subject Eville airport.

This is further to my memorandum of 21 Dec 61 regarding the unfortunate lack of cooperation and assistance that has been experienced by the ICAO detachment at Eville airport.

I visited Eville airport on 29 Dec in order to look into the problems and difficulties our Mission was encountering in the operation of essential ground services to aviation. As you are only too well aware the operation of facilities at Eville airport has been most seriously impeded by a great number of factors most of them beyond the control of local ICAO personnel and ranging from an almost total breakdown of electrical power (both from commercial sources and ~~total-breakdown-of-ele~~ from available emergency power units) to all kinds of minor situations that adversely affected the safety of air transport in the area.

During most of the recent events at Eville, airport facilities for air traffic control and the maintenance and operations of radio aids to air navigation and aeronautical communications were looked after by only three ICAO technicians (ATCOs Coates and Reutcliffe and Radio Technician Sibthorpe). For well over a month these personnel have, in the face of the most difficult working and living conditions, worked very long hours (in many cases up to 15 hours daily) without interruption for week-ends or holidays. As a result, through the period of intense armed conflict in the Eville area, certain minimum terminal facilities have been maintained and operated at the airport without which the continuous airlift in support of UN military operations would not have been possible.

From reports I have received from many in the UN air command, from numerous pilots of aircraft and from some independent obser-

vers and as a result of my own observations, the performance of the ICAO detachment at Eville airport can only be qualified as outstanding. The three technicians concerned have unflinchingly applied themselves to the job of maintaining the highest possible degree of safety for air traffic and in doing so have never hesitated to give the best of themselves and to perform numerous duties that are normally done by labouring forces.

Throughout this period it is quite evident that several requests for assistance from the local military have been ignored. Right up to the time of my visit, motor vehicle transportation could not be provided for ICAO personnel to perform their duties. Here may I remark that on this occasion I did see numerous luxurious motor cars being driven by army personnel around the airport. I was given to understand these vehicles were appropriated from previous private ownership and some are alleged to have belonged to President Tshombe and Minister Munongo. On one occasion when OIC Coates called on an army supply Officer to whom he had been referred to request transportation he was told, as he has reported to me, that the nature of ICAO's duties were not sufficiently important for a motor vehicle to be spared. There has been some occasions when ICAO personnel have been forced by army officers to move from space they occupied and needed in the control tower building at the airport and in one instance I was told they were even threatened by a senior army officer of being removed from the airport entirely.

I do not want to believe or suggest that what has happened at the Eville airport could be the result of ill-will but rather that it must be due to a total lack of appreciation of the problems related to the operation of essential ground services to aviation without which it would be impossible to maintain even a minimum degree of safety for air traffic. It is quite possible that in this light, the small size of the ICAO detachment at Eville may have appeared insignificant and even unnecessary to some persons.

One conspicuous situation I observed at the Eville airport, and this may well have some bearing on the problems I have outlined above, would appear to be a multiplicity of military command or authorities. I was left with the impression of an absence of central command or military co-ordinating agency at the airport. Whether this is the case or not is obviously not the concern of the ICAO Mission but the lack of an overall military authority at the airport could possibly have aggravated the difficulties encountered by the ICAO personnel when they were faced with problems requiring immediate and urgent solutions.

When I returned to Leo on 29 Dec, I was very disturbed to read the cable 02344 Raja to Maceoin on the result of an inquiry into ICAO troubles at the airport. For your information I am

attaching herewith copy of the cable in question. In addition I was astonished to see that an alleged inquiry had apparently been conducted by the administrative command of the airport whom I presume was Major Mystery (Spelling?) and who is the very person who has been reported not only as having caused the greatest difficulties but also as having refused help and assistance on several occasions when this help and assistance was vital to UN air operations. Reports of difficulties apparently resulting from Major Mystery's attitude have reached me from various sources.

May I also take this opportunity to raise the most serious objections to an inquiry into ICAO activities being conducted by the military. I do not want to suggest that this Mission should be beyond scrutiny but must point that this civilian organisation is a specialized agency of the United Nations and as such the ICAO Mission in the Congo can only be the subject of an inquiry by ICAO Headquarters and if necessary under present circumstances by the civilian side of ONUC.

I cannot possibly accept the allegations advanced in this cable against Mr. Coates, most particularly those contained in paragraph 5D. Mr. Coates came to this Mission highly recommended by his Government and particularly at the Eville airport has demonstrated beyond doubt the greatest sense of responsibility in the performance of his duties.

