

Air

FC/AFR/3034 - Airfile - General and Chartered Aircraft

15/08/1962 - 03/01/1964

PLEASE RETAIN
ORIGINAL ORDER

clerk-NK

UNARCHIVES

SERIES S-0787

BOX 9

FILE 1

ACC. PA63/16.500

ROUTING SLIP

TO

MA TO FC

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

I HAVE DISCUSSED THIS
LETTER WITH F.C. AND
AM PREPARING A REPLY,
COPY TO F.C.

DATE

13/1

FROM



AIR COR.

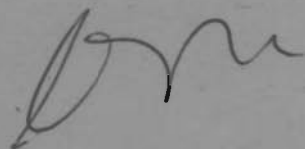
ROUTING SLIP

TO

ALCOMD

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

FC would receive
copy of your reply.



DATE

11 Jan 63

FROM

MA to FC.

ROUTING SLIP

TO

263 →

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

DATE

FROM

A-

31 December 1962

TO : The Air Commander
FROM : Ben T. Twigg, Chief Administrative Officer
SUBJECT : Scheduled and Special Flights

I refer to the matter of various airplanes which flew in during the night of 28 to 29 December from Elisabethville to N'Djili. There were at least two DC6s and three DC4s involved, as far as I could ascertain. I was rather unhappy because it did not seem that any kind of planning had been made for these flights. Not only that, but some airplanes were in the air and nobody knew what they were carrying or what they were supposed to do. Altogether, these airplanes were moving, presumably at ONUC expense, between Elisabethville and Leopoldville and the control exercised over their movement appears to have been very minimal indeed.

Yesterday I was informed that the Chief of Finance had to take an airplane to Elisabethville on a very important and urgent mission. When he arrived at the airport the plane was just taxiing away, half an hour ahead of schedule. Although he made frantic efforts to have the plane stopped and get on board he was told, none too politely, that this could not be done.

This is not the first time that I have felt somewhat perturbed with the management of our various scheduled and special flights, not only from the point of view of scheduling and the amount of cargo and number of passengers, but also because of the heavy financial implications.

I therefore request that, starting 2 January 1963, a complete re-appraisal be made of our scheduled flights on the basis of statistical data available for the past three months. This examination should be finalized within the next three weeks and representatives of my office should participate in this re-appraisal.

.../...

FC
11/1

With regard to special flights, I wish to be informed of such flights before they take place as I cannot approve payment of invoices presented for special flights unless my approval, or that of an official especially authorized by me, is formally indicated before the flight is initiated.

BTT:ip

cc: The Force Commander ✓
The Chief of Staff

QUESTION

ANSWER



Alpha

IS THE WHOLE BN PARA
TRAINED OR ONLY A PART ?

WHOLE BN EXCEPT 1 RIFLE COY.

Bravo

HAVE THEY BROUGHT PARA
DROPPING EQUIPMENT WITH
THEM. IF SO, GIVE DETAILS?

NONE PARA DROPPING EQPS
WITH THEM.

Charlie

ON AN AVERAGE HOW MANY
JUMPS THEY HAVE HAD TO
THEIR CREDIT ?

SEVEN 7 JUMPS.

Delta

WHAT TYPE OF AIRCRAFT THEY
HAVE USED FOR PARA JUMPS SO FAR?

C 47, C 130.

Echo

HOW MANY JUMPS WILL THEY REQUIRE FIVE 5.
BEFORE UNDERTAKING ANY
OPERATIONAL TASK ?

Fxtrot

CAN THEIR HEAVY SUPPORT
EQUIPMENT BE PARA DROPPED?

WITH SPECIAL CONTAINER AND CHUTES.

Golf

HAVE THEY GOT ANY PARA SUPPLY
ORGANISATION ALONG WITH THE BN?

NONE

Hotel

HAVE THEY GOT SIGNAL EQUIPMENT
TO CATER FOR THE COMPLETE NEEDS
OF THE BN?

YES BUT NOW STILL UNDERWAY
FROM DARES SALAM TO AVILLE.

QUESTION

ANSWER

Alpha

STATE OF TRAINING

FIRSTLY. IN INDONESIAN ARMY ANY ORDINARY RANGER TO BECOME PARA QUALIFIED THAT CAN BE COMMITTED IN PARA OPERATIONS NEEDS 5 JUMPS.

SECONDLY. THE INDONESIAN PARA BN IN ALB HAS HAD 7 JUMPS TO ITS CREDIT. WE NEED ONLY 1 OR 2 MORE JUMPS FOR REFRESHING.

Bravo

EQUIPMENT REQUIRED FOR PRACTICE AND FOR OPERATIONS.

THIRDLY. EQUIPMENT AND PERSONNEL NEEDED FOR REFRESHING TRAINING.

ALPHA. 850 CHUTES

BRAVO. 850 KNEE AND ANCKLE COVER.

CHARLIE. 850 JUMP HELMETS.

DELTA. 850 JUMP JACKETS.

FOXTROT. AT LEAST 5 CHUTES EXPERTS FOR CONTROLLING AND MAINTAINING CHUTES.

GOLF. 2 UN JUMP-MASTERS TO MAKE OUR INDONESIAN JUMP-MASTERS ACCUSTOMED TO UN PILOTS, CUSTOM OR TERMS.

BT

FROM : ONUC LEOPOLDVILLE

TO : HQ SECTOR A ALBERTVILLE

SECRET. MIL OPS 0362.

FROM COS TO COMMANDER SECTOR A. PARA TRAINING INDONESIAN
BATTALION. OUR MESSAGE MIL OPS 0333 AND YOUR MIL OPS 04
OF 1 JAN 63. INTIMATE FOLLOWING DETAILS SOONEST. ALPHA.
EQUIPMENT NEEDED FOR FIVE MORE PRACTICE JUMPS JUMPS PER MAN.
BRAVO. EQUIPMENT NEEDED FOR ACTUAL OPERATIONS FOR ENTIRE UNIT.

cc

Force Commander
Chief of Staff

PRIORITY

FROM : ONUC LEO

TO : HQ SECTOR A AVILLE

SECRET. MIL OPS 0333. FROM COS TO COMDR SECTOR A. FURNISH BY PRIORITY SIGNAL FOLLOWING INFORMATION REGARDING INDONESIAN BN AT AVILLE. ALPHA. IS THE WHOLE BN PARA TRAINED OR ONLY A PART. IF ONLY A PART THEN DETAILS BE GIVEN. BRAVO. HAVE THEY BROUGHT PARA DROPPING EQUIPMENT WITH THEM. IF SO, FIVE DETAILS. CHARLIE. ON AN AVERAGE HOW MANY JUMPS THEY HAVE HAD TO THEIR CREDIT. DELTA. WHAT TYPE OF AIRCRAFT THEY HAVE USED FOR PARA JUMPS SO FAR. ECHO. HOW MANY JUMPS WILL THEY REQUIRE BEFORE UNDERTAKING ANY OPERATIONAL TASK. FOXTROT. CAN THEIR HEAVY SUPPORT EQUIPMENT BE PARA DROPPED. GOLF. HAVE THEY GOT ANY PARA SUPPLY ORGANISATION ALONG WITH THE BN. HOTEL. HAVE THEY GOT SIGNAL EQUIPMENT TO CATER FOR THE COMPLETE NEEDS OF THE BN.

cc

Force Comdr
Chief of Staff

NNNN

ACTION	
CIVILIAN	MILITARY
UCS2	10/13

RECEIVED
SEJEN-2 AM 8:27

4UCST----006

FT 41275

DE 4UCST 6C/02

FM HQ SECTOR A ALB

TO CHUE LEO

BT

UNCLAS 48/1943. REQUEST EQUIPMENT FOR INDONESIAN PARATROOP
BAT AS FOLLOWS:

1. PARACHUTE
 2. JUMPING JACKET
 3. SURVIVAL KIT
 4. JUMPING HELMET
 5. JUMPING BOOTS
 6. SUSPENSOR
 7. ANKLE PROTECTOR
 8. KNEE PROTECTOR
 9. WOOLIN HEAD COVER
- FOR EACH ITEM 1200 PIECES

BT

CFM 48/1943 1 2 3 4 5 6 7 8 9 1200

02/0705Z JAN 4UCST

00129

DESTROY ALL OTHERS

S 022030Z

FM HQ SEC A ALB

TO ONUC HQ LEO

INFO LO OFFR INDON LEO

BT

SECRET NO 09/OPS FOR COS LEO.

REF YOUR MIL OPS 0362 OF 1 JAN.

FIRSTLY. IN INDON ARMY AN ORDINARY RANGER TO BECOME PARA QUALIFIED THAT CAN BE COMMITTED IN PARA OPERATIONS NEEDS 5 JUMPS

SECONDLY. THE INDON PARA BN IN ALB HAS HAD 7 JUMPS TO ITS CREDIT. WE NEED ONLY 1 OR 2 MORE JUMPS FOR REFRESHING. THERDLY. EQUIPMENT AND PERSONNEL NEEDED FOR REFRESHING TRAINING

ALFA. 850 CHUTES

BRAVO. 850 KNEE AND ANKLE COVER.

CHARLIE 850 JUMP HELMETS

DELTA 850 JUMP JACKETS

FOXTROT. AT LEAST 5 CHUTES EXPERTS FOR CONTROLLING AND MAINTAINING CHUTES

GOLF 2 UN JUMP-MASTERS TO MAKE OUR INDON JUMP-MASTERS ACCUSTOMED TO UN PILOTS, CUSTOM & OR TERMS

BT

7/03/GHL/031955/JAN63



Léopoldville, le 31 décembre 1962

(1) N° 1032-11/1961/62

**MINISTRE
DE LA DEFENSE NATIONALE**

ADMINISTRATION CIVILE

IERE DIRECTION

IERE Section

IER Bureau

Annexe(s):

Réf.:

OBJET: **Trafic avions PANAMA.-**

TRANSMIS copie pour information à :

- PANAMA AIRWAYS - B.P. 1854
LEOPOLDVILLE

Monsieur le Commandant en Chef
des Forces de l'O.N.U.C.

LEOPOLDVILLE

Monsieur,

Je vous prie de noter que, depuis quelques semaines, le Gouvernement Central a conclu des accords avec la Société Panama Airways, en vertu desquels cette Société fournit au Gouvernement Central du transport aérien. Cette Société est bien connue au Congo ayant été précédemment au service de l'ONU pour ses opérations aériennes. Il s'agit d'un transporteur navigant sous pavillon Panaméen et, conformément aux règlements internationaux de la Convention de Chicago, ses appareils sont enregistrés dans la République de Panama et ses marques d'identification sont les suivantes: les lettres HP suivies d'un nombre de 3 chiffres, exemple : HP-325. Cette Société fournira au Gouvernement et à son Organisation de Défense des appareils Curtiss C-46 et des DC-4 selon les besoins. Elle possède actuellement au Congo deux avions portant les marques d'identification HP-313 et HP-325 respectivement et dans un proche avenir d'autres appareils viendront s'ajouter et je vous aviserai en temps utile de leurs numéros d'enregistrement. De même, cette Société fera éventuellement voler avec ses propres pilotes les appareils de transport de la Force Aérienne Congolaise.

En conséquence, je vous saurais gré d'aviser le Commandant des Forces Aériennes de l'ONUC, ainsi que toutes autres autorités civiles et militaires, des services que rend cette Société au Gouvernement Central. Il va de soi que tous les Commandants des Bases ONUC réparties dans tout le Congo devraient être avisés en conséquence afin que les vols des avions de cette Société soient dûment reconnus. Je vous serais en outre reconnaissant de demander à tous les Commandants de Base et leur personnel de prêter une entière collaboration à la Société Panama Airways et ses équipages dans toutes questions relatives aux opérations effectuées par elle dans l'intérêt du Gouvernement Central. De plus, je serais désireux que les services Air Opérations de l'ONUC et l'OACI mettent à la disposition de cette Société toutes facilités de communications d'un point à un autre et terre-air indispensables aux opérations en question.

.../..

Le Gouvernement Central étudie actuellement avec la Société Panama le problème de trouver une base d'opérations adéquate pour l'unité de transport, mais avant qu'une décision ne soit intervenue et les mesures prises pour sa mise en application, je vous saurais gré d'aviser tous les départements intéressés de l'ONUC que la Société Panama aura une priorité égale à l'aéroport de la Ndjili tenant compte que cette Société de par ses activités représente les intérêts du Gouvernement Central et de l'ANC.

Je demande tout spécialement que l'Organisation Internationale de l'Aviation Civile nous apporte toute l'aide voulue pour la mise en place de tous procédés et facilités qui seraient requis dans l'éventualité où il serait décidé de remettre en activité totale la Base Aérienne de Ndolo.

Panama Airways peut être contacté par l'intermédiaire de son Directeur de sa Division Congo, Monsieur David Mayagoita, au téléphone No. 3521 Léopoldville.

Veuillez agréer, Monsieur, l'expression de mes sentiments distingués.

LE MINISTRE DE LA DEFENSE NATIONALE



J. ANANY.-

Translation

Leopoldville, 31 December 1962

To : Force Commander - ONUC

Dear Sir,

Please note that for several weeks past, Central Government has made an agreement with the Panama Airways Society for furnishing them with air transport. This Society is well known in the Congo, as it has been at the service of UNO for the same purpose. It is transport under the Panama flag and as per the international rules of the Chicago Convention, their machines are recorded in the Panama Republic with the following identity marks : HP followed by a number of 3 figures, example : HP-325. This Society is supposed to deliver to the Government and its Defence Organisation craft such as Curtiss C-46 and DC-4 as required. It possesses at present 2 aircraft in the Congo bearing respectively HP-313 and HP-325 as identity marks and in the near future other aircraft will be added and I will let you know in good time their registration numbers. As well this Society eventually will have its own pilots to fly transport aircraft of the Congolese Aerial Force.

Consequently, I should be grateful if you would inform the ONUC Air Force Commander, as well as all other civilian and military authorities, of the services rendered by this Society to the Central Government. It is understandable that the ONUC Base Commanders all over the Congo should be informed consequently, in order that the aircraft flights of this Society be duly reconnoitred. Besides I would be grateful if you would ask all Base Commanders and their personnel to collaborate entirely with the Panama Airways Society and their crew in all questions relating to operations effected by this Society in the interest of Central Government. Furthermore I wish that ONUC operation

services and OACI put at the disposal of this Society all communication facilities by ground-air from one place to another which are indispensable for the operations referred to.

Central Government is at present studying with Panama Society the problem of finding adequate operations base for the transport unit, but before a decision has been taken and measures adopted for its implementation I would be grateful to inform all interested ONUC departments that Panama Society will have equal priority to that of N'Djili Airport as the activities of this Society represent the interests of Central Government and ANC.

I would ask specially that the International Organisation of Civilian Aviation gives us all necessary aid and facilities that would be required in the event that it would be decided to recommence full activity of the Base Airport of Ndolo.

Panama Airways can be contacted by the intermediary of the Director of the Congo Division, Mr. David Mayagoita, tel. 3521, Leopoldville.

The Minister of National Defence

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

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

N R

Address es) FROM : CHIEF OF AIR OPS LEO
TO : (1) MOVEMENT CONTROL EVILLE (4) AIR OPS EVILLE
(2) MOVEMENT CONTROL AVILLE (5) AIR OPS AVILLE
(3) MOVEMENT CONTROL LULU (6) AIR OPS LULU

(TEXT & SIGNATURE)

Insert prefix &/or number as required

USE DOUBLE SPACING.

UNCLAS AO 1660 JAN 07. REF OUR AO 1648 JAN 07
FIRST C124 AIRCRAFT INTO EVILLE ON JAN 08 IS TO
DIVERT TO LULUABOURG TO AIRLIFT FURTHER BRIDGE EQUIPMENT
FROM LULU TO EVILLE. ON COMPLETION OF THIS MISSION
AIRCRAFT TO RETURN TO FUEL SHUTTLE. MATS DET APPROVES.
ACKNOWLEDGE.

(Signature)
(W.F. WILTSHIRE) WING COMMANDER
CHIEF OF AIR TRANSPORT OPERATIONS.

07th January, 1963.

cc:

FORCE COMMANDER ✓
CHIEF OF STAFF
AIR COMMANDER
AIR OPERATIONS
MATS DET NDJILI.

T. O. R.


BY :

Drafted by :

Authorized :

Date :

T. O. D.



CRK/vto


4 January 1962

To : Mr. Ben T. Twigt, Chief Administrative Officer

From : Major-General Chr. R. Kaldager, Air Commander

Subject : Damage to Aircraft Belonging to UN Charter Companies
Caused by Katangese Hostile Acts

1. In a meeting recently held at this HQ with the local representatives of the UN Charter Companies, the representatives expressed their concern with regard to damage inflicted upon their aircraft by Katangese machine gun fire or other hostile acts. They stated that their insurance companies did not admit liability for such damage.
2. It would be appreciated if you would be kind enough to look into this matter and comment upon the validity of this statement.



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

cc: Force Commander
Chief of Staff
Chief Air Transport Officer

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F		S V C Service		FFFFF Routine	X	SSSSS Priority		PRIORITE NATIONS	
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Priorité Nations traffic
is strictly limited.

N R

Address es)

To : AIRBASE COMMANDER ELISABETHVILLE
Info : AIRBASE COMMANDER N'DJILI

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

AO/658 FROM AIR COMMANDER. REF CRASH MESSAGE AO3541 OF 27 DEC 62
AND FURTHER TO OUR AO1521 ON ACCIDENT HEL 19939. MAJOR SABELSTROM
PRESENTLY ELISABETHVILLE REPLACES MAJOR HARDENBORG AS PRESIDENT OF
BOARD INQUIRY. CAPT LAMBERSOY SHOULD PROCEED ELISABETHVILLE SO THAT
BOARD CAN BE COMPLETED IN NEAR FUTURE

Handwritten signature/initials

cc: Force Commander
Air Commander
Flight Safety Off

2,500 x 200 - Insp. Plateau 11267

Handwritten signature: H. Peterson sk

T. O. R.

BY :

T. O. D.

Drafted by : S/L Peterson
Authorized : S.A.S.O.
Date : 7 January 1963

UNITED NATIONS — NATIONS UNIES

**INDICATE
PRECEDENCE**

L T F	S V C Service	F F F F F Routine	S S S S S Priority	333	P R I O R I T E N A T I O N S
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Priorité Nations traffic
is strictly limited.

N R

Address es) **FROM : CHIEF OF AIR OPS LEO**

TO :
 (1) MOVEMENT CONTROL EVILLE (4) AIR OPS EVILLE
 (2) MOVEMENT CONTROL AVILLE (5) AIR OPS AVILLE
 (3) MOVEMENT CONTROL LULU (6) AIR OPS LULU

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

UNCLAS AO 1648 JAN 07 AAA ONE C124 AIRCRAFT NOW
 ON VEHICLE SHUTTLE IS TO DIVERT TO LULU AND AIRLIFT FUEL BOWSER FROM
 LULU TO AVILLE ON JAN 08. BBB ON COMPLETION OF UNIMOG
 SQN LIFT FROM AVILLE TO EVILLE TWO C124 AIRCRAFT ARE TO AIRLIFT
 1750 DRUMS OF 100/130 FUEL AND 1250 DRUMS 115/145 FUEL FROM
 AVILLE TO EVILLE. APPROX 23 MISSIONS AS FUEL STOCKS LOW AT EVILLE.
 CCC NO. OF INDIAN VEHICLES AND DETAILS OF INDONESIAN BATTERY FOR
 LIFT FROM AVILLE TO EVILLE WILL BE ADVISED SOONEST AND C124 AIRCRAFT
 MAY BE PLACED ON THESE MISSIONS PRIOR TO COMPLETION OF FUEL LIFT.
 DDD MATS DET HAS APPROVED.

[Signature]
FOR (V.P. WILTSHIRE) WING COMMANDER
CHIEF OF AIR TRANSPORT OPERATIONS

07th January, 1963.

cc:-
 FORCE COMMANDER ✓
 CHIEF OF STAFF
 AIR COMMANDER
 AIR OPS
 MATS DET NDJILI.

2,500 x 200 - Imp. Plateau 11267

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	S V C Service	F F F F F Routine	S S S S S Priority	SSS	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

N R

S E C R E T

Address es)

FROM : CHIEF AIR OPS LEO

TO : AIR OPS KAMINA

BM

(TEXT & SIGNATURE)

Insert prefix &/ or number as required

USE DOUBLE SPACING.

SECRET AO 1613 JAN 03 THE RETURN ITINERARY OF IRANIAN
AIR FORCE 047 FROM KAMINA TO TEHERAN IS REQUIRED BY NEWYORK
SOONEST SO THAT DIPLOMATIC CLEARANCES MAY BE OBTAINED. ADVISE
AIROPS LEO AS SOON AS ITINERARY IS DECIDED FOR ONWARD TRANSMISSION
TO NEWYORK

W.P. Wiltshire

(W.P. WILTSHIRE) WING COMMANDER
CHIEF OF AIR TRANSPORT OPERATIONS

3rd January, 1963.

cc:-
FORCE COMMANDER ✓
CHIEF OF STAFF
AIR COMMANDER
AIR OPS.

T. O. R.

Drafted by :

T. O. D.

BY :

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	SVC Service	FFFFF Routine	SSSSS Priority	XXX	PRIORITY NATIONS
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Priorité Nations traffic
is strictly limited.

N R

Address es) TO: HQ SECT A AVILLE INFO: MC AVILLE
AIR BASE COMMANDER AVILLE MC EVILLE
ETH UNIMOG SQD AVILLE HQ KAT AREA EVILLE
AIR BASE COMMANDER EVILLE

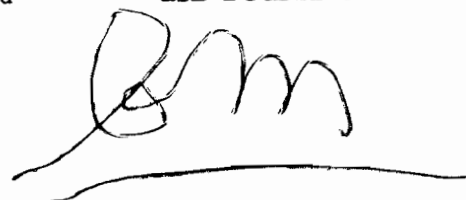
(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

USAF REP AVILLE

FROM: CHIEF AIR OPS LEO



UNCLAS AO 1603 03 JAN REF AO 1600 OF 2 JAN. ETHIOPEAN UNIMOG SQN VEHICLES
AND EQUIPMENT WILL BE LIFTED FROM AVILLE TO EVILLE IN 6 FLIGHTS BY C-124
AIRCRAFT STARTING 4 JAN. LOADTABLES AS FOLLOWS:

FLIGHT 1 NUMBER 2 UNIMOGS (11440 LBS EACH) PLUS 1 JEEP PICK UP (3266 LBS)
PLUS (5500 LBS) UNIT STORES AND PERSONNEL BAGGAGE. TOTAL
WEIGHT 31646 LBS.

FLIGHT 2 NUMBER 2 UNIMOGS (11440 LBS) EACH PLUS 1 JEEP (~~3266~~ ~~3180~~ 3180 LBS)
PLUS (5500 LBS) UNIT STORES AND PERSONNEL BAGGAGE. TOTAL
WEIGHT 31560 LBS.

FLIGHT 3 NUMBER 1 UNIMOGS (11440 LBS) PLUS 1 3-TON BEDFORD (16000 LBS)
PLUS (4000 LBS) UNIT STORES AND PERSONNEL BAGGAGE. TOTAL
WEIGHT 31440 LBS.

FLIGHT 4 NUMBER 2 UNIMOGS (11440 LBS) EACH) PLUS 1 JEEPPICK UP (3266 LBS)
PLUS (5000 LBS) UNIT STORES AND PERSONNEL BAGGAGE. TOTAL
WEIGHT 31146 LBS.

FLIGHT 5 NUMBER 2 UNIMOG (11440 LBS EACH) PLUS 1 WATER TRAILER (1932 LBS)
PLUS (6500 LBS) UNIT STORES AND PERSONNEL BAGGAGE. TOTAL
WEIGHT 31312 LBS.

FLIGHT 6 NUMBER 1 3-TON BEDFORD (16000 LBS) PLUS 1 JEEP (3180 LBS) PLUS
1 JEEP PICK UP (3266 LBS) PLUS (8500 LBS) UNIT STORES AND
PERSONNEL BAGGAGE. TOTAL WEIGHT 30946 LBS.

T. O. R.

BY :

T. O. D.

Drafted by : / 2

Authorized :

Date :

2,500 x 200 - Imp. Plateau 11267

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	S V C Service	F F F F F Routine	S S S S S Priority	XXX	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

N R

Address es)

PAGE 2 TO AO 1603 3 JAN

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

102 PERSONNEL WILL BE LIFTED FROM AVILLE TO EVILLE BY DC4 AIRCRAFT IN 2
FLIGHTS AS FOLLOWS FLIGHT 1 ETD AVILLE 040800Z 51 TROOPS. FLIGHT 2
ETD AVILLE 050700Z 51 TROOPS. DETAIL OF ADDITIONAL INDIAN VEHICLES TO
BE LIFTED WILL BE PROVIDED SOONEST.

W.F. Whitshire
(W.F. WHITSHIRE) W/C

Chief Air
Ops. Officer
ONUC Headquarters

CC: FORCE COMMANDER ✓
AIR COMMANDER
COS
AIR OPS (2)
USAF MATS
MIL OPS

2,500 x 200 - Imp. Plates 11267

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	S V C Service	F F F F Routine	S S S S Priority	<input checked="" type="checkbox"/> P R I O R I T E N A T I O N S
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Priorité Nations traffic
is strictly limited.

N R

Address es) FROM: AIR OPS LEO INFO: MOVEMENT CONTROL AVILLE
TO: AIR OPS EVILLE MOVEMENT CONTROL EVILLE
AIR OPS AVILLE HQ KAT AREA EVILLE

(TEXT & SIGNATURE)

Insert prefix &/ or number as required

USE DOUBLE SPACING.

UNCLAS AO 1600 2 JAN. WARNING ORDER.

G124 A/C WILL ARRIVE AVILLE LATE PM 3 JAN. SECOND G124 A/C EXPECTED
TO ARRIVE A VILLE ON 4 JAN. THESE A/C WILL BEGIN AIRLIFTING ETHIOPIAN
UNIMOG SQ N FROM AVILLE TO EVILLE ON 4 JAN WITH FOUR MISSIONS EACH DAY
THE FIRST FLIGHT DEPARTING AVILLE AT 0400Z. ON COMPLETION OF UNIMOG
MOVE AIRCRAFT WILL AIRLIFT THOSE INDIAN VEHICLES REMAINING AT AVILLE
AND DESTINED FOR EVILLE. DETAILS WILL FOLLOW. ACCOMMODATION AND MESSING
FOR 30 PERSONS REQUIRED AT AVILLE DURING THESE LIFTS. SMALL REQUIREMENT
MAY ALSO BE EXPECTED AT EVILLE. TRANSPORTATION FACILITIES REQUIRED
AT BOTH AVILLE AND EVILLE. ALL VEHICLES TO BE MOVED ARE TO BE SERVICE-
ABLE AND ~~XXXX~~ AVAILABLE AT THE AIRFIELD TO FACILITATE QUICK LOADING.
AIRCRAFT WILL REFUEL AT AVILLE.

(W.P. WILTSHIRE) W/C

CHIEF AIR TRANSPORT OFFICER

02 JAN 63

0715Z

CC: FORCE COMMANDER ✓
AIR COMMANDER
COS
AIR OPS

T. O. R.

BY :

Drafted by :

Authorized :

Date :

T. O. D.

/gm

No. 5021/8/Pers

Military Personnel Branch
HQ ONUC
Léopoldville

29 Dec. 62.

To: List 'A', 'B', 'C' and 'D'

From: Chief of Military Personnel

Subject: Use of Yukon Flights by Military Personnel

1. Instances have recently been reported of ONUC Personnel proceeding on duty or leave by YUKON flights to Italy without previously obtaining an Italian entry visa in cases where such a visa is required.

2. In future, it will be the responsibility of all Military Personnel utilizing YUKON flights to ensure that they have a valid entry visa for Italy if their nationality requires one, and no movement order will be approved by Military Personnel Branch until the person concerned is in possession of the necessary documents.

3. According to the information received from the Italian Consulate at Léopoldville, nationals of the following countries require a transit visa in Italy, regardless of the duration of stay, owing to the fact that there is no immigration official in Pisa:

Albania	Haiti	Peru
Argentina	Honduras	Poland
Bolivia	India	Romania
Brazil	Indonesia	Sudan
Bulgaria	Iran	Syria
Chile	Iraq	Thailand
China	Israel	Tunisia
Columbia	Japan	Uruguay
Congo(Léopoldville)	Jordan	USSR
Costa Rica	Laos	Vietnam
Cuba	Lebanon	Venezuela
Czechoslovakia	Malaya, Fed. of	Yemen
Dominican Republic	Mexico	Yugoslavia
Ecuador	Nicaragua	
El Salvador	Pakistan	
Ethiopia	Panama	
Guatemala	Paraguay	

4. A special dispensation has been obtained from the police to accept a certified nominal roll of Canadian Service personnel, under UN auspices whilst in-transit through Pisa, who are travelling under orders to and from UNEF/ONUC and require hotel accommodation. The nominal rolls will be prepared and certified by the Movement Control Officer, Pisa.

This dispensation is approved for the city of Pisa only, and is in lieu of the former method, whereby identity cards were presented to hotels, which extracted and registered the required information. It should be noted that elsewhere in Italy Canadian Service personnel are still required to produce their Identity Cards or passport as a prerequisite to registration.

5. No Travel Authorization will be delivered by Travel Office to any passenger unless proper travel documents and necessary visas have been shown.

T-C

6. The Travel Officer on duty at the airport will be at the Movement Control desk to check on passports and visas of all departing passengers. Those not in possession of all necessary formalities will be refused embarkation.

7. Before departure the Travel Officer will check with the passenger-manifest that all passengers have been controlled as above. If it appears that some passengers have by-passed the control he will intercept them before embarkation and check their papers.

8. All information regarding visas and all necessary assistance in obtaining them will be rendered by the ONUC Travel Office, situated in G-13, Le Royal.

9. Furthermore, it is necessary for all military personnel proceeding on leave to obtain a return ticket with a commercial line. This ticket together with a transit visa must be attached to the Movement Order when it is submitted to the Chief of Military Personnel for approval. This is to ensure the return travel. If subsequently the return journey is made by a YUKON flight or by other means, the commercial line ticket can be returned for refund.

Stephen Allen
Lt Col
Chief of Military Personnel

cc:- 5023/R/Pers

19 December 1962

Thank you for your letter of 12 December. We are still awaiting New York's reply on the question of the Hastings flights. I am hoping that it will not be much further delayed.

I can appreciate your problem in regard to Lt.Col.Ogundipe. It is a matter which we could very usefully discuss when you come here.

I was very pleased when I learned that you would be coming to LEO and I look forward with great interest to your visit.


Lt.Gen.
Kebbede Guebre

FC

Maj-r-Gen.C.E.Welby-Everard, C.B.,OBE.,
GOC HQ Royal Nigerian Army,
LAGOS,
Nigeria.

A

From: MAJOR-GENERAL C. E. WELBY-EVERARD, C.B., O.B.E.,
G.O.C. Royal Nigerian Army

HEADQUARTERS,
ROYAL NIGERIAN ARMY,
LAGOS,
NIGERIA

RNA/GOC/2

12 December, 1962

My dear General

Bm

Thank you very much for your letter of 4th December. I am most grateful for your help and I hope that New York's decision will be favourable particularly in view of the move from Luluabourg that I have just heard about from Brigadier Lewis.

You will remember that when Lt Col Ogundipe left Leopoldville you wrote to me saying that you would be pleased to have him back under your command. You will be interested to know that we have now decided that he should take over from Brigadier Lewis in early January.

There is one point in this connection for which I should like your support. There is some political objection on the part of the Nigerian Government to give Ogundipe the rank of Brigadier. I am pressing hard for them to agree to this as I am sure that for prestige reasons it is most important that he should have Brigadier's rank in that appointment. Without it, I am sure he would find it difficult to exercise the necessary authority. I should be grateful for your views and if possible your support as I am sure this would carry weight with the Government.

I hope to be visiting my troops again towards the end of this month and I hope I shall have the pleasure of meeting you again when I come to Leopoldville. Your new Air Commander Major-General Kaldager is an old friend of mine and I shall very much look forward to meeting him as well.

yours sincerely
C E Welby-Everard

Lieut-General Kebbede Guebre,
Force Commander - ONUC,
Leopoldville,
CONGO.

4 December 1962

Major-General C.E. Welby-Everard,
GOC Royal Nigerian Army,
Headquarters,
LAGOS,
Nigeria.

I am grateful for your letter of 21 November in which you have so clearly set out the Nigerian viewpoint in regard to the projected change in the Hastings flights. The matter has now been referred to New York as the decision in this case can only be made by HQ UN. While I cannot anticipate New York's decision, it is my earnest wish that the final outcome will prove acceptable to you.

A handwritten signature in dark ink, appearing to be 'Kebbede Guebre', written over a horizontal line.

Lt. Gen.

Kebbede Guebre

OUTGOING CODE CABLE

IMMEDIATE

TO : HUNCHE
FROM : KNEBDE
DATE : 30 NOV 62

NO : ONUC 8074

1. REF TWIGT'S LETTER DATED 27 NOV CONCERNING HASTINGS FLIGHTS, I AGREE WITH CAC'S RECOMMENDATIONS BUT HAVE SOME DOUBT AS TO WHETHER OR NOT THE PROPOSAL WILL PROVE ACCEPTABLE TO NIGERIAN GOVERNMENT.
2. IF NIGERIA DO NOT ACCEPT OUR PROPOSAL, I SUGGEST THE QUESTION OF COST SHOULD NOT BE ALLOWED TO INTERFERE UNSULY WITH NIGERIA'S NORMAL CONTRIBUTION TO UN FORCES.

cc: Mr. Vaughan
Mr. Twigt
COS
Air Commander
CLO

Drafted by : Lt.Col.C. Mattincoe

Authorised : Force Commander

Date : 30 November 1962

cc: Mr. D.B. Vaughan, Dir. of
General Services
Lt.Gen. Kebbede Guebre,
Force Commander ✓

27 November 1962

To: Dr. R. Bunche, Under-Secretary for Special Political Affairs
From: Ben T. Twigg, Chief Administrative Officer
Subject: Hastings Service

Please refer to the correspondence ruling with our cable No.7706 on the subject of the Hastings Service.

2. Brigadier Lewis, the Commanding Officer of the Nigerian Brigade has returned from Lagos and has briefed me further on the necessity from the Nigerian point of view, for continued operation of the Hastings Service. He has also brought with him a letter No. RNA/GOC/2 dated 21 November 1962 from the G.O.C., Royal Nigerian Army to our Force Commander, a copy of which is enclosed.

3. As you will see from the letter, a decision to discontinue the Hastings Service does not depend purely on administrative and financial considerations. Political and military factors and the background of the existing tempo of the Nigerianisation of the Army may have to be given their due weight.

4. In so far as administrative and financial aspects are concerned, the following subparagraphs contain my views, which are based on the assumption that the United Nations does not have any responsibility for financing the frequent turnovers of the Nigerian military personnel in the pursuit of the political and military policy of the Nigerian Government to Nigerianise the Army.

- (a) If the Hastings Service is discontinued, we will need a minimum of 3 DC.4 flights a month for the rotation of the Nigerian Police and for the transportation of garri - the national staplefood for the Nigerian and Ghanaian forces. Garri being a perishable item has to be flown in particularly because of the undependable means of surface transportation from the Matadi sea port to various parts of the Congo. Supplementary arrangements for transport of mail will also be required to be made. The overall cost of the three flights will be about 17280 U.S. \$ as against the cost of 35712 U.S.\$ for operating 10 Hastings flights. We are fully using the existing fleet of charter aircraft and I understand that the current number of charter aircraft may not, in the present situation, permit their deployment. Besides, the difficulties we are experiencing with Movement Control personnel with no training in air movement will naturally increase.

- (b) If, however, it is decided to reduce the existing 10 Hastings flights to 5 flights per month, the total cost will be 17806 U.S. \$ per month which would eliminate the need for separate arrangements for transporting the mail and save us the bother and expenditure in entering into contractual arrangements for chartering additional aircraft and also steer clear of the increased difficulties in having to operate with the existing Movement Control personnel.

5. In view of the fact that the expenditure on account of 3 DC 4 flights and that on account of 5 Hastings is more or less the same and since the 5 flights per month afford sufficient flexibility, I would be inclined to support the view that the United Nations pays for 5 Hastings flights, the cost on account of the remaining 5 flights being borne by the Nigerian Government. The arguments for the 50/50 splitup are strengthened of course by the observation made in the above quoted letter of the G.O.C. Royal Nigerian Army.

ROUTING SLIP

TO

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

To be sent to
NY later. Await
Comments of CAO

DATE

FROM

For
MA

ROUTING SLIP

TO

Force Commander.

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

Ref enclosed letter
as CAO has been dealing
with this case. I suggest
he may like to give his
views.

Copy of this letter together
with comments of CoA may be
considered for forwarding to NY.

DATE

FROM

23/11/62

For
His cm

ROUTING SLIP

TO

MAJ-GEN. Varma,
Air Commodore.

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

DATE

FROM

28 Nov. 62

FC. *AG*: H. Gen.

CONFIDENTIAL

From: MAJOR-GENERAL C. E. WELBY-EVERARD, C.B., O.B.E.,

G.O.C. Royal Nigerian Army

HEADQUARTERS,

ROYAL NIGERIAN ARMY,

LAGOS,

NIGERIA

RNA/GOC/2

21 November, 1962

My dear General

I have recently been greatly concerned to hear that Headquarters UNO have been asking for details of the support given by the RAF Hastings aircraft to the Nigerian effort in the Congo, with a view to possible reductions. I thought therefore that it might be helpful if I gave you a fairly full explanation of the invaluable assistance that such support affords Nigeria and consequently ONUC. Armed with this knowledge you may be in a better position to answer the questions from New York. Brigadier Lewis can enlarge on this if you wish.