PN 261915Z
FM HQ KAT COMD ELI

TO ONUC LEO

BT

SECRET 02344 RAJA FOR MACEOIN FURTHER TO MY 02339 OF DATE
FOLLOWING CAME TO LIGHT AS RESULT OF INQUIRY INTO ICAO TROUBLES
AT AIRPORT

FIRSTLY COATES COMPLAINED AT LENGTH ABOUT LAGE TPT LABOUR
AND GEN COOPERATION AND LACK OF CONSIDERATION FOR ICAO REQUIRE-
MENTS IN UN PLANNING

SECONDLY WHEN CONFRONTED WITH ADM COMDT AIRPORT AND OFFR WHO
WAS RUNNING AIR OPS FOLLOWING CAME OUT
ALFA HE WAS NEVER REFUSED LABOUR OR ANY OTHER FACILITY WHEN
AVAILABLE AT TIMES LABOUR NOT AVAILAPLE AND COULD NOT BE
PROVIDED BUT THIS NOT MORE THAN ONCE OR TWICE
BRAVO ARRANGEMENTS WERE MADE FOR TPT TO BE AVAILABLE TO ICAO ON
AS REQUIRED BASIS BUT PERMANENT TPT COULD NOT BE PROVIDED OWING
ABNORMAL DEMANDS ON VERY LIMITED TPT RESOURCES IT IS OF INTEREST
TO NOTE I JEEP BELONGING TO MOV CONTROL SMASHED BY COATES AND
ANOTHER VEH OF COMP PL RETURNED BAD CONDITION
CHARLIE ICAO DID NOT SUFFER FROM SHORTAGE OF DEISEL EXCEPT I
OCCASION WHEN IT WAS AVAILABLE BUT COULD NOT BE MOVED IMMEDIATELY
DUE LACK TPT.

SECONDLY
WHEN ASKED TO GIVE PRECISE REQUIREMENTS COATES CAME BACK TO
LACK OF TPT WHEN ASKED ABOUT LABOUR HE SAID THIS SPASMODIC
REQUIREMENT AND HE COULD NOT GIVE FORECAST

THIRDLY WHEN ASKED ABOUT NAV AIDS HE SAID THIS MINOR POINT
WHEN TOLD THIS NO MINOR POINT HE SAID HIS MEN NOT MECHANICS AND
HE NEEDED DEISEL MECH AND ELECTRICIAN SAID HE HAD CONTACTED
LEO REGARDING PERSONNEL AND SPARTS.

PAGE 2 SECRET 02344

FOURTHLY Vor at airfd not working at present as engine was dropped while unloading and damaged. Will be functioning by 27 Dec. when asked further about Nav Aids was vague and blamed number of factors.

FIFTHLY My findings and conclusions as follows.

Alfa. Only 2 ICAO men as at present not sufficient to run airport. Bravo. There are sufficient generators for day use but large one required night landing facilities.

Charlie. Tpt has not been entirely adequate and will be rectified Delta. Attitude Coates irresponsible and unhelpful and he seems to have attitude he is doing favour to UN. Apart from 2 sigs regarding tpt he has contacted my HQ on no occasion.

Echo. When asked to come to HQ to sort out tpt problem promised to come but failed to do so.

SIXTHLY. My impression Coates creating difficulties and exaggerating reports. Has never contacted me regarding difficulties.

SEVENTHLY. Regret can give no guarantees regarding Nav Aids as there not within my power. Can give any help ICAL requires provided they can be specific which they are not except for tpt.

NOTE UNDERLINED PORTION GARBLES AND MAY BE IN ERROR

SERVICE WILL BE INITIATED UPON REQUEST

30-38/26.RS/270030Z Dec 61

Ref 1301-1 EVILLE
2505-1 EVILLE
2506-1 EVILLE

Folio 001

To : UN Air Commander

cc : Dr. S. Linner, Officer in charge ONUC
Chief Civilian Operations
Mr. Coates, OIC ICAO EVILLE airport

From : J.P. FOURNIER, Chief ICAO Mission Congo

Subject : EVILLE AIRPORT

At the present time the ICAO detachment at Eville airport consists of only two air traffic controllers. A radio technician who had agreed to a posting at this airport to maintain electrical and radio equipment unfortunately met with a serious accident and is now confined to hospital for medical care.

Under present circumstances and for as long as there may be a possibility of armed conflict in the area it is not my intention to send experts to Eville unless they are prepared to go there on a voluntary basis.

Since the accident to the radio technician mentioned above I have been unable to find a competent technician from among our personnel who would be prepared to accept a posting to Eville.

While the two ICAO controllers will do everything possible, with whatever means available locally, to operate the tower, nav aids and other facilities, I must advise you that the Eville airport cannot be considered reliable for IFR operations either by day or by night, or for night operations under VMC.