Since the RAF support started two years ago the number of schedules per month has increased. At present the Royal Nigerian Army, together with the Sierra Leone Contingent, use six round trips, the Ghana Contingent two trips and the Nigeria Police two trips - making a total of 10 scheduled round trips per month. The average payload for these trips is up to 80% capacity. In addition to this the Hastings are used to move supplies into the Congo which have been ordered by ONUC - a recent example is 60,000 LBS of garri (5 Hastings loads). Garri is perishable, and will not survive a sea voyage.

The main value of the RAF support is for a reason which is, I believe, peculiar to the Nigerian Contingent. As I explained to you when we last met, we are aiming to achieve 100% Nigerianisation of the Army within the next two and a half years. This necessitates the constant turn-over, often at short notice, of key personnel to fill vacancies on courses in Nigeria and overseas and to enable officers to gain experience in posts which they would normally fill for a longer period. In addition the policy of rapid Nigerianisation has led to a temporary but appreciable shortage of key personnel, which necessitates the move of an abnormal number of individuals in order to maintain units in the Congo at a state of operational efficiency without retarding Nigerianisation.

It should be noted also that whereas UNO make aircraft available to rotate the battalions of the Royal Nigerian Army no request is made by the Nigerian Government for aircraft to rotate personnel of Brigade Headquarters or of the smaller units such as Workshops, Signals Detachment, etc. This also of course applies to the Nigeria Police who make use of their two schedule Hastings trips per month to rotate their personnel. Should the Hastings support be reduced or withdrawn an inevitable consequence would be the request for aircraft to rotate these men with of course the extra cost to UNO. It should also be noted that all advance and rear parties of normal battalion rotations are carried by the Hastings, thereby reducing the requirement for charter aircraft.

I believe that the special task of the Nigerian Brigade in KASAI places it in an unusual position for the regular supply of the correct spares needed. Spare parts and replacements are continually being flown to the Congo in the

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CONFIDENTIAL

- 2 -

Hastings at very short notice and these spares are the exact ones required, stocks of which are of course held in Nigeria. Due to the varied types of equipment held by ONUC units it is probable that spares required by Nigerian units would not immediately be available thus inevitably causing a considerable drop in efficiency.

I fear that the consequences of the withdrawal of the Hastings support and replacement by a reduced number of scheduled charter flights would inevitably lead to further requests for the reduction of the Nigerian commitment in the Congo.

At the same time any considerable reduction in the number of Hastings schedules would not be practicable as they are already used to 80% of capacity; furthermore such a reduction might make it an uneconomical proposition for the RAF and might lead to the UK Government withdrawing the Hastings altogether. I am sure that we all want to avoid that.

Finally it is relevant to point out that when the Nigerian Government agreed last June, as a result of political pressure, not to reduce the size of the Nigerian Contingent, one of the factors that enabled that decision to be taken was the existence of the RAF Hastings support. Without that support the situation would be radically changed.

I hope that these facts will assist you in getting this problem into the right perspective. I am convinced that a full examination of the costs involved will show that the service provided by the Hastings is relatively economical. It is certainly essential for maintaining the efficiency of the Nigerian Contingent, both Army and Police, and for enabling me to carry out my Government's policy of 100% Nigerianisation within 2½ years.

I should be very grateful for your help and support. Anything you can do to ensure the continuance of the Hastings flights will be greatly appreciated.

yours sincerely

C. E. Welby-Liverand

Lieut-General Kebbede Guebre,
Force Commander - ONUC,
Leopoldville,
CONGO.

CONFIDENTIAL

Cmd UN Force

ONUC HQ LEOPOLDVILLE

21 DEC 62

TO : ALL LIST
FROM : CHIEF AIR TRANSPORT OFFICER
SUBJECT : CHANGED TIMING UN - SCHEDULED FLIGHT

- 1 Find, attached revised UN Scheduled flight list, effective 1st Jan 1963.
- 2 Changes are as follows:
 - (a) The timing in SF1, 5 and 6.
 - (b) Aircraft type and routing SF7.
 - (c) Week-day and timing SF8.
- 3 Furthermore seating capacity SF1, SF2, SF4, SF6 and SF8 are changed and a special seat reservation order will be issued and distributed through Air Movement Control.
- 4 The revisions are made upon request from aircraft operators and movement control detachment concerned.

W.F. Wiltshire
(W.F. WILTSHIRE) W/C
Chief Air Transport Ops

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

Com

AHQ/6201/OPS

26 Nov 62

To : Air Commander
From : Chief Air Transportation
Subject: DC3 BUKAVU AIR MISSION

Ref AHQ/6201/Ops 21 Jul 62 and UNATIONS 4597

1. The allocation and co-ordination of the DC3 at Bukavu has been the responsibility of HQ MSF BDE. Normal weekly flights in the area are assigned and detailed to the Captain of the C-47. Special missions such as M. Gaviola requirements are submitted to HQ, MSF BDE and if no interference of other weekly commitments then authorization for specific missions are forwarded to Air Division for final approval.
2. The above policy has been in effect, however, Mr. Gaviola refuses to cooperate with these instructions and always refers his requirements to Civilian Operation without reference to HQ, MSF BDE. Needless to say, signals are then dispatched to HQ, MSF BDE from Chief Air Transport to determine if approval is granted his request, will it interfere with the weekly schedule. The reference correspondence and numerous signals presently on file testify to Air Divisions previous instructions on utilization of C-47 on detachment and also the coordination required to ensure C-47 aircraft missions are misused only for essential flights. The issuing of these instructions, as Air Division policy was instituted at the request of the then CAO in a message from UNATIONS No.4597, in which stress was made of the urgent need of reducing usage of these aircraft to absolute minimum operational requirement.
3. Any special mission referred by ONUC field representation should be coordinated through the Military commander as previously mentioned, if it is in no way interferes with a weekly planned schedule, then a request for approval of the flight will be forwarded to Air Division. Therefore, Mr. Gaviola should abide by the previous instructions given both verbally and in writing on use of C-47 aircraft on

detachment. In this manner his requirements can then be completed in a simple and satisfactory method.

4. The daily control of detailed aircraft is important in the field, therefore the request for up to eight days allotment cannot be considered. Coordination through HQ, MSF HDE will ensure proper distribution of the C-47 and the success of future air missions.

(J.C. McCarthy) W/C
Chief Air Trans Ops

cc: MR. GARDINER
MR. CAVIOLA
MR. AMONOO
CAO
FORC. COMMANDER ✓
AIR COMMANDER OPS



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

AHQ/6201/OPS.

21 JULY 1962

To : Base commander N'Djili
" " Luluabourg
" " Albertville
" " Kamina
" " Elisabethville
C-47 Aircraft Captain, Stanleyville
C-47 Aircraft Captain, Goma
Info : CO, C-47 Squadron, N'Djili
Light Aircraft Squadron, N'Djili
From : Air Commander
Subject : Control of ONUC Aircraft

Reference Air Division Signal AG 9869 of 20 July 1962.

1. The above message outlines a control system which must be established to ensure that aircraft ONUC Air Division are utilized at an absolute minimum and only for essential flights.
2. Attached is a copy of the UN Operation Form which each Air Base Commander will prepare on stencil form and issue the form to appropriate Air Operation Center. One form will be prepared for each mission that ONUC aircraft are despatched and prepared in a legible manner to permit review by Air Staff Officers. Misuse and insufficient justification for any mission will be investigated and authorizing personnel will be required to provide a complete explanation to the Air Commander, ONUC HQ.
3. On receipt of the letter, the UN Operation Order form will be utilized immediately. Missions completed will be compiled and forwarded to this HQ each Monday.
4. Control of ONUC Aircraft will form part of Air Division staff instruction when issued.

Signed.
(JOHN RYG) Maj.Gen.
Air Commander.

Copy.

Auth

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	S V C Service	F F F F Routine	S S S S Priority	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	PRIORITE NATIONS
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Priorité Nations/traffic
is strictly limited

N R

Address es) **FROM: CHIEF AIR TRANSPORT OFFICER LEO INFO: HQ KAT AREA EVILLE**

TO: ONUC EVILLE

AIR BASE COMMANDER EVILLE

AIR BASE COMMANDER NDJILI (BY HAND)

(TEXT & SIGNATURE)

insert prefix &/ or number as required

USE DOUBLE SPACING.

AIR BASE COMMANDER KAMINA

AO 1418 19 DEC. 0135 A/C NO 60371 IS DEPARTING RHEIN - MAIN GERMANY
191800Z ESTIMATING EVILLE AT 200400Z TO EVACUATE INJURED PERSONNEL TO
GERMANY. ETD FROM EVILLE IS 200700Z ESTIMATING LEO AT 20⁰900Z DEPARTING
LEO AT 202100Z FOR RHEIN - MAIN ESTIMATING AT 210900Z. A/C CAPTAIN
IS BOWIANKO. MEDICAL PERSONNEL AT EVILLE TO BE ADVISED.

W.F. Wiltshire
(W.F. WILTSHIRE) W/C
CHIEF AIR TRANSPORT OFFICER
19 DEC 1700Z

CC: FORCE COMMANDER ✓
AIR COMMANDER
COS
CHIEF MED OFFICER
MR GARDINER
AIR OPS

T. O. R.

T. O. D.

BY :

Drafted by :

Authorized :

Date :

origs
Force Commander

XX

Bm

TO: AIR BASE COMMANDER ~~MEKOK~~ AVILLE INFO: HQ KAT AREA
AIR BASE COMMANDER EVILLE HQ SECT B EVILLE
AIR BASE COMMANDER LULU HQ SECT A AVILLE
MOVEMENT CONTROL STANLEYVILLE HQ 3 NIG BDE LULU

AIR BASE COMMANDER NDJILI HQ 27 ETH BN STAN
FROM: CHIEF AIR OPS LEO HQ MSF BDE BUKAVU

AO1351 14 DEC REF AO 1259 AND AO 1295 10 DEC. C124 AIRCRAFT PLAN TO ARRIVE AND DEPART BASES AS FOLLOWS TO AIRLIFT ETHIOPIAN VEHICLES TO EVILLE:

ALPHA) FLIGHT 1 ARRIVE STAN 160630Z LOAD AND DEPART 160830Z ARRIVE EVILLE 161215Z LOAD AND DEPART 161415Z ARRIVE STAN 161800Z LOAD AND DEPART 170600Z ARRIVE EVILLE 170945Z LOAD AND DEPART 171145Z ARRIVE LEO 171615Z.

FLIGHT 2 ARRIVE STAN 160830Z LOAD AND DEPART 161030Z ARRIVE EVILLE 161415Z LOAD AND DEPART 170600Z ARRIVE STAN 170945Z LOAD AND DEPART 171145Z ARRIVE EVILLE 171530Z LOAD AND DEPART 171730Z ARRIVE LEO 172200Z.

FLIGHT 3 ARRIVE EVILLE 161130Z LOAD AND DEPART 161330Z ARRIVE STAN 161715Z LOAD AND DEPART 170700Z ARRIVE EVILLE 171045Z LOAD AND DEPART 171345Z ARRIVE STAN 171730Z LOAD AND DEPART 180600Z ARRIVE EVILLE 180945Z LOAD AND DEPART 181145Z ARRIVE LEO 181615Z.

FLIGHT 4 ARRIVE EVILLE 170700Z LOAD AND DEPART 170900Z ARRIVE STAN 171245Z LOAD AND DEPART 171445Z ARRIVE EVILLE 171830Z LOAD AND DEPART 180600Z ARRIVE STAN 180945Z LOAD AND DEPART 181145Z ARRIVE EVILLE 181530Z LOAD AND DEPART 181730Z ARRIVE LEO 182200Z.

FLIGHT 5 ARRIVE STAN 170600Z LOAD AND DEPART 170820Z ARRIVE EVILLE 171205Z LOAD AND DEPART 171405Z ARRIVE STAN 171750Z LOAD AND DEPART 180600Z ARRIVE EVILLE 180945Z LOAD AND DEPART 181145Z ARRIVE LEO 181715Z.

FLIGHT 6 ARRIVE EVILLE 170930Z LOAD AND DEPART 171130Z ARRIVE LEO 171600Z.

BRAVO) FLIGHT 1 ARRIVE STAN 180620Z LOAD AND DEPART 180820Z ARRIVE EVILLE 181205Z LOAD AND DEPART 190600Z ARRIVE KINDU 190840Z LOAD AND DEPART 191040Z.

...../2

PAGE 2 TO AO 1351 14 NBC

ARRIVE EVILLE 191320Z LOAD AND DEPART 191520Z ARRIVE LEO 191950Z.

FLIGHT 2 ARRIVE EVILLE 181030Z LOAD AND DEPART 181230Z ARRIVE LEO 181700Z.

FLIGHT 3 ARRIVE EVILLE 180230Z LOAD AND DEPART 181430Z ARRIVE LEO 181900Z.

FLIGHT 4 ARRIVE EVILLE 181430Z LOAD AND DEPART 190700Z ARRIVE KINDU
190940Z LOAD AND DEPART 191140Z ARRIVE EVILLE 191420Z LOAD AND DEPART
191620Z ARRIVE LEO 192050Z.

FLIGHT 5 ARRIVE KINDU 181210Z LOAD AND DEPART 181410Z ARRIVE EVILLE 181650Z
LOAD AND DEPART 190600Z ARRIVE KINDU 190840Z LOAD AND DEPART 191040Z ARRIVE
EVILLE 191320Z LOAD AND DEPART 191520Z ARRIVE LEO 191950Z.

FLIGHT 6 ARRIVE EVILLE 190630Z LOAD AND DEPART 190830Z ARRIVE KINDU 191110Z
LOAD AND DEPART 191310Z ARRIVE EVILLE 191550Z ~~XXX~~ AS DIRECTED SBC.

(CHARLIE) FLIGHT 1 ARRIVE AVILLE 191215Z LOAD AND DEPART 191415Z ARRIVE
EVILLE 191605Z LOAD AND DEPART 200600Z ARRIVE AVILLE 200750Z LOAD AND DEPART
200950Z ARRIVE EVILLE 201140Z LOAD AND DEPART 201340Z ARRIVE LEO 201810Z.

FLIGHT 2 ARRIVE EVILLE 190730Z LOAD AND DEPART 190930Z ARRIVE AVILLE
191220Z LOAD AND DEPART 191420Z ARRIVE EVILLE 191610Z LOAD AND DEPART
200800Z ARRIVE AVILLE 200950Z LOAD AND DEPART 201150Z ARRIVE EVILLE 201540Z
LOAD AND DEPART 201540Z ARRIVE LEO 202010Z.

FLIGHT 3 ARRIVE AVILLE 201015Z LOAD AND DEPART 201215Z ARRIVE EVILLE 201405Z
LOAD AND DEPART 201605Z ARRIVE LEO 202035Z.

FLIGHT 4 ARRIVE AVILLE 201215Z LOAD AND DEPART 201415Z ARRIVE EVILLE 201605Z
LOAD AND DEPART 201805Z ARRIVE LEO 202205Z.

FLIGHT 5 ARRIVE AVILLE 190830Z LOAD AND DEPART 191515Z ARRIVE EVILLE 191705Z
LOAD AND DEPART 200700Z ARRIVE AVILLE 200850Z LOAD AND DEPART 201050Z ARRIVE

...../3

PAGE 3 TO AO 1351 14 DEC

EVILLE 201240Z LOAD AND DEPART 201440Z ARRIVE ~~LEO~~ LEO 201910Z.

Per Lutzki / kapt

(W.F. WILTSHIRE) W/C
for CHIEF AIR TRANS OPS
14 DEC 62

cc: FORCE COMMANDER —
AIR COMMANDER
CHIEF OF STAFF
AIR OPS
CHIEF LOGS OFF
CAO
ETHIOPIAN LO
CHIEF MOV CONTROL OFF

SECRET IN CODE

PRIORITY

FROM : ONUC LEO
TO : HQ KATANGA AREA EVILLE
HQ INDIAN INDEP BDE GP EVILLE
HQ ETHIOPIAN BDE EVILLE
HQ SECTOR A AVILLE
HQ 27 ETHIOPIAN BN STAN
BOD LEO
AIR BASE COMDT NDJILI
AIR BASE COMDR EVILLE
AIR BASE COMDR AVILLE
MOVEMENT CONTROL STAN

SECRET. MIL OPS 0455. AIRLIFT OF HEAVIER VEHICLES. FURTHER TO THIS HQ MIL OPS 0408 OF 5 DEC. FIRSTLY. AIRLIFT BY C 124 WILL COMMENCE AS FOLLOWS. ALPHA. FROM LEO TO EVILLE 16 DEC. BRAVO. FROM STAN TO EVILLE 16 DEC. CHARLIE. FROM KINDU TO EVILLE 18 DEC. DELTA. FROM AVILLE TO EVILLE 19 DEC. SECONDLY. FLIGHT PROGRAMME WILL BE ISSUED SEPARATELY. IN ORDER TO MAINTAIN FLEXIBILITY IN FLYING PROGRAMME THOSE VEHICLES WHICH HAVE TO BE AIRLIFTED AT VARIOUS STATION WILL BE IN READINESS FROM 16 DEC SO THAT EFFORTS CAN BE SWITCHED OVER FROM ONE STATION TO ANOTHER STATION AT A SHORT NOTICE. THIRDLY. ONLY THE FOLLOWING VEHICLES WILL BE AIRLIFTED. ALPHA. LEO. 15 (15) LORRY 3 TON BEDFORDS. BRAVO. STAN. MERCEDES 7 (7) BERLIET 1 (1) VOLVO 1 (1) BEDFORD 3 TON 10 (10) GMC 1 (1) CHEVEROLET 2 (2). CHARLIE. KINDU. MERCEDES 10 (10) VOLVO 1 (1). DELTA. AVILLE. LORRY 3 TON QTY 7 (7) BEING TRANSFERRED FROM HQ SECTOR A TO KATANGA AREA. LORRY 3 TON QTY 9 (9) BELONGING TO INDIAN BDE GP BUT STILL LYING AT AVILLE. FOURTHLY. EACH AIRCRAFT WILL CARRY TWO OF THESE VEHICLES IN EACH TRIP. NO OTHER VEHICLES WILL BE AIRLIFTED BY THESE AIRCRAFT. FIFTHLY. PLEASE MAKE FOLLOWING ARRANGEMENTS. ALPHA. LIAISON OFFICERS WILL BE MADE AVAILABLE AT STAN/KINDU/AVILLE/EVILLE. BRAVO. ACCOMMODATION AND TRANSPORT FOR AIRCREW AT STAN AND EVILLE. CHARLIE. VEHICLES MUST BE IN RUNNING CONDITION AND MUST BE AVAILABLE AT THE AIRFIELD FOR QUICK LOADING. DELTA. LOADING/UNLOADING PARTIES MUST BE READILY AVAILABLE. ECHO. ANY ASSISTANCE REQUIRED IN QUICK REFUELLING OF AIRCRAFT WILL BE PROVIDED. FOXTROT. EACH VEHICLE PETROL TANK WILL BE KEPT HALF EMPTY.

SECRET

-2-

GOLF. NO STORES WILL BE CONVEYED IN VEHICLES. SIXTHLY. YOU WILL INITIATE A SIGNAL AT 1900Z DAILY GIVING DETAILS OF VEHICLES LIFTED. SEVENTHLY. 27 ETHIOPIAN BN ONLY. PLEASE CONVEY THESE INSTRUCTIONS TO YOUR COMPANY AT KINDU. EIGHTHLY. INDIAN INDEP BDE GP ONLY. PLEASE INTIMATE THE DETAILS OF YOUR 3 TON VEHICLES QUANTITY 9 (9) LYING AT AVILLE To HQ SECTOR A AVILLE.



Major

cc

Force Commander
Chief of Staff
Air Commander
Chief of Air Trp Ops
Chief Logistics Officer
Chief Ordnance Officer
Chief of Planning Branch
Ethiopian LO

Drafted by - Major BN SHARMA

Authorised - Offg Chief of
Mil Ops.

Date - 14 Dec 62.

SECRET

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	SVC Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

N R

Address es) FROM: AIR OPS LEO
TO: AIR OPS STAN
AIR OPS EVILLE
27 ETH BN CO STAN

INFO: MOVEMENT CONTROL STAN
EVILLE

HQ KAT AREA

(TEXT & SIGNATURE)

Insert prefix &/or number as required

USE DOUBLE SPACING.

UNCLAS A01338 13 DEC. AIRLIFT OF 36 VEHICLES STAN - EVILLE WILL
START DEC 14 WITH FLTS 610 AND 616. ACCORDING INFO FROM MIL OPS
PRIORITY OF AIRLIFT IS FOR JEEP AMBULANCE JEEP PICK UP JEEP CJ6
JEEP CJ5 AND CAR VW FORD ANGLIA. FLT 616 WILL RETURN LEO AFTER ONE
FLT STAN - EVILLE DUE TO MAINTENANCE FLT 610 AFTER THREE FLTS FOR
SAME REASON. ~~AIRLIFT WILL PROCEED AT MAINTENANCE~~. AIRLIFT WILL
CONTINUE AFTER COMPLETION OF MAINTENANCE. VEHICLES ARE TO BE
AVAILABLE ON RAMP AND SERVICEABLE AND LIAISON OFFICER TO BE IN
ATTENDANCE TO FACILITATE QUICK LOADING.

Capt. Ventura
(CAPT VENTURA)
AIR OPS OFFICER
13 DEC 1625Z

CC: FORCE COMMANDER ✓

COS

MIL OPS

CHIEF LOGISTICS

ETHIOPIAN LO

AIR OPS

FC

T. O. R.

BY :

Drafted by :

Authorized :

T. O. D.

Date :

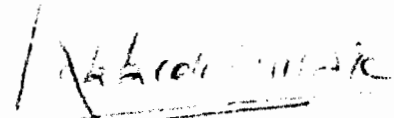


13 November 1962

To : Dr. Ralph Bunche, Under-Secretary for Special Political Affairs
From : General Kebede Guebre, Force Commander, ONUC
Subject : Violation of Air Navigation Procedure by UN Charter Aircraft

1. Reference is made to ICAO Secretary-General's letter to Brigadier Rikhye which was despatched vide your letter dated 14th November 1962.

..... 2. Our views and comments as required are herewith attached.



(KEBEDE GUEBRE) Lt-General
Force Commander, ONUC

30 November 1962

To : Air Commodore J. C. Varma, Air Commander

From : Squadron Leader H. V. Peterson, Flight Safety Officer
ONUC Aviation Technical Advisors (FAA) J. Koehler and E. Renner

Subject : Air Traffic Control and Telecommunication Procedures
Information Concerning

Ref: (a) R. M. MacDonnell, Secretary-General, International Civil
Aviation Organization's letter dated 26 October 1962

This office is appreciative of the concern expressed by the Secretary-General of ICAO in ref (a) over the violations of air traffic and telecommunication procedures involving United Nations' air operations during over flights of countries neighboring on the Congo. It is very regrettable that the recent air movement to Mombasa during August provided such a multiplicity of complains concerning breaches of ICAO regulations by UN Charter aircr ft. Based on this one report it is understandable that violations would appear to continue with undiminished frequency. However, it does not tell the entire story because the two preceding airlifts to Dar-es-Salaam were very successful. Radio communications and Air Traffic Control procedures were under close scrutiny by the UN Inspection Team during the subject airlifts and on the spot correction and grounding of aircraft were performed to accomplish this means. Close coordination between the Dar-es-Salaam tower and Nairobi FIC in cooperation with the ICAO TA Mission, Congo, UN Inspection Team and Charter Companies lessened the probability of violations to existing ICAO regulations. In order that you be fully appraised of the situation it must be pointed out that the subject airlift was originally scheduled for late June and briefing instructions were compiled covering the subject operation and disseminated to ICAO and UN Air Operations' field personnel for briefing of air crews. However, due to unforeseen difficulties, the airlift was postponed to mid August. This resulted in the fact that aircrews were not given original briefing instructions and each charter company participating was left to its own pretenses. In addition, because this operation came off so quickly after the long waiting period, insufficient

.../time

time was available to alert the Directorate of Civil Aviation, East Africa until the operation was actually in progress. To further complicate matters the contract for the UN Inspection Team (FAA) had expired. One member was in the United States on home leave while the other member was finishing up last minute details prior to arrival of his replacement on August 15th. Therefore no on-the-spot surveillance was maintained of this particular air movement. Also there is no direct telecommunication link with East Africa from the Congo for rapid relay of flight information. These factors are not given to lessen the seriousness of violations of air traffic and telecommunication procedures, but are given to acquaint you with some of the extenuating circumstances surrounding this particular movement and others in the past.

It is true that the aircraft inspectors (FAA) were employed by the UN to inspect the aircraft of all UN Charter Companies, however, contrary to the expressed opinion of ICAO their activities were not confined primarily to this area. Review of reports to UN HQ covering charter operations will reflect that all phases of the UN operation were under surveillance which very definitely included radio communications. In cooperation with UN HQ Charter Companies have been required to correct amongst many things all known radio deficiencies. In addition, because of continued difficulties in this area all charter companies are now being required to equip all of their aircraft with dual HF and VHF communications equipment fitted with all of the frequencies required to perform all ONUC mission requirements. Each carrier has been provided a listing of these frequencies for each of the missions that are accomplished by ONUC. This listing will be supplemented by additional frequencies when they are required. Personnel of ICAO TA Mission, Congo, in close liaison with the Chief Air Transport Officer and UN Inspection Team, have devised basic air traffic control telecommunication procedures for the inter-Congo net work, highlighting the basic requirements spelled out in the Congo "Aeronautical Information Publication" (AIP). Each Carrier is being furnished a copy of the subject publication for their own use. Daily Congo Notam service is provided by the N'Djili Flight Information Center (FIC) to the Bureau de Navigation, Congolese and ONUC Base Operations for briefing of aircrews. In respect to international operation on flights out of the Congo the ICAO TA Mission, Congo is providing instructions for each of the subject flight operations covering flight planning and air traffic control. These aides are to be utilized by aircrews to plan and carry out their scheduled flights with a maximum of efficiency and Safety. It also provides this command with a tool to insure standardization of procedures and provides the means to measure the overall effectiveness after the movement has been completed. It is the plan to incorporate into an ONUC Air Traffic and Telecommunications Procedures Manual all of the existing ONUC and ICAO instructions

.../covering

covering these subjects plus International and Congo Notam service which will be used as a supplement to the Congo, "AIP". During the interim period until the subject manual is issued all of the subject material will be disseminated to all agencies concerned. Charter companies will continue to be briefed by the UN Chief Air Transport Officer covering the details of each mission and will continue to be provided air traffic and telecommunication information compiled by ICAO, Base Operations, UN Flight Safety Officer, and the UN Inspection Team. A comprehensive review of Charter Company indoctrination and recurrent training programs is being made to insure that aircrew personnel are being given ample training in respect to existing air traffic and telecommunication procedures. Deficiencies where noted will be discussed with the Carriers in an effort to bring about corrective measures. In addition, firm demands have been made that each company follow more closely the operational procedures outlined in their approved operations manuals.

Pursuant to the suggestion of Under-Secretary for Special Political Affairs, Ralph J. Bunche, in his cable No. 7195, a meeting was held on October 24, 1962 between representatives of the Charter Companies, ICAO, UN Air Operations and the UN Inspection Team. It was clearly made known to the Charter Companies that continuance of present contracts would depend on satisfactory operation in all phases of the operation which very definitely included compliance with ICAO regulations and therefore flight safety. Copy of the minutes of this meeting are here attached for your information. It is also the plan to have monthly meetings to discuss problems and devise corrective measures.

.....

Contrary to the belief of the Secretary-General of ICAO, there is not a "Aeronautical Information Service"(AIS) center under the charge of the Air Commander. However, in this regard it must be pointed out that through the combined efforts of ICAO TA Mission, Congo, and ONUC Air Operations in cooperation with the UN Inspection Team the basic information treated upon by an "AIS" center is being compiled by the N'Djili Flight Information Center based on information received from each of the airports in the Congo. This information is disseminated to all appropriate ONUC agencies. A master board with all current information is positioned at the Bureau de Navigation desk in the main tower building where all pilots are required to complete their flight plans. The same information is available at the Base Operations counter in the main terminal building, where in addition to this, pilots are given last minute instructions concerning each ONUC mission and latest Notam information. Each PIC throughout the Congi is furnished this information daily so as to be fully cognizant of existing conditions. We readily admit that at present International Notam Service is limited in the Congo. However, it has not been completely ignored because ICAO through its technical assistance program have made untiring and exhaustive attempts to solicit aid from the Director of Civil Aviation and the Ministere du Communication and Transports, Congolaise to establish this service. However, daily Notam service

.../is

is available at the Sabena/Air Congo operations office in the main tower building. It is the plan to incorporate this information into a manual to be located at the Base Operations counter and the Bureau de Navigation desk for crew briefing. It is difficult to understand that the Secretary-General of ICAO can state that the pilots of Charter Companies do not avail themselves of the service provided when this command knows otherwise.

To establish a system of penalty assessment to be utilized against Charter Companies would be most impractical and be extremely difficult to apply. In consideration of the overall picture of air traffic control and the communication procedures, the responsibility to provide adequate services rests with the UN, ICAO and the Congolese authorities. However, failure on the part of the Charter Companies to supply properly equipped aircraft, trained flight personnel and failure to comply with existing air navigation regulations must be treated as a default of the "terms of agreement" of the UN Charter contract. As part of our assignment after evaluation of the ONUC operations and the Charter Companies we realized that many of the unfavorable conditions and difficulties were due to a lack of details in the Charter contracts as written, and insufficient information to accurately determine the carrier's capability, financial responsibility and all other eligibility requirements. Therefore, we drafted a document of recommended requirements for carrier's under contract to ONUC. It was presented to the Air Commander, Major-General John Ryg, who approved it and forwarded it through channels to UN HQ. In consideration of the proposal by the Secretary-General of ICAO that the contracts be modified to include in paragraph 15 a text concerning the responsibility to comply with the rules and regulations relating to flight is adequately covered in paragraph XIII of the aforementioned document and should meet with the approval of the Secretary-General of ICAO.

It is our firm recommendation that under the long term planning of ONUC with close cooperation with ICAO TA Mission, Congo and the Congolese authorities that they endeavor to re-establish the Aeronautical Information Service (Bureau de Navigation) in the Congo in accordance with Annex 15 to the ICAO Convention and the ICAO AIS Manual (Doc 8126). However, during the intervening period it is recommended that all of the available services be centralized in one ONUC Authority. The section best suited in the ONUC organizational structure for control of air transport operations is Base Operations. Also consideration should be given to the N'Djili Base Commander's request that base operations be established in the tower building where they would have a commanding view of the airport and would be favorably located in respect to the Bureau de Navigation, Bureau de Meteorology, Airport Tower and the Flight Information

.../Center

Center. Base operations will be able to perform this function if equipped with the Congo "AIP", Congo and International Notam Service, ONUC Air Traffic Control and Telecommunications Procedures Manual, Air Staff Instructions, Search and Rescue Manual and such other material the Air Commander and his staff find necessary to fulfill the requirements of ICAO and its member states. Present complement of this department should be reviewed and necessary arrangements made to recruit qualified technical people to supervise the operation with authority to command and recommend corrective and disciplinary action when existing instructions are not carried out. This department will be able to adequately discharge this function until an approved Congolese "AIS" system is re-established in the Congo. They will be provided every assistance by the ICAO TA Mission, Congo, N'Djili Airport Commandant's office, ONUC Flight Safety Officer and the ONUC Inspection Team in surmounting those obstacles encountered during early stages of its implementation.

It is further recommended that immediate consideration be given to establishing a direct telecommunication link between the Congo and East Africa. Fifty percent of the violations on the recent Mombasa movement were because flight plans were not sent to Nairobi. Records indicate flight plans were filed by all Charter Carrier pilots with the Bureau de Navigation but subject reports were not forwarded. ICAO is endeavoring to supplement staff members in the Bureau Protection Radio (BPR) which has a direct teletype link to Johannesburg who can relay flight plans to Nairobi. In addition, ICAO Mission Congo has now established a working agreement with Brazzaville FIC to relay our flight plans to Nairobi on all ONUC flights overflying countries of East Africa. However the need for a direct link is sorely needed which will greatly enhance the operation. It is requested that such equipment be requisitioned for this purpose. ICAO Mission Congo is in full agreement with this and assures us that they will furnish a letter to substantiate and justify its purchase.

It is requested that an ONUC Air Traffic Control and Telecommunications Procedures Manual be written to supplement the Congo "AIP". This manual would consolidate into one publication all of the existing Air Operations, and ICAO instructions for flight planning, air traffic control, radio procedures, special night flight procedures, and etc. All of this information could be obtained from the Deputy Chief, ICAO TA Mission, Congo.

It is further requested that assistance be given to the ICAO TA Mission Congo in convincing the Congolese authorities that the Radio Aids in the Congo, are in need of a flight check by competent authority. This is one requirement that should be accomplished at predetermined intervals to ensure that the subject Nav-Aids are functioning properly. This was last accomplished by the U. S. Air Force

.../over

over a year ago. Many of the Commercial Airlines operating into this area are dependant upon these services. These particular routes were approved because of the validity of the subject Nav-Aids. It could be possible that these carriers would be required to over-fly because they have not been checked. This office has received assurances from the Air Attaché attached to the U.S. Embassy, Leopoldville, that an Airways Flight Check aircraft and crew can be furnished by the U. S. Air Force to perform this operation. Their only request being that sufficient time be allowed so as necessary arrangements can be made and that the number of Nav-Aids to be checked warrants the expenditure of funds.

It is further recommended that the Directorates of Civil Aviation of neighboring countries affected by UN Air Operations be advised sufficiently in advance so as necessary arrangements can be made to preclude undue strain on the Air Traffic Services, provision for parking space at aerodromes, provision for refueling, etc., and cooperation in providing approximate schedules, giving number and types of aircraft, departure and arrival times, etc., in addition to usual formalities governing the issue of operating licenses, etc. In this light perhaps some consideration could be given to provide ICAO personnel to assist neighboring countries with Air Traffic Control services during peak periods caused by UN air movements.

It is also recommended that the Charter Companies be advised sufficiently in advance so as they can plan and schedule their aircraft and crews accordingly to fulfill all of the requirements of the intended mission.

There is one additional point that must be brought to your attention. As difficulties with radio communications in the Congo have existed for a considerable period of time, some of the Commercial as well as ONUC Charter Air Carriers are required by their States of Registry to have their aircraft equipped with CW/RT and have a radio officer as part of the crew. This has proven most effective for their operation. This office has entertained the thought of recommending to UN HQ that all ONUC Charter Companies be so equipped. This line of thinking has also been voiced by ONUC Telecommunication Section and ICAO TA Mission, Congo as an alternate solution to the problem. However, we are now hesitant to recommend such action because of all the difficulties involved. It would be a simple matter to equip the aircraft with CW/RT, but the structural repairs necessary to install radio operators seat and etc., would be time consuming and costly. The major factor, however, would be the recruitment of qualified radio operators. In addition, many of the Charter Companies are approved by their States of Registry to operate without this requirement. It therefore would have to be a requirement set forth by the United Nations.

.../This

This should familiarize you with existing Air Traffic Control and Telecommunication Procedures and alert you to what improvements are still necessary.

We should be glad to discuss this matter further with you if you so desire.



Squadron Leader H. V. Peterson
Flight Safety Officer



J. Koehler, ONUC Aviation Technical
Advisors (FAA)



E. Renner, ONUC Aviation Technical
Advisors (FAA)

UNITED NATIONS -- NATIONS UNIES

INDICATE
PRIORITY

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

N R

Address(es) **FROM: AIR OPS LEO**

TO: MOVEMENT CONTROL STAN

(TEXT & SIGNATURE)

Insert prefix & / or number as required

USE DOUBLE SPACING.

**AO1296 11 DEC. REF YOUR MC526 10 DEC. PRIORITY IS TO BE GIVEN TO
AIRLIFT THOSE VEHICLES AS MENTIONED IN MILITARY OPS WARNING ORDER 0408.
REMAINING VEHICLES WILL BE LIFTED BY CARVAIR ON COMPLETION OF USAF LIFT.**

W.F. Wiltshire
(W.F. WILTSHIRE) W/C

CHIEF AIR TRANSPORT OFF.

11 DEC

Z

CC: FORCE COMMANDER ✓

CHIEF OF STAFF

AIR COMMANDER

AIR TRANSPORT OPS

CLO

GOO

ETHIOPIAN LO

FC
12/12

2500 x 200 - Imp. Pinceau 11257

T. O. R.

BY :

Drafted by :

Authorized :

Date :

T. O. D.

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UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

S V C Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS
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Priorité Nations traffic
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N R

Address(es) FROM ONUC LEO
TO LT COL HOLTFODT ETIENNE HOTEL DAR-ES-SALAAM

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

1165 LOGS.

PARA ONE. FOLLOWING CABLE RECEIVED FROM NEWYORK QUOTE
US MISSION INFORMS AS FOLLOWS: "BLATCHFORD AGENTS, SMITH-
MACKENZIE, HAVE CALLED ASKING URGENTLY STRESS TO BLATCHFORD
PARTICULARLY ACUTE PORT CONGESTION DAR ES SALAAM. THEY
STATE THERE IS NO DIFFICULTY SECURING IMMEDIATE DEBARKATION
TROOPS, BUT CONSIDERABLE DELAY UNLOADING CARGO MUST BE
EXPECTED. SHIPS CURRENTLY IN DAR ES SALAAM WAITING 8 DAYS
BEFORE BEGINNING HAVE CARGO WORKED AND SITUATION MAY WORSEN
AS DELAYS ACCUMULATE FROM LOW LEVEL PORT OPERATIONS OVER NEXT
TWO WEEKS OWING TO REPUBLIC CELEBRATIONS SCHEDULED 8 TO 10
DECEMBER UNQUOTE.

PARA TWO. CONTACT TANGANYIKAN GOVERNMENT AND PORT AUTHORITIES
TO OBTAIN PRIORITY FOR UNLOADING/LOADING OF BLATCHFORD ON
SCHEDULE DATES AS PER ARRANGEMENT ALREADY MADE AND ADVISE US
AS TO WHETHER THE CONDITIONS AS DESCRIBED IN ABOVE CABLE WILL
AFFECT THE SCHEDULE LAID ON FOR BLATCHFORD

cc:

Chief of Staff
MA to the Force Commander ✓

1165 - para 1165
FC

T. O. R.

BY :

T. O. D.

Drafted by : Lt.Col.Kapoor

Authorized :

Date : 11 Dec 62

air life 34

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

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

Bm

N R

Address(es) FROM : CHIEF AIR OPS LEO INFO : HQ KAT ARBA EVILLE
TO : AIR BASE COMMANDER NDJILL HQ SECT B EVILLE
AIR BASE COMMANDER AVILLE HQ SECT A AVILLE
AIR BASE COMMANDER EVILLE HQ 3 NIG BDE LULU

(TEXT & SIGNATURE)

AIR BASE COMMANDER LULU or number as required 27 ETH ~~SEE DOWN~~ SPACING.
MOVEMENT CONTROL STAN HQ MSF BDE BUKAVU.

AO 1295 DEC 10 UNCLAS. REF AO ~~XXXX~~ 1259 AND WARNING ORDER
MIL OPS 0408 DATED 7 DEC. USAF AIRLIFT OF REMAINING VEHICLES WILL
COMMENCE APPROXIMATELY 15 DEC. BASE COMMANDERS AND AREA SECTOR
COMMANDERS ARE URGED TO HAVE VEHICLES ASSEMBLED IN LOADING AREAS AND
ENSURE THAT VEHICLES ARE SERVICEABLE SO THAT THEY MAY BE DRIVEN ON
AND OFF ~~XXXXXXXX~~ AIRCRAFT. LIAISON OFFICERS SHOULD BE AVAILABLE
AND VEHICLES MUST BE IN POSITION ON THE AERODROME TO FACILITATE
RAPID LOADING. FOR LULUABOURG 19 VEHICLES ORIGINALLY AUTHORIZED
WILL NOT REPEAT NOT BE AIRLIFTED.

W.F. Wiltshire
(W.F. WILTSHIRE) WING COMMANDER
CHIEF AIR OPS OFFICER.
10th December, 1962.

cc:-

FORCE COMMANDER ✓
CHIEF OF STAFF
AIR COMMANDER
AIR TRANSPORT OPS.
CHIEF LOGS OFF.
COO
ETHIOPIAN LO
CHIEF MOVEMENT CONTROL.

FC
11/12

For Mr. Gump

T. O. R.

T. O. D.

Drafted by :

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

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

N R

Address(es) FROM : CHIEF AIR OPS LEO
TO : AIR BASE COMMANDER EVILLE
MOVEMENT CONTROL EVILLE
HQ KAT AREA EVILLE.

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

AO 1270 DEC 08 UNCLAS. REF MIL OPS 0419 AND AO 1259. AMERICAN
AIRLIFT TO EVILLE COMMENCING WITH FIRST C124 AIRCRAFT DEPARTING
LEO AT 081500Z AND ARRIVING EVILLE AT 081930Z. SECOND C124 WILL
ARRIVE EVILLE 090730Z AND THIRD C124 WILL ARRIVE 090830Z. AIRLIFT
TO CONTINUE AT RATE OF THREE TRIPS DAILY UNTIL 24 VEHICLES HAVE BEEN
SHIPPED TO EVILLE.

CC:

FORCE COMMANDER ✓
AIR COMMANDER
CHIEF OF STAFF
CHIEF MOVEMENT CONTROL OFFICER
MILITARY OPS
AIR OPS.

FC
10/12

(J.C. McCARTHY) W/C

CHIEF, AIR OPS LEO

Authorized : 8 DEC 62.

Date :

T. O. R.

BY :

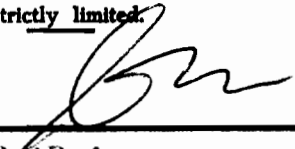
T. O. D.

UNITED NATIONS — NATIONS UNIES

**INDICATE
PRIORITY**

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



N R

Address(es) **TO :** AIR BAS COMMANDER NDJILI ; INFO : HQ KAT AR A
 AIR BAS COMMANDER AVILLE HQ SECT B AVILLE
 AIR BAS COMMANDER VILLE HQ SECT A AVILLE
 AIR BAS COMMANDER LULU HQ 3 NIG BDL LULU

(TEXT & SIGNATURE)

Insert prefix & / or number as required

USE DOUBLE SPACING.

MOVEMENT CONTROL STAN

HQ 27 TR BN STAN

HQ 25F BDL BURAVU

FM : CHIEF OF AIR OPS LEO

AO 1259 DEC 07 UNCLAS. REF WARNING ORDER MIL OPS 0408 ON USAF AIRLIFT
 VEHICLES FROM LEO CMA LULU CMA STAN CMA KINDU AND AVILLE TO AVILLE.
 ONLY THOSE VEHICLES OUTLINED IN ABOVE WARNING ORDER ARE TO BE AIRLIFTED
 UNLESS OTHERWISE DIRECTED FROM CHIEF OF AIR OPERATIONS. MODE OF
 OPERATION AND DISPOSITION OF C124 PLUS PLANNED REFUELLING AS FOLLOWS :-
 PARA ALPHA.

USAF C124 PROPOSED POSITIONING TWO AIRCRAFT AVILLE CMA LULU
 AND STAN. C124 ARE ARRIVING FROM USA IN TWO GROUPS OF THREE C124 AND
 ONE GROUP OF TWO C124. TO COMMENCE AIRLIFT EARLIEST AT THREE ABOVE
 PLACES CMA ONE AIRCRAFT FROM FIRST GROUP TO ARRIVE AT STAN CMA LULU
 AND AVILLE APPROXIMATELY 15 DEC. SECOND AIRCRAFT AT EACH PLACE TO
 ARRIVE STAN CMA LULU AND AVILLE APPROX 16 DEC.

PARA BRAVO.

C124 POSITIONED LULU AND STAN AIRLIFT DIRECT ON FLIGHT
 PER DAY TO AVILLE. C124 POSITIONED AVILLE TO BE SENT ONE TO AVILLE
 AND ONE TO KINDU ON ONE ROUND TRIP PER DAY UNTIL AIRLIFT OF BOTH

2500 x 200 - Imp. Plateau 11257

T. O. R.

BY :

2

Drafted by :

Authorized :

Date :

T. O. D.

UNITED NATIONS — NATIONS UNIES

PAGE 2

INDICATE
PRIORITY

S V C Service	FFFFF Routine	SSSSS Priority	X	PRIORITE NATIONS
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Address(es)

SEE PAGE 1

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Insert prefix & / or number as required

USE DOUBLE SPACING.

AVILLE AND KINDU COMPLETED. THE AIRCRAFT WILL BE DIRECTED TO ASSIST STAN AND LULU AIRLIFT INCREASING DAY TRIPS TO THREE PER DAY. AT ALL TIMES AIRCRAFT WILL RETURN TO ORIGINAL BASE FOR NIGHT STOPS.

PARA CHARLIE.

THE SEVENTH AND EIGHTH C124 WILL POSITION LEO AND BE UTILIZED AS BACK UP AIRCRAFT IN CASE OF MAINTENANCE PROBLEMS WITH C124 POSITIONED AS PER PARA BRAVO. ONE C124 PER DAY WILL BE UTILIZED TO AIRLIFT LORRY FROM LEO.

PARA DELTA.

BLOW CHART OF SCHEDULE AND TIMES WILL FOLLOW CMA EVERY ATTEMPT BEING MADE IN PLANNING TO INSURE ONLY TWO C124 AT EVILLE AT ANY TIME FOR UNLOADING. IN UNLOADING AND LOADING REQUEST SECTOR HQ'S PROVIDE MAXIMUM ASSIST TO USAF CONTROL TEAMS TO EXPEDITE AIRLIFT. IF ORIGINAL SCHEDULE TURN AROUND SATISFACTORY USAF CONTROL TEAM MAY INCREASE TEMPO OF TRIPS PER DAY TO COMPLETE AIRLIFT SOONEST. IN THIS REGARD THE PLACING OF EXTRA VEHICLES AT AIRPORT WHICH CAN BE READILY AVAILABLE TO USAF CONTROL TEAM TO INCREASE AIRCRAFT CARRYING CAPABILITY WOULD BE APPRECIATED.

T. O. R.

BY :

43

Drafted by :

T. O. D.

Authorized :

Date :

UNITED NATIONS -- NATIONS UNIES

PAGE 3

INDICATE
PRIORITY

S V C Service	FFFFF Routine	SSSSS Priority	X	PRIORITE NATIONS
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Address(es)

SEE PAGE 1

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Insert prefix & / or number as required

USE DOUBLE SPACING.

PARA ECHO.

USAF C124 UTILIZE AVGAS 115/145. USAF INTENDING
TO LOAD SUFFICIENT FUEL FOR ROUND TRIP FROM EACH BASE. REQUEST
UTMOST ASSIST IN REFUEL OPERATION FROM AIR BASE COMMANDER.

W.F. Wiltshire
(W.F. WILTSHIRE) W/C
CHIEF OF AIR OPERATIONS

7. DEC. 1962

C.O. :-

FORCE COMMANDER ✓
CHIEF OF STAFF
AIR COMMANDER
AIR TRANSPORT OPS.
CLO
COO
ETHIOPIAN LO
CHIEF MOVEMENT CONTROL

2500 x 200 - Imp. Plateau 11267

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

30
Analysis

SECRET IN CODE

PRIORITY

FROM : ONUC LEO

TO : HQ KATANGA AREA EVILLE HQ 27 ETH BN STAN
 HQ NIGERIAN Bde LULU BOD LEO
 HQ ETHIOPIAN Bde EVILLE Air Base Comdr NDJILI
 HQ MSF Bde BUKAVU Air Base Comdr EVILLE
 HQ SECTOR A AVILLE Air Base Comdr AVILLE
 HQ SECTOR B EVILLE Movement Control STAN

SECRET. MIL OPS 0408. WARNING ORDER. AIRLIFT OF HEAVIER VEHICLES FROM VARIOUS STATIONS TO EVILLE. IT IS **EXPECTED** THAT VEHICLES AIRLIFT BY C124 WILL COMMENCE ANY DAY AFTER 12 DEC. FIRSTLY. FOLLOWING VEHICLES WILL BE LIFTED BY C124. ALPHA. QTY 24 BEDFORD 3 TON 4x4 FROM BOD LEO. BRAVO. QTY 19 BEDFORD 3 TON 4x4 FROM LULU. CHARLIE. QTY 7 BEDFORD 3 TON 4x4 FROM HQ SECTOR A AVILLE. DELTA. QTY 10 MERCEDESE TRUCKS FROM KINDU. ECHO. QTY 7 MERCEDESE QTY 1 BERLIET QTY 1 VOLVO QTY 10 BEDFORD 4x4 QTY 1 GMC QTY 2 CHEVROLET FROM STAN. SECONDLY. C 124 WILL BE DEPLOYED AS UNDER. TWO AT LEO. TWO AT LULU. TWO AT STAN. TWO AT EVILLE. FLIGHT SCHEDULES UNDER PREPARATION AND WILL BE ISSUED BY AIR TRANSPORT OPS THIS HQ. THIRDLY. FOLLOWING ARRANGEMENTS WILL BE MADE. ALPHA. LIAISON OFFICERS. ONE LIAISON OFFICER AT LEO WILL BE DETAILED BY THE CLO. LO AT EVILLE LULU STAN AND AVILLE WILL BE DETAILED BY RESPECTIVE SECTOR COMMANDERS. BRAVO. ACCOMMODATION FOR 18 MEMBERS OF AIRCREW WILL BE ARRANGED AT LULU EVILLE AND STAN. 27 ETHIOPIAN BN STAN ONLY. YOU WILL CONVEY GIST OF THIS MESSAGE TO THE VEHICLE PARTY OF 6 ETHIOPIAN BN AT KINDU. YOU WILL ALSO BE RESPONSIBLE FOR MAKING ALL ARRANGEMENTS AT KINDU. HQ NIGERIAN BDE HQ MSF BDE HQ SECTOR A AVILLE ONLY. PLEASE CONNECT THIS HQ SIGNAL ORD 1766 OF 24 NOV. BOD LEO ONLY, PLEASE CONNECT THIS HQ ORD BRANCH LETTER NO 4435/ORD OF 26 NOV.

cc

Force Commander ✓
Chief of Staff
Air Commander
Air Transport Ops
CLO
OOO
Ethiopian LO

B. Sharma
Major

Drafted by - Major BN SHARMA
Authorised - Offg Chief Mil Ops
Date - 05 Dec 62

SECRET

34
Force Commander

XXX

Bm

TO: AIR BASE AVILLE
AIR BASE EVILLE
MC AVILLE
MC EVILLE

INFO: ONUC EVILLE
ONUC AVILLE

HQ KAT AREA
HQ SECT "A"

FROM: CHIEF AIR OPS LEO

AO 1159 1 DEC. REFERENCE INDIAN VEHICLE LIFT USAF C124 AVILLE TO EVILLE
STOP NEW CHANGE IN PREVIOUS ARRANGEMENTS FOR AIRLIFT MADE BY USAF AS
FOLLOWS:

ALPHA EVILLE TO BE PRIMARY BASE OF OPERATION. A SHUTTLE SCHEDULE WILL
BE EFFECTED USING TWO 2 C124 BASED AT EVILLE AND ONE 1 C124
REXIE AT AVILLE FOR A TOTAL OF 13 ROUND TRIP SORTIES.

BRAVO FOLLOWING UN SUPPORT AND ASSISTANCE REQUIRED. ACCOMMODATION AND
FOOD FOR TEN (10) PEOPLE AT AVILLE.

CHARLIE ACCOMMODATION FOR TWENTY (20) COMPLETE WITH BEDDING AT EVILLE.

SUGGEST USE OF VILLAS AS DISCUSSED NOV 27 IN EVILLE.

DELTA SUPPORT OF EIGHT VEHICLES AT EVILLE AND TWO VEHICLES AT AVILLE

ECHOE SECURITY GUARDS FOR AIRCRAFT AT EVILLE AND AVILLE

FOXTROT REFUELING ASSISTANCE EVILLE

GOLF LOAD SCHEDULES FOR ABOVE TO FOLLOW. MALAYAN VEHICLES WILL BE
AIRLIFTED ON RETURN FLIGHTS TO AVILLE INCLUDING ROTATION OF
FERRET AND DAIMBER VEHICLES.


0000/2

(XXXXXXXXXXXXXXXXXXXX)
(J. B. MURPHY) W/C
CHIEF AIR TRANS OPS
1 DEC 62

PAGE 2 TO AO 1159 1 DEC

HOTEL PROPOSED AIRLIFT TO COMMENCE AVILLE AND EVILLE DEC 3 APPROX
0700Z


(J. C. McQUINN) W/C
CHIEF AIR TRANS OPS
1 DEC 62

cc: FORCE COMMANDER 
AIR COMMANDER
MIL PERSONNEL
CAO
COS
AIR OPS
INDIAN LO
CHIEF MOV CONT
CIVILIAN OPS
MIL OPS

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	S V C Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS	X
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is strictly limited.

[Handwritten signature]

N R

Force Cmdr

Address es)

TO : AIR BASE COMMANDER EVILLE ; INFO : AIR BASE COMMANDER AVILLE
HQ KAT AREA MOV. CONTROL AVILLE
MOV CONTROL EVILLE HQ SECTOR A

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

FM : CHIEF AIR OPS LEO

AO 1170 DEC 07 UNCLAS REF AO 1159. INDIAN AND MALAYAN VEHICLE LIFT
AVILLE/EVILLE STOP USAF C124 PROPOSE TOTAL OF THIRTEEN ROUND TRIPS
TO AIRLIFT INDIAN VEHICLES AVILLE TO EVILLE STOP ON RETURN FLIGHT
EVILLE TO AVILLE THE MALAYAN C SQN 2 RECCE VEHICLES CMA CARGO AND
PERSONNEL WILL BE AIRLIFTED TO AVILLE STOP BOTH AT AVILLE AND EVILLE
REQUEST EXPEDITE TURNAROUND OF C 124 BY ASSISTANCE OF PERSONNEL IN
UNLOADING AND LOADING ALSO SUGGEST ADDITIONAL VEHICLES AND CARGO AT
EVILLE BE READILY AVAILABLE ON THE RAMP STOP REASON FOR THIS RAMP
CARGO IS THAT SLIGHT DIFFERENCE IN DAYTIME TEMPARATURE MAY PERMIT
C124 TO CARRY HIGHER PAYLOAD THAN ESTIMATED IN MISSIONS DETAILED
BELOW STOP USAF CONTROL TEAM TO BE LOCATED AVILLE WILL DETAIL
VEHICLES TO EACH MISSION FROM AVILLE TO EVILLE STOP AIR OPS LEO
HAVE REQUESTED FROM NY UNATIONS AUTHORITY TO AIRLIFT THREE DAIMLER
ARM CARS CMA ONE TLR 8 TONS 4 WHLD LOW LOADER AND ONE CRAWLER
TRACTOR WHICH WERE NOT INCLUDED ON AUTHORISED USAF LIFT STOP

/2

~~XXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXXXX~~
~~XXXXXXXXXXXXXXXXXXXX~~

Drafted by :

Authorized :

Date :

T. O. R.

BY :

T. O. D.

UNITED NATIONS — NATIONS UNIES

PAGE -2-

INDICATE
PRECEDENCE

L T F	S V C Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS	X
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N R

Address es)

SEE PAGE 1

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

FOLLOWING MISSIONS AND LOAD FOR MALAYAN LIFT PLUS DEPARTURE DATE

AND TIME ~~STOP~~ FROM AVILLE TO EVILLE

ALPHA ONE C124 LOCATED ALBERTVILLE MISSION USAF AAM 708 DEP AVILLE 03700Z
ETA EVILLE 030900Z ETD EVILLE 031100Z ETA AVILLE 031300Z. EVILLE
TO AVILLE LOAD ONE SCOUT CAR TOTAL WEIGHT 9520 LBS MISSION USAF
AAM 711 ETD AVILLE 040700Z ETA EVILLE 040900Z ETD EVILLE 041100Z
ETA AVILLE 041300Z. EVILLE TO AVILLE LOAD TWO FERRET SCOUT CARS
TOTAL WEIGHT 19040 LBS MISSION USAF AAM 714 ETD AVILLE 050700Z ETA
EVILLE 050900Z ETD EVILLE 051100Z ETA AVILLE 051300Z. EVILLE TO
AVILLE LOAD TWO FERRET SCOUT CARS TOTAL WEIGHT 19040 LBS MISSION
USAF AAM 717 ETD AVILLE 060700Z ETA EVILLE 060900Z ETD EVILLE
061100Z ETA AVILLE 061300Z EVILLE TO AVILLE LOAD TWO FERRET SCOUT
CARS TOTAL WEIGHT 19040 LBS.

BRAVO TWO C124 LOCATED EVILLE. AIRCRAFT NO ONE MISSION USAF AAM 706 ETD
EVILLE 030700Z ETA AVILLE 030900Z ETD AVILLE 031100Z ETA EVILLE
031300Z EVILLE TO AVILLE LOAD ONE TRUCK $\frac{3}{4}$ TON 4X4 BEDFORD 14000 LBS
ONE TRUCK $\frac{1}{2}$ TON 4X4 LWR L/ROVER 3294 LBS ONE TRAILER ONE TON 3000
LBS TOTAL 20294 LBS. MISSION USAF AAM 709 ETD EVILLE 040700Z ETA
AVILLE 040900Z ETD AVILLE 041100Z ETA EVILLE 041300Z EVILLE TO AVILLE
LOAD TWO TRUCK WATER ONE TON 4X4 MORRIS 12000 LBS PLUS UNIT LUGGAGE
8000 LBS TOTAL 20000 LBS. MISSION USAF AAM 712 ETD EVILLE 050700Z
ETA AVILLE 050900Z ETD AVILLE 051100Z ETA EVILLE 051300Z EVILLE TO
AVILLE LOAD 55 TROOPS TOTAL 13250 LBS.

....../3

Drafted by :

Authorized :

Date :

T. O. R.

BY :

T. O. D.

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

N R

Address(es)

PAGE 3 TO AO 1170 02 DEC

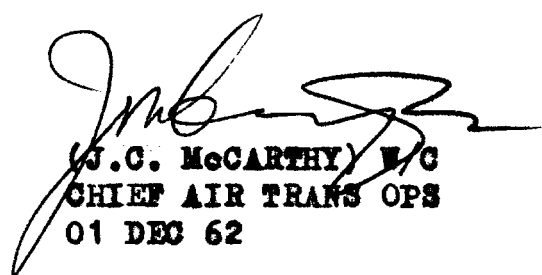
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Insert prefix & / or number as required

USE DOUBLE SPACING.

MISSION USAF AAM 715 ETD EVILLE 060700Z ETA AVILLE 060900Z ETD
AVILLE 061100Z ETA EVILLE 061300Z EVILLE TO AVILLE LOAD ONE FERRET
SCOUT CAR 9520 LBS TWO TRAILERS 1/2 TON BROCK HOUSE 4000 LBS
PERSONNEL BAGGAGE 7000 LBS TOTAL 20520 LBS. MISSION USAF AAM 718
ETD EVILLE 060700Z ETA AVILLE 060900Z ETD AVILLE 061100Z ETA EVILLE
061300Z EVILLE TO AVILLE LOAD TWO FERRET SCOUT CARS TOTAL WEIGHT
19040 LBS. AIRCRAFT NO TWO AT EVILLE. MISSION USAF AAM 707 ETD
EVILLE 030900Z ETA AVILLE 031100Z ETD AVILLE 031300Z ETA EVILLE
031500Z EVILLE TO AVILLE LOAD TWO FERRET SCOUT CAR TOTAL WEIGHT
19040 LBS. MISSION USAF AAM 710 ETD EVILLE 040900Z ETA AVILLE
041100Z ETD AVILLE 041300Z ETA EVILLE 041500Z EVILLE TO AVILLE LOAD
ONE TRAILER 1/2 TON BROCK 2000 LBS ONE TRUCK 1/2 TON 4X4 LEB L/ROVER
3294 LBS PLUS UNIT LUGGAGE 15000 LBS TOTAL 20294 LBS. MISSION
USAF AAM 713 ETD EVILLE 050900Z ETA AVILLE 051100Z ETD AVILLE
051300Z ETA EVILLE 051500Z EVILLE TO AVILLE LOAD TWO TRUCK 1/2 TON
4X4 LEB L/ROVER 6588 LBS PLUS UNIT LUGGAGE 8000 LBS CMA PERSONNEL
BAGGAGE 300 LBS 20 TROOPS 5000 LBS TOTAL 19888 LBS. MISSION USAF
AAM 716 ETD EVILLE 060900Z ETA AVILLE 061100Z ETD AVILLE 061300Z
ETA EVILLE 061500Z EVILLE TO AVILLE LOAD TWO FERRET SCOUT CARS
TOTAL WEIGHT 19040 LBS.

cc: FORCE COMMANDER, AIR COMMANDER
COS, MIL OPS, CAO, AIR OPS
CHIEF MOV CONTROL OFFICER


(J.C. McCarthy) W/C
CHIEF AIR TRANS OPS
01 DEC 62

2500 x 200 - Inp. Plateau 11267

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

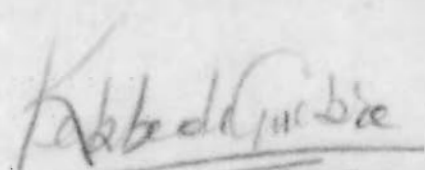
Date :

29 November 2.

Chief Administrative Officer
Force Commander
Smuggling in Civil Aircraft on Charter to the
United Nations

Reference Secret Signal No.114 dated 21 Nov 62
addressed to me from Mr. Ghaleb, Administrative
Officer, ALBERTVILLE (copy attached)

1. The checking of cockpits of UN chartered aircraft by Movement Control personnel, as suggested by the Administrative Officer, Albertville, may lead to legal complications if such a clause is not stipulated in the contracts. I am also not sure whether the insertion of such a clause in the contracts would be in accordance with the International Civil Aviation rules. This issue may please be clarified.
2. If, however, such a clause exists in the contracts, you may wish to issue an Administrative Circular to all concerned to this effect, copies of which may also be sent to the Airways Companies. I will then issue instructions to the Movement Control to carry out the necessary check.
3. In view of the fact that civilian personnel of the UN chartered aircraft are involved, may I suggest that the investigation should be ordered by you and we can provide one officer from the Movement Control to be a member.


Lt.Gen.
KEBEDE GUEBRE
Force Commander

cc:

Chief of Civil Operations
Chief of Staff

29 November 2.

Chief Administrative Officer
Force Commander
Smuggling in Civil Aircraft on Charter to the
United Nations

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3. In view of the fact that civilian personnel of the UN chartered aircraft are involved, may I suggest that the investigation should be ordered by you and we can provide one officer from the Movement Control to be a member.

Kebbede Guebre

Lt. Gen.
KEBBEDE GUEBRE
Force Commander

cc:

Chief of Civil Operations
Chief of Staff

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

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

N R

Address es) **TO: 3 ETH BDE HQ STAN**

**INFO: BASE OPS STAN
BASE OPS EVILLE
MC STAN
MC EVILLE**

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

FROM: AIR OPS LEO

HQ KAT AREA EVILLE

**A01125 28 NOV REFERENCE OUR A0 1093 NOVEMBER 24. AIRCRAFT AIR CONGO
ADV WILL CARRY 4 MORE TRIPS WITH LOAD AIRCRAFT INT IOF WILL CARRY
2 MORE TRIPS WITH TROOPS. DETAILED MISSION ORDERS WILL FOLLOW.**

**(A. DeCamille) LT COL
SENIOR AIR TRANS OPS OFF
28 NOV 62**

**cc: FORCE COMMANDER
AIR COMMANDER
MIL OPS
AIR OPS
ETH L.O.
ICAO
COS**

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

airlift

UNITED NATIONS — NATIONS UNIES

fc

INDICATE
PRECEDENCE

L T F	S V C Service	FFFFF Routine	SSSSS Priority	X	PRIORITE NATIONS
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bm

N R FROM ONUC LEO

Address es) TO: HQ KATANGA AREA ELI INFO MSF BDE
SECTOR A AVILLE CIVIL ADM, AVILLE
AIR BASE OPERATIONS AVILLE
AIR BASE OPERATIONS ELI

(TEXT & SIGNATURE)

ICAO LEO (MR. COSTA)

insert prefix &/ or number as required

USE DOUBLE SPACING.

SECRET 1140. FROM CHIEF OF STAFF AND AIR COMMANDER.

PARA ONE. AIRLIFT OF INDIAN BDE VEHICLES AT ALBERTVILLE COMMENCES
1 DEC TO BE COMPLETED 7 DEC. THREE C-124 ARE BEING
MADE AVAILABLE FOR THIS PURPOSE AND WILL BE BASED AT
AVILLE.

PARA TWO. FOLLOWING ARRANGEMENTS ARE REQUIRED TO BE MADE BY SECTOR
A AT ALBERTVILLE:

ALFA. ACCOMMODATION AND MESSING FOR 40 USAF PERSONNEL.

BRAVO. 8 VEHICLES FOR TRANSPORTATION AIR CREWS.

CHARLIE. PROVIDE AND ERECT 2 SHELTERS OF TENTS HALFWAY
DOWN AND 100 FT FROM THE EDGE OF THE INACTIVE
RUNWAY. TENTS ALREADY AVAILABLE WITH YOU.

DELTA. PROVIDE ADEQUATE GUARDS FOR GUARDING AIRCRAFT
AND EQUIPMENT.

ECHO. NECESSARY MESSING FACILITIES TO SUIT SPECIAL
REQUIREMENTS OF AIR CREWS DEPENDING ON THE
TIMING OF FLIGHTS MAY PLEASE BE ARRANGED IN
CONSULTATION WITH AIR CREWS ON ARRIVAL.

PARA THREE. FOLLOWING ACTIONS ARE REQUIRED TO BE TAKEN BY AIR BASE
OPERATIONS AVILLE/EVILLE:

ALFA. CLOSE INACTIVE RUNWAY FROM 1 TO 7 DEC TO
ACCOMMODATE USAF C-124 PARKING AT AVILLE.

fc

.....

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

**INDICATE
PRECEDENCE**

L T F	S V C Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS
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(TEXT & SIGNATURE)

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-2-

**BRAVO. PROVIDE FIRE FIGHTING EQUIPMENT AND PERSONNEL
DURING ABOVE PERIOD AT AVILLE AND EVILLE.**

**CHARLIE. PROVIDE OPERATIVE TOWERS AND BEACONS AT
AVILLE AND EVILLE. TOWERS, OPERATORS AND
BEACONS MUST BE PROVIDED DURING ALL SCHEDULED
HOURS OF OPERATIONS BEGINNING AT DAWN DAILY
AT AVILLE.**

**DELTA. ICAO ONLY. REQUEST MAXIMUM HELP BE RENDERED
FOR PARA THREE CHARLIE ABOVE.**

**PARA FOUR. FOLLOWING ACTIONS ARE REQUIRED TO BE TAKEN BY KATANGA
AREA AT EVILLE:**

**ALFA. ACCOMMODATION AND MESSING FOR TWO USAF
PERSONNEL FROM 1-7 DEC.**

**BRAVO. PROVIDE ONE VEHICLE FOR TRANSPORTATION OF THIS
TEAM.**

**CHARLIE. PROVIDE ONE LIAISON OFFICER AT AVILLE AND ONE
AT EVILLE AND INTIMATE NAMES OF OFFICERS
DETAILED TO THIS HQ AND SECTOR A.**

DELTA. PROVIDE GUARDS FOR AIRCRAFT IF REQUIRED.

....

T. O. R.

BY :

T. O. D.

Drafted by :
Authorized : **Lt.Col.Kapeer**
Date : **27 Nov 62**

2,500 x 200 - Imp. Plates 11267

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	S V C Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS
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N R

Address es)

(TEXT & SIGNATURE)

insert prefix &/ or number as required

USE DOUBLE SPACING.

-2-

cc:

Force Commander ✓
Chief of Civil Operations
Chief of Staff
Air Commander
Chief Administrative Officer

- It is requested that local
Administrative authorities
be advised to render all
assistance to the local
Military authorities.

Chief Logistics Officer
Chief Accommodation Officer
Air Ops (2)
Mil Ops

2,500 x 200 - Imp. Plates 11267

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

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INDICATE
PRIORITY

S V C Service	FFFFF Routine	SSSSS Priority	X	PRIORITE NATIONS
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Bm

N R

Address(es) **FROM : CHIEF AIR OPS LEO**
TO : AIR BASE COMMANDER EVILLE HQ KAT AREA EVILLE **INFO : MOVEMENT CONTROL STAN MOVEMENT CONTROL EVILLE**

(TEXT & SIGNATURE)

Insert prefix & / or number as required

USE DOUBLE SPACING.

AO 1110 NOV 26 UNCLAS. REF ETHIOPIAN LIFT STAN/KINDU TO
 EVILLE. AIRCRAFT DOING LIFT MUST CARRY MAX PAX AND CARGO TO EXPEDITE
 COMPLETE AIRLIFT BY 7 DEC. AUTHORITY GRANTED FOR AIRCRAFT ENGAGED
 ETHIOPIAN LIFT TO REFUEL EVILLE AND STAN/KINDU. ALSO TO EXPEDITE
 TURNAROUND REQUEST UNLOADING ASSIST FROM HQ KAT AREA. ASSISTANCE
 FOR PROPOSED USAF C124 AIRLIFT FROM AVILLE OF INDIAN VEHICLES WILL
 ALSO BE REQUIRED STARTING 30 NOV OR 1 DEC BOTH CHIEF OF STAFF AND
 AIR COMMANDER CONCUR.

J.C. McCarthy

(J.C. McCARTHY) WING COMMANDER
CHIEF AIR OPS OFFICER

26 Nov 1962.

CC. FORCE COMMANDER ✓
 COS.
 AIR COMMANDER
 MIL OPS
 MOV CONTROL
 AIR OPS.

fe
27/11

2500 x 200 - Imp. Plateau 11267

T. O. R.

T. O. D.

BY :

Drafted by :

Authorized :

Date :



26 October 1962

To : Senior Representative World Meteorological Services
Mr. Costa, Chief ICAO TA Mission in the Congo
Mr. Quijano Caballero, Chief ITU

From : Air Commodore J. C. Varma, Air Commander

Subject : Meteorological Services - Congo

1. Reports, investigations, and inquiries indicate that aviation forecasts and meteorological facilities throughout the Congo required to be improved immediately. It is realized that considerable effort is required to improve the existing services. However, a concentrated effort by all concerned should be made to provide adequate meteorological services for flight operations.

2. A Board of Inquiry recently completed on a missing F-86 No. 254 out of Kamina shows that the aircraft entered a line squall of thunderstorms and was not heard from and disappeared. If the weather information were available this particular flight might not have been undertaken. In the interest of flight safety and to prevent future incidents, every available method should be used to improve the weather forecasting and reporting system.

3. It is recommended that this problem be closely examined and solved earliest, as it not only affects UN military fighter and transport squadrons, but civilian carriers and charter flights as well. Some major airports have adequate forecasting services while other air bases have no facility and observers.

4. In the meantime, it is recommended that a co-ordinated effort be made between the World Meteorological Organization, ICAO, and Air Operations to utilize existing communication facilities and weather reporting systems.

.../A

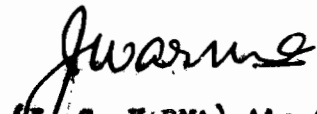
FC
26/10

A system of weather reporting and hourly weather broadcasts should be set up. Enroute flights should report weather conditions which could affect other aircraft and flight safety. Flight Planning Centres and ICAO Flight Information Centres and Tower Operations could also provide up-to-date weather information. Since a percentage of Met observers are not English-speaking, the use of ICAO personnel could assist in the language problem sometimes encountered.

5. It would be appreciated if the agencies concerned reviewed their existing facilities and make recommendations and take necessary action to improve the present meteorological system earliest possible.

6. Forecasting facilities at various bases be made available earliest and personnel and equipment made available. It is suggested that priority be given to bases like Kamina, Elisabethville, Luluabourg and others in that order.

7. An early reply will be appreciated.


(J. C. VARMA) Air Commodore
Air Commander

cc: Dr. Ralph Bunche
Force Commander
Chief Civilian Operations

3034

SECRET

No 3301/77/MIL OPS
MILITARY OPERATIONS BRANCH
HQ ONUC, LEOPOLDVILLE

12 Oct 62

To,
List 'A'

Subject:- TRAVEL OF GOVERNMENT OFFICIALS ON ONUC
AIRCRAFT

Further to this HQ letter No 3301/77/MIL OPS dated
10 Oct 62.

Extract from Civilian Summary of Major events dated
8 Oct 62 is forwarded herewith for necessary action in
conjunction with para CCC of signal forwarded along with
our above quoted letter.

W. H. 28
Offg Chief of Military Operations Major

cc

Force Comdr ✓
Deputy Force Comdr
Chief of Staff
Chief Logistics Officer
Chief of Military Personnel
Chief of Movement Control

Extract from Civilian Summary of Major events dated 8 Oct 62.

Further to agreement made whereby requests for Govt officials
to travel by ONUC aircraft should be made through Prime
Minister's office (see summary 4 Oct) this does not apply to
local flights by aircraft attached to Field Station. As
heretofore these may be authorised by Chief Civilian Officer
in agreement with Military Chief.

SECRET

ROUTING SLIP

TO

MA to FC

Elite 19694

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

Action taken. Separate letter under issue.

DATE

11/10

FROM

Mirza
M. B. S.

ROUTING SLIP

TO

B. M. B. S.

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

Have you arranged for dist. of second extract.

DATE

11/10

FROM

Bm
MA

ROUTING SLIP

TO

Maj Mirza

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

DATE

FROM

Bm
11/10

3034

Bm

EXTRACT

FROM CIVILIAN SUMMARY OF MAJOR EVENTS DATED 4/10/62

QUOTE

CCC AN ARRANGEMENT HAS BEEN MADE BETWEEN P/M ADOULA AND OIC BY WHICH ALL REQUESTS FOR TRAVEL OF GOVT OFFICIALS, BOTH NATIONAL AND PROVINCIAL, ON ONUC AIRCRAFT WILL BE SUBMITTED THROUGH PRIME MINISTERS OFFICE. HENCEFORTH PLEASE COMPLY WITH THIS ARRANGEMENT. THIS APPLIES TO STANLEYVILLE CIVADM 441.

~~EX~~TRACT

FROM CIVILIAN SUMMARY OF MAJOR EVENTS DATED 8 OCTOBER 1962

QUOTE

CCC FURTHER TO AGREEMENT MADE WHEREBY REQUESTS FOR GOVT OFFICIALS TO TRAVEL BY ONUC AIRCRAFT SHOULD BE MADE THROUGH PRIME MINISTER'S OFFICE (SEE SUMMARY 4 OCT) THIS DOES NOT APPLY TO LOCAL FLIGHTS BY AIRCRAFT ATTACHED TO FIELD STATION. AS HERETOFORE THESE MAY BE AUTHORISED BY CHIEF CIVILIAN OFFICER IN AGREEMENT WITH MILITARY CHIEF.