In order to assist with the present emergency, the Force Commander has been requested to make available one diesel mechanic and two qualified electricians for the maintenance and operation of electrical generating equipment at the Eville airport. To the best of my knowledge these personnel have not been provided.

FM AIR OPS EVILLE

TO AIR OPS HQ LEO

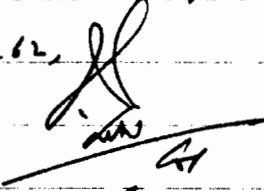
Unclas 00 2180 Your AO 6992 Weekly report on aerodrom
facilities Eville

A Nil
B Nil
C VHF 118.1 Only
D R/W 08/26 OK
E Nil
F Nil
G One fueltruck U/S one handpump
H 20 civilians labours 2 Fork-Lift and for the time being one
3 ton truck. A small jeep 1/4 ton, and a ramp for unloading of
vehicles etc is needed.
I ATC Hrs of operation daylight only
NOTE BOTH MOV CONTROL AND AIR OPS WITHOUT TRANSPORTATION IN SPIETE
OF LOCAL REQUESTS
KOLSHUS

To - The Zone Commander
From - The Chief of Staff

Subject: - DAMAGE TO ILS - E'VILLE

- 1 You may recall that N/C PEARCE informed us of some damages to the ILS equipment E'VILLE, which took place recently. The cable from Mr AHMED to Brig RASA is attached for your information.
- 2 I further discussed the problem with Mr AHMED. Apparently after his meeting with Mr FORNIER, Mr AHMED talked to Lt Col LOVESTAD. It is still not ^{clear} ~~known~~ as to when the incident took place, whether recently or during the Dec 62 disturbances.
- 3 In view of the above I am separately approaching Brig RASA to give us full facts of the case. I have requested him to approve you of the facts of the case, verbally as well as in writing, at E'VILLE, on 26 Jan 62, to enable you to decide, whether a high powered Coy 1 is to be ordered or not.


Lt Col
24 Jan 62

Outgoing Code

To : Brig Raja, Info Brackenbury, Elisabethville
From : Ahmed
Date 23 Jan 62
No. : Leooli 303

Paul Fournier, ICAO Senior Expert has received report from Coates, ICAO representative assigned at E'ville airport of lack of security for airport installations resulting in loss or damage of equipment and instruments essential for maintenance of airport operations. We have discussed this with Lt. Col. Lovestad and are aware that you have already taken full measures to safeguard all airport installations but would be grateful for any additional action which you could take to further tighten up security arrangements and giving instructions to our military personnel at airport to prevent effectively any losses and damages in future. You may also wish to investigate reasons for losses or damages which have taken place during last few days on which Coates could provide you with complete information. Many thanks for your cooperation.

cc: Mr. J.P.Fournier

W/C Pearce

COS ✓

ROUTING SLIP

TO
Mr. Force Commander

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

1 You may wish to keep
these for the L's are being.

A general letter to all
formation will be sent
out before the end of this
week.

DATE

FROM

5/2

J. L. [Signature]
CS

SECRET
PRIORITY

CANADIAN CIPHER

AC

Paraphrase NOT required,
No unclassified reply or
reference

S 311545Z

FM HQ KAT COMD ELI

TO ONUC LEO

BT

S E C R E T O 2378. RAJA FOR GUHA INFO AHMED. YOUR LEVEL 1 303 OF
23 JAN AND OPS 3186 OF 24 JAN

FIRSTLY. REGRET FORCE COMDR ~~WAS~~ NOT TIME TO DISCUSS MATTER DURING HIS STAY

SECONDLY. LOVESTEAD DISCUSSED REPORT SECURITY PROBLEMS WITH ME AND MY STAFF BEFORE DEPARTURE FOR LEO. MY COS INSPECTED AIRFIELD INSTALLATIONS WITH LOVESTEAD AND COATES AND HAS ALSO MADE DETAILED INVESTIGATION FROM TROOPS. HAVE GONE INTO CASE CAREFULLY AND ARRIVED AT FOLLOWING FINDINGS. (A) TROOPS USED PARKED AC TO SLEEP IN DURING OPERATIONS FOR LACK OF ACCN AT AIRPORT. THIS TENDENCY CONTINUED FOR SOME TIME BUT HAS NOW BEEN CHECKED. EFFECTIVE MEASURES TAKEN TO WIRE OFF SIGN POST PARKED AC AREAS. (B) MOST DAMAGE OCCURED IN CABIN APPROX HALF MILE EAST FROM END OF RUNWAY WHERE CONSIDERABLE DAMAGE HAS BEEN CAUSED TO EQPT. COATES STATES THIS EQPT NOW BEYOND REPAIR. OTHER INSTALLATIONS WHICH ARE NEARER RUNWAY AND SITUATED WITHIN OBSERVATIONS OF TROOPS NOT DAMAGED APART FROM ODD AERIAL WIRES BEING REMOVED. (C) REGARDING CABIN WHERE EQPT BADLY DAMAGED THIS IS OUTSIDE PERIMETER AND NOT POSSIBLE TO ADJUST PERIMETER SO AS TO INCLUDE IT FOR VARIOUS TACTICAL REASONS. (D) HAVE HOWEVER TAKEN ADEQUATE MEASURES BY POSTING GUARDS AND CONSTANT PATROLS TO ENSURE NO FURTHER CHANCES OF DAMAGE