SECRET

No 3301/77/MIL OPS
MILITARY OPERATIONS BRANCH
HQ ONUC, LEOPOLDVILLE

10 OCT 62

To,

List 'A'

Subject:- TRAVEL OF GOVERNMENT OFFICIALS ON
ONUC AIRCRAFT

1 A copy of clear cable dated 4 Oct 62 is forwarded
herewith for action on para CCC as and when necessary.

W. R. M. 39

Major

W Offg Chief of Military Operations

cc

Force Comdr ✓
Deputy Force Comdr
Chief of Staff
Air Comdr
Chief Logistics Officer
Chief of Military Personnel
Chief of Movement Control

SECRET

Precedence: Routine
CLEAR CABLE

Addresses)

ONUC (SEE BELOW)

ALBERTVILLE	AV -298	CHALEB FROM BACK
BUKAVU	BU -248	GAVIOLA FROM BACK
COQUILHATVILLE	CV -223	KAHALE FROM BACK
ELIZABETHVILLE	EV -1087	MATHU FROM BACK
KAMINA	KA -226	POSTMA FROM BACK
LULUABOURG	LU -326	EX SUCCAR FROM BACK
STANLEYVILLE	SV -306	ENGLUND FROM BACK

SUMMARY OF EVENTS 4 OCTOBER

LEOPOLDVILLE

AAA. OIC LEFT EVILLE BY SCHED FLIGHT THIS MORNING AND AFTER BRIEF STOPOVER LULU IS EXPECTED BACK IN LEO AT 1730Z.

BBB. IN NEW YORK A MEETING OF THE ADVISORY COMMITTEE ON THE CONGO HAS BEEN CALLED FOR 10 OCTOBER.

CCC. AN ARRANGEMENT HAS BEEN MADE BETWEEN P/M ADOULA AND OIC BY WHICH ALL REQUESTS FOR TRAVEL OF GOVT OFFICIALS, BOTH NATIONAL AND PROVINCIAL, ON ONUC AIRCRAFT WILL BE SUBMITTED THROUGH PRIME MINISTERS OFFICE. HENCEFORTH PLEASE COMPLY WITH THIS ARRANGEMENT. THIS APPLIES TO STANLEYVILLE CIVADM 441. PROVINCES - N T R

Drafted by : Mary W ROBERTSON

AUTHORISED : R. GARDINER.

Date : 4 October 1962.

3034

Bm

UNITED NATIONS ORGANIZATION
IN THE CONGO

11 October 1962

To : Air Base Commander Albertville
.Air Base Commander Elisabethville
.HQ. Katanga Area, Elisabethville
HQ. Sector 'A'
Movement Control Albertville
.Movement Control Elisabethville

From: Chief Air Operations Leopoldville

Subject: INDIAN VEHICLE AIRLIFT
ALBERTVILLE TO ELISABETHVILLE

Reference Chief Air Operations signal A0643 dated 9th Oct 62.

1. The first five missions from Aville to Eville have been forwarded to addressees listed above. Attached are the remaining vehicles to be airlifted by the Carvair selected from the Indian vehicle load table.
2. To maintain a record, Movement Control Albertville will forward a weekly balance of vehicles moved and vehicles remaining to Chief Air Transport Leo. In addition, the weekly summary will also include number of flights and flying time completed by the Carvair.
3. Remaining missions commence at mission six to mission forty three inclusive.

(J.C. McCarthy) W/C
Chief Air Transportation

cc: Force Commander
Air Commander
Military Personnel
Chief Administrative Officer
Chief of Staff
Chief Movement Control Officer
Military Operations
Air Operations
Indian Liaison Officer

MISSION ONE

One Car 5 CWT 4X4	-	3180 Lbs
One Tlr Elect Welding	-	1932 Lbs
Two Tlr 5 CWT 2 Whld GS	-	2100 Lbs
One Tlr 10 CWT 2 Whld GS	-	<u>1875 Lbs</u>
Total		9087 Lbs

MISSION TWO

One Car 5 CWT 4X4	-	3180 Lbs
One Tlr mounted circular machine Saw	-	1988 Lbs
Two Tlr 100 Gals 2 Whld	-	<u>3864 Lbs</u>
Total		9032 Lbs

MISSION THREE

One Car 5 CWT 4X4	-	3180 Lbs
One Car Volkswagen 4X2	-	3500 Lbs
Two Tlr 5 CWT 2 Whld GS	-	<u>2100 Lbs</u>
Total		8780 Lbs

MISSION FOUR

Two Car 5 CWT 4X4	-	6360 Lbs
One Tlr Machy 2 Whld Type X	-	2044 Lbs
Three Motor Cycle 350CC	-	<u>600 Lbs</u>
Total		9004 Lbs

MISSION FIVE

Two Car 5 CWT 4X4	-	6360 Lbs
One Tlr 2 Whld one ton GS		
5 KV Gen	-	2212 Lbs
Two Motor Cycle 350 CC	-	<u>400 Lbs</u>
Total		8972 Lbs

MISSION SIX

One Car 5 CWT 4X4	-	3180 Lbs
One Tlr Water 1000 Pint	-	<u>5640 Lbs</u>
Total		8820 Lbs

MISSION SEVEN

One Car 5 CWT 4X4	-	3180 Lbs
One Tlr 2 Whld Lt weight Machy Type 2	-	1932 Lbs
One motor cycle 350 CC	-	200 Lbs
One Land Rover $\frac{3}{4}$ ton	-	<u>3714 Lbs</u>
Total		9026

MISSION EIGHT

One Car 5 CWT 4X4	-	3180 Lbs
One Land Rover $\frac{3}{4}$ ton	-	3714 Lbs
One Tlr 100 Gal water 2 Whld	-	<u>1932 Lbs</u>
Total		8826 Lbs

MISSION NINE

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION TEN

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION ELEVEN

One Car 4X2 Chev	-	4300 Lbs
One Tlr 1 ton 200 Gals Water	-	<u>4360 Lbs</u>
Total		8660 Lbs

MISSION TWELVE

One Car 4X2 Ford 1 ton	-	5900 Lbs
Two Compressor Air Tlr Mounted	-	<u>2920 Lbs</u>
Total		8820 Lbs

MISSION THIRTEEN

One Willys Pick Up 4X4	-	3000 Lbs
One Tlr 1½ ton 2 Whld	-	4002 Lbs
2 Motorcycles 350 CC	-	<u>400 Lbs</u>
Total		7402 Lbs

MISSION FOURTEEN

One Willys Pick Up 4X4	-	3000 Lbs
One Tlr 1½ ton 2 Whld	-	4002 Lbs
2 Motorcycles 350 CC	-	<u>400 Lbs</u>
Total		7402 Lbs

MISSION FIFTEEN

Two Tlr 1½ ton 2 Whld	-	8004 Lbs
2 Motorcycles 350 CC	-	<u>400 Lbs</u>
Total		8404 Lbs

MISSION SIXTEEN

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION SEVENTEEN

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION EIGHTEEN

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION NINETEEN

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 Cwt 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION TWENTY

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION TWENTY ONE

One Car $\frac{1}{2}$ ton 4X4 Willys	-	5690 Lbs
Three Tlr 5 CWT 2 Whld GS	-	<u>3150 Lbs</u>
Total		8840 Lbs

MISSION TWENTY TWO

One Pick Up Willys AMB 4X4	-	6000 Lbs
Three Tlr $\frac{1}{2}$ ton 2 Whld	-	<u>3150 Lbs</u>
Total		9150 Lbs

MISSION TWENTY THREE

One Pick Up Willys AMB 4X4	-	6000 Lbs
Three Tlr 5 CWT 2 Whld GS	-	<u>3150 Lbs</u>
Total		9150 Lbs

MISSION TWENTY FOUR

One Land Rover $\frac{3}{4}$ ton	-	3714 Lbs
One Tlr One ton 200 Gal Water	-	<u>4360 Lbs</u>
Total		8074 Lbs

MISSION TWENTY FIVE

One Land Rover $\frac{3}{4}$ ton	-	3714 Lbs
Three Tlr 5 CWT 2 Whld GS	-	3150 Lbs
One Tlr 100 Gals water 2 Whld	-	<u>1932 Lbs</u>
Total		8796 Lbs

MISSION TWENTY SIX

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION TWENTY SEVEN

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION TWENTY EIGHT

One Car 5 CWT 4X4	-	3180 Lbs
Three Tlr 10 CWT 2 Whld GS	-	<u>5625 Lbs</u>
Total		8805 Lbs

MISSION TWENTY NINE

Two Land Rovers $\frac{3}{4}$ ton	-	7428 Lbs
One Tlr 5 CWT 2 Whld GS	-	<u>1050 Lbs</u>
Total		8478 Lbs

MISSION THIRTY

Two Land Rovers $\frac{3}{4}$ ton	-	7428 Lbs
One Tlr 100 Gal Water 2 Whld	-	<u>1932 Lbs</u>
Total		9360 Lbs

MISSION THIRTY ONE

One Car 5 CWT 4X4	-	3180 Lbs
One Tlr One ton 200 Gal Water	-	<u>4360 Lbs</u>
Total		7540 Lbs

MISSION THIRTY TWO

Two Car 5 CWT 4X4	-	6360 Lbs
One Tlr 100 Gal Water 2 Whld	-	<u>1932 Lbs</u>
Total		8292 Lbs

MISSION 33 34 35 36 37 inclusive

3 Pick Up Willys 4X4 (3000 Lbs) - Total 9000 Lbs

MISSION 38 39 40 41 42 43 inclusive

2 Tlr $1\frac{1}{2}$ ton 2 Whld (4002 Lbs) - Total 8004 Lbs

34

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

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

Bm

N R

Address es) TO : AIR BASE COMMANDER ALBERTVILLE INFO : HQ KAT AREA, SVILLE
MOVEMENT CONTROL ALBERTVILLE HQ SECT 'A'
AIR BASE COMMANDER ELISABETHVILLE
MOVEMENT CONTROL ELISABETHVILLE

(TEXT & SIGNATURE)

insert prefix &/ or number as required

USE DOUBLE SPACING.

FM : CHIEF AIR OPS LNO

AO 668 11 OCT. REF AO 643 9 OCT INDIAN VEHICLE LIFT AVILLE TO
SVILLE STOP FIRST FIVE CARVAIR MISSIONS ISSUED IN ABOVE MESSAGE STOP
ON 12 OCT COMPLETE LIST OF MISSIONS TOTALING 43 DISPATCHED TO AVILLE
ABOARD SP/2 WITH PAX MANIFEST REMAINING ADDRESSEE SENT COPIES BY MAIL
STOP IN ORDER NOT TO DELAY AIRLIFT UNTIL ABOVE LIST ARRIVES FOLLOWING
IS THE LIST OF MISSIONS SIX TO MISSION TEN INCLUSIVE.

MISSION SIX

ONE CAR 5 CWT 4 X 4 3130 LBS
THREE TLR ~~1000 GAL~~ WATER 1000 PINT 5640 LBS
TOTAL 8820 LBS

MISSION SEVEN

ONE CAR 5 CWT 4 X 4 3180 LBS
ONE TLR 2 WILD LR(WRIGHT MACHINE TYPE 2) 1932 LBS
ONE MOTOR CYCLE 350 CC 200 LBS
ONE LAND ROVER 3/4 TON 3714 LBS
TOTAL 9026 LBS

MISSION EIGHT

ONE CAR 5 CWT 4 X 4 3180 LBS
ONE LAND ROVER 3/4 TON 3714 LBS
ONE TLR 100 GAL WATER 2 WILD 1932 LBS
TOTAL 8826 LBS

***** /2

T. O. R.

BY :

Drafted by :

T. O. D.

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

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

N R

Address es)

PAGE 2

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

MISSION NINE

ONE CAR 5 CWT 4 X 4	3180 LBS
THREE TLR 10 CWT 2 WILD GS	5625 LBS
TOTAL	8805 LBS

MISSION TEN

ONE CAR 5 CWT 4 X 4	3180 LBS
THREE TLR 10 CWT 2 WILD GS	5625 LBS
TOTAL	8805 LBS

(J.G. McGARHTY) / W/C
CHIEF AIR TRANS OPS OFF
11 OCT 1962

cc : FORCE COMMANDER ✓
AIR COMMANDER
MILITARY PERSONNEL
CHIEF ADMINISTRATIVE PERSONNEL
CHIEF OF STAFF
CHIEF MOVEMENT CONTROL OFFICER
AIR OPERATIONS
MILITARY OPERATIONS
INDIAN LIAISON OFFICER

2500 x 200 — Imp. Plateau 11267

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

3034

Bm

AHQ/6201/14 OPS

10th October 2

Chief Movement Control Officer
Chief Air Transportation Officer
YUKON FLIGHT LEO/PISA HAND CARRIED LUGGAGE

1. The RCAF Air Transportation Headquarters has advised that reports have been received of passengers boarding the Yukon at Leopoldville and Pisa carrying excessive and bulky hand baggage. In view of the confirmed space available in the passenger compartment this has resulted in a dangerous overloading condition as well as encountering difficulties in passengers moving down aisles.
2. Passengers booking on the Yukon must be advised that all luggage and souvenirs will be checked and loaded in the cargo compartment. Only small hand luggage, approximate weight of 10 lbs, for overnight stops will be permitted in the passengers compartment. In this regard personnel boarding the aircraft will be checked by flight attendants and refused admittance if hand luggage is excessive.
3. Your attention is brought to ONUC Standard Operating Procedure No 19 which outlines that passengers travelling by air will be limited to a baggage entitlement of 66 pounds. Any excessive baggage must be shipped by sea or on a space available basis.

J.M. McCarthy
(J.C. McCARTHY) W/C
Chief Air Transportation

cc.: Force Commander ✓
Air Commander
Chief Logistics Officer
C.O.S.
Chief Mil Personnel
C.A.O.
CO. 57 Cdn Sig Unit
OC. Mov Control Najili.
Indian LO., Swedish LO., NORWAY LO., PAKISTAN LO

Acclift

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	S V C Service	FFFFF Routine	SSSSS Priority	<input checked="" type="checkbox"/> P PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

Bm

N R

Address es) TO: AIR BASE COMMANDER ALBERTVILLE
AIR BASE COMMANDER ELISABETHVILLE
HQ KATANGA AREA
HQ SECTOR "A"

(TEXT & SIGNATURE)

insert prefix &/ or number as required

USE DOUBLE SPACING.

FROM: CHIEF AIR OPS LEO

A0643 9 OCT STOP REF INDIAN VEHICLE LIFT AVILLE TO EVILLE BY INTEROCEAN
CARVAIR STOP CARVAIR POSITIONING AVILLE 9 OCT TO COMMENCE AIRLIFT STOP
VEHICLES FOR EACH TRIP DETERMINED FROM INDIAN VEHICLE LOAD TABLE AND
THEREFORE VEHICLES SELECTED ON LENGTH AND WEIGHT STOP FIRST FIVE MISSIONS
WILL BE OUTLINED BELOW IN RESPECTIVE ORDER CMA HOWEVER AS EACH MISSION
DEPARTS AVILLE NEXT MISSION VEHICLES SHOULD BE MADE AVAILABLE AT AIRPORT
RAMP FOR LOADING STOP REMAINING MISSIONS WILL BE DISPATCHED WITHIN TWENTY
FOUR HOURS STOP COMMENCING 10 OCT MISSION ONE STOP ONE CAR 5 CWT 4X4 3180
LBS CMA ONE TLR ELECT WEIGHING 1932 LBS CMA TWO TLR 5 CWT 2 WHLD GS 2100 LBS
ONE TLR 10 CWT 2 WHLD GS 1875 LBS TOTAL 9087 LBS STOP MISSION TWO ONE CAR
5 CWT 4X4 3180 LBS CMA ONE TLR MOUNTED CIRCULAR MACHINE SAW 1988 LBS CMA
TWO TLR 100 GALS 2 WHLD 3864 LBS TOTAL 9032 LBS STOP MISSION THREE ONE CAR
5 CWT 4X4 3180 LBS CMA ONE CAR VOLKSWAGON 4X2 3500 LBS CMA TWO TLR 5 CWT
2 WHLD GS 2100 LBS TOTAL 8780 LBS STOP MISSION FOUR TWO CAR 5 CWT 4X4 6360
LBS CMA ONE TLR TYPE X MACHY 2 WHLD J 2044 LBS CMA THREE MOTOR CYCLE 350 CC
600 LBS TOTAL 9004 LBS STOP MISSION FIVE TWO CAR 5 CWT 4X4 6360 LBS CMA ONE
TLR 2 WHLD ONE TON GS 5 KV GEN 2212 LBS CMA TWO MOTOR CYCLE 350 CC 400 LBS
TOTAL 8972 LBS STOP MOV CONT AVILLE TO COOPERATE WITH INTEROCEAN AND IF
REQUIRED DUE UNFORSEEN CIRCUMSTANCES CAN ALTER ANY MISSION LOAD AS REQUIRED

cc: Force Commander ✓
Air Commander
Military Personnel
Chief Administrative Personnel
Chief of Staff

T. O. R. Chief Movement Control Officer
Air Operations BY :
T. O. D. Military Operations
Indian Liaison Officer.

(J. McCarthy) W/C.

Drafted by :

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE
PRECEDENCE

L T F	S V C Service	FFFF Routine	SSSS Priority	XXX	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

N R

COPY

Address es) TO : AIR BASE COMMANDER NDJILI (TELETYPE)

LULUABOURG

INFO : MOVEMENT CONTROL NDJILI (TELETYPE)

LULUABOURG

(TEXT & SIGNATURE)

insert prefix &/ or number as required

USE DOUBLE SPACING.

3 NIG BDE HQ LULUABOURG
4 QONR LEO (BY HAND)
HQ SECTOR 'L' (BY HAND)
SIERRA LEONE CONTINGENT KITONA

FM : CHIEF AIR OPS LEO

AO 637 OCT 08 UNCLAS. REFERENCE AIRLIFT 4 QONR TO KITONA. SIERRA LEONE FROM
KITONA TO LULU. AIRLIFT TO COMMENCE 10 OCT UTILIZING THREE DC FOUR AIRCRAFT
AND TWO C46. FOLLOW SCHEDULE AND PAX PLUS CARGO.

DC4 AIRCRAFT NO ONE LEO TO KITONA 40 TROOPS 4 QONR ETD LEO 100500Z ETA
KITONA 100630Z. KITONA TO LULU 40 TROOPS SIERRA LEONE. ETD KITONA 100730Z
ETA LULU 101130Z.

DC4 AIRCRAFT NO TWO LEO TO KITONA 9 TROOPS PLUS 6000 LBS 4 QONR STORES ETD
LEO 100530Z ETA KITONA 100700Z. KITONA TO LULU 41 SIERRA LEONE TROOPS ETD
KITONA 100800Z ETA LULU 101200Z.

DC4 AIRCRAFT NO THREE LEO TO KITONA ANY LOAD ETD LEO 100600Z ETA KITONA
100730Z. KITONA TO LULU 40, SIERRA LEONE TROOPS PLUS 4000 LBS STORES ETD
KITONA 100830Z ETA LULU 101230Z.

46 AIRCRAFT NO FOUR LEO TO KITONA 2700 LBS 4 QONR STORES ETD LEO 100630 Z
ETA KITONA 100740Z. KITONA TO LULU 9000 LBS SIERRA LEONE STORES ETD KITONA
100900Z ETA LULU 101115Z.

C46 AIRCRAFT NO FIVE LEO TO KITONA ANY LOAD ETD LEO 100700Z ETA KITONA
100810Z. KITONA TO LULU 9000 LBS SIERRA LEONE STORES ETD KITONA 100930Z
ETA LULU 101145Z.

ALL AIRCRAFT TO RETURN LEO SAME DATE AND CAN CARRY ANY LOAD AVIALABLE LULU
TO LEO UPTO MAXIMUM CAPACITY

T. O. R. cc. : Force Commander, Air Commander, COS, CABO., CHIEF LOGISTICS, MIL OPS., MOV, CONT
NIG LO., AIR OPS AIR MOVE,

Drafted by JC MCCARTHY
Authorized : CHIEF AIR TRANS
Date : 08 OCT 62

2,500 x 200 - Imp. Plateau 11267

ROUTING SLIP

TO

MA L Pe

APPROVAL

SEE ME, PLEASE

YOUR SIGNATURE

NOTE AND FILE

NOTE AND RETURN

YOUR COMMENTS

YOUR INFORMATION

FOR ACTION

See, thank

[Handwritten signature]
6/1

DATE

FROM

To: Mr. Albert Marx, Deputy Chief Administrative Officer
From: Lt. Gen. Kebbede Guebre
Date: 4 October 1962
Subject: Yukon Flights

1. When North Star Flights were in operation military personnel were guaranteed five seats on each flight returning from PISA. As there were approximately eight flights per month, military personnel were therefore guaranteed forty seats per month.
2. There are now two Yukon Flights per month and it is recommended that leave personnel be guaranteed twenty seats on each flight for both inward and outward journeys.
3. It is recommended that leave personnel be admitted from all ranks, and that the provisions of our 5018/R/Pers of 19 Oct. 61 (Appendix 'A'), suitably amended, be observed as heretefore.



Force Commander

2034

450

bm

AHQ/6201/3 OPS

5 October 1962

TO : See Distribution List
FROM : Chief Air Transport Operations
SUBJECT: AMENDMENTS TO UNUC SCHEDULED FLIGHTS

1. A review of the UNUC scheduled flights has been carried out by the representatives of the Transport Priority Board at the request of the Air Commander. In amending the scheduled flights consideration has been given to previous problems in providing sufficient space for passengers and cargo on the scheduled flights.
2. Your attention is drawn to the amendments, deletions and additions to the new schedule which will come into effect on 15th October, 1962.
3. On receipt destroy copies of UN scheduled flights effective as of 20 August 62.

(J.C. McCarthy) W/C
Chief Air Trans Ops

Schedule on wall

3034

INTER OFFICE MEMORANDUM

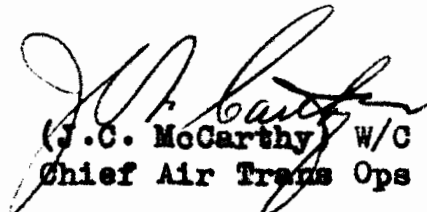
SECRET

20 September

2

To : Chief Of military Operations
From : Chief of Air Transport Operation
Subject: AIRLIFT OF ELEMENTS OF INDIAN UN-BRIGADED
UNITS FROM AVILLE TO EVILLE

1. Ref: Para 2 of your Memo No. 3301/4/MIL OPS dated 18 Sep 62.
2. The airlift for the above mentioned subject can be carried out by ONUC Air Transportation between Aville/ Eville commencing on 3th October an finishing on 6th October utilizing 5 aircrafts.
3. If you agree with the dates and to simplify administrative matters and distribute to all concerned the schedule of air moves please contact Chief A/T Ops to finalize arrangements.


(J.C. McCarthy) W/C
Chief Air Trans Ops

cc: Force Commander ←
Deputy Force Commander
Air Commander
Chief of Staff
Chief Logistics Officer

SECRET

FC
21/9

3034

BW
21/9

20 September 1962

To : Mr. S. Habib Ahmed, Chief Administrative Officer
From : Major-General John Ryg, Air Commander
Subject : Protection of Charter Companies' Personnel

1. I have on several occasions (the latest this morning) been approached by the head representatives of the charter companies, complaining that their personnel are not given a reasonable measure of protection during the course of their duty at the various airfield throughout the Congo.
2. It is a fact that the crews of the charter companies have been arrested and detained for short periods by Katangese and Central Government authorities, because they had no distinguishing marks that were acceptable to the people who arrested them. It is further a fact that if any fighting were to break out again the charter companies will have to continue flying troops, supplies and so on to our ONUC Forces.
3. It is hoped that it would be accepted in the future, as it was during the last fighting in the Congo, of the risk involved to the air crews. The UN owes it to them to see to it that they are not taken for mercenaries because they have no distinguishing marks showing that they are in fact working directly for the UN cause.
4. I suggest that just as well as the charter aircraft have the UN sign painted on them, so should the crew have the ONUC roundal on their shirt sleeves. They should also be authorised to wear an ONUC cap, preferably the cap with the shade should be sufficient, and perhaps the cheapest one.
5. We should not let this proportionately small matter jeopardize the charter companies' air crews willingness to carry on operations when we may need them most.

cc: Force Commander
Chief of Staff
Chief Logistics Officer
Chief Military Operations

(JOHN RYG) Major-General
Air Commander

FC
21/9


GM
19/9

13 September 1962

To Mr. S. Habib Ahmed, CAO
From Air Commander
Subject Yukon SF 305/306 - ONUC Pax and Cargo

1. I see that you have a copy of the above communication dated 10 September.
2. It appears quite clear that we have to establish more flights than the two Yukons in order to give us the necessary capacity between here and Pisa and back.
3. I suggest we, at this stage, seek New York's permission to fly two DC-4's a month coinciding with the weeks that the Yukons are not flying. One of the flights should be clean cargo, the other mixed cargo/passengers.
4. I trust that the letter from Chief Air Transport Officer will give the necessary explanation as basis for a signal to New York.


(JOHN RYG) Major-General
Air Commander

cc: Force Commander 
Chief Logs Officer
Chief Mov Con Officer
Chief Air Eng Officer

FE

SECRET

INTER OFFICE MEMORANDUM

NO: 3301/4/MIL OPS

18 SEP 62


To :- Chief of Air Transport Operation

From :- Chief of Military Operations

Subject:- AIRLIFT OF ELEMENTS OF INDIAN UN-BRIGADED UNITS
FROM AVILLE TO EVILLE

Ref :- Further to this Branch No: MIL OPS 0538 dated
13 Sep 62.

1. A copy of air load table in respect of the above mentioned
airlift is attached herewith.
2. Please indicate as to when this airlift can be undertaken.


Major
Offg Chief of Military Operations

cc:-

Force Commander ✓
Deputy Force Commander
Chief of Staff
Chief Logistics Officer

SECRET

Fe
18/9

Appendix 'A'

LOAD TABLE PERSONNEL/STORES - INDIAN BRIGADE UNITS FOR AIRLIFT FROM
AVILLE TO EVILLE

UNIT	No of pers to be airlifted	Weight of Individuals with full equipment	Weight of baggage		Total baggage/ unit equipment
			Personal baggage	Unit equipment	
(250 lbs per individual)					
Armd Sqn (63 Cav)	18	4500 lbs	2070 lbs	23800 lbs	25870 lbs
121 Hy Mor Bty	28	7000 "	7000 "	34250 "	41250 "
22 Fd Coy Engrs	216	54000 "	37200 "	141815 "	179015 "
Rear HQ Ind Indep Bde Camp including Pro Section	72	18000 "	13680 "	26000 "	39680 "
Det Ind Indep Bde Sig Coy	42	10500 "	6000 "	14000 "	20000 "
Det D Coy 4 MAHAR MG	20	5000 "	2000 "	20000 "	22000 "
Det 210 Fd Wksp Coy EME	36	9000 "	4000 "	15000 "	19000 "
Det 2/5 GR	3	750 "	600 "	-	600 "
Det 4 RAJ RIF	1	250 "	180 "	-	180 "
Det 4 MADRAS	4	1000 "	760 "	1000 "	1760 "
716 FPO	-	-	-	-	-

Note:- If the airlift is delayed, the number of personnel and personal baggage shown above above are likely to reduce as individuals are being airlifted to EVILLE as and when space is available in schedule flights from AVILLE.

Force Commander 3034

Gm
11/9

AHQ/6201/14/Ops

10 September

2

To : Air Commander

From : Senior RCAF Officer

Subject: YUKON SF 305/306 - ONUC Pax and Cargo

- Ref (a) CAO Interoffice Memo 28 Aug.
(b) Chief Logistics 4197/Log 5 Sep
(c) AHQ/6201/14/Ops 27 Aug.

1. The Royal Canadian Air Force has advised formal approval of Service Flight 305/306 Yukon which departs Trenton the Second and Fourth Sunday of each month, arriving Leopoldville on Tuesday at 1000Z and departing from Leopoldville on Wednesday at 1100Z. The Yukon schedule remains as previously advised in Ref (c).

2. A review of the past six months incoming and outgoing passengers and cargo on the North Star schedule flights has provided a monthly figure for Canadian and ONUC support requirement. On a trip basis the Yukon has a lifting capability of 40,000 pounds per flight or a monthly lifting capability of 80,000 pounds Pisa/Lee/Pisa. The Canadian support requirement per Yukon trip for passengers and cargo totals 10,892 pounds leaving approximately 29,108 pounds space available for support of ONUC or 58,216 pounds on two trips a month basis.

3. The total ONUC monthly support requirement is 95,361 pounds of which the Yukon can airlift approximately 58,216 pounds. This figure could be considerably less as much of the bulk cargo previously lifted by the North Star cannot be loaded on the Yukon with passenger seating configuration. In addition, the exemption of leave passengers will further reduce the overall ONUC monthly requirement.

FC
11/9

4. From the above figures and attached support summary it is obvious that the Wukon schedule of two flights per month will only provide half of ONUC support requirement per month. Therefore it is estimated that supplementary schedules will be necessary to transport the remaining ONUC cargo and or passengers.

(J.C. McCarthy) W/O
Chief Air Transport

cc: FORCE COMMANDER
CHIEF LOG
C.A.O.
CHIEF MOV CONT
CHIEF MIL PERS
CHIEF AIR ENG

**CANADIAN AND ONUC
SUPPORT SUMMARY PISA/LEO**

ESTIMATED MONTHLY TRAFFIC

	<u>CANADIAN</u>	<u>ONUC</u>
Monthly Cargo	12,184 Lbs	49,961 Lbs
" Pax	30	182

Yukon capability per trip	-	40,000 lbs
Canadian Support per trip	-	10,892 lbs
ONUC space available per trip	-	29,108 lbs

ONUC monthly cargo	-	49,761 lbs
" " pax X 250 lbs	-	45,600 lbs
" " support requirement	-	95,361 lbs

INDICATE
PRECEDENCE

L T F	S V C Service	FFFFF Routes	SSSSS Priority	PRIORITE NATIONS
-------	------------------	-----------------	-------------------	---------------------

Priorité Nations traffic
is strictly limited.

N R

FROM : ONUC LEO

Address es)

TO : HQ KATANGA AREA
INFO : HQ SECTOR 'C' KAMINA

(TEXT & SIGNATURE)

Insert prefix & / or number as required

USE DOUBLE SPACING.

SECRET. MIL OPS 0507. ROTATION SWEDISH TROOPS. SWEDISH XVI BN
IS DUE FOR TURNOVER 10 - 20 OCT. MOVE WILL BE AS FOLLOWS. ALFA.
BY AIR. ALL PERSONNEL WITH 66 LBS PERSONAL BAGGAGE PER HEAD.
UNIT BAGGAGE. BY SEA. UNACCOMPANIED PERSONAL BAGGAGE UP TO SCALE
AS LAID DOWN IN THIS HQ LOGISTICS SOP NO 19 AS AMENDED UP TO DATE.
PLEASE SUBMIT SEPARATE LOAD TABLES EARLIEST.

cc Force Commander
Deputy Force Commander
Chief of Staff
Chief Logistics Officer
Chief of Air Transport Ops
Swedish LO - Please obtain load table of Swedish XVIII Bn
at an early date.

[Signature]
Major

T. O. R.

T. O. D.

BY :

Drafted by :

Authorized :

Date :

Maj BN SHARMA
Chief of Mil Ops
5 Sep 62

airlift

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

S V C Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS	XX
------------------	------------------	-------------------	---------------------	----

Priorité Nations traffic
is strictly limited.

Brm
5/9

N R

Address(es) TO: AIR BASE COMMANDER N'DJILI (ZEN)
MOVEMENT CONTROL N'DJILI (ZEN)
AIR BASE COMMANDER KAMINA
MOVEMENT CONTROL KAMINA

(TEXT & SIGNATURE)

Insert prefix & / or number as required

USE DOUBLE SPACING.

AIR BASE COMMANDER ELISABETHVILLE
MOVEMENT CONTROL ELISABETHVILLE
AIR BASE COMMANDER ALBERTVILLE
MOVEMENT CONTROL ALBERTVILLE
HQ KATANGA ~~XXX~~ AREA ELISABETHVILLE
AIR BASE COMMANDER LULUABOURG
MOVEMENT CONTROL LULUABOURG

FM: CHIEF AIR OPS OFF LEO

A0292 5 SEP STOP REF SF3 6 SEP STOP DUE SHORTAGE OF DC4 AIRCRAFT
INTEND TO UTILIZE DC6 SE BDF FOR SF3 DOING WHOLE SCHEDULE TRIP IN
ONE DAY ONLY ON FOLLOWING SCHEDULE STOP ETD LEO 060400Z ETA KAM 060700Z
ETD KAM 060800Z ETA EVILLE 060900Z ETD EVILLE 061000Z ETA AVILLE
061130Z ETD AVILLE 061230Z ETA LULU 061430Z ETD LULU 061500Z ETA LEO
061700Z STOP 64 PAX PLUS 7000 LBS CARGO

FORCE COMMANDER ✓

cc: AIR COMMANDER
CHIEF MOV CONTROL
CHIEF LOG
C.O.S.
G.A.).

J. McCarthy
(JC MCCARTHY) W/C
CHIEF AIR OPS LEO
5 SEP 62.

J. Rys
(J. Rys) Maj. Gen.
Air Commander.
5 Sep 62.

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

Asst Lftr

Misc Babelas

UNITED NATIONS — NATIONS UNIES

*Discussed at Staff Conf
Perlin*

INDICATE
PRIORITY

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

*Bm
1/9*

N R

Address(es) TO: CANAIRHEAD
CANAIRLIFT

FROM: SENIOR RCAF OFFICER LEO

(TEXT & SIGNATURE)

Insert prefix & / or number as required

USE DOUBLE SPACING.

AO 242 31 AUGPD PARA ONE PD FIRST INFORMATION TO ONUC FROM UNATIONS
NY INDICATED ONUC PAX AND CARGO COULD UTILIZE YUKON SCHEDULE LEO/PISA
ON SPACE AVAILABLE AFTER CANADIAN COMMITMENT SATISFIED PD FURTHER
INFORMATION FROM SAME SOURCE NOW INDICATES THAT ONLY UN DUTY PAX AND
CARGO MAY BE CARRIED ON THESE FLIGHTS PD PARA TWO SINCE CANADIAN
SEMI MONTHLY ROTATION AVERAGES 25 TO 30 PERSONS AND ALL ONUC ROTATION
FOR EUROPE COMPLETED IT MEANS YUKONS WOULD FLY AT ONE QUARTER CAPACITY
LEO/PISA PD PARA THREE THIS RULING FOR UN DUTY PAX ONLY ON YUKON HAS
GIVEN RISE TO MUCH UNFAVOURABLE COMMENT AND DENIES LEAVE TO NON CANADIAN
PERSONNEL SINCE ALPHA ONUC DO NOT INTEND PAYING FOR LEAVE PERSONNEL
AND BRAVO IT IS PRESUMED THAT REIMBURSABLE MEANS EQUIVALENT COMMERCIAL
RATES. PD REQUEST CLARIFICATION OF THESE TWO POINTS

(Signature)
(J.C. McCarthy) W/C
Senior RCAF Officer

cc: AIR COMMANDER
FORCE COMMANDER
COL Hamilton 57 Can Sig
C.A.O.
C.O.S
AIR OPS, 101ST MIL BERS.

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

30 34

Amlyts

Bm
30/8

30 August 1962

Dear Sirs:

Please be advised that an incident has occurred where a crew of a charter aircraft, while in Elisabethville, was arrested by the Katangese authorities.

It is therefore requested that until further notice your crew should confine themselves to the Airport and the Sabena Guest House, or as advised by the Air Base Commander. This is in order to avoid similar incidents.

Very truly yours,

(JOHN RYU) Major-General
Air Commander

TRANSAIR
274 Limete
Leopoldville

INTEROCEAN
Leopoldville

SABENA
B. P. 8225
Leopoldville

cc: Mr. Gardiner
Force Commander ✓
Chief of Staff
Chief Administrative Officer
Chief of Military Information
Air Operations

2034 /

ORGANISATION DES NATIONS
UNIES AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

bm
28/8

25 August 1962

To : Lt. Gen. Kebbede Guebre, Force Commander
From : S. Habib Ahmed, Chief Administrative Officer
Subject : Engines for ONUC aircraft

1. The attached cable to New York was not cleared with me by the Air Commander before it was submitted for your signature and issue. You will recall that we had reached an agreement sometime ago that cases of this kind would be cleared with me, before New York was approached.

2. I therefore suggest that even if New York's reply to the cable is favourable, action on the proposal be held up until we have had an opportunity of discussing the matter in our weekly meeting.

cc: Air Commander
Chief of Staff

[Signature]

*Gen Ryg's reply sent
to Mr Ahmed
FC 29/8
28/8*

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

Bm
29/8

28 August 1962

To : Lt-Gen. Kebbede Guebre, Force Commander
: S. Habib Ahmed, Chief Administrative Officer

From : Air Commander

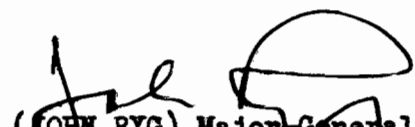
Subject : Engines for ONUC aircraft

1. I refer to the Chief Administrative Officer's note, addressed to you, dated 25 August 62 on the above subject.

2. I would like to refresh the Chief Administrative Officer's memory. Before the mentioned signal (ONUC 5788) was sent to New York, there came up the case of transporting Congolese students going to Europe for the autumn terms in Switzerland. I brought up the question with the Chief Administrative Officer that it was not ONUC's responsibility to undertake this expenditure. As he had previously agreed to the task being undertaken he asked that we, on the air side, make the necessary arrangements for the transport. I pointed out that this would mean laying on extra air lifts to Pisa with aero engine. The Chief Administrative Officer gave me to understand that as the Air Commander controlled the aircraft, it was for me to obtain the necessary. I thereby acted accordingly.

3. May I also point out that the aircraft position at the moment is rather critical because of the slow-up or delays in production of overhauled engines both to C-47, Otters and Helicopters. Unless we act now the situation would grow even more critical.

cc: Chief of Staff


(JOHN RYG) Major-General
Air Commander

605
11/5

Arlofts
3034

AHQ/6201/14 OPS
27 August 1962.

To : Air Commander

From : Senior RCAF Officer

Subject: NORTH STAR SCHEDULE PISA/LEE

1. With the disbandment of RCAF 426 Sqn on the 31 August 1962, the UNEF and ONUC North Star flights Pisa/Lee will be cancelled as of the 8 September 1962.

2. The RCAF Air Transport Command has proposed new international routes and schedules for the Yukon aircraft to become effective 9 September. Therefore SF/305/306 Yukon aircraft will depart Trenton the second and fourth Sunday of each month on the following schedule

	Arr		Dep	
		Trenton	2130Z	Sun - SF 305
Mon	0800Z	Pisa	2359Z	
Tue	1000Z	Lee	1100Z	Wed - SF 306
Wed	2000Z	Pisa	1100Z	Thur
Thur	2330Z	Trenton		

3. The above schedule has been confirmed as support for Canadian Forces in the Congo and that non Canadian support be on a space available basis. On this basis it is estimated, between Pisa and Leopoldville, after the Canadian requirement has been met that approximately thirty five to forty seats plus ten to fifteen thousand pounds of cargo depending on bulks will be available for ONUC.

4. The above information has been received from RCAF Headquarters, however formal notification of the arrangement will be forwarded through United Nations, New York in the near future.

cc: Force Commander ←
Mil Personnel
C.A.O.
C.O.S.

J.C. McCarthy
(J.C. McCarthy) W/C
Senior RCAF Officer

Chief Mov Control Off, Air Ops, Civilian Ops, Mil Ops.

Analysis

Br
22/8

To : Colonel S.E. Naucier
OC Sector 'C'

From : Force Commander

Subject : Rational utilisation of aircraft transport.

21 August, 1962

On receipt of yours of 6th August 62, in which you stated that on 3 Aug seven aircraft departed empty from LEO although there were mail bags awaiting delivery to EVILLE, I gave instructions to the Air Commander to have the matter investigated and have received from him a full statement on what occurred.

The facts reported to me are as follows:-

On 3rd August seven aircraft on the Ghana rotation left LEO fully laden and contained the following loads:-

DC4 ADW	-	14,700 lbs cargo
DC4 VAN	-	48 troops and baggage
DC4 AEB	-	49 troops and baggage
DC4 MAX	-	50 troops and baggage
DC4 DEF	-	50 troops and baggage
DC4 GUS	-	50 troops and baggage
DC6 BDF	-	64 troops and baggage

TOTAL.. 311 troops and baggage and 14,700 lbs cargo

In face of the foregoing facts I cannot understand how you come to state that on the date in question seven aircraft arrived empty in LEO. I am under the impression that you were not given accurate information as to what in fact took place.

In regard to your implication that on various occasions previously, aircraft departed empty from LEO, I am informed that this has not happened in the past three months except under emergency circumstances in which the urgency of the situation did not permit of the normal coordination required for loading stores.

The system of coordination at present in use is designed to ensure that all available space is utilised for cargo and is as follows:

All normal daily requests for the movement of supplies and equipment are channelled through the Chief Movement Control Officer for redistribution to either Surface or Air Movement Section. Any emergency airlift of equipment over and above that which is normal

day-to-day lift goes before the Transport Priority Board for review and approval and is then forwarded to the Chief of Movement Control for his action. The Air Movement Coordination Officer is located in the Chief Air Transport Officer's section where, through daily liaison, every aircraft that departs from LEOPOLDVILLE is assured as having all available space utilized for cargo on normal schedule flights or any additional special flights that might arise in one day's period.

I am satisfied that this system is efficient and that it is equal to the demands of all normal situations. Nevertheless, I thank you for your suggestions.

I should appreciate hearing from you if you wish to add any further comments.

 Lt-General

Kebbada Guebre
Force Commander - O H U C -

cc: Major General Prem Chand

Om
22/8

21 August, 1962

To : Colonel S.E. Naulóer
OC Sector 'C'

From : Force Commander

Subject : Rational utilisation of aircraft transport.

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DC4 MAX	-	50 troops and baggage
DC4 DEP	-	50 troops and baggage
DC4 GUS	-	50 troops and baggage
DC6 BDF	-	64 troops and baggage

TOTAL.. III troops and baggage and 14,700 lbs cargo

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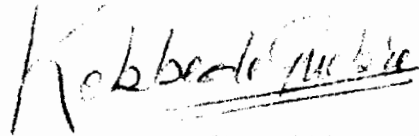
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I am satisfied that this system is efficient and that it is equal to the demands of all normal situations. Nevertheless, I thank you for your suggestions.

I should appreciate hearing from you if you wish to add any further comments.

 Lt-General

Kebbada Guebre
Force Commander - O N U C -

cc: Major General Prem Chand

13 August 1962

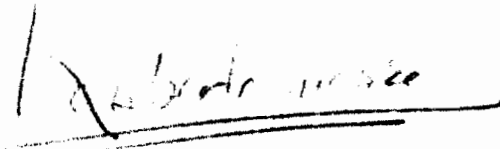
To: Chief Air Operations Officer
Chief Movement Control Officer

From: Force Commander

Subject: Rational Utilisation of Aircraft Transports

1. In connection with the attached copy of a letter dated 6 August 1962 received from O/C Sector 'C', will you please inform me of the following:-

- a. How does it happen that planes go empty from Leopoldville when goods await transport from here?
- b. What is the system of co-ordination at present in use in regard to this matter?
- c. Who is responsible in this instance for allowing planes to proceed empty from Leopoldville?



Lt. Gen.
Kebbete Guebre

Attachment (1)

COPY

HQ SECTOR C, KAMINA
No. 939
6 August 1962

To: Force Commander
HQ ONUC Leo

Rational utilization of AC transports

On 3 August a number of AC arrived at Kamina for the purpose of rotating the Ghana Bn. Seven of these AC arrived empty from Leo. At the time there were a number of mail bags in Leo waiting to be forwarded to Kamina.

These conditions are remarkable as prevailing stringent economizing measures according to information also apply to the air transports within the Congo. From ONUC HQ Leopoldville was also stated that PX-goods now are available, but the only problem is the air transport. With regards to what happened and that on various occasions previously, flights landed here empty, may I herewith propose that continued close co-operation be established between the authorities concerned within HQ and Movement Control and at the same time the aircrews be informed of the existing conditions so as to utilize the charter flights effectively.

(signed)

S.-E. Nauclet, Col.

OC Sector C

UN 1 800
Com
MA / FC
AHQ/6201/3 OPS

August, 1962.

To : See Distribution List

From : Chief Air Transport Operations

Subject : Amendments to ONUC Scheduled Flights

1. A review of the ONUC scheduled flights has been carried out by the representatives of the Transport Priority Board at the request of the Air Commander. In amending the scheduled flights consideration has been given to previous problems in providing sufficient space for passengers and cargo on the scheduled flights.

2. Your attention is drawn to the amendments, deletions and additions to the new schedule which will come into effect on 20th August, 1962. Airfields which have received a reduction in scheduled flights will utilize the commercial services available on authorisation from ONUC HQ.

3. On receipt destroy copies of UN scheduled flights effective as of 10 April 62.

SECRET

(11)

J m n / FC
2/8.

No. 4197/2/LOGS

2 August 2

Chief of Staff
Chief Logistics Officer
AIRLIFT OF SUPPLIES AND POL FOR KATANGA

Reference paragraph 5 of New York cable 5358 dated 25 July 62.

1. It is assumed that in the event of future operations in the Katanga our supply line ex Rhodesia will definitely be disrupted if not entirely cut off. The main effect of this will be that both dry and fresh supplies which are at present being received from Rhodesian/South African sources would not arrive at Elisabethville according to schedule. As such, we shall have to airlift supplies to Elisabethville for the maintenance of troops in that station as well as those in Kamina. This airlift will be from Leopoldville, or Albertville, or both, depending upon the stock situation at these places.
2. It is also visualized that MT gasoline and lubricants which are at present being obtained from the trade, locally at Elisabethville, will not be forthcoming. Consequently, these commodities will also have to be airlifted from Leopoldville/Albertville.
3. The DAILY requirement of supplies (both fresh and dry) and POL items (MT gasoline, lubricants and kerosene for cooking purposes) to maintain the troops at Elisabethville and Kamina are as under:

a. Elisabethville

(i) Supplies (fresh and dry)	42,000 lbs
(ii) POL (MT gasoline, lubricants and kerosene for cooking)	5,800 litres (29 barrels)

.....

SECRET

SECRETb. Kanina

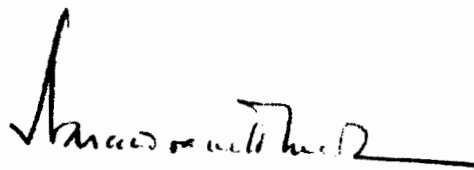
(i) Supplies (fresh and dry)	9,600 lbs
(ii) POL (MT gasoline, lubricants and kerosene for cooking)	1,800 litres (9 barrels)

4. The supplies for Albertville are railed through East African countries, direct to Albertville. As such, any future operations in Katanga should not have an adverse effect on this supply line. However, in case this supply line is also disrupted, then the requirements of supplies and POL for Albertville will also have to be airlifted. The DAILY requirements, therefore, for troops that are dependent on the Supply Depot at Albertville will be as under:

a. Supplies (fresh and dry)	16,800 lbs
b. POL (MT gasoline, lubricants and kerosene for cooking)	2,080 litres (10 barrels)

5. Under the present system of procurement the reserve as well as maintenance stocks of the Supply Depots at Elisabethville and Albertville are despatched to those Depots, directly from the procurement areas. Consequently, no additional stocks for these Depots are held in the Base Supply Depot at Leopoldville. As a result, additional stocks of POL and supplies for the above-mentioned daily requirements will have to be procured on an emergency basis for delivery at Leopoldville.

6. The figures quoted of DAILY maintenance requirements for Katanga area have been based on the present strength and disposition of troops.


(N.N. MADAN) Lt. Col.
Chief Logistics Officer

cc: Force Commander ✓
Air Commander
Chief Procurement Officer
Senior Supply and Transport Officer

SECRET

Gma/KC
26/7.

25 July 1962

Mr. R. Linard
General Manager
Air-Brousse
Leopoldville (Aerodrome de N'Dolo)
Congo

Your Reference: RL/SB/393/62

Dear Sir,

Your request for permission to land and refuel at Elisabethville and Kamina for three short-range aircraft has been received. Permission is granted provided ICAO clearance has been obtained by you for these aircraft and they will be subject to check at Elisabethville and Kamina.

I await your information on the markings of the third aircraft which you propose to fly into Elisabethville and Kamina. Please forward this information as soon as possible.

Very truly yours,


J. Ryg Maj.Gen.
Acting Deputy Force Commander

cc: Mr. R. K. A. Gardiner
Force Commander

JMAFC
12/2
No. 5031/3/PERS
Mil Pers Branch
HQ ONUC

17 July 62

To: Lists B and C
From: Chief of Military Personnel
Subject: Canadian Built 'YUKON' Aircraft

1. A Canadian built 'YUKON' transport/passenger aircraft will be arriving at N'Djili Airport on Sunday 22 July 62 at 1700 hours (local time) on United Nations mission for rotation of ONUC personnel to and from Europe. The aircraft is scheduled to depart for Europe on Monday, 23 July 62 at noon.

2. Staff at HQ ONUC and units under command of Sector 'L' will be permitted to visit the aircraft between 1000 and 1130 hours (local time) on 23 July 62, subject to approval of respective Heads of Branches and Unit Commanders.

D. J. H. 5 Lt.Col.
Chief of Military Personnel

Information:

Chief Administrative Officer
Air Staff Division
HQ Sector 'L'

Guinea
26/7

C/POL 000

NOTE VERBALE

The Deputy to the Officer-in-Charge of the United Nations Operations in the Congo presents his compliments to H.M. Consul in Elisabethville and acknowledges receipt of his note of 10 July referring to a request for explanation of the Government of the Federation of Rhodesia and Nyasaland concerning an Alleged air space violation on the 21 of June by two SAAB aircraft.

After proceeding to an investigation, the Deputy to the Officer-in-Charge of ONUC wishes to state that it seems that the air space of the Federation has not been violated by SAAB aircraft. However, other jets of the United Nations did operate in the Kipushi area on the 21st of June. ONUC pilots claim that they did not cross the border.

In the circumstances, the Deputy to the Officer-in-Charge of ONUC feels that if there has been any violation of Northern Rhodesian territory it was unintentional and could be only attributed to navigational error. ONUC pilots have again been instructed to keep within the territory of the Republic of the Congo and it is therefore hoped that there will be no such occurrences in the future.

The Deputy to the Officer-in-Charge of the United Nations Operations in the Congo would be grateful if H.M. Consul in Elisabethville would approach the Government of the Federation of Rhodesia and Nyasaland and convey ONUC's apologies.

Elisabethville, 20 July, 1962.

X
Jm9/KC
21/7

18 July

2

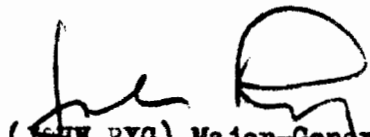
Chief Administrative Officer

Air Commander

Charter Aircraft

1. I refer to your draft letter to the Ministry of Foreign Affairs, Congo, and to your inter-office memorandum of 17 July on ONUC Aircraft fleet.
2. In the draft to the Ministry you state that Sabena has just concluded contract with the United Nations for 5 aircraft and that negotiations have just been completed with Air Congo for provision of 4 aircraft. Sabena has therefore been contracted for one more DC-4 than you proposed in your note of 17 July 62. You further state, or indicate, that InterOcean may be cut below the figure you have given in your note of 17 July 62. This spells to me that you are contemplating playing more into Sabena Air Congo hands. I was given to understand in New York that this is not healthy.
3. We have had in the last two days a very good example on the necessity of keeping the air fleet in the Congo capable on short notice of moving troops of battalion strength quickly. I would be letting the Force Commander down if I agree to a further reduction of the fleet. I think that the reduction we arrived at in May should be considered a minimum and that no further calculated risks should be taken by the United Nations on the air transport side. Any further reduction I submit would jeopardize the Force Commander's ability to meet military situations in Katanga and the Congo as a whole. It might, in a given situation, lead to unnecessary bloodshed and loss of lives.
4. I strongly suggest we adhere to the figures we gave in May.

cc: Force Commander
cc: Chief of Staff


(JOHN BYRD) Major-General
Air Commander

SECRET

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

8mm/FC
13/7

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

No 3303/10/OPS

13 July 62

To Brigadier I J RIKHYE

From Chief of Staff

Subject:- AIRLIFT ETHIOPIAN TROOPS TO EVILLE

1 The concentration of HQ Ethiopian Bde and 29th Ethiopian Bn by UN aircraft from STAN to EVILLE will take 4 days. Aircraft to be used for this purpose will be 7 DC 4 and 3 C 46. It will take a further 3 days to concentrate the 6th Ethiopian Bn in the same aircraft from KINDU to EVILLE. Load tables of units are attached at Appendix 'A'. This airlift will cause the refugee evacuation to be suspended during this period.

2 As the transport situation in EVILLE is already acute, it will be necessary to airlift the vehicles of the Ethiopian Bde from STAN/KINDU to EVILLE. Details of vehicles are at Appendix 'B'. The airlift of smaller vehicles such as jeeps can be undertaken by UN aircraft and will take 6 days. The larger vehicles such as 5/7 ton Mercedes will require 55 airlifts of larger capacity aircraft such as C 124s from outside sources. Unless these vehicles are lifted it will not be possible to undertake troop lifting or provide logistical support to the troops in Eville.

3 The time to concentrate these troops in EVILLE, can be further reduced, if desired, by taking aircraft off from all other commitments, such as normal supply and schedule flights. This will enable the entire concentration of the Ethiopian troops in five days instead of seven. This is however not recommended except in an extreme emergency as it will completely throw out of gear the administration of the other provinces.

A handwritten signature, likely of the Chief of Staff, is written over a diagonal line.

Col
Chief of Staff
(J GUHA)

Copy to:-

Force Commander ✓
Mil Ops

SECRET

SECRET

LOAD TABLES FOR ETHIOPIAN BDE

Appendix 'A'

OPS 0301 dated 11 July - WARNING ORDER refers

Srl No	Unit	From	To	Strength	Unit equip ment	Rations	Vehs	Aircraft require-ment	Num of
1	HQ ETHIOPIAN Bde	STAN	EVILLE	215		60,000 lbs for 15 days only	See Appx 'B'	7 DC 4 3 C 46	4
2	27 ETHIOPIAN Bn less Coy	STAN	EVILLE	481	Not yet received				3
3	6 ETHIOPIAN Bn	KINDU	EVILLE	573		50,000 lbs		7 DC 4 3 C 46	3
4	Coy 6 ETHIOPIAN Bn	KASONGO	KINDU / EVILLE	159					

SECRET

SECRET

Appendix 'g'

1st Line Tpt

ETHIOPIAN Bde

Vehicles that can be lifted
UN aircraft.

19 Jeeps

14 x 1 ton Pickup
7 x 1 ton Jeep Willys
8 x Jeeps Willy CJ 5
1 x Land rover
5 x Ambulance Jeep
30 x 5/7 ton Mercedes
4 x 3 ton
2 x Wtr Tlr
2 x Tlr 1 ton

4 TLrs

27 ETHIOPIAN Bn

10 x 5/7 ton Mercedes
5 x Jeeps
1 x Ambulance Car
15 x Pick up
2 x Wtr Tlr
2 x Motor Cycles

6 Jeeps

2 Tlr Wtr

6 ETHIOPIAN Bn

6 x Pick up
5 x Jeep
10 x 5 ton Mercedes
1 x Wtr Tlr
1 x Ambulance Jeep

6 Jeeps

1 Wtr Tlr

Total 31 Jeeps, 7 Tlr airlifted 1
6 days in UN aircraft.

Other vehicles require 55 aircraft
larger aircraft from outside source

SECRET

REQUEST BY ANC FOR AIRLIFT OF FOOD SUPPLY (MONTHLY)

8m4/FC
6/7.

Rice	2.500 Kgs.
Potatoes	5.600 Kgs.
Dry fish	400 Kgs.
Herring in tins	300 Kgs.
Pilchards (Sardins in tins	300 Kgs.
Sardines	450 Kgs.
Cornbeef	500 Kgs.
Dry biscuits	1.300 Kgs.
Ground manioc (flour)	3.500 Kgs.
Corn-meal (corn-flour)	3.500 Kgs.
Pea-nut in shells	2.800 Kgs.
Dry white beans	1.20 ⁰ Kgs.
Salt	300 Kgs.
Bars of soap	350 Kgs.
Ground coffee	20 ⁰ Kgs.
Gramulated sugar	800 Kgs.
Palm-oil in cake	1.800 Kgs.

TOTAL..... 25.800 Kgs.

24 2
150
160
200

140

648

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

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

OMA/FC
3/7

N R

Address(es)

UNATIONS NEW YORK

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

ORUC _____ FIELD ERV FOR AHMED FROM TIMBRELL. HAVE DISCUSSED
YOUR 4597 WITH FORCE COMMANDER. AAA QUESTION OF REDUCTION SCHEDULED
FLIGHTS NOW ACTIVELY UNDER STUDY BY TRANSPORT PRIORITY BOARD INCLUDING
PROPOSAL FROM AIR CONGO TO ALLOT FIXED AMOUNT OF CARGO SPACE ON AIR
CONGO SCHEDULED FLIGHTS FOR PRIORITY UN USE. BBB SCHEDULED AS WELL
AS NONSCHEDULED FLIGHTS CHARTER AIRCRAFT AUTHORIZED ONLY BY AIR
COMMANDER. CCC MOVEMENT ORDERS FOR FREIGHT AND PERSONNEL IN FIELD
EXCEPT MILITARY LEAVE TRAVEL LESS THAN FIFTEEN DAYS IN COMMAND AREA
ALREADY CERTIFIED BY FIELD ADMINISTRATIVE OFFICERS. EFFECTIVENESS
OF THIS PROCEDURE DEPENDS ON CHECK AT LOADING OF AIRCRAFT BY MOVEMENT
CONTROL. DDD FORCE COMMANDER AND AIR COMMANDER CONSIDER PLACEMENT
UNDER PRIOR AUTHORIZATION OF AIR COMMANDER OF FLIGHTS OF OUTPOSTED
AIRCRAFT UNNECESSARY AS NO EFFECTIVE CONTROL COULD BE EXERCISED
SINCE NEED FOR OPERATIONAL FLIGHT MUST DEPEND ON JUDGMENT OF LOCAL
COMMANDER. EEE POST FACTO CONTROL IS BEING STUDIED WHICH WOULD
INVOLVE RAINBOW CONTROL SYSTEM WITH COMPLETE RECORD OF EACH FLIGHT
BEING SUBMITTED TO AIR COMMANDER. FFF PLEASE CLARIFY LAST SENTENCE
OF CABLE 4597. DOES MINIMUM OPERATIONAL REQUIREMENTS INTEND TO LIMIT
USE OF OUTPOSTED AIRCRAFT TO MILITARY PURPOSES. THIS WOULD BE
COUNTER TO STRONGLY JUSTIFIED EXPANSION OF CIVILIAN AIR MISSIONS
OF GILPIN TYPE

cc: Force Commander ✓
Air Commander
Chief Logistics Officer

2500 x 200 — Imp. Plateau 11267

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

AIR

AHQ/6201/OPS

9th June, 1962

8 m a/fc
10/6.

To : All Air Base Commanders
All Air Detachment Commanders
Fighter Operations, Kamina
Fighter Operations, N'Djili
No. 1 Squadron
No. 5 Squadron
No. 22 Squadron
No. C-47 Squadron

From : Air Commander

Sub : FLYING RESTRICTIONS

Since recently we have received reports from Provincial Governments and at times from the Central Government of the Republic of Congo, that aircraft have been observed flying low over Airfields/Installations/Camps etc.

2 Though most of the reports have been unfounded, there have been isolated instances where UN aircraft were involved. Such instances have created panic amongst the locals and the Governments have expressed concern.

3 All pilots are to be warned that under no circumstances are they to fly below 3000 feet above ground level in the Congo particularly in Katanga area unless authorised for operational training. During this training they will avoid populated area/airfields etc. Pilots compelled by weather or other special circumstances, are to report with details to their parent Base Headquarters on landing. The Base - Air Detachment Commanders will in turn notify this Headquarters of such incidents.

(JOHN RYG) Maj Gen
Air Commander

Copy to : Mr. K.A. Gardiner ✓
Force Commander
Chief of Staff
Senior Air Staff Officer
Chief Air Transport Ops Officer
Chief Fighter Operations Officer
Flight Safety Officer

JMM/FL
2/6

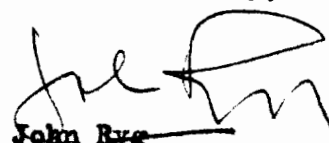
1 June 1962

Dear Mr. Mayagoitia:

With reference to your communication of 19 May 1962, I hereby inform you that your presentation was pouched from here to NEW YORK on 24 May 1962.

We have today received an answer from UN HQ NEW YORK stating that the material had been carefully reviewed and that it has been decided not to renew the contract with your Company.

Yours sincerely,



John Ryge
Major-General
ONUC Military HQ

Mr. David Mayagoitia
Director of Congo Division
Panama Airways, Inc.
LEOPOLDVILLE

cc: Force Commander
Chief Administrative Officer

ROUTING SLIP

TO MA. to F/C.

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

DATE 2 June 62 FROM FC. Kg, Lt-Gen.

AHQ/6005/12/ADMIN
30 May 1962

JMH/FC
2/6

TO : See Distribution
FROM : Air Commander
SUBJECT : PROGRESS REPORT NO. 4 COVERING APRIL, 1962

AIRLIFTS Gx

A. SUMMARY

1. During April the flying activity decreased. The flying hours dropped from 6010 in March to 4783 in April which makes a difference of 1227 hours. Military flying shows the same trend, dropping from 1753 hours for the previous month to 1337 hours in April, of which the fighter squadrons were responsible for 156 hours against 145 hours in March. The rest of the UN aircraft - C.119, C.47, Light Aircraft and Helicopters - flew 1,118 (1,608) hours. Charter hours decreased from 4,257 to 3,446.
2. During the month of April the Ethiopian Fighter Unit personnel were repatriated. However, only three new pilots arrived. The balance are not expected here until the third week in May. The Indian Fighter Unit will be rotated in May. Extensive reconnaissance was carried out by fighter aircraft of roads, railways, bridges and airfields in KATANGA to check movement and build up of troops and aircraft.
3. A new establishment for ONUC Air Division was approved by HQ NEW YORK 14 April 62 number 2769, as well as transfer to the Air Division of the units for control of the Air Movement, the Indian Air Despatch Team and other personnel in Air Movement. The required reorganisation was not fully completed during April.
4. The Air Commander inspected the Air Detachments at LULUABOURG, KAMINA ELISABETHVILLE and ALBERTVILLE 17-19 March.
5. There were no accidents or casualties in March.

.../2

6. The total load airlifted within the CONGO (March in brackets) was:

(a) Freight	:	10,916,784 (5,209,992) lbs.
(b) Passengers (troops)	:	11,533 (9,172)
(c) Vehicles	:	32 (17)

B. AIR OPERATIONS

7. Hours flown, aircraft status, etc.

Type of A/C	Jan	Feb	Mar	Apr	Aircraft Numbers 30 April
C.119	240*	413*	427*	346*	10
C.47	500	511	844	637	13
Otter/Beaver	270	165	141	70	4 (Otter)
Helicopter	237	194	196	128	10
F.86	37	30	31	33	4
B.58	76	89	62	47	6
J.29	41	27	52	76	4
Total	1401	1429	1753	1337	51
Charter a/c	4547	3614	4257	3446	26
Grand Total	5948	5043	6010	4783	77

*Ferrying times to ITALY are included in this figure as follows:

January	: 102 hrs.
February	: 152 hrs.
March	: 168 hrs.
April	: 165 hrs.

Remarks: During April the following Charter aircraft operated and flew the hours indicated (on contract with UN into brackets):

Sabena	7	DC-4	(7)	715 hours
Interocean	9	DC-4	(5)	1346 "
Panama	1	DC-4	(0)	925 "
	5	C-46	(2)	
Transair	3	C-46	(3)*	460
	1	DC-6	(1)	

*One chartered by the Swedish Government.

8. FLYING ANALYSIS - Charter Aircraft

	<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>
Average aircraft strength	19	18	19	22
Average daily flying	17(71%)	18(71%)	17(70%)	14(61%)
Average daily maintenance	5(12.90%)	4(21%)	5(20%)	3(12%)
Average serviceable but not flying	2(10%)	3(8%)	2(10%)	6(27%)
Average monthly flying hours per aircraft	189	129	163	133.5

C. AIR ADMINISTRATION

9. Total air personnel effective 30 April are shown below:

Brazil	-	49 (\pm 0)	
Canada	-	21 (-2)	
Denmark	-	4 (-4)	
Ethiopia	-	57 (+9)	
India	-	113 (-3)	Two Army Officers and 14 OR's are attached for duties
Italy	-	87 (+2)	
Norway	-	68 (-3)	
Sweden	-	152 (-11)	

10. The establishment of UN Air Division as of 1 April consisted of 557 posts and as of 30 April 551 posts.

D. UN AIR TRANSPORT BASE N'DJILI

11. The serviceability of aircraft as per 30 April was as follows:

<u>Type of A/C</u>	<u>Serviceable</u>	<u>Unserviceable</u>	<u>Average Serviceable</u>
C-47	10	3	76.9%
C-119	5	1	83.3%
Otter	3	1	75%
H-19/D	8	2	80%
F-86	2	2	50%
B-58	2	4	33.3%
J-29	4	0	100%

12. Detachments

During the month of April aircraft were detached as follows:

	<u>C-47</u>	<u>C-119</u>	<u>Otter</u>	<u>Heli- copter</u>	<u>F-86</u>	<u>B-58</u>	<u>J-29</u>
ALBERTIVILLE	1	-	1	2	-	-	-
ELISABETHVILLE	-	-	-	2	-	-	-
LULUABOURG	1	-	2	2	-	-	-
STANLEYVILLE	1	-	-	-	-	-	-
KAMINA	-	-	-	2	4	2	4
BUKAVU	1	-	-	-	-	-	-

13. Base Operations Wing

Shortage of two officers previously requested still remains.

14. C-47 Squadron

(a) Personnel

The following personnel movements took place during the month:

Transferred Base Headquarters

1 Norwegian Technical Officer
1 Danish Technical Officer
2 Inspectors NCO's

Integrated into the Squadron

1 Swedish Radio Operator
1 Swedish Navigator
1 Swedish Pilot
2 Norwegian Pilots
1 Ethiopian Pilot

Repatriated

2 Canadian NCO's

Transferred to Base Signals Section

12 technicians

(b) Technical Progress

The reason for increased serviceability is due to the fact that the Squadron is now operating with only 10 aircraft, 3 being in spare.

15. C-119 Squadron

(a) Personnel

A total of 16 officers and 67 other ranks was recorded as the Squadron's strength on 30 April.

(b) Technical Progress

Four aircraft were received from Italy, having been inspected there.

16. Light Aircraft and Helicopter Squadron

(a) Personnel

30 men are engaged in Helicopter operations, and 21 in light aircraft operations. Two Helicopter mechanics who arrived from Sweden were found to have insufficient experience and had to be posted to the Supply Section and Base Motor Transport Section. Steps to prevent further similar occurrences have been taken.

(b) Technical Progress

Routine maintenance work and inspections have progressed satisfactorily during the month. Four Beaver aircraft were delivered to the Air Supply Section for storage.

17. Technical and Supply Wing

(a) Technical

All points have been covered under the headings of the Squadrons.

(b) Base Supply Stores

During most of April, shipment of Canberra spare parts has been taking place from the United Kingdom. There is a general improvement in the spare parts supply. Pisa has now accepted repairable items accumulated during December 1961 and January 1962. One consignment has already been despatched, but shortage of personnel has prevented further shipments. During the month, the card system was completed and changed over from Belgian procedure to that of the USAF and Britain.

During the month attempts were also made to utilize and improve the warehouse localization, with the aim of dividing it into sections for electronic components, aircraft spare parts, hardware store ground equipment and vehicles, repairable store and bulk store. At present a repairable store exists and part of an electronic store has been established.

The acute shortage of space has been mentioned in previous progress reports. Space is now utilized to the best possible advantage. In spite of this, quantities of valuable material are stored in a manner which does not accord with required standard. Steps are taken to reallocate existing space and if possible procure prefabricated storehouses.

The situation in regard to personnel has temporarily become worse. However this will improve as soon as the new establishment is realized. The present strength is only 9 men compared with the approved 23.

It is stated that in the meantime the difficulties mentioned increase the risk to make errors and mistakes in the accounting, inspecting, checking, warehousing and reporting procedures established for the unit.

(c) Motor Transport Section

During the month four personnel members were posted to other air bases, but were replaced by alternate NCOs.

For the period, 90 vehicles were inspected. Repairs carried out at N'DJILI totalled 128 vehicles and 19 repaired by civilian workshops.

Fuel consumption during the month was 13,000 litres less than the previous month.

With effect from the 1st of May, the workshop area will be extended by some 600 square meters, divided into different sections for working (cleaning), inspection, lubrication, repair, spare parts and motor pool.

Spare parts supplies will present a serious difficulty. It is especially difficult to get certain dimensions of tyres and spare parts for all vehicles except for Willys'Jeep.

18. Administrative Wing

Difficulties in obtaining UN clothing such as caps and berets make it visually impossible to comply with military dress regulations. This matter has on previous occasions been drawn to the attention of the Chief Logistics Officer.

Certain stationery items, as stated in previous reports, still remain unobtainable.

19. KAMINA

The number of aircraft landed (jet fighters and helicopters not included) was 396 during this month.

Fuel consumption at the base was:

JPI	-	36,900	Litres
JP4	-	98,660	"
80/87	-	1,600	"
100/130	-	69,194	"
115/145	-	59,474	"

20. LULUABOURG

The total number of landings at the air base during April was 347. Of these, 164 landings were made by UN aircraft. Apart from the scheduled flights most landings made by UN aircraft were for the purpose of refuelling or to carry fuel from LULUABOURG to KAMINA.

The air base received during the month one forklift and one auxiliary power unit from UN sources. These additions to the ground equipment are of great importance to the air base operations.

There is no ambulance available at this airfield.

Fuel consumption of this base was:

	<u>Refuelling</u>	<u>Shipped out by A/C</u>	<u>Total</u>
JP4	-	323,700	323,700 Litres
100/130	282,973	45,825	328,800 "
115/145	37,230	8,970	46,200 "

21. ELISABETHVILLE

The number of aircraft landed during April was 278.

There is no fire-fighting equipment available. Petrol pumps and a ground power unit were received during the month.

There is an ambulance available. However, the telephone connection to the local ONUC hospital is very unreliable.

Fuel consumption for the month was - 114,970 litres.

22. ALBERTVILLE

The number of aircraft landed during April was 700. (Daily average 26)

The following improvements will be taken into consideration:

- (a) Extension of the tarmac
- (b) Handing over the refuelling to SABENA.
- (c) New radio and navigational equipment.
- (d) Improvement of power supply.
- (e) Improvement of telecommunications between airport and town.
- (f) New fire-fighting equipment.
- (g) An ambulance and a medical station at the airfield.

Fuel consumption:

100/130	-	550,000 Litres
115/145	-	15,000 "

E. ENGINEERING

23. The equipment components list (E.C.L.) for the air detachments, i.e. scales of equipment to be issued to each airfield, is still under study. A team will be leaving shortly for the detachments in order to take inventory of the equipment on hand and ascertain their requirements.

24. Supply Support

The number of outstanding AOCF's by the end of April was 31.

C-47 ONUC

The serviceability during April was 70.8%. Two 200-hour inspections and two engine changes were carried out. Four aircraft are parked until final order of disposition is received:

S/N 42-4757	ONUC 211
" 44-19654	" 212
" 42-9139	" 213
" 42-4351	" 214

25. Light Aircraft ONUC

The serviceability percentage for April was 66.7%. This does not include Beaver ONUC 402, 403 or 404, as they have been parked due to the fact the aircraft have no time left before major overhaul. The unit has done two periodic inspections. As of 1 April, all Beaver aircraft were taken out of service and are awaiting final disposition orders:

Beaver L-20A	S/N	58-2059	ONUC	401
"	"	"	58-2019	" 402
"	"	"	58- 388	" 403
"	"	"	58- 387	" 404

These aircraft were obtained from the USAF.

26. Helicopters ONUC

The serviceability during April was 61.6%. The unit carried out three inspections and one engine change.

27. C-119 (Italian)

The serviceability during April was 80%. One engine change was carried out.

28. F-86 (Ethiopian)

The unit had a serviceability of 96.0% and did not carry out any inspection or engine change.


29. J-29 (Swedish)

The serviceability was 87.9% for April. The unit has had one engine change.

30. B-58 (Indian)

The serviceability was 32.5%. The unit did not carry out any inspection or engine changes during April.

(See attached distribution list)


(JOHN RYG) Major-General
Air Commander

30th May 1962

DISTRIBUTION LIST

PROGRESS REPORT NO. 4

April 1962

Force Commander	1
Chief of Staff.....	1
Deputy Chief of Staff.....	1
Air Commander.....	2
Deputy Air Commander.....	2
Chief Air Ops Officer.....	2
Chief Air Administrative Officer.....	6
Chief Fighter Ops Officer.....	3
Air Info and Stat Officer.....	2
UN HQ, New York.....	6
Chief Air Engineering Officer.....	2
Base Commander, N'DJILI.....	25
Movement Control.....	1
ICAO Mission.....	2
Charter Companies.....	8
Chief Administrative Officer..	6

Nike
copy from Air Comd AIC
forwarded to AIC
on 1/1/62

Go. 7/1/62 251
Company related documents sent
by pouch to N.Y. on 24 May.
J.

CONFIDENTIAL

AHQ/6204/8/OPS

22 May 1962

TO : Force Commander

FROM : Air Commander

SUBJECT : Review of Panama Airways, Inc. Statement Dated 19 May 1962

1. I suggest that the following be forwarded to UN HQ NEW YORK by pouch.
2. The representative of Panama Airways, Inc. have, since we discontinued their services in the CONGO, been approaching me on several occasions stating that they held a complete check of their aircraft at an ICAO approved installation, Bulawayo, Rhodesia. I advised him that I had reported to NEW YORK that I could not take the responsibility of continuing their services to ONUC and that HQ NEW YORK had agreed to this. I could therefore not enter into any talks about re-opening their contracts, as the contracts are negotiated and signed in NEW YORK. Finally I was asked if I would forward to NEW YORK a statement from him if he would produce same. On this point I had no hesitation of promising to do so. The copy that is forwarded has been reviewed by the FAA Inspectors, S. Nuoci and J. Koehler, and their comments are attached.
3. I also referred to the signal giving the estimate of the needs for transport aircraft in the CONGO for the remainder of the year. According to that estimate, there is no room for Panama Airways on our fleet. However, should NEW YORK in the light of the report deem it necessary or desirable to re-examine the case, the only way it could be determined whether the statement is correct in every detail and that the Company is now in a fit state to maintain their fleet technically, it would have to undergo a re-inspection of all aircraft, their operational procedures, all their log books and all their maintenance facilities. Only after such an inspection would the Air Commander feel justified in giving any firm opinion of this Company's capabilities.

4. Although I have found it necessary to recommend that this Company's services should be discontinued, it would be wrong of me not to state that this Company, on several occasions, has rendered the UN in the CONGO very good service under extremely difficult conditions.