SECRET

.../2

SECRET

PAGE TWO SECRET 0 2378

THIRDLY. OUR ASSESSMENT CAUSE OF DAMAGE. IT IS APPARENT FROM DAMAGE CAUSED IN CABIN EAST OF RUNWAY THIS HAS NOT BEEN THROUGH MERE IDLE CURIOSITY ON PART OF PASSING TROOPS NOR DOES MERE PILFERAGE BY TPS OR OTHERS APPEAR TO HAVE BEEN THE REASON. CABIN IS TOO FAR FROM RUNWAY TO HAVE BEEN USED AS SLEEPING QUARTERS BY TRANSIENT TROOPS. IN FACT IT IS NOT VISIBLE UNTIL APPROACHED VERY CLOSE. I AM CONVINCED AND LOVESTEAD TENDS TO AGREE THAT MOTIVE WAS SABOTAGE AND THIS CABIN BEING FARTHEST AWAY HAS RECEIVED MOST ATTENTION. COATES HOWEVER SKEPTICAL AND SEEMS TO THINK TROOPS MIGHT BE RESPONSIBLE. THE ONLY TROOPS THAT COULD HAVE HAD ACCESS TO THIS CABIN WERE INDIANS GUARDING AIRFD AND THEY WERE WELL AWARE THAT THIS WAS AIRFD INSTALLATION. I THEREFORE FIND IT IMPOSSIBLE TO BELIEVE THEY COULD IN ANY WAY HAVE BEEN RESPONSIBLE

FOURTHLY. UNDER CIRCUMSTANCES I CONSIDER A COURT OF ENQUIRY WOULD SERVE NO USEFUL PURPOSE AS NO FURTHER EVIDENCE THAN THAT ALREADY FORTHCOMING LIKELY TO COME TO SIGHT. HOWEVER SINCE INDIAN TROOPS OBVIOUSLY INVOLVED I LEAVE MATTER TO FORCE COMDR

BT

23/31/WRM/312359Z JAN 62

SECRET

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

SVC Service	FFFFF Routine	SSSSS Priority	X	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

N R

SECRET IN CODE

Address(es)

HQ KATANGA COMMAND EVILLE

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

OPS 3186. FOR RAJA FROM GUHA. IN CONTINUATION OF AHMED'S
CABLE LEOELI 303 OF 23 JAN. FORCE COMMANDER DESIRES YOU TO
ASCERTAIN FULL FACTS OF THE CASE REGARDING DAMAGE TO THE
EQUIPMENT AS REPORTED BY COATES TO FOMIER WHICH TOOK PLACE
RECENTLY. HE WOULD LIKE YOU TO DISCUSS WITH HIM THE FULL FACTS
OF THE CASE AT EVILLE ON 26 JAN AND ALSO WRITTEN REPORT TO ENABLE
HIM TO DECIDE IF A COURT OF INQUIRY IS TO BE ORDERED OR NOT.

cc Force Commander

Imp. Secret 10035

T. O. R.

T. O. D.

BY :

Drafted by **Col J GUHA**
Authorized **Force Commander**
Date **24 JAN 62**

Outgoing Code

To : Brig Raja, Info Brackenbury, Elisabethville
From : Ahmed
Date 23 Jan 62
No. : Local 303

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cc: Mr. J.P.Fournier
W/C Pearce

Lt. Col. Lovestad, Chief Air Admin. Officer, UN Air Division, ONUC
Headquarters, Katanga Command, S'ville

Security of Property etc. at Elisabethville Airfield

26th January 1960

Before leaving for Leopoldville to-day I would like to draw your attention to the following facts, which I only very recently pointed out to the Chief of Staff during an inspection tour on the airfield.

2. 1) In addition to heavy damages done to the ILS, LIA 2 and HF sites during the period 9th to 17th January, some damage has been made to the premises between 18th and 22nd January. In fact there have been "visitors" inside the LIA 2 hut last night. Installations west of runway do not seem to have been damaged since it was repaired last time.

11) During the hours of darkness approximately 4 days ago one wheel was stolen from a civilian car parked less than 100 yards from the central tower building.

Soldiers have recently been found sleeping in UN helicopters.

Doors of UN helicopters have been opened by using emergency handle. This has happened twice in the last 14 days but very frequently earlier.

Doors of other aircraft have often found open outside ordinary working hours.

111) Guards should until further notice safeguard the ILS, LIA 2 and HF sites east of the runway on a 24 hours basis.

.../2

iv) Sign posts like "OUT OF BOUNDS" should be ^{placed} posted outside all premises where intruding by non-essential personnel to the buildings, or equipment, might cause damage. Generally, premises in any airfield are out of bounds to everybody except those on duty. Traffic to be limited accordingly.

Mr. Coates of ICAO and Maj. Lønne will assist in painting out vulnerable premises and places.

v) Property belonging to SABENA, AIR KATANGA and other companies should, where possible, be protected against theft and damage. Replacement of doors and "sealing off" of rooms where such property is kept is recommended. Furthermore, it is strongly recommended that lockers, tables, chairs, refrigerators etc. should be brought back to the premises where they belong before further damage is done or more things disappear.

3. As soon as the situation improves the practice of using hangars and workshops as sleeping quarters should cease. This should be done because of fire risk. Furthermore, these places are needed for storing materials, spares and other ground equipment.

4. Security: Arrangements have to be made so that security personnel (1 officer or 1 NCO) is present on the airfield from 0800 to 1700 hours.

5. One car appropriate for use by the Base Commander will have to be provided. Other transport requirements will have to be met from the number of vehicles arriving from Leopoldville. If transport cannot be provided from Leopoldville, it must be provided at this end.

3rd January

2


To Headquarters, Katanga Command
From Force Commander
Subject SPECIAL MISSION - LT. COL. L. LOVESTAD

1. Lt. Col. Lovestad has been ordered to proceed to Elisabethville by air to act as Commanding Officer of the Airbase. He will be in control of all elements associated with Air Operations including Air Movement Control. He will be responsible for providing the necessary liaison with ICAO representatives. Further specific duties will be as follows:-

- To look into the administrative set-up at the airbase directly connected with Air Operations.
- To consider adequacy of accommodation for Air Operations personnel including ICAO.
- To consider the effectiveness of loading and unloading arrangements and general handling of aircraft.
- To check Air Ops and ICAO transport arrangements and to secure necessary transport for this purpose.

2. Furthermore, he is authorized to remedy any other deficiencies with a view to improving the efficiency of the Air Operations with regard to safety and security.

3. Your cooperation with Lt. Col. Lovestad in his mission and your assistance in fulfilling the remedial action he proposes is expected.


(S. Mac Lean) Lt. Gen.
FORCE COMMANDER

30 December

1

Force Commander

Air Commander

1. Reference is made to attached signal from HQ Katanga. The following information has been obtained from Colonel Shapiro U.S.A.F. and Colonel Stagner U.S. Military Attaché who was an eye-witness. The crew unfortunately has returned to their present unit.

- | | |
|---------------------|--|
| <u>Point one.</u> | No comment except to point out that 1546Z is approaching night fall and increased concern of crew. |
| <u>Point two.</u> | 45 minutes is about 30 minutes too long if unloading crew in position and trucks organized. |
| <u>Point three.</u> | Absolutely incorrect. Crew involved in off loading throughout. For first 20 minutes by themselves. |
| <u>Point four.</u> | Irrelevant. |
| <u>Point five.</u> | Personnel did not show up for first 20 minutes. Interest of troops was apparently generated when it was determined that a shipment of rum was on board for them. |

Point six.

Colonel Stagner was involved in this and states emphatically that there was no fuss made by either he or U.S. Consulate. The Consulate advised him that 3 Mobiloil employees would be sent to airport for return to Léo. On arrival they were requested to produce travel orders from HQ Katanga. They were not in possession of such papers and were quite properly refused airlift. Stagner then advised them to return to U.S. Consulate.

(H. A. MORRISON) A/C
AIR COMMANDER

HM:hd

encl.