(JOHN RYQ) Major-General
Air Commander

Aire

CONFIDENTIAL

23 May 1962

To: Dr. Ralph Bunche, New York

From: Force Commander, Leopoldville

Subject: Review of Panama Airways, Inc. Statement Dated 19 May 1962

I am attaching for your consideration and any necessary action you may wish to take, a report by the Air Commander and a communication by the Aircraft Inspectors together with relevant documents.

(Kebbede Guebre) Lt. Gen.

Attachments

cc: Maj. Gen. J. Bagg, Air Commander

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

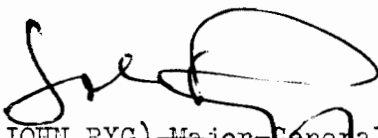
21m 4fc.
8m 1/5
AIRLIFT

19 May 1962

A : Force Commander
De : Air Commander
Objet : Signal from TAC HQ Ethiopian Brigade, KINDU

..... 1. Please find attached the information to show the facts concerning this flight as they occurred.

2. The requisition for carrying fuel from GOMA to KINDU was put up by the Civilian side and approved by the Chief Administrative Officer. Signals were exchanged between ONUC LEO and ONUC in that area to confirm that fuel was available at GOMA for transfer to KINDU. We had all reason to believe therefore that the fuel was there. As it appears there has not been a good enough coordination on the matter at GOMA. Fortunately, we had a back log and work for the aircraft from STANLEYVILLE to KINDU, so the trip as a whole was not a total loss.


(JOHN RYG) Major-General
Air Commander

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

19th May, 1962.

To : Maj.Gen. Ryg

Sub : Notes AB. MISS NO.518

1. C119 - IAF No.6057 on Miss 518 was urgent required for a lift of fuel for Regidese GOMA - KINDU. Quantity approx 200 drums. The A/C left N'djili May 160625 with all available load for KINDU - GOMA.

This load was :

1 Ground Power Unit for KINDU -	1500 Lbs.
2 Cylinders for KINDU -	190 Lbs.
1 Mail Bag for GOMA -	3 Lbs.

2. The A/C could not get any load in GOMA. The Regidese representative did not even know about any fuel or diesel oil for KINDU. The A/C returned to KINDU on the 17 May and was from there ordered to go to STANLEYVILLE to lift 100 drums fuel/diesel to KINDU.

3. The A/C did two shuttles with all together 46 drums on 18 May, will finish the lift today and return LEO late this afternoon 19 May.

11 May

2

Air Commander

MA to FC

Airlift of ANC Food Supply - LEOPOLDVILLE to KABALO

1. In accordance with instructions issued by Mr Gardiner the Force Commander has granted authority to airlift 50 tons of ANC food supplies from LEOPOLDVILLE to KABALO as soon as possible.
2. The method and date of the airlift will be determined by Air Ops but it will be appreciated if this was done in the shortest possible time as the ANC have no means of supplying their troops in KABALO.
3. This new airlift is additional to the undertaking of the weekly supply of 6,000 kilos of food to SAMBA.

J. J. Cooney Col
(J. J. Cooney)

MA to Force Commander

cc: Chief of Staff
Military Information
Military Operations
ANC LO

GMN/FL
2/5.

27 April,

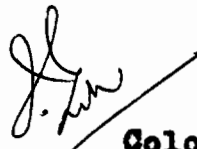
2

To: Chief Administrative Officer
From: Chief of Staff
Subject: Control of ONUC Air Flights

1. With reference to paragraph 5 of your inter-office memo of 20 April, 1962, I wish to point out that the procedure of the Field Military Commanders obtaining clearance with Administrative Officers in each Province before ordering flights of ONUC aircraft placed at their disposal for tactical employment is not a practical proposition, as the sole judge of tactical requirements involving the ^{use of the} aircraft is the Military Commander and not the Administrative Officer of the Province.

2. As regards the flights of the VIP DC-6, we are unable to appreciate why the existing procedure of this plane being controlled directly by the Force Commander is proposed to be discontinued. So far as we are aware, the existing procedure worked well in the past, and we see no reason for making a change. The authority who requires the use of this aircraft most is the Force Commander, hence it must be controlled by him.

cc: Acting Force Commander ✓
Air Commander
Chief Logistics Officer


Colonel
Chief of Staff
(J. Guha)

vb

JNH/FC
28/4

28 April

2

To : Gen. Ryg, Air Commander
From : S. Habib Ahmed, Chief Administrative Officer
Subject : Control of ONUC air flights

1. You have already received copies of correspondence exchanged between me and Mr. Shah, the External Auditor, on the subject of administrative certification of flights of ONUC aircrafts. The particular correspondence in reference is as follows:

Mr. Shah's memo of 16 March addressed to me;
My memo of the same date addressed to the Force Commander;
My memo of 21 March addressed to Mr. Shah.

The Force Commander has approved the proposals contained in my memo of 21 March and I have also discussed them with you and the Chief Logistics Officer.

2. It is now necessary to work out a simple and practical procedure for giving effect to the recommendation of the External Auditor which has been accepted both by us and the Force Commander to enable the ONUC administration to carry out its responsibilities.

3. As far as scheduled flights are concerned we have already had discussions with you and the Chief Logistics Officer and have agreed that a Committee will be established consisting of representatives of the Chief Logistics Officer, yourself and Civilian Administration which would review the logistical data for the establishment of scheduled flights and also examine changes in schedules as and when they are required. I am requesting the Chief Logistics Officer to take the initiative of calling the first meeting of this Committee to discuss its procedures of work and operation.

4. As regards unscheduled flights I suggest that such flights be also reviewed by the same Committee though some other method should be found to deal with cases of extreme urgency and for the subsequent review of such cases by the Committee.

. . . 2

5. I would appreciate your views on ways and means of establishing control of flights undertaken by Field Commanders within the specified area of their responsibility for purposes of reconnaissance or visits of inspection to outlying units. In my view the simplest procedure would be that requests for such flights as and when they are undertaken should be cleared on the spot by the field Commanders concerned with the Administrative Officer in each Province. A form can be designed which may be initiated either by the Air Base Commander or Base Field Military Commander and on which the certification of the field Administrative Officer can be obtained for the day to day operational flights. Here again in order not to hamper our operations I would suggest that the Base Commanders or the Field Commanders be authorized in case of extreme urgency to undertake the local flights subject to subsequent administrative clearance by the Administrative Officer.

6. As regards the flights of the VIP DC6 plane the following procedure is suggested. Flights of this plane may be requested by the Officer-in-Charge, the Force Commander, the Chief of Civilian Operations or the Chief Administrative Officer. The request will be sent to the Air Commander who will take steps to schedule the flights. In cases when the plane is requested at the same time by more than one of the four officers referred to above, the Officer-in-Charge will decide the priority. In all cases however the flight will be certified, upon a form, by the Chief Administrative Officer upon the request of the Air Commander.

cc: Acting Force Commander
 ✓ Chief of Staff
 Chief Logistics Officer

sent by
Ravi
24/3
L

21 March 1964

Dear Mr. Shah,

Please refer to your memo of 16 March on the above subject.

Our comments on points of basic procedures mentioned in your memo are given verbatim below:

(a) schedules of ONUC flights are formulated by the Air Commander of ONUC on the basis of logistical data relating to anticipated needs for transport of freight and personnel provided to him periodically by the Chief Logistics Officer. The logistical data is examined carefully by the Chief of Air Operations who submits his recommendation to the Air Commander on the establishment of schedules of flights taking into account the number and type of planes available to ONUC. Copies of approved schedules of flights are at present sent by the Air Commander to the Chief Administrative Officer for information. However, we have now arranged that draft proposals for the establishment of flight schedules will in future be sent by the Force Commander to the Chief Administrative Officer for his review from an administrative and financial standpoint before the schedules are finally established. Similarly, proposals for changes in the schedule will also be referred by the Force Commander to the Chief Administrative Officer for his clearance;

(b) unscheduled flights normally fall under the following four categories:

- (i) flights undertaken for the purpose of mass movement of troops and accompanying essential supplies and equipment within or outside the Congo;
- (ii) flights undertaken for groups of military or civilian personnel as well as supplies and equipment for reasons of operational exigencies which cannot be met by scheduled flights;
- (iii) flights undertaken by field commanders within specified areas of their responsibility for purposes of reconnaissance or visits of inspection to outlying units, etc.;
- (iv) flights of ranking officials of United Nations in the special plane made available to ONUC for the purpose of carrying out inspection of field positions or visits to various parts of the country for official duties.

Mr. A.A. Shah
Internal Auditor
United Nations Headquarters
New York

. . . 2

We consider that insofar as unscheduled flights undertaken for the mass movement of personnel, mentioned in subpara (b)(1) above, are concerned, their review by the administration is not necessary as all such movement are invariably carried out in pursuance of policy decisions taken at a high level in the organization. However, we agree that it would be useful if the unscheduled flights under the remaining three categories were reviewed by the administration and steps are therefore being taken with the Force Commander to establish the necessary procedures in this respect;

..... (a) the travel of all civilian personnel in ONUC planes is approved by the administration. As regards military personnel, only travel in excess of fifteen days is so approved. Travel of fifteen days duration or less is authorized by the Chief of Military Personnel or the designated senior military officers in the field, in accordance with Military Personnel Ruling No. SDC1/RULING/PLMS dated 22 April 1961, a copy of which is enclosed. A copy of Administrative Circular No. 132/Rev 1 concerning the travel of civilian and military officers is also enclosed for your information;

(d) It is confirmed that the travel of all non-ONUC personnel is controlled by the administration and that full justification for such travel is established in each case before it is authorized. In this connection it should be mentioned that in addition to the certification of such travel by the Chief Administrative Officer the authorization for the provision of transport in ONUC planes is communicated personally to the Movement Control organization of ONUC by the Deputy Force Commander.

Yours sincerely,

S. Mahib Ahmed

cc: Air Commander
Chief Logistics Officer

28 April

2

Chief of Staff

MA to FC

Airlift of Food Supply for ANC - SAMBA

1. Authority has been granted by Mr GARDINER, Officer-in-Charge UNOC to airlift 6000 kilos of food supplies weekly to ANC at SAMBA as these troops cannot be reached by rail or road due to floods.
2. The food supply will be brought to Ndjili airfield by the ANC on the days determined by Air Ops. They will be flown to KINDU and then to KISONGO from where a helicopter will transport them to SAMBA.
3. It is understood that this airlift will terminate when the water recedes and the road or rail are open.

Lt Col

(JJ Cooney)

MA to Force Commander

cc: Chief Air Ops
Mil Info
Mil Ops
ANC LO

ONUC

4.
Comm/FC
28/4

21 April 1962

To : Mr.R.K.A. GARDINER, Officer-in-Charge
Mr. M. KHIARY , Chief of Civilian Operations

From : A.C. GILPIN , Special Assistant to the Officer-in-Charge

Subject : Air missions to Kivu

Need for missions

1. I have discussed with Mr. Gaviola the need for air missions in Kivu similar to those started in Equateur and Orientale. As indicated in the report he prepared for the Goma meeting, he believes^s that these will be of great benefit for the province. The Provincial President, Mr. Miruho, expressed enthusiastic support for the idea of the missions, and asked that his gratitude be conveyed to Mr. Gardiner .
2. The missions were also discussed at a meeting on 17 April with Colonel Khali and Major Nordin of the UN Malayan Forces, and Captain Baluka, representing Major Kwimba, Commanding Officer of the ANC in Kivu. They all welcomed the proposals. Captain Baluka said that there would be no difficulty about the participation of an ANC officer in the missions provided that the necessary instructions were received from General Mobutu .
3. There is a special need for air missions^s in Kivu because many roads are in an extremely bad condition. Some road repairs are to be undertaken as part of the public works programme, but in the meantime the only sure and rapid way of moving around the province is by air .
4. Hospitals throughout the province depend on Bukavu for medical supplies. Bukavu itself, however, is short of supplies. Twenty tons are reportedly en route from Leopoldville and are thought possibly to be held up in Stanleyville^s owing to lack of transport. I have asked Mr. Englund to check on this with Otraco and Vicicongo. If it proves to be the case, we should consider an airlift from Stanleyville to Goma as an emergency measure .
5. When these supplies eventually reach Bukavu, we can help the provincial government in their distribution by air to government and mission hospitals in various parts of the province. In the meantime, gift cases of selected medicines, similar to those delivered by our air missions to hospitals in Equateur and Orientale would meet the most urgent needs .

The first mission

6. After discussing the matter with Mr. Fahri, the WHO pharmacist in Bukavu, I propose that the first mission should bring such cases for the following hospitals :

BUKAVU
KABARE
KATANA
GOMA
LUBERO
KATWA
MUTWANGA
UVIRA
SHABUNDA
KASONGO
MUSIENENE
KYONDO

7. It will be noted that Kindu and neighbouring hospitals are not included in this list; this^{is} because it is understood that they have adequate stocks for two months. Urgently needed medicines are flown to Kindu direct from Leopoldville .

8. For the first mission it is proposed to use a D.C.3. It is envisaged that the mission should start from Leopoldville on 7 May. While the initial emphasis will be on medicines, this mission may also be of interest to other branches of Civilian Operations, eg. transport, telecommunications, meteorology. I shall appreciate being informed as soon as possible regarding any such interest, so that plans for the mission may be adapted to meet the needs. Taking account of such needs, the mission could visit Goma, Kindu, Kasongo, Punia, Kalima and Shabunda.

Kasongo is reported to be in especially urgent need for help of all kinds, having suffered from the presence of marauding ~~irregular~~ soldiers, who are still in the neighbourhood. A UN Ethiopian patrol is now in Kasongo.

9. For subsequent missions, helicopters, stationed in Bukavu, would probably be the best means of transportation. They would overcome most effectively the problem presented by impassable roads and also permit regular visits to be made by doctors and others to the large island of Idjwi-Namwu (population 30,000). They would also have the important advantage of reducing Bukavu's present total dependence on Ruanda-Urundi (Kamembe) for air communications. Fuelling arrangements could presumably be made at some of the airfields accessible to larger planes (See Annex)

10. It is accordingly recommended that the possibility of stationing two helicopters at Bukavu be examined .

11. If it proves impossible to provide helicopters , an " Otter " stationed at Kamembe, would be the next best solution, as it would permit visits to eight more places than those accessible to D.C.3's . (See Annex:).

cc : Messrs Ahmed
Bellerive
Boscovic
O'Byrne
Welsh
Gaviola
Tooby
Corradini

Force Commander -
Chief of Staff
Chief Military Information
Air Commander
ANC Liaison Office
Brig.Sartaj Singh.

ANNEX

KIVU AIRFIELDS

<u>Place</u>	<u>Type of Aircraft</u> *
GOMA	DC- 4
KINDU	DC- 4
BUKAVU (KAMEMBE)	DC- 3
KALIMA	DC-33
KASONGO	DC-33
PUNIA	DC- 3
SHABUNDA	DC- 3
MUTWANGA	5000 Kg.
KIMANO	3000 Kg.
LUYUNGI	3000 Kg
RUTSHURU	3000 Kg
KIBOMBO	2000 Kg
MONGANGA	2000 Kg
NA MOYA	2000 Kg
KALEHE	2000 Kg
FIZI	Piper Cub
ILUNGA	Piper Cub
ISANGO	PPC
KATANDA	PPC
BENI	PPC

* Subject to confirmation .

JMA/FL

*Seen by A/FL.
C.O.S says this should not be
drawn out at 6th Flca Conference
is a copy for him and 2
others from Mr. J*

CONFIDENTIAL

HQ ONUC (LOG) 183/1

22 April

(2)

Chief of Staff

Chief Logistics Officer

Chief Logistics Officer's Visit to KAMINA on 20 April 62

GENERAL

1. The purpose of my visit was basically in connection with the complaints we had received from ELISABETHVILLE wherein the Swedish Battalion were alleged to have acquired various stores not belonging to them, and had transported them to KAMINA.

2. Although the move of the Swedes to KAMINA had been completed some days ago, it was considered advisable that I should still go down to KAMINA even at this late stage to collect as much data as I could concerning these allegations. With this end in view, I took the Deputy Chief Movement Control Officer and one Security Officer with me on this trip.

ARRIVAL AT KAMINA

3. We reached KAMINA at 1300 hours local time and were met by the Movement Control Officer, Capt. Dhle. Since our arrival had not been made known to the Base authorities, we stayed at the transit restaurant at the Airport while the Base Administrator and the Base Commander were being contacted. While there, I talked to Capt. Dhle regarding the purpose of my visit upon which he gave us his general impressions of the recent Swedish move to KAMINA, as follows:

- (a) The Swedish stores that arrived had contained approximately 10 bicycles, frigadairs etc.
- (b) Some pieces of furniture were also noticed by the Movement Control detachment, particularly arm chairs and sofa sets.

4. Since the Security Officer accompanying me was spending the night in KAMINA, I instructed him to get further information concerning the details of the Swedish stores from the other members of the Movement Control team as well.

5. In this connection the Movement Control Officer also informed me about the departure of the JAT Regiment from KAMINA. Apparently, this unit's baggage was thoroughly checked by various agencies belonging to the Base Administrator, particularly by the Accommodation Branch. Nothing, however, was discovered in their luggage that did not belong legitimately to this Unit. This was later confirmed by the Base Administrator.

MEETING WITH BASE ADMINISTRATOR

6. I had about half an hour's conversation with the Base Administrator concerning various subjects pertaining to the Base. These talks were attended by the Swedish Logistics Officer and one other officer who had come to the transit restaurant to take me to the Base Administrator and later to Base HQ to meet the Base Commander. The following subjects were discussed:

(a) It was pointed out by the Swedish Logistics Officer that there were approximately 300 UN personnel at the Base, military and civilian, who were getting the higher per diem for food allowance. What would be their position if hostilities broke out and they could not thereafter manage their food requirements on their own? My decisions were as follows:

(i) I would take action to increase the reserve rations for the Swedish and Ghanian Battalions from 30 days to 45 days. This would offset the breakdown of the Commissary provisions on the outbreak of hostilities, and cater for this additional number of personnel.

(ii) All personnel dependant on the Commissary, and at present getting a higher rate of food allowance will, at the outbreak of hostilities, be the responsibility of the Base Commander for supplying food etc.

- (iii) From the time that this happens, and until conditions become normal, the per diem of the people effected to be reduced accordingly.
- (b) The POL drums at the Airport to be dispersed into 3 or 4 dumps of equal quantity, for safety purposes.
- (c) I also pointed out that the number of vehicles on the Base from what I saw at the Airport seemed more than sufficient. I also advised that the Base Administrator, in conjunction with the Base Commander, must reallocate all transport on the Base according to the requirements of the units stationed there. The impression that inter-unit transfer of vehicles on the Base was not allowed, was corrected. However, I did point out that the removal of transport from the Base, outside the area could not be done without prior approval of this HQ.
- (d) The revival of the agriculture farm was also discussed. I am putting up a separate paper on this subject.
- (e) I pointed out to the Base administrator that the lights in the transit restaurant at the Airport were all "on" in the middle of the day. The person in charge of this restaurant was to be warned about it.

DISCUSSION WITH THE BASE COMMANDER

7. At 1530 hours local time I had my Conference with the Swedish Base Commander. At this meeting I informed him about the various reports that we had received concerning the alleged removal of certain illicit stores by his Unit from ELISABETHVILLE to KAMINA. In view of this I strongly advised him to make a thorough search of his stores to ensure that,

- (a) Stores that the battalion cannot legally account for, be segregated.
- (b) A list of such stores be submitted to this HQ so that the stores in question could be returned to ELISABETHVILLE.

8. He assured me that he had already satisfied himself that all stores brought by his unit from ELISABETHVILLE, legally belonged to them. They were either bonafide personal property or legitimate unit stores. However, he had come out with some startling statements concerning the definition of what he considered were legitimate stores, particularly when he discussed various items that he had taken possession of and had labeled them as "spoils of war". These, he admitted, though not originally belonging to his unit were nevertheless considered as rightfully belonging to the Swedish Contingent by virtue of the magnificent "action" in which they had taken part during December 61 against the Katangese gendarmerie. The main outline of his conversation was as follows:

- (a) Soon after the December 61 hostilities, he was informed by the KATANGA Area Command, as were other units, that he could help himself to anything he required from Camp Massart.
- (b) About the same period, the ex-Force Commander had also given him to understand that all captured equipment, including arms and ammunition, were to be considered as "war trophies", and hence could be taken away by the troops to their home countries, either as personal property, or even for the benefit of their nation museums.

9. As a result of the above, the Swedish Commander admitted to have done the following:

- (a) A considerable amount of spare parts for vehicles were taken by him and used for repairing,
 - (i) - captured Gendarmerie vehicles
 - (ii) - also ONUC and National vehicles
 - (iii) - other spare parts which he considered essential for his future use were also taken by him and brought to KAMINA Base.
- (b) Meanwhile, a certain number of arms and equipment captured by this Unit were handed over to KATANGA command. However, quite a large portion were retained as "trophies", packed in crates, and brought back with the Unit to KAMINA with a view to transshipping them eventually to their home country.

10. I was further informed by him that the Commander, KATANGA Command, had also allowed him to take away any vehicles that he may have captured from the Gendarmerie.

11. As a result of these directions by KATANGA command, given not only to the Swedes but also to the other units at ELISABETHVILLE, the Swedish Commander admitted that he had removed a fair amount of furniture, refrigerators, vehicles, spare parts etc., from Camp Massart. However, he gave me to understand, and I have no reason to disbelieve him, that any equipment which he brought with him from ELISABETHVILLE to KAMINA was only to be used by the troops while they were in the CONGO. He assured me in a very direct and forthright manner that nothing would be taken out of the CONGO by his Unit which did not legitimately belong to it, at the time of its rotation.

CONCLUSION

12. From the talks mentioned above it would appear that this Unit has indulged in certain illegal activities but apparently under a misapprehension.

13. I therefore gave the following instructions to be carried out by the Base Commander, as soon as possible.

- (a) Any stores acquired from KATANGESE installations, and which were still at ELISABETHVILLE and in charge of the Swedes, were not to be moved out of ELISABETHVILLE.
- (b) All stores which they have considered their rightful property by virtue of various instructions given to them on the subject of "war trophies", to be listed, and the same submitted to this HQ.
- (c) Captured equipment which is already packed with the purpose of taking back to Sweden, to be also listed and this HQ be informed accordingly.

14. The Security Officer was left behind at KAMINA to further investigate this matter. He was to proceed to ELISABETHVILLE the next day to join the Security Team that is already there, investigating the same subject at that end.

cc: Chief Administrative
Officer
MA to Force Commander


(N. N. MADAN) Lt-Col.
Chief Logistics Officer

ROUTING SLIP

TO

None Comments

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

*I recommend we
await the return of
CG from KADUNA.*

[Signature]
[Signature]
[Signature]

DATE *294*

FROM

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

HQ ONUC (LOGS) 141/1

CONFIDENTIAL

18 April 1962

A : Chief of Staff ✓
De : Chief Logistics Officer
Objet : Baggage of Swedish Battalion being lifted
from ELIZABETHVILLE to KAMINA

..... 1. Reference your confidential inter-office memorandum
No. NIL dated 11 April 62 along with attachments (returned
herewith).

..... 2. I am forwarding a copy of letter No. HQ ONUC (LOGS)
764 MOV dated 18 April 62 from the Chief Movement Control
Officer, addressed to me, on the above subject.

(N. N. MADAN) Lt-Col.
Chief Logistics Officer

cc: Chief Movement Control Officer

HQ ONUC (LOGS) 764 MOV

Dated: 18 April 1962

To : Chief Logistics Officer

From : Chief Movement Control Officer

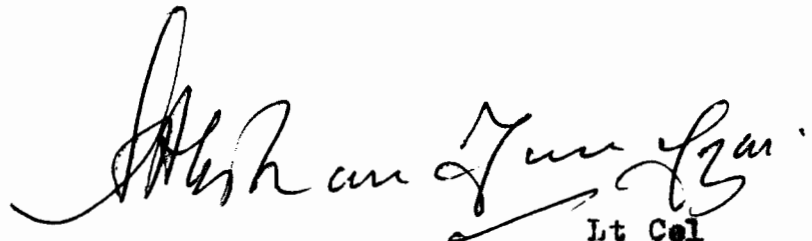
Subject : Baggage of Swedish Battalion being lifted
from ELIZABETHVILLE to KAMINA

Reference attached correspondence regarding baggage of Swedish Battalion

1 The Swedish Battalion on their arrival in CONGO were airlifted by United States Air Force direct from SWEDEN and after a short halt at ND'JILI they were moved to their field location. We have tried to obtain the tonnage carried by this battalion on its arrival in CONGO from the United States Air Force Squadron at ND'JILI but they have shown their inability to do so.

2 However, the stores and personnel airlifted from ELIZABETHVILLE to KAMINA from 13 Mar to 17 Apr 62 are as follow:-

Personnel	594	
Stores	7,38,216 lbs	824793 lbs.



Lt Col
Chief Movement Control Officer
(A A K YUSUF ALI)

ROUTING SLIP

Comments for the record should not be written on this slip. REFERRAL SHEET PT.108 should be used instead.

TO:

CLO

APPROVAL		YOUR INFORMATION
MAY WE CONFER?		AS REQUESTED
YOUR SIGNATURE	✓	FOR ACTION
NOTE AND FILE		REPLY FOR MY SIGNATURE
NOTE AND RETURN		PREPARE DRAFT
YOUR COMMENTS		ATTACH RELATED PAPERS

DATE:

FROM:

1374



ROUTING SLIP

TO

The Chief of Staff

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

The Acting F-C considers the weight of the Swedish iron stores to be a source of concern to him. In order to get a clear appreciation of how these stores accumulated he desires a Movement Control to produce a consolidated table.

- of (a) stores flown in by Swedish iron (by weight)
 (b) stores flown out by other iron. (by weight).

CONFIDENTIAL

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

11 April 1962.

To: Acting Force Commander
From: Chief of Staff
Subject: Baggage of Swedish Battalion being lifted
from ELISABETHVILLE to KAMINA


Reference my Signal N° OPS 3553 of 7 Apr 62 to Brig NORONHA.

...

1. Brig NORONHA has handed over to me the attached breakdown of the Swedish Battalion's stores which are being lifted to ELISABETHVILLE from KAMINA. He has no means of checking whether these are legitimate or not, as he does not know what stores were brought in by the Swedes for their Battalion from SWEDEN.

2. On a scrutiny of the attached breakdown, Brig NORONHA has stated that all the stores appear to be reasonable, except for ordnance stores.

3. May I please have your directions as to what further action you wish me to take in this case.


Colonel
Chief of Staff
(J. GUHA)

CONFIDENTIAL

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

Swed Bn XIV
Eville 9/4 1962

Swed Bn transport Eville - Kamina

Personel	634 x 258	163.572	lbs
Hq coy		33.070	"
1. "		37.485	"
2. "		22.050	"
3. "		33.070	"
Mail Service		12.000	"
Field ambulance equipm		12.000	"
Canteen		22.050	"
Suply		66.000	"
Ordonnance		101.430	"
Heavy weapons		3.307	"
Mortar pl		6.615	"
A-a pl		11.020	"
Radio stn		3.307	"
Am		74.308	"
Field work shop		55.120	"
Paymaster		552	"
Hyginal equipm		33.070	"
Logistic		2.205	"
Wellfare		2.205	"
		694.436	"
		=====	

Ref your sig No 3553 op of 070900Z.

The info asked for is submitted
herewith.

[Signature]

Under LAT (CONE)
11 Apr 62

Air

G. M. N. K.
25/4

No 4004/2/Q
HEADQUARTERS
LIEPOLDSVILLE STATION

24 April 1962

To

Chief of Military Operations, HQ ONUC

Subject: SPECIAL AIRCRAFT TO GO TO KITONA
ON FRIDAY, 27TH APRIL 62.

Reference this office letters of even numbers dated 13 and 14 April 62.

1 The above aircraft will now be required at the following timings:-

Take off from N'DJILI	0700Z
Arrive at KITONA	0830Z
Take off from KITONA	1430Z
Arrive at N'DJILI	1600Z

2 The list of passengers going into this aircraft is not yet available as invitations have been given out and the RSVP have not been received by the Sierra Leone LO. As soon as he receives the same, he will make out a consolidated list of people travelling and forward the same to Movement Control and your office.

3 Confirmation on the above is requested.


Major
for Station Commander

cc: ✓ MA to Force Commander

Sierra Leone Liaison Officer - For information and action.

5 QONR

OC Sierra Leone Contingent - KITONA

Air lift

Force Commander
25/4

AHQ/6201/OPS

24 April

2

To : Mr. S. Habib Ahmed, CAO
From : Air Commander
Subject : Control of UNOC Air Flights

1. I refer to your memo of 20 April on the above subject.
2. As you mentioned, we agreed that some kind of Board should be set up to go through all requests for transport and give advice to the Chief Logistics Officer on what means of transport should be chosen for the personnel or goods in question. I still agree on your proposal of members of such a Board. However, I am afraid that this is as far as my agreement to your memo goes.
3. I still maintain that when the requisition for airlift is presented to the Air Commander, the decisions should have been taken that the goods will be moved by air, if possible. The Air Commander has the staff that I hope is fully capable of running the airlift, once the decision has been taken that it should be lifted. I still maintain that if there is an interference into the airlift or the running of the Air Division by people who know very little about this sort of business, it is evident that I cannot accept the responsibility as the Air Commander. Furthermore, I suggest that if your proposals were followed, there would be no need to have an Air Commander and an Air Commander staff; that is, if you think you can run the air side in the Congo better by civilians or ground officers than you can by specially trained people.
4. I sincerely hope that we now can get down to clear organizational lines of the various duties of UNOC Headquarters, instead of having eternal internal fights. I shall do my utmost to be cooperative in the matter of drawing up clear lines of the responsibilities.

5. I hope you receive this in the spirit it is meant, the spirit of wanting to do away with inefficiencies.


(John Ryg) Maj Gen
Air Commander

cc: Force Commander
File Copies (3)

Force Commander's Copy.
JAH/K 24/4.

24 April

2

To : Gen. Ryq, Air Commander
From : S. Habib Ahmed, Chief Administrative Officer
Subject : Control of GNOC air flights

1. You have already received copies of correspondence exchanged between me and Mr. Shah, the External Auditor, on the subject of administrative certification of flights of GNOC aircrafts. The particular correspondence in reference is as follows:

- Mr. Shah's memo of 16 March addressed to me;
- My memo of the same date addressed to the Force Commander;
- My memo of 21 March addressed to Mr. Shah.

The Force Commander has approved the proposals contained in my memo of 21 March and I have also discussed them with you and the Chief Logistics Officer.

2. It is now necessary to work out a simple and practical procedure for giving effect to the recommendation of the External Auditor which has been accepted both by us and the Force Commander to enable the GNOC administration to carry out its responsibilities.

3. As far as scheduled flights are concerned we have already had discussions with you and the Chief Logistics Officer and have agreed that a Committee will be established consisting of representatives of the Chief Logistics Officer, yourself and Civilian Administration which would review the logistical data for the establishment of scheduled flights and also examine changes in schedules as and when they are required. I am requesting the Chief Logistics Officer to take the initiative of calling the first meeting of this Committee to discuss its procedures of work and operation.

4. As regards unscheduled flights I suggest that such flights be also reviewed by the same Committee though some other method should be found to deal with cases of extreme urgency and for the subsequent review of such cases by the Committee.

. . . 2

5. I would appreciate your views on ways and means of establishing control of flights undertaken by Field Commanders within the specified area of their responsibility for purposes of reconnaissance or visits of inspection to outlying units. In my view the simplest procedure would be that requests for such flights as and when they are undertaken should be cleared on the spot by the Field Commanders concerned with the Administrative Officer in each Province. A form can be designed which may be initiated either by the Air Base Commander or Base Field Military Commander and on which the certification of the Field Administrative Officer can be obtained for the day to day operational flights. Here again in order not to hamper our operations I would suggest that the Base Commanders or the Field Commanders be authorized in case of extreme urgency to undertake the local flights subject to subsequent administrative clearance by the Administrative Officer.

6. As regards the flights of the VIP DC6 plane the following procedure is suggested. Flights of this plane may be requested by the Officer-in-Charge, the Force Commander, the Chief of Civilian Operations or the Chief Administrative Officer. The request will be sent to the Air Commander who will take steps to schedule the flights. In cases when the plane is requested at the same time by more than one of the four officers referred to above, the Officer-in-Charge will decide the priority. In all cases however the flight will be certified, upon a form, by the Chief Administrative Officer upon the request of the Air Commander.

cc: Acting Force Commander ✓
 Chief of Staff
 Chief Logistics Officer

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

BOITE POSTALE 7248
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REPUBLIQUE DU CONGO
CABLE : ONUC LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

DMH/FC
From report 21/4

.....21 April.....1962..

To: Maj-General GS Yacob, Acting Force Commander
From: M. Khiary, Chief of Civilian Operations
Subject: Airlift of food supplies to SAMBA

Authority is hereby granted to airlift an aircraft-load of food supplies from Albertville to Kasongo and Samba via Kabalo , where ANC's are marooned by floods and cannot be re-supplied by road or rail.

A large, stylized handwritten signature, possibly 'M. Khiary', is written in the lower right quadrant of the page.

cc: Chief of Staff
Air Operations
ANC Liaison Officer

ROUTING SLIP

Comments for the record should not be written on this
REFERRAL SHEET PT.108 should be used instead.

MA & FC

APPROVAL	YOUR INFORMATION
MAY WE CONFER?	AS REQUESTED
YOUR SIGNATURE	FOR ACTION
NOTE AND FILE	REPLY FOR MY SIGNATURE
NOTE AND RETURN	PREPARE DRAFT
YOUR COMMENTS	ATTACH RELATED PAPERS

1 The attached b6b may
be sent.

2 I will write to EAO
separately about the group.

[Signature]
Mr. [unclear]
[unclear]

DATE:

16 Apr 12

FROM:

Col. Cuba

I have just this morning
sent a memo. on this
subject to Col. Madam. A
copy of it is enclosed.

I have no objection to the
attached cable provided the
vehicles now proposed to be
sent from Albertville to Gville
are not expected to be required
again later at Albertville. You
will recall that we have often
discussed putting into effect a
plan whereby we shall have
all vehicles where they are,
and make up deficiencies ^{in the} ~~in the~~ ^{by} ~~by~~
additional procurement
to avoid costly transport from
one area of the country to
the other.

nu
11/4.

ROUTING SLIP

TO

Mr Ahmed

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

For any comments you may wish to make please.

Mr Gordon has already seen this draft.

DATE . FROM *JMH/EC*

To: Dr. BUNCHE
 From: GARDINER/YACOB/AHMED
 Date: 10 Apr 62
 No.: ONUC _____

Your 2631 of 10 Apr 62.

1. Brig RIKHYE, during his last visit to this Headquarters, indicated that United Nations Headquarters, New York, were averse to the lifting of vehicles. A note of this point was taken and we are now exploring the possibilities of acquiring vehicles required to make up the first line holdings of units, as also a pool of second line transport for ^{KAMINA and} ELISABETHVILLE. Simultaneously, we are exploring the possibility of moving these vehicles of the Indian Brigade at present at ALBERTVILLE, to ELISABETHVILLE, by surface means, using the route ALBERTVILLE by barge to ABERCORN in NORTHERN RHODESIA and then by road along the route ABERCORN-KASANA-LUWINGU-FORT ROSEBURY-ELISABETHVILLE. The information about the route from ABERCORN in early March was that due to floods in this area, the route was impassable. In addition, Katanga Command had advised that it was inopportune ~~moment~~, at that time, because of the impending ^{talks} ~~conference~~ between Mr. ADOULA and Mr. TSHOMBE, as this route passed through approximately 80 km of Katangese border before ELISABETHVILLE was reached.

2. ^{would} We request you to approach the NORTH RHODESIA Government to ascertain if they would have any objection to our using this route to bring down the vehicles from ALBERTVILLE. ^{as also the condition of the route.} ~~If the route~~ ~~where it passes through NORTHERN RHODESIA is suitable, then, and~~ ~~then only we propose to take up the matter of obtaining clearance~~ ^{The movement of the vehicles} ~~from Mr. TSHOMBE for travelling along from the Katangese North Rhodesian border to ELISABETHVILLE.~~

Deleted by
 M. Gardiner
 J. M. A. C.

11 April

2

To : Lt. Col. N.W. Madan, Chief Logistics Officer
From : S. Habib Ahmed, Chief Administrative Officer
Subject : Vehicles for military units

1. I do not appear to have received a reply to my memo of 14 March on the subject of a fixed number of vehicles being allotted to each military unit in the Congo and the continued retention of such vehicles in the field area concerned obviating the need of air transportation from one part of the country to the other.

2. While I have awaited your reply I find that New York were asked to arrange for the airlift of 100 vehicles. Reference should be made in this connection to the Acting Force Commander's cable 1504 to Dr. Bunche.

3. I should be grateful if you would kindly look into the matter to determine how we have become involved in following two inconsistent lines of action.

4. I would also be grateful for your confirmation that an official request has been sent forward to New York for additional personnel required for field workshops and field transport teams which can take complete charge of custody and maintenance of all vehicles in each field office. In this connection please refer to my memo of 15 March to which your reply is also awaited.

cc: Colonel J. Guha, Chief of Staff

Aik

gma/ki
16/4

No 4004/2/Q
HEADQUARTERS
LEOPOLDVILLE STATION
14 April 1962

To

Chief of Military Operations
HQ ONUC

Subject: SPECIAL AIRCRAFT TO GO TO KITONA
ON FRIDAY, 27TH APRIL 62.

In continuation of this Office letter of even number dated 13 April 62.

1 The Sierra Leone Contingent at KITONA have decided not to have the Pipes and Drums of 5 QONR for their national day.

2 It is therefore requested that a DC-4 is not required but a C-47 will serve the purpose. The required details are the same as mentioned in para 3 of our letter under reference.


Major
Brigade Major

cc: ✓ MA to Force Commander
Sierra Leone Liaison Officer
5 QONR
OC Sierra Leone Contingent - KITONA

G. M. A. K.
13/4.

No 4004/2/Q
HEADQUARTERS
LEOPOLDVILLE STATION
13 April 1962

To

Chief of Military Operations, HQ ONUC

Subject: SPECIAL AIRCRAFT TO GO TO KITONA
ON FRIDAY, 27TH APRIL 62.

- 1 The Sierra Leone Contingent at KITONA will be celebrating their first Independence Anniversary on Friday, 27th April 62. They have requested for the Pipes and Drums of the 5 QONR to be transported there and quite a number of officers will also be going from here to participate in the celebration.
- 2 You are requested to arrange for a special aircraft (preferably a DC-4) to go to KITONA, on that date.
- 3 Details are as follows:-
 - (a) Date required:- 27 April 62
 - (b) Take off from N'DJILI airport:- 0600Z
 - (c) Passengers:- approximately 45
 - (d) Return flight from KITONA to N'DJILI:- 1530Z on the same day
- 4 The Force Commander is also being invited by the Unit and it is possible that he may also go in the same aircraft.
- 5 May necessary action please be taken.


Major
Brigade Major

cc: ✓ MA to Force Commander
Sierra Leone Liaison Officer
5 QONR
OC Sierra Leone Contingent - KITONA

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

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

Handwritten: 4/4/62

NR

Address(es)

HQ KATANGA COMD
SECTOR A

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FOR NORONHA/SATHE FROM GUHA STOP 25 ETH BN A 1614 OF 28 MAR AND
SECTOR A 02185 OF 1 APR STOP CENTRAL GOVERNMENT HAS NO HELICOPTER
STOP AM EXAMINING POSSIBILITY OF OBTAINING AN UN HELICOPTER STOP
REQUEST INTIMATE IF THESE TECHNICIANS COULD NOT BE SENT TO PEANA
BY SURFACE MEANS BY ANY OTHER ROUTE.

cc Force Commander ✓
Air Command
Chief of Staff
Military Operations

C. 81471

Sd/-xxxxxxxxxxx Capt
(P M BROE)

T.O.R.

T.O.D.

BY:

Drafted by : Col GUHA

Authorized : Chief of Staff

Date : 3 Apr 62

OUTGOING COMM COMM

FROM

To: Dr. Runche

From: Yacob

Date: 3 April 1962

No: ONUC 2354

AirLift

1. The Italian C119 Squadron was requested to lift three generators each weighing 6,000 pounds from Leopoldville to Kamina today.
2. This squadron has refused to lift more than 3,000 pounds over the route unless any amount over 3,000 pounds is jettisonable. Their refusal is based on single engine performance load charts as published by the USAF and under which charts the Italian Air Force operates.
3. The IAF Squadron has cabled Rome for a decision on this matter. If these aircraft are to be restricted in capacity to the quoted 3,000 pounds, their usefulness in the Congo is most restricted. These aircraft are required for vehicle lift and not general cargo haul.
4. We will advise you further on receipt of the required information from Rome.

cc: Mr. J. K. A. Gardiner
Air Commander
Chief of Staff
Military Operations

DRAFT SIGNAL

Code

By C.O.S.

*Amlyt
C/S*

TO: HQ SECTOR 'A' AVILLE

INFO KATANGA COMFLAND EVILLE

OPS _____ (.) FOR SATHE FROM GUHA (.) YOUR 02222 OF
2 APR (.) FIRSTLY (.) HAVE DISCUSSED THIS PROBLEM WITH
MR GARDINER AND THE FORCE COMMANDER (.) SECONDLY (.)
MILITARILY WE AGREE THAT ^{the} RECONSTRUCTION OF THE ROAD BRIDGE?
BETWEEN MANONO AND MITWANA WOULD WEAKEN OUR POSITION IN
MANONO (.) ~~THIRDLY~~ (.) MR KHIARY OMA WHO WAS PRESENT
DURING THE DISCUSSION OMA CONSIDERED THAT AIRLIFTING OF
ACIDS IS AN EXPENSIVE PROPOSITION AS THE BULK AND WEIGHT
OF CONTAINERS NECESSARY FOR CARRYING ACID REQUIRED UNDER
INTERNATIONAL AIR REGULATIONS MAKE AIR TRANSPORTATION OF
A LARGE ^{QUANTITY} ~~AMOUNT~~ OF ACID HIGHLY UNECONOMICAL (.) FOURTHLY
(.) IT THEREFORE APPEARS THAT THE ALTERNATIVE WOULD BE
FOR GEOMINES TO PROCURE THEIR ACID IN TANGANYIKA OMA
MOVE IT BY BARGE TO AVILLE AND THEREAFTER BY SURFACE
MEANS TO MANONO (.) WOULD YOU PLEASE ENQUIRE INTO THE
POSSIBILITIES OF THIS SUGGESTION AND FORWARD YOUR
RECOMMENDATIONS EARLIEST "

*Mr Gardiner
Force Commander
Air Commander*

*There is no mention of bridges in
02222
Bd Sethe's signal, only "road repair".
I discussed this with C.O.S. who
states that no mention of 'bridges'
should be made in signal & W.Y.
which is based on this cable. This
accounts for the discrepancy in the
cable & W.Y. & Bd Sethe. JMA/EC
3/4.*

F.F.

DMH/FC
2/4.

HQ ONUC (LOGS) 765-MOV

Dated: 2 Apr 62

To : Ethiopian Liaison Officer
From : Acting Chief Movement Control Officer
Subject : AIR SHIPMENT OF UN RADIO EQUIPMENT TO ADDIS ABABA

1 From Procurement Section this HQ we have received a request for airlift of 500 lbs of Radio Equipment to ADDIS ABABA. The cargo consists of the following :-

(a)	3 Cardboard boxes	54 x 73 x 50 cm	Paper rolls
(b)	1 Cardboard box	84 x 50 x 45 cm	Electricals
(c)	1 Cardboard box	180 x 41 x 16 cm	Antenna masts (2)
(d)	1 Cardboard box	49 x 38 x 28 cm	Antenna material

2 The ultimate consignee is :

UN ECONOMIC COMMISSION FOR AFRICA
Adana Square, ADDIS ABABA

3 The stores has been forwarded to Stanleyville by UN flight on 2 Apr 62.

4 You are kindly requested to arrange for onward despatch of the stores via Ethiopian AIR FORCE flights between Stanleyville to ADDIS ABABA and inform this office accordingly.

SF H. G. K. - Capt
for Acting Chief Movement Control Officer
(OLSEPH.S.A.N)

Signal sent to H.Q.

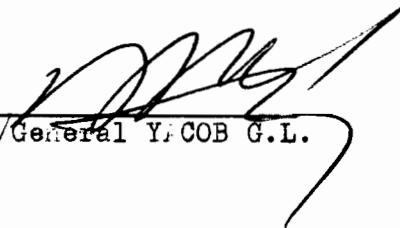
2/14/62
2/14.

M E M O R A N D U M

2 April 1962

To : THE FORCE COMMANDER

Further to my memorandum of 26 March 1962, I hereby inform you that the 4th Battalion of the 3rd Ethiopian Tekil Brigade will be airlifted from Debre Zeyit (Harar Meda)

For 
M/General YACOB G.L.

ROUGH TRANSLATION

LEO 26 MARCH 62

CIV.OPS.0116/62

Mr. The Prime Minister

Concerning: Request made by the Rhodesian Air Lines.

Am Gen.

I have the honour to communicate to you copy of a cable the Rhodesian Air Services addressed to me on the 20th March 62.

ONUC has no objection to the flights NDOJA/BAKWANGA proposed in the enclosed cable, provided that the plan of the flights is previously communicated. However, before giving a definite reply we would like to be notified that your Government has given its authorisation.

Please believe, Mr. the Prime Minister in the assurances of my high consideration

M. Khiary
Chief of Civilian Operations

His Excellency
Mr. Cyrille ADOUA
Prime Minister of the
Republic of Congo
LEOPOLDVILLE

cc: Mr. Gardiner
General Yacob

AC/jf

MA/KC
27/3

CIV.OPS,0116/62

Léopoldville, le 26 mars 1962

Monsieur le Premier Ministre,

Concerne : demande des Services aériens de Rhodésie.

J'ai l'honneur de vous transmettre copie d'un cable que les Services Aériens de Rhodésie (Rhodesian Air Services) m'ont adressé le 20 mars 1962.

L'ONUC n'a aucune objection aux vols Ndola/Bakwanga proposés dans le cable ci-inclus, pourvu que le plan des vols nous soit communiqué au préalable. Toutefois, avant de donner une réponse, nous vous prions de nous signifier l'autorisation de votre Gouvernement.

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

M. Khiary
Chef des Opérations Civiles

Son Excellence
Monsieur Cyrille Adoula
Premier Ministre de la
République du Congo
Léopoldville

c.c. MM. Gardiner
Yacob

AC/jf

19 March 1962

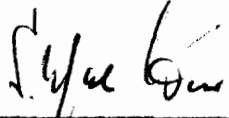
Mr. Nuaunenhuis
Director General
KLM Royal Dutch Airlines
Leopoldville, Rep. of the Congo

Dear Mr. Nuaunenhuis,

I wish to thank you most sincerely for your kind action in arranging to deliver Shamrock to the Irish troops in Leopoldville on St. Patrick's Day.

It was very much appreciated by all and helped considerably to give a national flavour to our celebration of the occasion.

Yours sincerely,



(S. MacEoin) Lt. Gen.

14 March 1962

To: Cdr. J. J. McDonald, U.S. Naval Attache
Embassy of the United States of America
Leopoldville

From: Office of the Force Commander - UNOC
Leopoldville

Subject: Air Transportation to Dar-es-Salaam

I am directed to inform you that the Force Commander has agreed to your request. For your information, you could avail of mission 952 which leaves Leopoldville at 0500 hrs. on 19 March and arrives at Dar-es-Salaam at 1500 hrs. on the same day.

The total facilities will be available on either the 25th, 26th or 27th of March.

J. J. Cooney Lt. Col.
(J. J. Cooney)
MA to the Force Commander

JIC/ajg

cc: Air Commander
Air Operations
Movement Control

ROUTING SLIP

TO *MA to FIC*

Elite 19694

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

He could go on mission #952 with the early party leaving LEO 190500Z arriving DAR 191500Z if proper clearance is given by FC. I would recommend we agree. His return can be on 25, 26th or 27 with rear party. I expect you to reply & also let me know if he is to be included.

DATE

FROM

Th Pearce uk.

EMBASSY OF THE UNITED STATES OF AMERICA
OFFICE OF THE NAVAL ATTACHÉ
LEOPOLDVILLE

IN REPLY REFER TO

9 March 1962

From: The Naval Attache and Naval Attache for Air
American Embassy
Leopoldville
The Force Commander (and)
To : The Chief Air Operations Officer
United Nations (Congo)

Subj: Air Transportation - request for information concerning.

1. Originator has been requested by the Department of the Navy, Washington, D. C., to observe and report on the movement and loading of United Nations troops on board USNS BLATCHFORD (T-AP 153). Opportunity of such observation will be afforded about 20 March 1962 when, according to USNS BLATCHFORD dispatch 082125Z, the ship will be in Dar es Salaam (Tanganyika) for the period 20 March until 27 March for the loading of Indian troops.
2. Accordingly it is requested that originator be informed of the possibility of airlift from Leopoldville to Dar es Salaam via United Nations aircraft approximately five to seven days prior to the dates mentioned above, and return to Leopoldville from Dar es Salaam after the ship's departure or just prior to departure.
3. Your interest in this important matter is appreciated.

J. J. McDonald

J. J. McDONALD
CDR, USN
U. S. Naval Attache

J. J. McDonald
Sine
14/3

Attache informed.

Copy to Airland & Air Ops.

J. J. McDonald
14/3

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

Address(es)

HQ 3 NIGERIAN BDE LULU
HQ SECTOR 'C' KAMINA
HQ KATANGA COMD EVILLE

HQ SECTOR 'B' AVILLE
HQ MSF BDE BUKAVU
~~KMI~~ TAC HQ ETH BDE KINDU

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

OPS 3426. TOUR PROGRAMME BRIG RIKHYE. FIRSTLY. FLIGHT AC-DC6.
SECONDLY. FLIGHT SCHEDULE AS FOLLOWS. ALPHA. 14 MAR. DEP NDJILI
0600Z ARR LULU 0800Z. DEP LULU 1100Z ARR KAMINA 1230Z. DEP KAMINA
1400Z ARR ELI 1500Z. BRAVO. 15 MAR. DEP ELI 1400Z ARR ~~KMI~~ ALB 1530Z.
CHARLIE. 16 MAR. DEP ALB 0500Z ARR SHANGUGU 0600Z. DEP SHANGUGU ~~KMI~~
0900Z ARR KINDU 1000Z. DEP KINDU 1200Z ARR LEO 1500Z. THIRDLY.
ARRANGE RECEPTION, ACCN AND TPT. FOURTHLY. MSF BDE ONLY. PERMISSION
TO LAND AT SHANGUGU HAS BEEN REQUESTED FROM BELGIAN AUTHORITIES.
IF GRANTED ARRANGE TPT AND RECEPTION AT SHANGUGU. IF NOT GRANTED, DC6
WILL LAND AT GOMA IN WHICH CASE POSN DC3 AT GOMA TO AIRLIFT BRIG RIKHYE
TO BUKAVU. AIRFD AT WHICH LANDING WILL BE CONFIRMED LATER.

cc Force Comdr ✓
Brig IS Rikhye
Chief of Staff
Chief of Logistics
Chief of Movement Control
Air Ops
Mil Ops
Mil Info
ETHIOPIAN LO
MALAYAN LO
NIGERIAN LO

*Request to land at Shangugu
cancelled as airport will
not take the DC6.*

*File
14/3*

[Signature]
Hei

T. O. R.

T. O. D.

BY :

Drafted by : Maj BP BHALLA

Authorized : CHIEF OF MIL OPS

Date :

13 Mar 62.

INDICATE
PRIORITY

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

NR

Address(es)

HQ 3 NIGERIAN BDE LULU

Acclat

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

OPS ~~1~~ (.) FOR BDE COMD FROM COS (.) IT IS
 IMPERATIVE THAT INFORMATION BE OBTAINED FROM COL MASIALA
 AND GARRISON COMMANDER LULU AS TO THE EXACT NUMBER
 OF VEHICLES REQUIRED TO BE AIRLIFTED LULU - AVILLE (.)
 THIS REPORT MUST INCLUDE THE FOLLOWING INFORMATION (.)
 NUMBER OF VEHICLES BY BATTALION^{DECLASSIFIED} INDICATING TYPE AND
 CATEGORY IE JEEP (WIRELESS) CMA JEEP (GD) CMA 3 TON
 (OFFICE) ETCETERA (.) THIS INFORMATION IS REQUIRED
 IMMEDIATELY

cc: Air Commander
Chief Mil Info

RECEIVED

53 FEB 62 11:54

C. 81471

T.O.R.

BY:

Drafted by : Maj LG Normandin

Authorized : Chief of Staff

Date : 24 Feb 62

27 Feb 62

To : See distribution below
From : Chief of Military Operations
Subject: AIRLIFT OF INDIAN BRIGADE

Reference conversation Wing Comdr PEARCE and Major BHALLA of 26 Feb 62.

1 To enable us to conform to the timings of the BLATCHFORD, and overcome the difficulties and delays of refuelling, the airlift of the Indian Bde has to be carried out with two groups of aircraft. One group moving directly between AVILLE and DAR ES SALAAM and the other group moving internally between AVILLE, EVILLE, KAMINA and LEO.

2 The requirement of aircraft for each group is as follows :-

- (a) Airlift 600 troops in and airlift 600 troops out per day between AVILLE - DAR ES SALAAM - 10 DC4
- (b) Airlift troops between AVILLE and location in the CONGO. The reduction of 2 aircraft has been made here as some troops will remain at AVILLE. - 8 DC4

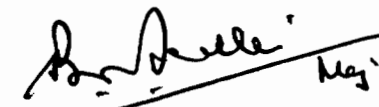
Total - 18 DC4 AC

3 8 DC4 aircraft are available at present from within ONUC resources. 10 more will have to be commissioned for this purpose.

4 The daily internal requirement of aircraft for logistical support will be carried out by the remainder of ONUC charters. These are adequate for this purpose for the short period involved.

Distribution

Force Commander
Air Commander
Chief of Staff
Chief Logistics Officer
Chief Movement Control
Air Ops


f Chief of Military Operations Lt Col

~~DEA~~
OUTGOING CODE CABLE

To : Dr BUNCHE
From : Mac Eoin
Date : 27 Feb 62
No : ONUC 1447

Delet

Sund
26/2

The following vehicles of Indian Brigade and Malayan Brigade will require airlift to conform to our operational plans :-

1 Indian Brigade

(a) From A'VILLE to E'VILLE

4 x 1 Ton pick up
2 x Dodge pick up
24 x Jeep
14 x 3 Ton
26 x 1 Ton
1 x Water truck
1 x 3 Ton Recovery vehicle
4 x Motor Cycles
6 x Water trailer
26 x $\frac{1}{4}$ Ton trailer
1 x 1 Ton trailer
2 x $1\frac{1}{2}$ Ton trailer
3 x Trailer Generator 10 Cwt
1 x Welding Generator Electric
2 x Machinery Type X and Z

(b) From A'VILLE to KAMINA

3 x Daimler Armoured Cars
12 x 1 Ton
9 x 3 Ton
8 x Jeeps
1 x 3 Ton Recovery vehicle
3 x $\frac{1}{4}$ Ton trailer
1 x 1 Ton trailer
2 x $1\frac{1}{2}$ Ton trailer
2 x Water trailer
1 x Trailer Generator 10 Cwt
1 x Welding Generator electric

2 Malayan Brigade
From A'VILLE to new
destination

45 x Land rovers
3 x Jeeps
30 x 3 Ton
17 x 1 Ton
3 x Water trucks
16 x Ferrets
5 x 3 Ton Bulbed lorry
2 x Recovery vehicle
1 x 3 Ton Machine lorry
9 x Water trailers
6 x $\frac{1}{4}$ Ton trailers
47 x $\frac{1}{2}$ Ton trailers
4 x 1 Ton trailers
1 x 2 Ton trailers

(.....2)

3 *for allocation to Katanga Command: -*
~~From LEO to E-VILLE~~ - 1 x APC

4 The Malayan Brigade will be moved by road/barge to A-VILLE after relief. Our ~~refers.~~

5 The following ONUC vehicles on charge of Indian Bde will be left behind at AVILLE. Approval for the purchase of a similar number of vehicles has already been asked from you through civil channels, for supply to the Indian Bde at AVILLE.-

34 x 1 Ton vehs/Pick ups

43 x 3 Ton

11 x Jeep/Land Rovers.

These vehicles are not included in the list of vehicles to be airlifted in paras 1 and 2.

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 February 1962.

To: Force Commander
From: UNOC Liaison Officer with ANC
Subject: Airlift ANC troops

*Quel in report
to NY.*

1. Gen Mobutu stated that three DC4s (two DC4s Air Congo) and two DC3s will be available on 24 Feb 62 to airlift the 3rd Battalion to Albertville and subsequently, the 8th, 13th and 17th. He expects the airlift of the 3rd Battalion to be completed by 25 Feb 62.

2. Upon being informed of the possible transfer of vehicles at Albertville to the ANC, Gen Mobutu mentioned that there were some vehicles in Luluabourg which he considered essential, i.e. wireless, office, etc. He therefore requests that regardless of the outcome of the proposed vehicle loan, these vehicles be airlifted to Albertville. The exact number will be known on 24 Feb 62.

Louis G. Normandin
L. G. NORMANDIN (Major)

cc: Chief of Staff
Chief of Military Information
Air Commander

II

F THCOMING AIRLIFTS

Tentative Plan

Serial No.	Unit/Item	From	To	Strength	Stores	Date	Remarks
1	Pakistani Ammo Platoon	Karachi	Leopoldville	100		15 Feb.	314
2	Ethiopian Brigade HQ	Ethiopia	Stanleyville/Ethiopia	150-200		Mid-Feb.	324
3	Indian Advance Party	E'ville	New Delhi	110		20 Feb. }	329
4	Indian Advance Party	New Delhi	E'ville	284		24 Feb. }	
5	Indian Contingent	Dar-es-Salaam/E'ville/Kamina/Dar-es-Salaam		2,000		9-19 March	330
6	Malayan Special Force	Dar-es-Salaam	Kivu/Dar-es-Salaam	650		9-19 March	331
7	8 Ethiopian Bn	Ethiopia	Stanleyville/Ethiopia	600/700		Mid-March	332
8	35 Ethiopian Bn	Ethiopia	E'ville/Ethiopia	600/700		Mid-March	333
9	Liberian Contingent	Monrovia	Leopoldville/Monrovia	236		End-March	334
10	25 Ethiopian Bn	Ethiopia	E'ville/Ethiopia	600/700		Mid-April	335
11	26 Ethiopian Bn	Ethiopia	Stanleyville/Ethiopia	600/700		Mid-April	336
12	Indian Contingent	Dar-es-Salaam/E'ville/Kamina/Dar-es-Salaam		2,000		21 April-1 May	337
13	1 Battalion QONR	Lagos	Leopoldville/Lagos	600		3rd week May	338
14	Swedish Battalion	Stockholm	E'ville/Stockholm	600		Early May	339
15	Irish Battalion	Dublin	E'ville/Dublin	650		Mid-June	340
16	Ammo for Tunisians 106 for Indians	U.S.	Leopoldville			As soon as possible	341

ONUC — Refers
17/2

Am 17/2

HQ ONUC (LOGS) 426/1-ORD

To:- Chief Logistics Officer


17 Feb 1962
/C of staff/ MA to the Jna Comd

From :- Senior Ordnance Officer

Subject:- Airlift of Vehicles of C.119 Aircraft

1. Statement of fit vehicles held by BOD is attached *of reference only.*
2. A report on the possibility of vehicles which could be airlifted by C.119 aircraft is given below :-
 - a. Serials 1 to 18
Should be easy.
 - b. Serials 20,21 and 24
Can be airlifted without structure or by flattening wheels. Weight limit 7,000-8,000 Lbs depending upon the distance.
 - c. Serials 26,27 and 28
Can be easily airlifted.
 - d. Serials 19,22 and 25
Cannot be taken in the Aircraft, because of the size and weight.
 - e. Serial 23
Not held in the depot and hence size and weight cannot be given. It appears to be heavy type and may not be possible to load.

ONUC 636.


Lt-Col
Senior Ordnance Officer
(M. M. SHAFI).

6002
Cpl Sinu

DAILY STATE OF FIT VEHICLES AS ON 16.2.62 .

S/No	Make and type of Vehicles	Qty	Remarks
1.	Car Light Volks Wagon	1	
2.	Car Medium Peugeot	-	
3.	Ambulance Ford	1	
4.	Jeep Willys 1/4 Ton 4x4 M38A1	3	
5.	Jeep Willys 1/4 Ton 4x4 CJ5	9	
6.	Jeep Willys 1/2 Ton 4x4 CJ6	1	
7.	Ambulance Jeep	5	
8.	Land Rover 1/4 Ton	1	
9.	Land Rover 1/2 Ton	-	
10.	Pick Up 1 Ton Dodge	-	
11.	Pick Up 1 Ton Fargo	2	
12.	Pick Up 1 Ton Jeep	-	
13.	Pick Up 1½ Ton Jeep Model FC-170	1	
14.	Pick Up Peugeot	3	
15.	Pick Up Volks Wagon	4	
16.	Willys Station Wagon	3	
17.	Bus Light 9 Person Volks Wagon	-	
18.	Bus Light 9 Person Ford (Thames)	2	
X 19.	Truck 3 Ton Bedford 4x2 Cinema	2	
✓ 20.	Truck 3 Ton Bedford 4x2	2	w/o or by flattening wheels
✓ 21.	Truck 3 Ton Bedford 4x4	2	w/o
X 22.	Truck Heavy Chevrolet- 5-7 Ton	2	
? 23.	Truck 2½ Ton Cargo 6x6 Reo	-	
? 24.	Lorry 3 Ton 4x2 Cammer	2	
X 25.	Truck Heavy Mercedes Benz 5-7 Ton	1	
✓ 26.	Trailer 1½ Ton Cargo	2	
✓ 27.	Trailer 1/2 Ton Cargo	7	
28.	Water Trailer	-	
29.			
30.			

7000 8000 lbs

SENIOR ORDNANCE OFFICER

SUPPLY OFFICER

EQUIPMENT OFFICER

Sub
Officer Incharge VSD
(S A MALIK)

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

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

NR

SECRET

Address(es) HQ KATANGA COMMAND EVILLE
HQ SECTOR 'A' AVILLE
INFO HQ INDIAN CONTINGENT LEO (By hand)

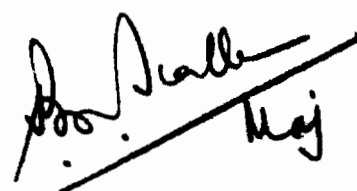
(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

OPS 3265. NEW YORK HAVE INTIMATED THAT USAF HAVE AGREED TO AIRLIFT THE FOLLOWING ADVANCE PARTIES AS REQUESTED BY THE INDIAN GOVT. ALPHA. TO INDIA - 110 PERS BETWEEN 20 - 22 FEB. BRAVO. TO CONGO - 284 PERS BETWEEN 24 - 26 FEB. FIRM DATES WILL BE INTIMATED. THIS ROTATION WILL BE LEO/DOMBAY/LEO AND NOT EVILLE AS REQUESTED. ADV PARTY GOING TO INDIA MUST ARRIVE IN LEO BY 18 FEB FOR WHICH SUBMIT LOAD TABLES IMMEDIATELY TO ENABLE ARRANGEMENT OF INTERNAL AIRLIFT. HQ INDIAN CONTINGENT ONLY. PLEASE ARRANGE ACCOMMODATION MESSING AND RECEPTION FOR THESE PERSONNEL AT LEO.

cc Force Comdr
Chief of Staff
Chief Logistics Officer
Chief Mil Pers
Chief Mov Control
Air Ops
Mil Ops
Mil Info



O. R.

BY:

O. D.

Drafted by : Maj RP BHALLA
Authorized : Chief Mil Ops
Date : 8 Feb 62

ROUTING SLIP

TO

Farce Camdr

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

DATE FROM

31 Jan 67

[Signature]
Chief Milops

PLANNING LOAD TABLES.

SWEDISH XIV BN TO KINDU

C 124

AIRCRAFT

C 119

DC 4

C 46

673 pers

14

15,400 lbs rations

22,400 lbs Hy Weapons and amn

233,000 lbs Ord Stores

20

55,000 lbs Maint Stores

6

3,300 lbs

Sig Stores

22,000 "

Canteen Stores

2

8,000 lbs
15,000 lbs

Office Egypt
Misc

3

10 APCs

10

8 jeeps

10 pick ups

13 x 3 ton

11

2 MC

24

2 Water Trlrs

National Vehs
2 Landrovers

1 Volkswagen

TOTAL

21

24

36

13

14 TUNISIAN BN TO EVILLE

546 pers

11

231,050 lbs stores

26

Vehs not required as bn will
take over vehs on charge to
Swedish bn

TOTAL

11

26

Am 6/11

ETH IOU 20 AND IN 20 ETHIO

60
 Pers
 Vehs
 Stores
 NYK
 NYK

700
 Pers
 Stores
 Vehs
 250,000 lbs (Approx)
 5 jeeps
 5 pick ups
 10 x 3 ton
 2 MC
 2 Water trlrs

COMBINED TOTAL	21	24	47	39
			1	
			13	27
	5	5		
		10		
GRAND TOTAL	26	39	61	66

NOTE:

1. Both C 124 and C 119 AC leads are shown as the availability of C 124 is only provisional.
2. AC required to lift ETHIOPIANS are shown only as a planning figure as the move is tentatively planned to be done by rail and barge.

31 Jan 62

June
2/2

PROBLEMS AFFECTING THE EFFICIENCY OF OUR AIRLIFT

1. Overflight restrictions Bras Congo

- (a) Our ONUC C47 Sqd has its extensive maintenance inspections carried out under contract with Air France and Sabena. Sabena are not able to cope with any substantial increase here at NDjili. Air France has its shops at the Braz airport. Because of the current political attitude of Bras Congo, UN aircraft cannot land at Bras. This denies to us the use of our contractor. As a result, at this date we have 6 out of 17, C47s tied up idle at NDjili awaiting inspection.
- (b) Pisa - Leo North Star logistic flights because of the same Bras Congo restriction have to fly from Kano down the coastal route and come inland via Kitona. This adds 3 hrs per round trip necessitating a reduction in payload of approx 2200 lbs each way to carry the extra fuel.

2. Non availability of AVgas at Elisabethville

Since early Dec there has been no aviation petrol available at Elisabethville. This has meant that for every DC4 trip from Leo to Eville and return the A/C has had to carry its own return fuel. This amounts to approx 5 hrs flying or between 5000 and 6000 lbs of fuel. expressed another way; Leo to Eville a DC4 now carries 12500 lbs where it should haul 18000 lbs or approx a 1/3 reduction in payload. We operate about 180 such trips to Eville a month. Let us look at the math involved:

Monthly to Eville = 180 trips X 6 tons
Monthly weight to Eville 180 trips = 1080 tons
Monthly trips we should use to carry 1080 tons
if fuel was available at Eville = $\frac{1080}{9} = 120$

Because of fuel denial we do 60 extra trips.
Flying time for 60 trips = 60 X 10 hrs = 600 hrs
Flying time cost for extra trips = 600 X \$485 = \$291,000 monthly.

3. Fuel is denied to us at Kamina from any ground haul sources, hence we have to haul by air from closest source, Luluabourg. A DC4 hauls 30 bbls a trip or 30 X 45 = 1350 gals. To do this it flies 3 hrs return at \$485 per hr, cost \$1455. This roughly is \$1.06 per gal. For two months when the river was flooded and fuel could not go by barge and rail from Leo we flew it from here to Kamina at a carrying charge of approx \$3.23 a gal. At the height of our campaign in Dec the fighters were using stocks at rate of 25000 gals a day. To replace this by air would cost us an average of \$80,000 a day air freight. We were fortunate in that the campaign halted just before we ran out of fuel. We could not have replaced it using all our fleet at the rate it was being consumed. Our stocks of AVgas at Kamina are very low as of now.

4. We are considering a large movement back into Kindu. There is no AVgas at all there and no MT fuel. There is inadequate refuelling facilities at both Lulu and Albertville and none at Elisabethville.

5. Navigational Aids and Instrument Approach Aids

Much has been said re the deplorable state of the airways nav aids and other electronic aids to bad weather flying in the Congo. The truth is they are rapidly becoming not only completely unreliable but also non existent. It should not be necessary to point out how very fortunate we have been in the past few weeks in only losing three aircraft through equipment failure on the ground at Lulu. There has been no loss of life, but total loss of one A/C. Our luck wont hold like that for ever. Practically all our airports have now been reduced by ICAO to daylight, visual flight rules operations.

6. All our operations in hostilities are on a shoestring basis. All the civilian contracts permit cessation of any or all flying operations by the A/C Capt without penalty. Only one operator continued unrestricted operations in Sept. In Dec one refused totally to go into Katanga and one of the other three worked on a day to day basis. If they had quit in Dec we would have been in a very precarious position in Eville with an 800 mi. pipeline for feed, fuel and ammo. If our civy contractor pilots flew according to the operating standards of safety used in Europe, North America, Britain

the Middle and Far East, our airlift would fold up tomorrow. Our airports, Nav Aids, instrument approach aids, communications equipment outside of Leo are in deplorable state and will continue to get worse until some real money, and technicians time is spent on installation of power units and new reliable equipment. It all points to the one thing Congolese technicians are not trained to maintain such gear or operate it and until they are, the system can't last without benefit of nationalities that have that technical competence.

SECRET

GHANA BATTALION

Position as at 0800 hrs 30 Jan 62

Ref
me
30/1
for

AT KAMINA

Advance Party	16
Arrived 28 Jan	109
Arrived morning 29 Jan	218
	<hr/> 343 <hr/>

AT LEO

Advance Party	7	
Arrived ex ^{ACCRA} Lagos	5	+ 33,200 lbs stores
Morning 29 Jan		
Arrived ex ^{ACCRA} Lagos	165	+ 11,112 lbs stores
evening 29 Jan	<hr/> 177 <hr/>	44,312 lbs
Total in Cengo	520	+ 44,312 lbs

Total Battalion strength is 660 all ranks

EXPECTED MOVES NEXT 24 HOURS

- (a) 36,000 lbs stores and 150 troops are being airlifted to KAMINA morning 30 Jan
- (b) 36,000 lbs stores and 100 troops will be airlifted to KAMINA on morning 31 Jan.
- (c) 4 x C118 and 1 x C124 are due to arrive LEO ex ~~Lagos~~. Load not known.
ACCRA

SECRET

Ar. 4/1

RECEIVED

1969 26 18:39

YC36 S NY 84 26 1536Z ;

RTAT PRIORITY

ONUC

LEO ;

756 MOST IMMEDIATE NACSOIN STOP AT THIS LATE STAGE IT WOULD NOT BE POSSIBLE TO ARRANGE ONWARD AIRLIFT OF GHANA BATTALION FROM LEO TO KAMINA IN USAF AIRCRAFT STOP THIS CHANGE MAY INVOLVE POSTPONEMENT IN MOVE OF GHANAIAN BATTALION FROM ACCRA TO KAMINA STOP AM INFORMED BY ;

P2/34 ;

USTATES MISSION THAT THEIR USAF LOCAL REPRESENTATIVE HAS

~~REPORTED TODAY THAT ONUC AIRCRAFT ARE READY TO AIRLIFT~~

GHANA TROOPS FROM LEO TO KAMINA STOP PLEASE CONFIRM IMMEDIATELY ON RECEIPT OF THIS MESSAGE ;

BUNCHE "

COL 756 "

10

20 18:39

W36 S NY 84 26 1836Z ;

EMAY PRIORITE

QINC

LHO ;

THE MOST IMMEDIATE NEEDED STOP AT THIS LATE STAGE IT WOULD
NOT BE POSSIBLE TO ARRANGE ONWARD AIRLIFT OF GHANA BATTALION
FROM LHO TO KAMINA IN USAF AIRCRAFT STOP THIS CHANGE MAY
INVOLVE POSTPONEMENT IN MOVE OF GHANA BATTALION FROM ACCRA
TO KAMINA STOP AM INFORMED BY ;

P2/34 ;

USTATES MISSION THAT THEIR USAF LOCAL REPRESENTATIVE HAS

~~REPORTED TODAY THAT GHANA AIRCRAFT ARE READY TO AIRLIFT~~

GHANA TROOPS FROM LHO TO KAMINA STOP PLEASE CONFIRM IMMEDIATELY
ON RECEIPT OF THIS MESSAGE ;

BUNCHE "

COL 756 "

Airlift

OUTGOING CODE CABLE

PRIORITY

To: SECDEF
From: MACVOIN
Date: 24 January 1962
No: ONUC 590

Reference our ONUC 475.

As it has now been decided to station the Ghana Battalion at Yamina, I should be obliged if U.S.A.F. airlift were requested ^{not} to proceed through Leopoldville to Kamina and/on to Elisabethville as previously suggested.

cc: Chief of Staff

Mil. Ops.

No 4004/7/Q
HEADQUARTERS
LEOPOLDVILLE COMMAND

23 JAN 62

To

Chief of Military OPs

Subject:- SPECIAL AIRCRAFT FOR TRANSPORTATION OF
BRIGADIER SARTAJ SINGH AND PARTY TO
PROCEED TO KITONA ON 2 FEB 62

1 May arrangements please be made for a special aircraft to go to KITONA on Friday, 2 Feb 62 for the purpose of transporting Brigadier SARTAJ SINGH and party proceeding there on recce and inspection.

2 The Aircraft will take off at 0700Z from N'DJILI Airport for KITONA and take off again at 1600Z from KITONA for N'DJILI.


Major
DAA & QMG

Copy to:-

MA to Dy Force Comdr ✓ - Please intimate whether the Deputy Force Comdr would like to visit KITONA on this date.

5 QONR - please arrange reception, accommodation and messing facilities for the party.

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

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

N R

Address(es)

ONUC ELISABETHVILLE

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FC/836 19 JANUARY 1962 FOR URQUHART/RAJA FROM MACEOIN STOP PLEASE DISREGARD
THE LAST SENTENCE OF MY FC/833 OF TODAY'S DATE STOP BEFORE DECIDING ON
SABENA'S REQUEST TO BRING PASSENGERS IN SABENA VEHICLES FROM JADOTVILLE
AND KOLWEZI TO ELISABETHVILLE AIRPORT CMA EYE SHOULD BE GRATEFUL FOR
INFORMATION AS TO THE FREQUENCY OF THE PASSENGER FLIGHTS FROM ELISABETHVILLE
AND HOW OFTEN WILL JOURNALS FROM JADOTVILLE AND KOLWEZI BE REQUIRED

cc: Dr. S. Linner

Imp. Sarfat 10230

T. O. R.

T. O. D.

BY :

Drafted by : Capt. B. Greer
Authorized : MA to FC
Date : Force Commander
19 Jan. 1962

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

S V C Service	F F F F F Routine	S S S S S Priority	X	PRIORITE NATIONS
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Priorité Nations trait.
is strictly limited.