C O P Y

SECRET
ROUTINE

F 231830Z

FM HQ KAT COMD EL

TO ONUC LEO

BT

S E C R E T Q1021 FOR FORCE COMDR FROM RAJA

YOUR FC769 OF 22 DEC. COMPLAINT FROM USAF LIAISON OFFICER HAS BEEN
FURTHER INVESTIGATED AND FACTS ARE AS UNDER

FIRSTLY THE PLANE LANDED AT 1440Z AND LEFT EVILLE AT 1546Z AS
REPORTED BY CONTROL TOWER

SECONDLY UNLOADING TOOK EXACTLY 45 MINUTES

THIRDLY NO MEMBER OF THE CREW HELPED IN UNLOADING

FOURTHLY IT WAS RAINING HEAVILY AT THE TIME OF UNLOADING

FIFTHLY 20 BALUBA LABOURERS PLUS GURKHA DOGRA AND AIR OPS PERSONNEL
HELPED IN UNLOADING

SIXTHLY IN THIS COMPLAINT EYE GATHER THAT THERE IS SOMETHING MORE
THAT THAT MEETS THE EYE. IT HAS BEEN REPORTED THAT EFFORTS WERE MADE
TO TAKE ON BOARD 2 BELGIAN AND 1 ITALIAN NATIONAL FOR CARRIAGE TO LEO
BUT THIS WAS PREVENTED BY OUR SECURITY STAFF AT THE AIRFIELD AFTER
CONSULTATION WITH THIS HQ

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37/23/BB/232241Z DEC 61

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37/23/BB/232241Z DEC 61

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

HQ ONUC (LOGS) 767 MOV
Dated : 29 December 61

To : ☒ Chief of Staff

From : Chief Movement Control Officer

Subject : Delay in unloading of USAF Aircraft at ELIZABETHVILLE

1. The report made by Col SHAPIRO that two USAF aircrafts (C 124) were unduly delayed at ELIZABETHVILLE on 21 December 61 has been investigated and the following facts have come to light :-

- a. The aircraft bearing No 30045 (C 124) arrived at ELIZABETHVILLE at 0832Z and departed at 0937Z while aircraft No 21078 (C 124) arrived at 1440Z and departed at 1546Z.
- b. The Movement Control had to handle three more planes when the first USAF C 124 arrived and one more when the second C 124 was being cleared.
- c. Nine labourers were employed for handling of each aircraft and the only Forklift available was also used to load/unload heavy wooden cases and various other cargo.

It will be seen that aircraft No 30045 was on the ground only for an hour and five minutes while aircraft No 21078 stayed only for an hour and six minutes which is not abnormal considering the workload.

Submitted for your information please.

(Signature)
Lt Col
Chief Movement Control Officer
(A.A.K. YUSUFZAI)

MA/Force Commander
2 had not heard about A/C #30045. 2 have given the Hander details on the matter. I have spoken to Shapiro.
aw

ROUTING SLIP

TO

MA to FC

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

The cos passes these
to you as info to
the FC.

file 26/12

DATE:

FROM

26 Dec 61.

aw
MA to cos.

Leopoldville, 26 December 1961.

27 Jan 1962

I sincerely hope you have received my signal No. 3034. As you are aware the ICAO is at present responsible for the operation of all airfields in Congo. Because of the disturbed conditions they are handicapped in various ways and cannot function without assistance from the army. The personnel in the organisation are all civilians and are posted to the various airfields in Congo on a voluntary basis, hence it is imperative that we, in our interest, render these people all necessary assistance for the proper functioning of the airfields.

I should therefore be grateful if you could please discuss with Mr. Fournier his difficulties, if any, and render him necessary assistance. I will also request you to let me know what transpired between the two of you and the assistance, if any, which has been arranged by you.

With best wishes
Yours sincerely
J. Guha
Colonel
(J. GUHA)
Chief of Staff

Brigadier H.A. McKenzie. C.B.E., D.S.O., M.C.
3rd Nigerian Brigade
Luluabourg

Leopoldville, 26 December 1961.

My dear Raj,

This is to introduce to you Mr. Fournier who is the representative of the ICAO in Congo; the civilian operators who maintain the installations in your airfield come under him. These people are posted on a voluntary basis and it will be difficult for us to replace them in an emergency. So we have no alternative but to ensure that all necessary assistance required by them for the proper operation of the airfield is made available to them.

I am writing to you as I feel that your personal attention in this direction is now necessary especially as navigation aids and other connected facilities in respect of Elisabethville airfield have broken making it impossible for us to push in any aircraft to you had the weather been unfriendly. So in our interest I would request you to render him all possible assistance in this behalf. *Let him*

I have already visited you once and under wonderful circumstances, now it is your turn to come and look me up.

*With best wishes,
Yours sincerely,
Guppy*

Colonel
(J. GUHA)
Chief of Staff

Brig. K.A.S. Raja, Comdr HQ Kat Comd.
Elisabethville.

Leopoldville, 26 December 1961.

Very good

This is to introduce to you Mr. Fournier who is the representative of ICAO in Congo and without the help of this organisation we would not be able to run any of our airfields as we have no military personnel who could replace the civilian operators.

Mr. Fournier is going out on this tour to find out for himself the conditions under which these people are working. The ICAO personnel are posted to various airfields in Congo on a voluntary basis and without our assistance they will not be in a position to operate effectively.

I shall therefore be grateful if you will discuss with Mr. Fournier his difficulties and render him all possible assistance in the operation of the airfield.

Looking forward to seeing you at Leo soon as my last time to visit you ended by being stuck up at Elisabethville and that too in the DOGRA Mess.

Very good
Thank you
Very good

Colonel
(J. GUHA)

Chief of Staff

Col. V.L. Sathe
HQ Indian Independent Bde
Albertville.

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

23 December 1961

TO: Lt. Gen. S. MacEoin, Force Commander
FROM: R.J.B. Rossborough, Deputy Chief of Civilian Operations
SUBJECT: Military co-operation and assistance at Elisabethville airport.

Mr. Fournier, Chief of the ICAO Mission, has just informed me that he has had a radio conversation with his ^{radio} technician in Elisabethville.

It appears that none of the radio aids to navigation ^{is} ~~are~~ at present in operation, which, according to Mr. Fournier, means that the airport is virtually out of action. I have already reported this by telephone to Capt. Greer.

A notam giving further details is en route. From his brief conversation Fournier understood that the main reason was that his technician has been unable to reach the various sites (e.g. VOR, which is about three kilometers away from the airport) for lack of transportation.

This appears to underline the need to establish practical measures of cooperation between the military and civilians in Elisabethville.

As agreed in our conversation yesterday, I summarize below the main points made in the attached report from our radio technician.

The ICAO radio technician at Elisabethville reports that he and the other two members of ICAO have been unable to ^{main} ~~obtain~~ properly the ILS system, VOR system and other navigational aids at Elisabethville airport. Their requests for assistance from the United Nations Force have not been met. In particular they

have requested diesel fuel, ~~manual maintenance~~ manpower and vehicles for the transport of this fuel, manpower for transporting and uncrating two diesel generators and transport to the generators situated several kilometers from the control tower. They have also requested an armed escort on their visits to the more distant sites, without success.

Please see also penultimate paragraph of Mr. Sibthorpe's report.

In addition to taking appropriate steps to remedy the above situation, Mr. Fournier reports it is urgently necessary to provide from military sources one diesel mechanic and two electricians to maintain the electrical generating equipment.

R. R. R. R.

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

Ref: 1301-1 Elizabethville
Folio: 805

21 December 1961

To: Mr. R. Rossborough, Deputy Chief Civilian Operation
From: J.P. Fournier, Chief ICAO Mission, Congo
c.c.: Mr. H.S. Ahmed, Chief Administrative Officer
Director, Technical Assistance Bureau, ICAO Montreal
Mr. F.C. Coates, Elizabethville
Subject: Military co-operation and assistance at Elizabethville airport

I am attaching copy of the report dated 20 December 1961 from Radio Technician Sibthorpe which appears to describe a rather shocking attitude on the part of the military at Elizabethville airport.

I wonder if responsible military personnel at Elizabethville airport has any remote idea of the efforts that has been made by the three ICAO Technicians who remained behind during the emergency period. It is certain that without competency such as that of Mr. Sibthorpe all radio aid, without exception would cease to function and as a great amount of flying had to be done under instrument flight rules conditions, it is evident that the airport would have been closed on many occasions when the flights were so desperately needed by United Nations forces.

I wish to record the strongest protest regarding this deplorable lack of co-operation on the part of the military at Elizabethville and I would ask you to take the most urgent action through the Force Commander so that we can get at least the minimum assistance that we require in the operation of those facilities.

In addition, as long as there will be possibility of armed conflict in the vicinity of Elizabethville, I am not prepared to add to the present ICAO staff at that airport. It will be evident that with the electrical generating emergency equipment being operated, additional personnel are required and I will ask you to make arrangements with the Force Commander to arrange for at least one diesel Mechanic and two Electricians to be posted to Elizabethville to take care of this equipment. The ICAO Radio Technician must really concentrate all his efforts in the maintenance and servicing of radio aids to air navigation and communication facilities.

J.P. Fournier

20 December 1962

file. 25051
1301.1
1902-2.1
2202.1
file 1008

To: Mr. J.P. Fournier, Chief ICAO Mission, Congo
From: P. Sibthorpe, Radio Technician, Elisabethville

Due to the lack of Military Assistance the Service which we endeavor to provide is limited to the extent of only providing VHF communications between ground and air.

The ILS system - VOR system and all other navigational Aids at Elisabethville Airport can not be maintained for a 10 hours service per day due to the following points:

No. 1 - The Main Generator has exploded because the fuel which we requested from the Military for 2 days arrived 1 day late. A Diesel low on fuel overheats as it did in this case and all 4 cylinder head joints burnt; while on the point of Diesel fuel. I would like it to be known that any of our requests for fuel or transfer of fuel to another site is always put at the bottom of a list so because of the lack of manpower we three ICAO members are forced to move the 40 gallon drums ourselves to maintain the service.

No. 2 - We received 2 Diesel Generators from Leopoldville the requests made for manpower from the military to move and un-crate these Generators was met with a refusal. Again the work was forced upon we three ICAO members due to this the Elisabethville airport was out of service for 1 complete day as we had no electric power, as explained the main Diesel had exploded.

No. 3 - The question of transport to and from the remote sites, the ICAO team has NO transport of its own, to get transport we have to get on our hands and knees to beg the loan of transport from a jeep to a 10 ton lorry, which is only given because of our insistence. The VOR (the main navigational aid at E'ville) was u/s for a period of greater than 5 hours due to the fact we could not obtain transport to take fuel to the remote Diesel Generator which is about 2 1/2 kms from the control tower, to request an armed guard to go to the remote sites is met with the same amount of difficulty as if we had asked for the moon; so we go without a guard of any kind.

No. 4 - I being the only Technical man in or around E'ville airport am forced to maintain and repair all the Diesel Electric Generators which amount to 5, this includes 1 at the ONUC hospital, not forgetting the re-fueling re-~~51586~~ and general maintenance to the Generators except the one at the hospital which is refueled by hospital staff, all the Electrical wiring including the hospital was completed by myself. For all of the 4 new Generators, while engaged on these tasks I have ruined 3 complete sets of clothing i.e. shoes, trousers and shirts, I was so filthy that the military

took pity and granted my week old request for an army uniform to work in but they would not issue any kind of shoes or boots.

In General the situation is such if we are to keep the E'ville airport open for aircraft all sides of the involved work i.e. moving 40 gallon drums of fuel - filling bomb holes, cleaning the control tower removing the refuse from the empty C ration packs, keeping the Radio, Navigational Aids, Electrical Supply, Diesels, Controlling aircraft and making something hot for the pilots and crew to drink. It must be done by 3 men from ICAO, as there is nobody and the military side who will not even offer to help in any of the above tasks and they even refuse when we request help.

In fact there has been times when we have said "... to hell with it, let's go back to Leopoldville."

A handwritten signature in dark ink, appearing to be 'R. H. P.' with a large, sweeping flourish at the end.

20 Dec 1961

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FC 7 23 DECEMBER FOR RAJA FROM MACBOIN STOP IT HAS BEEN REPORTED
THAT THE ONLY FACILITY NOW OPERATIONAL AT EVILLE AIRPORT IS THE VHF
RADIOLINK STOP ICAO STATE THEY HAVE BEEN UNABLE TO MAINTAIN THE VOR
CMA /S OR OTHER NAVIGATIONAL AIDS BECAUSE THEY HAVE RECEIVED NO
ASSISTANCE FROM THE UNITED NATIONS FORCE STOP THE ASSISTANCE THEY HAVE
LOOK FOR CONSISTS OF DIESEL FUEL AND A MEANS TO TRANSPORT IT FOR
THE GENERATORS STOP TRANSPORT FOR PERSONNEL TO SERVICE SOME OF THE
BEACONS LOCATED SOME DISTANCE FROM THE AIRPORT STOP LABOUR TO UNCRATE
AND INSTALL GENERATORS AND IN SOME CASES A MILITARY ESCORT FOR
PERSONNEL INSPECTING THE MORE DISTANT BEACONS STOP THEY ALSO REQUIRE
THE SERVICES OF TWO ELECTRICIANS AND A DIESEL MECHANIC STOP TO KEEP THIS
AIRPORT OPERATIONAL IS VITAL AND WE WANT YOU PERSONALLY TO SEE
BETHORPE OF ICAO AND HELP HIM OVER ~~SOME~~ HIS DIFFICULTIES STOP
REPORT SOONEST ON THE POSITION STOP IF THIS SITUATION CONTINUES
AT EVILLE AIRPORT IT WILL RESULT IN A VERY GREAT REDUCTION IN THE
SUPPLY OF OUR TROOPS AS PILOTS ARE WILL BE DEPENDANT ON FINDING THE
AIRPORT VISUALLY STOP THIS IS OFTEN IMPOSSIBLE IN PRESENT WEATHER
CONDITIONS AND AT ANYTIME VERY DIFFICULT STOP

Mr. Rossborough.

Blue Capt
M 17 to FC
23 Dec 61

T. O. R.

T. O. D.

BY :

Drafted by :

Authorized : CAPT GREER
Date : FORCE COMMANDER
23 DECEMBER 1961

C. 81471