N R

Address(es)

ONUC LULUABOURG

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FC/834 19 JANUARY 1962 FOR PACKHAM FROM FORCE COMMANDER STOP
 REFERENCE YOUR CIV 310 STOP IN GENERAL NO NON-UN PERSONNEL WILL
 BE CARRIED ON ONUC AIRCRAFT. STOP IF YOU ARE SATISFIED THAT THE
 JOURNEY OF COMMISSAIRE ADJOINT SAMOUDZOU IS ABSOLUTELY ESSENTIAL
 AND IF YOU APPRECIATE THAT THIS AUTHORISATION MUST NOT BE
 TAKEN AS A PRECEDENT FOR FURTHER APPLICATIONS TO USE UN AIRCRAFT CMA
 PERMISSION FOR THIS ONE VISIT IS GRANTED STOP OUR RELUCTANCE TO
 AUTHORISE A JOURNEY OF THIS NATURE IS ENTIRELY DUE TO THE FACT
 THAT GRANTING ONE NORMALLY MEANS A FLOOD OF SIMILAR REQUESTS AND
 THIS TENDANCY MUST BE STOPPED

cc: Dr. S. Linnér

Drafted by : Capt. B. Greer
 Authorized : MA to FC
 Date : Force Commander
 19 January 1962

T. O. R.

BY :

T. O. D.

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

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

N R

Address(es)

ONUC ELISABETHVILLE

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FC/833 19 JANUARY 1962 FOR URQUHART/RAJA FROM MACEOIN STOP
AGREE THAT SABENA MAY BE ALLOWED ACCESS TO THEIR INSTALLATIONS AT
AIRPORT STOP AT THIS STAGE BRINGING IN OF GENERAL FREIGHT CANNOT BE
PERMITTED STOP UNTIL WE ARE IN A POSITION TO ALLOW NORMAL AIR TRAFFIC
CMA IT IS NOT UNDERSTOOD WHY SABENA WISH TO BE ALLOWED TO BRING
PASSENGERS IN SABENA VEHICLES FROM JADOTVILLE AND KOLWEZI.

cc: Dr. S. Linner

Drafted by Capt. B. Greer
Authorized MA to FC
Force Commander
Date : 19 Jan. 1962

T. O. R.

BY :

T. O. D.

UNITED NATIONS — NATIONS UNIES

INDICATE
PRIORITY

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

NR

NR

Address(es)

ONUC LULUABOURG

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FC/823 13 JANUARY 1962 FOR HEAD QUARTERS NIGERIAN BRIGADE FROM FORCE
 COMMANDER STOP AUTHORISATION FOR NON-UNITED NATIONS PERSONNEL TO
 TRAVEL IN UN AIRCRAFT CAN ONLY BE GRANTED FROM THIS HQ TOP WE WOULD
 BE GRATEFUL TO KNOW ON WHAT AUTHORITY M. SCHMIDT TRAVELLED TO N'DJILI
 BY UN AIRCRAFT ON THE TWELFTH.

C. 81471

T. O. R.

T. O. D.

BY:

Drafted by : Capt. B. Greer

Authorized : MA to FC

Date : Force Commander
13 January 1962

A t t e s t a t i o n

Les ressortissants allemands

KANUS, Hubertus, né le 10/9/36 et
SCHLEGEL, Jörg, né le 16/4/37,

de passage à Brazzaville et ayant voulu se rendre en Angola,
n'ont pas pu obtenir tout-de-suite le visa portugais nécessaire.

Ils n'ont pas les moyens financiers nécessaires pour attendre
plusieurs semaines la réponse de Lissabon et sont obligés de quitter
Brazzaville dans les meilleurs délais. Ils veulent se rendre à
Salisbury où ils disent avoir les moyens pour continuer leur voyage.
Monsieur Kanus a un permis de résidence pour la Rhodésie.

Brazzaville, 12. Januar 1962

Ambassade de la République
Fédérale d'Allemagne



p. d.

(Roeder)

Besch. Reg. Nr. 1/62

Tarif Nr. 8 d'frei

NOTIFIED GERMAN (EMBASSY)
"NO TRAVEL" 15/11.



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

INTER - OFFICE MEMORANDUM

No 1006/1/Ops

16 Jan 1962

A : Chief of Staff
De : Chief of Military Operations
Objet : AIR LIFT SWEDISH BN XIV

1 The number of aircraft required to airlift the Swedish Bn XIV from E'Ville to Goma is given below :-


	<u>C124</u>	<u>C119</u>	<u>DC4</u>	<u>C46</u>
(a) 673 troops	-	-	12	-
(b) 10 APCs - no capability without USAF assistance. This is doubtful due to time involved for each flight.	10	-	-	-
(c) 10 trucks, mercedes	5	-	-	-
(d) 45 vehicles	-	25	-	-
(e) Rations for one week-15400 lbs	-	-	1	-
(f) Hy weapons & amn 92400 lbs	-	-	7	-
(g) Ord stores - 233,000 lbs	-	-	20	-
(h) Maint stores - 55,000 lbs	-	-	4	-
(j) Sig stores - 2200 lbs)	-	-	2	-
(k) Canteen stores-22000 lbs)	-	-	2	-
(l) Office equipment-8,000 lbs)	-	-	2	-
(m) Misc - 15,400 lbs)	-	-	2	-
<u>Total</u>	<u>- 15</u>	<u>-25</u>	<u>- 48</u>	<u>- 1</u>

2 In terms of time this would take :-

(a) 48 DC4 trips - 6 days at 8 ac a day
(b) 25 C119 trips -18 days or more
(c) 15 C124 ac -15 days or more
(d) 1 C46 ac - 1 day.

(....2)

3 The greatest shortcoming for the air lift is the non-availability of vehicle lifting aircraft. In view of the expense and time involved a simpler, quicker and cheaper solution would be to transfer vehicles on charge of the Malaysians to the Swedes. The Malaysians requirement for vehicles will then have to be completed by air lift from Leo or E'Ville. The APCs cannot be airlifted unless USAF C 124 are made available. Even so, they are unlikely to land at GOMA but this problem could be overcome by airlifting the APCs from E'Ville to A'Ville and then moving them by road to BUKAVU. The move from BUKAVU to GOMA could be carried out either by barge or road.


Lt Col
Chief of Military Operations
(G S PAUL)

cc Force Commander. —

RECEIVED
1952 JUN -3 PM 3:26

126
L 24

(77)

Amali

225

Swenlo
K 422

UC 126
CUE 041
SS CUA
DE CUE 41/03
FM SWED BN ELISABETHVILLE

TO ONUC LEO
INFO ZEN/ HQ KAT COMD
SWED LO LEO
FN/AVD/AST STOCUHOLM
BT

UNCLAS 031242 . REUR OPS 3066 29 DEC . AS YOU UP TO NOW HAVE NOT BEEN
ABLE TO ADVISE SWED BN OF DESIGNATION WE CONSIDER CAREFUL PLANNING
NECESSARY AND REQUEST PERMISSION TO DESPATCH RECCE PARTY OF TWO OFFRS
AND EIGHT ORS ON JAN 4. PERSONAL EQUIPMENT ONLY . RECCE PARTY SHOULD
RETURN AND REPORT TO FACILITATE REARRANGEMENTS OF LOAD TABLES ETC .
ADVANCED PARTY OF THREE OFFRS AND FOURTY SEVEN ORS TO BE DESPATCHED
NOT EARLIER THAN ONE WEEK AFTER RETURN RECCE PARTY . LOAD DEPENDING
ON DESTINATION BUT NOT LESS THAN TEN THOUSAND KGS . MAIN BODY LESS
ADVANCED PARTY SIX HUNDRED OFFRS AND ORS . WEIGHT OF AAA SOLDIER AND
PERSONAL EQUIPMENT ESTIMATED TO ONE HUNDRED AND FOURTY KGS . TOTAL
WEIGHT OF PERSONNEL NINETYTHREE THOUSANDS KGS . NATIONAL VEHICLES
GMA TEN APC SEVENTYEIGHT THOUSANDS KGS . IF SUFFICIENT VEHICLE
ESTABEL NOT AVAILBALE NEW AREA OF DEPLOYMENT RETRIEVED GEND VEH OR

UN VEH MUST BE SHIPPED FROM EVILLE .

CFN 031242 3066 29 4

PAGE TWO DE CUE 41/03

ADDITIONAL WEIGHT TO BE ESTIMATED YOUR END . STORES AS FOLLOWS CLN
RATIONS FOR ONE WEEK SEVEN THOUSANDS KGS CMA HY WEAPONS AND AMMO
FOURTYTWO THOUSANDS KGS CMA ORDNANCE STORES FOURTYSIX THOUSANDS
KGS CMA MAINTENANCE STORES FOR VEH TWENTYFIVE THOUSANDS KGS CMA SIGNAL
ESCOONE THOUSANDS FIVE HUNDRED KGS CMA MEDIACL AND HUGIENIC FOUR
THOUSAND FIVE HUNDRED KGS CMA CANTEN TEN THOUSANDS KGS OFFICER FILES
AND LIBRARY FOUR THOUSANDS KGS CMA MISCELLEANEOUS SEVEN THOUSANDS KGS
. TOTAL WEIGHT OF STORES ONE HUNDRED FOURTYSIX THOUSANDS KGS . TOTAL
WIGHT OF PERSONNEL CMA NATIONAL VEHICLES AND STORES THREE HUNDRED
AND SEVENTEEN THOUSAND KGS . REAR PARTY OF MAX FIVE OFFRS AND ORS TO
HAND OVER REFUGEE CAMP IN LESS THAN ONE WEEK .

T

CFN NIL

03/1415Z JAN CUE

ROUTING SLIP

TO

Fare Camde

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

DATE

15 June

FROM

Frank

SECRET

SWEDISH BN XIV

Strength - Officers 41 ORS 632

Vehicles - (a) National - 10 APC's
2 Landrovers
1 Volkswagon Bus
13

(b) ONUC - 2 Cars Medium
11 Cars Light
6 Buses
19 Jeeps
10 Trucks Mercedes
3 Trucks 3 ton
1 Tank Truck International
52

Rations for one week	15,400 lbs
Heavy weapons amm	92,400 lbs
Ord Stores	233,200 lbs
Maint Stores	55,000 lbs
Signal Stores	3,300 lbs
Canteen	22,000 lbs
Office Eqpt	8,000 lbs
Misc	15,400 lbs

SECRET

OUTGOING CODE CABLE

PRIORITY

To: SECGEN

From: MAC BOIN

Date: 12 January 1962

No: NUC 287

The Sierra Leone Contingent have informed us that their load for airlift will be 110 persons and approximately 20,000 lbs. of stores. They suggest that the movement of their Company should be arranged as the last sortie during the rotation of the Nigerian Battalion.

cc: COS

Mil. Ops.

MEMORANDUM

TO : COS ^{FRM} Sierra Leone Contingent

VERY APPROXIMATE AIRLIFT REQUIREMENTS SIERRA LEONE CONTINGENT
ONLY HUNDRED AND TEN PERSONS AT 250 LBS EACH TWENTYTHOUSAND LBS
DEADWEIGHT STORES
FIGURES PROBABLY MAXIMA
REQUEST MOVE ON LAST DAY OF PRESENT LIFT SERIES





Smc

INTER-OFFICE MEMORANDUM

No 1014/5/OPS
MILITARY OPERATIONS
8 Jan 62

A: Force Commander ✓
DE: Chief of Military Operations
OBJET: AIRLIFT MALAYANS FROM KINDU

1 The airlift of a Coy 6 RMR and Recce Troop MSF at KINDU was planned for 8 Jan. As the entire garrison with its stores and vehicles could not be lifted in one day, due to lack of aircraft, the lift of vehicles and stores was commenced on 2 Jan. For this purpose load tables at Appx A which were submitted by MSF Bde were used.


2 Subsequently a signal was sent on 5 Jan to MSF Bde, requesting them to confirm what was left at KINDU for airlift. They replied vide their signal unclas G 16 of 051855 Z (Appx B). The airlift for 8 Jan was planned in accordance with the details given in this signal. There was no mention of any 3 ton trucks in this. While planning it was found that one landrover and one water truck and 42,000 gals aviation gas could not be carried as there were no aircraft. There was no other alternative but to abandon them at KINDU.

3 On 7 Jan at 2300 hrs a signal (Appx C) was received from MSF Bde saying that they had two 3 ton trucks at KINDU to be transported to EVILLE and that aircraft were insufficient to lift them. In view of this they requested that the airlift be postponed to 9 Jan.

4 There could be no further postponement of the airlift as it was not known when C 124 aircraft would be available next. A signal (Appx D) was therefore sent to the effect that the airlift will be proceeded with and whatever could not be loaded would be abandoned at KINDU.

5 The items likely to be left at KINDU are :-

- (a) 2 x 3 ton trucks
- (b) 1 x Landrover
- (c) 1 x Water Truck
- (d) 42,000 gals petrol.


Lt Col
Chief of Military Operations
(GS PAUL)

Copy to:-

Chief of Staff

SECRET

APPX 'A'

PRIORITY

FM BDE HQ MSF BUK

TO DNUC LEO

SECRET G 21 FOR OPS INFO SLO MSF REF YOUR OPS 3048. THE FOLLOWING
VEHS AND STORES CAN BE LIFTED NOW. FIRSTLY. KINDU TO EVILLE
ALPHA 3x3 TON BRAVO 4 LANDOVERS. CHARLIE 1 WATER TRUCK DELTA 1
WATER TLR ECHO 3 QUARTER TON TLR . FOXTROT. ALL STORES IN VEHS
GOLF TOTAL WEIGHT OF VEHS AND STORES 55,000 LBS. SECONDLY.
KINDU TO AVILLE . ALPHA . 1x3 TON. BRAVO. 1x1 TON JEEP. CHARLIE.
5 LANDROVERS. DELTA 1 JEEP. ECHO. POL 40,000 LBS. FOXTROT. STORES
3600 LBS. GOLF. 9 QUARTER TON TLR. INDIA. TOTAL WEIGHTS VEHS
AND STORES 79,280 LBS.

BT

FM BDE MSF BUK
TO ONUC LEO
INFO SLO MSF LEO

UNCLAS G 16. MOVE FROM KINDU TO GOMA CMM EVILLE AND AVILLE. REF
YOUR OPS 3100 OF 050955 Z. FOLLOWING ARE REMAINING WEIGHTS AND
PERS TO BE LIFTED. FIRST. TO GOMA. ALFA. 131 PERSONNEL 32750 LBS.
BRAVO. AMMUNITION 4,000 LBS. CHARLIE . TENTAGE 11, 540 LBS. DELTA .
STORES. 17,810 LBS. ECHO. QUARTER TON JEEP QUANTITY 2 AND LANDROVERS
QUANTITY 3 CMA TOTAL WEIGHT 16,426. FOXTROL. TRAILERS QUANTITY 4.
TOTAL WEIGHT 2436 LBS. GOLF. AVGAS WEIGHT 42,000 LBS. SECOND. TO
EVILLE. ALFA. TRAILERS QUANTITY 5 WEIGHT 3,045 LBS. BRAVO. ONE
TONNER QUANTITY 1 AND WATER TRUCK QUANTITY 2 TOTAL WEIGHT 15,880
LBS

BT

FM BDE HQ MSF BUKAVU

TO ONUC LEO

UNCLAS G 36 COMD MSF FOR CHIEF OF MIL OPS. YOUR OPS OF #108 OF 6 JAN. REF . ALFA. OUR G 16 OF 051745 Z REF BRAVO. FIRSTLY. AC ALLOTTED BY YOU IS INSUFFICIENT TO COMPLETE AIRLIFT KINDU 8 JAN ADDITIONAL AIRCRAFT REQUIRED TO LIFT TWO THREE TON AND FOUR QUARTER TON TRAILERS WHICH WERE NOT INCLUDED IN OUR REF BRAVO. THESE ARE TO BE DISPOSED AS FOLLOWS. TWO THREE TON AND ONE TRAILER TO EVILLE. REMAINING TRAILERS TO AVILLE. WATER TRUCK ONE TON QUOTED IN REF ALFA TO GO TO AVILLE AND NOT REPEAT NOT TO EVILLE. SECONDLY. AVGAS REPORTED IN PARA FIRST GOLF OF REF BRAVO IS POL. THEREFORE IT MUST BE LIFTED TO GOMA. THIRDLY. IN VIEW OF THIS IF MORE AIRCRAFT CANNOT BE MADE AVAILABLE BY YOU REQUEST LIFT OF FERRETS AND TROOPS BE COMPLETED ON 9 JAN . FOURTHLY. ALL INCONVINIENCE REGREETED. ACK

BT

UNCLAS

FROM HQ ONUC LEO
TO MSF BDE BUKAVU

OPS 3110. REUR UNCLAS G 36 . AIRLIFT WILL BE CARRIED OUT 8 JAN
AS PLANNED STOP ONE ADDITIONAL DC 4 SENT AS A STAND BY FOR LEFT
OVERS STOP ANY VEHS THAT CANNOT BE LOADED WILL HAVE TO BE LEFT
BEHIND STOP REGRET POSTPONEMENT OF LIFT CANNOT BE MADE AS C 124 AC
WILL NOT BE AVAILABLE FOR MANY WEEKS STOP AND END.

sdxxxxx

Lt Col
Chief Mil Ops

SECRET

Auth

LIST OF PERSONNEL AND STORES TO BE AIRLIFTED FROM KINDU

1.	(a)	<u>KINDU to EVILLE</u>	<u>Pers</u>	<u>Veh</u>	<u>Stores</u>
		Remainder MSF Sqn	17	3 Ferrets	55,000 lbs
				1 x jeep	
				1 x Landrover	
				1 x water truck	
				1 x water trlr	
				3 x $\frac{1}{4}$ ton trlr	
	(b)	<u>KINDU to GOMA</u>			
		Coy 6 RMR	136	1 x 1 ton jeep	80,000 lbs
				2 x landrovers	
				2 x jeep	
				9 x $\frac{1}{4}$ ton trlr	

2. All available aircraft are being used daily to airlift as many vehicles and as much stores as possible, to enable completion of evacuation of KINDU by 8 JAN 62.

Sum
5/1

SECRET

SECRET

28 December

1

Chief of Mil. Info.

Transportation of 5 ANC-STAN Soldiers by UN Flight

Reference the attached document, Dr. Linner's office took immediate action on 20 December 1961 to inform Mr. Gaviola that he had exceeded his authority in placing these ANC soldiers aboard a United Nations aircraft.

In view of that fact, it is not proposed to take any action on your file which is returned herewith.

B. Greer Capt.
(B. Greer)
MA to Force Commander

Encl.

SECRET

Distribution:
For Information:

Chief Military Operations
Chief Movement Control Officer

ROUTING SLIP

TO

M.A. to Force Commander

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

*I do not propose to prepare
and send an "official" reply.
You know I took this up
immediately and indeed
conferred to Canada EC's
instructions of 7 XI -*

*I regret however the Chief,
military information did not*

DATE

FROM

*27
XU*

[Signature]

[Arrow]

take the trouble to either
phone you or me before
wasting his time at such
elaborate recording.

I should greatly appreciate
you bringing this note to
General MacEoin's attention.

Attachment 1
322 Air Division (CC) (USAF)
UNITED STATES AIR FORCE
O/L LEO APO 10, US Forces

*File
USAF/Air SP*

REPLY TO
ATTN OF: GMR

26 December 1961

SUBJECT: USAF Airlift in Support of UN

TO: Captain Greer

1. The statistical data listed below presents the amount of USAF airlift devoted to support of ONUC from 4 December 1961 to 23 December 1961. Data also indicates totals of passengers and cargo moved by this airlift.

a. USAF aircraft were involved - 57.

b. Total missions flown - 212. Of these 98 were on Itra-Congo airlift.

c. Total flying hours - 2451. It should be noted that the aircraft involved flew at least twice as many hours per day as normal programmed utilization of USAF aircraft.

d. Tonnages carried as follows:

- (1) Inbound to Leo - 315 tons.
- (2) Leo to Congo airfields - 789 tons.
- (3) Congo airfields to Leo - 47 tons.
- (4) Outbound from Leo - 245 tons.

Total - 1396 tons

e. Passengers carried as follows:

- (1) Inbound to Leo - 1809 persons
- (2) Leo to Congo airfields - 1541 persons
- (3) Congo airfields to Leo - 381 persons
- (4) Outbound from Leo - 1276 persons

Total - 5007

2. On 4 December 1961 the USAF ground contingent at N'Djili Airport was geared to support four C-124 aircraft flying ONUC support missions. With careful planning and coordination it was estimated that as many as eight aircraft could be handled. However, up to sixteen aircraft per day required support during the heaviest part of the operation. Detachment 1, 322 Air Division had assigned three officers and seventeen airmen. Detachment 3, 1950 Communication Squadron had assigned one officer and forty-seven airmen. Military Air Transport Service had assigned two officers and thirty airmen to provide direct support to MATS aircraft. These personnel, aided by one additional officer from 322 Air Division kept the airlift going for approximately ten days working twenty-four hours a day, most averaging less than four hours sleep per night. One sergeant dispatched aircraft for four days running with only intermittent short periods of sleep.

3. As the airlift operation progressed, an additional ten support personnel arrived to help carry on the mission. However, no additional aircraft maintenance personnel were provided, and these people together with most supervisors were required to work at a fast pace for eighteen to twenty hours per day until the last aircraft departed on ONUC 279, 23 December 1961. An indication of the amount of traffic handled is the fact that up to sixteen aircraft per day were arriving and departing Leo around the clock. The operation was further complicated by the lack of sufficient aircraft parking space, and limited refueling and loading capability. Billeting, messing, and transportation facilities were also badly strained by the large number of aircrew personnel who had to be provided these services. Success of the operation must be attributed to great part to the hard work, intricate planning and coordination efforts of all the USAF personnel involved.

EARL G. DEPNER
Lt Colonel, USAF
Commander

REQUIREMENT OF USAF AIRCRAFT

The following USAF aircraft loads (C124) are required to complete the internal and external airlift of troops, stores and vehicles:

INTERNAL AIRLIFT

4 x C124	-	2TH Bn vehicles to E'VILLE
7 x C124	-	MSP. KINDU to E'VILLE
3 x C124	-	MSP. KINDU to A'VILLE
5 x C124	-	Hy Mor Tp. A'VILLE to E'VILLE
16 x C124	-	Ind Bde vehs A'VILLE to E'VILLE
17 x C124	-	Backlog of logistical support. LEO to E'VILLE. 420,000]
14 x C124	-	Jet fuel to KAMINA

EXTERNAL AIRLIFT

10 x C124	-	Lift Nigerians from LAGOS starting from 29 Dec.
8 x C124	-	Irish from LEO to DUBLIN
6 x C124	-	Swedish to STOCKHOLM

90 x C124	TOTAL
-----------	-------

SECRET

DETAILS OF LOADS USAF AIRLIFT

INTERNAL AIRLIFT

	<u>C 124 ac</u>	<u>Load</u>
1. ETIOPIANS LEO to E'VILLE	4	7 x 4½ ton veh 1 x jeep 2 x pick up
2. NSF KINDU to E'VILLE	7	80,000 lbs stores 2 x 3 ton 1 x jeep 5 x land rovers 1 x 1 ton 1 x 1 ton water trlr 3 x <i>fuel</i> .
3. NSF KINDU to A'VILLE	3	107,000 lbs stores 1 x 3 ton 5 x Land Rovers 1 x 1 ton water trlr 3 x jeeps 9 x trlrs.
4. Hy Mors A'VILLE to E'VILLE	5	5 x jeeps 10 x jeep trlr 1 x ½ ton jeep 2 x 1 ton pick up 14 x 1 ton power wagon 3 x 3 ton 1 x 200 gal water trlr
5. Ind Indep Bde vehs A'VILLE to E'VILLE	16	26 x 3 ton 1 x 1 ton power wagon 8 x pick up 2 x jeep 2 x MC 4 x 1½ ton trlr 1 x jeep trlr
6. Backlog logistical Sp LEO to E'VILLE	17	420,000 lbs
7. Jet fuel to KAMINA	14	at 2 ac a day

EXTERNAL AIRLIFT

NIGERIANS	10	600 tps 50,000 lbs stores
IRISH	8	500 tps stores not known
SWEDES	6	400 tps Stores wt not known

TOTAL as 90

FOR CHIEF OF STAFF

Am 4/5

1. Repatriation

a.	<u>Irish</u>	Ex-Eville	Personnel	242	Stores	19000 lbs
		Ex- Nyunzu	"	138	} Steres	3000 lbs
		Ex- Niemba	"	133		
				<u>513</u>		
b.	<u>Swedes</u>	Ex-A'Ville	"	43	Stores	2000 lbs
		Ex-Eville	"	286		
		Ex-Leo	"	50		
		(Rear party, wounded)				
				<u>379</u>		

- 2 Indian ammunition ex-India - W/C Pearce states that the first aircraft with ammunition is due to arrive 1 Jan, not earlier.
3. Tunisian Contingent - Air Ops have no information about move.
4. Irish ammunition - Irish LO gave a list showing quantity by types, of two first line lifts of ammunition, to Logistics on Saturday 16 Dec, for necessary procurement.

11

AIR LIFTS OF TROOPS ON 12 DEC 61.

1. 4 x DC4 ac ... Airlift 105 troops 35 ETH Bn
and stores ex KINDU to EVILLE
2. 1 x C124 ac ... 4 x 4.2mm 30 personnel and 7,600 lbs
amm ex AVILLE to EVILLE
3. 3 x C46 ac ... Remainder personnel and stores 25 ETH Bn
ex KABALO to MANONO
4. 2 x C119 ac ... Airlift of 8 ETH Coy 105 troops and
9,000 lbs stores ex KITONA to LEO.

S E C R E T

TOTAL STRENGTH OF TROOPS IN KATANGA AS ON 12 DEC 61

Station	Combatant	Administrative
EVILLE	3834	286
AVILLE	11133	521
MANONO	721	19
KABALO	212	-
NYUNZU	162	-
NIEMBA	143	-
KAMINA	884	164

REVIEW OF AIRLIFT 14 DEC 61

Srl No	From	To	Unit	Pers	Stores	Ann	Veh	Remarks
1	LEO	E'VILLE	INDIAN and IRISH	-	-	60,800 lbs	-	4 DC 4 AC
2	LEO	E'VILLE	Bal 8 ETH Bn	43	60,000 lbs	-	20	4 C 124
3	LEO	KAMINA						2 C 124 } Fuel for 1 C 130 } Jet fighters
4	MANONO	E'VILLE	Coy 3/1 GORKHAS	139	90859 lbs	58022 lbs	-	4 C 46 AC
5	AVILLE	E'VILLE	Bal Hy Mor less Vehs	-	30,000 lbs	-	-	1 C 130 AC
6	AVILLE	E'VILLE	5 Indep Armd Sqn	-	-	-	2 Armd cars and crews	LC124 AC

[Signature]
 Chief of Military Operations
 Lt Col

Distribution

- Force Commander
- Chief of Staff
- Chief Mil Ops
- Mil Ops
- Planning

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

HQ ONUC (LOG)

DEC 12th 1961

To : Force Commanders Office

From : Movement Control Air Sec

Subject: AIRLIFT OF LOGISTICS 7-11 DEC 1961

Reference telephone conversation CAPT GREER/CAPT OLSEN of date.

The approximate amount of general stores, supplies and passengers airlifted in the period 7th to 11 Dec 1961 are as follows :,

(1) General stores and supplies, including vehicles and fuel for the fighter group	-	1156000	Lbs
(2) Ammunition, including ammunition for the fighter group	-	236000	
(3) PX stores	-	33000	
	Total	- 1425000	Lbs
(4) Passengers	-	800	

These figures does not include general troop moves

S. H. K.
CAPT
AIR MOVE OFFICER

REVIEW OF AIRLIFT 17 DEC 61

Srl No	From	To	Unit	Pers	Stores	Ann	Veh	Remarks
1	KINDU	GOMA	MSF	-	50,000 lbs	-	-	2 DC 4 AC
2	KINDU	EVILLE	MSF	-	50,000 lbs	-	-	3 DC 4 AC
3	AVILLE	EVILLE	Armd Sqn	Crew	-	-	1 Armd Car	1 C 124
4	LEO	KAMINA	Swedish Fighter AC	-	-	Armd load not known	-	2 C 124
5	LEO	KAMINA	Fighter AC	-	Fuel for Jets	80 lbs	-	1 C 124

cc: Force Comdr
 Chief of Staff
 Mil Info
 Mil Ops
 Maj Munterz.

[Signature]
 Lt Col
 Chief of Military Operations

REVIEW OF AIRLIFT 15 DEC '61

Srl No	From	To	Unit	Pers	Stores	Amn	Veh	Remarks
1.	AVILLE	EVILLE	Armd 63 Cav	Crew	24-30,000 lbs	2 Armd Cars	2 ac 0-130	
2.	LEO	EVILLE	36 Irish Bn.	39	8,496	9,000	-	1 ac 0-124
3.	LEO	EVILLE	Swedish XIV	Load not known				1 ac 0-124
4.	LEO	EVILLE	8 Bth Bn	Back log from 14 Dec ac did not take off as not refuelled.				1 ac 0-124
5.	LEO	KAMINA		Fuel for jets				1 ac 0-124

Distribution
 Force Commander
 Chief of Staff
 Chief of Mil Info
 Chief of Mil Ops (Planning).

[Signature]
 Chief of Military Operations
 Lt Col

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

TRANSPORTSITUATION 14/12 0930

TPNO	FROM STOCKHOLM	ARR LEO	DESTINATION	WEIGHT	CONTENTS
832	13 - 14/12		Eville	22.880 LBS	About 800 Morter gre- Gen Stores for) nades Swed Bn
804	- " -		Kamina	23.320 LBS	Ammunition
805	- " -		- " -	23.100 LBS	- " -
806	- " -		- " -	23.320 LBS	- " -
807	- " -		- " -	22.660 LBS	- " -

Fora Commander

REVIEW OF AIRLIFT 16 Dec 61

Srl No	From	To	Unit	Pers	Stores	Amn	Veh	Remarks
1	A'VILLE	KAMINA	Coy 2 JATS	128	-	4,000 lbs	-	2 DC 4 AC 1 C 46 AC
2	A'VILLE	E'VILLE	5 Indep Armd Sqn	Crew	-	-	4 Armd Cars	3 C 124
3	LEO	E'VILLE	8 ETH Bn	5	30,000 lbs	-	-	2 DC 4 AC
4	LEO	KAMINA	SWEDISH	-	-	Fighter AC Amn 23,500 lbs.	-	1 C 124

cc: Force Comdr ✓
 Chief of Staff
 Mil Info
 Mil Ops

Boydell
 Maj Lt Col
 Chief of Military Operations



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

*See for
Jacob.*

INTER - OFFICE MEMORANDUM

No 1003/1/OPS

28 November, 1961

A : Chief of Staff
De : Chief of Military Operations

Objet : AIRLIFT 35 ETH BN EX BUNIA - KINDU

Plum 8325 the answer to the second question is as follows.

For

FROM BUNIA TO KINDU

1. The move of 35 ETH Bn ~~was ordered~~ and six DC4 aircraft were placed at the disposal of the Battalion, so that the move could be completed between 19 to 21 Nov. Of these ~~two~~ ^{some} aircraft were unable to fly owing to defects. Besides the weather conditions were very poor and slowed down the lift. The aircraft lifted the following personnel and stores:

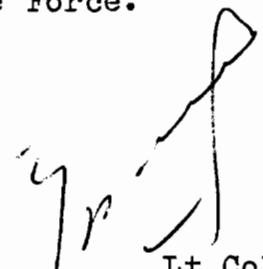
- after 150*
- (a) 19 Nov 5 DC4 ac - ~~200~~ troops *d some stores*
 - (b) 20 Nov 4 DC4 ac - 200 troops ~~12,000 lbs~~ *who are rather*
 - (c) 21 Nov 4 DC4 ac - 133 troops ~~12,000 lbs~~ *d stores*
 - (d) 22 Nov 2 ac - Stores - ~~24,000 lbs~~

2. No C119 aircraft were available for airlift of vehs from STAN to KINDU. Even at present the situation is rather acute as only one C119 aircraft is available ^{BUT} ~~and~~ the lift of vehicles commences with effect 29 Nov. *owing to the stranding of the C119s at Idwich.*

3. The lift of the ~~35th~~ ^{35th} ETH Bn was further slowed down as the priority of airlift was transferred in the midst of their move to the Nigerians for their rotation from LULU to LEO.

4. Other aircraft could not be used as they were ^{occupied} ~~being used~~ on the logistical airlift which is already facing a considerable backlog and on the search for the Italian C119 which had crashed at the same time.

5. The slow concentration of the 35th ETH Bn is ~~therefore~~ not indicative of the degree of mobility of the Force.

A handwritten signature in dark ink, appearing to be 'G. P.' followed by a large, stylized flourish that loops upwards and to the right.

Lt Col

(GS PAUL)

Chief of Military Operations

Bunch

McC Linn

4 August 1

Distribution

Major B. P. Bhalla

Summary of Tunisian Airlift

- X
1. Total Tunisians airlifted out of the Congo as at 0800 hours 4 August is 1780. Those remaining to be airlifted are 1096.
 2. Total cargo airlifted as at 0800 hours 4 August is 38,500 lbs. There is no alteration to the figure as no cargo was airlifted on 3 August.
 3. Two hundred and six passengers and 12,500 lbs of cargo are to be airlifted today.
 4. There are 100 Tunisians and 18 tons of stores at Kitona. These are likely to be airlifted on Saturday, 5 August.
 5. The strength of Dogras in Léo is 731 and Gorkhas 122. X

B. P. Bhalla

(B. P. Bhalla) Major

Distribution

A/COB

MA to Force Commander ✓

Mil Ops

Air Ops

Movement Control

Tunisian Brigade

Major Woodcock

CC:

B. P. Bhalla

A/COB.

3 August

1

Distribution

Major A. Woodcock

Summary of Tunisian Airlift

1. Total Tunisians airlifted out of the Congo as of 0800 hours 3 August is 1517.
2. Total cargo airlifted as of 0800 hours 3 August is 38,500 lbs.
3. One hundred and ninety-five (195) passengers are to move later today. There is no cargo plane for today.
4. As of 0010 hours 4 August there will remain 1359 Tunisians to move plus a Rear Party of 26 All Ranks (including Col. Lasmar and his staff officers).
5. There are 70 to 80 tons of cargo to move excluding vehicles.
6. The Tunisians are anxious to send back Comd Post Vehicle (wireless). The weight and dimensions will be supplied today. It can be moved in a Globemaster.
7. The following are their vehicles they have in Léopoldville. They may request that some or all of these be flown back to Tunisia:-

4 m/c
10 Jeeps
2 Ambs
1 Comd Post Veh
1 Trailer (1 ton)
1 Trailer (1/4 ton)

8. They now request that one cargo plane be available to them daily to move cargo to Tunisia (the 70 to 80 tons).
9. There are 625 Dogras arrived and 127 Gorkhas.

Distribution

A/COS ✓
MA to Force Commander ✓
Mil Ops

AW

(A. Woodcock) Major

To: A/COS
MA to Force Comd ✓
Mil Ops
Air Ops

2 Aug 61.

Fm: Maj A Woodcock

SUMMARY OF TUNISIAN AIRLIFT

1. The Tunisian Airlift was resumed at 0030 hrs this morning (2 Aug). Total Tunisians airlifted out of the Congo as of 0800 hrs 2 Aug is 1389;
2. Total cargo moved to date is 25,500 Pds.
3. An additional cargo plane from Inter Ocean is to depart to day with 13,000 pds of cargo and 4 passengers.
4. A PAA plane is also to leave to-night with 70 passengers.
5. The Tunisians do not appear to be able to give me an accurate figure on the tonnage that they have left to be moved to Tunisia. Air ops have been asking for this since the 27 Jul 61.
6. The number of 1 DOGRA to have arrived is reported as 512.
7. The number of Ethiopians to have arrived is 303. 50 are to return to COQ at 1100 hrs to day.
8. 54 Gorkhas arrived yesterday.


(A. Woodcock) Major

To; A/COS
MA to Force Comd
Mil Ops

Tue, 1 Aug 61.

Fm: Maj A. Woodcock

SUMMARY OF TUNISIAN AIRLIFT

1. The following have been airlifted to Tunisia between the 23 Jul and 31 Jul (inclusive), total 1183.
2. A second cargo plane departed for Tunisia on 31 Jul. This was a UN charter plane with 12,500 pds of cargo. Total cargo moved to date 25,500 pds.
3. No moves of passengers or cargo are planned for to-day.
4. Col Lasmar has requested that the UN move more of his soldiers to-day after 2000 hours when he can make over 300 available.

Aw.

(A. Woodcock) Major.

Perchips *Gow.*

TO AIR TRAFFIC CONTROL KHARTOUM
TO AIR TRAFFIC CONTROL JOUBA

2/10

AIRLIFT OF SUDANESE UN TROOPS AND EQUIPMENT WILL COMMENCE
19 APRIL STOP ROUTE N'DJILI-JOUBA-KHARTOUM STOP FIVE UN DC-4
AIRCRAFTS WILL DEPART N'DJILI AT 20 MIN INTERVALS COMMENCING
190300Z CARRYING EQUIPMENT ONLY STOP FIRST A/C WILL ARRIVE
JOUBA 19100Z AND KHARTOUM 191500Z STOP TEN UN DC-4 AIRCRAFTS
WILL DEPART N'DJILI AT 20 MIN INTERVALS COMMENCING 210001Z STOP
FIRST A/C WILL ARRIVE JOUBA 210700Z AND KHARTOUM 211200Z CARRYING
APPROX 40 TROOPS EACH STOP REQUEST REFUELLING FACILITIES 100/130
FUEL AVAILABLE AT JOUBA AND KHARTOUM STOP AND END

Major
major.

cc MC/HQ
AIROPS
MA FORCECOMMANDER ✓
DCOS
MC/N'DJILI
STATION HQ

Due
18/4

A741
File

NY info.

To:- Chief Movement Control Officer

Subject:- SITREP AS AT 27 1600A MOROCCAN AIRLIFT.

1. Since Sunday March 19/01 have 12 US A/C airlifted 753 Moroccan soldiers and their equips.
2. The situation new at N'DJILI 89 soldiers at HQ one Moroccan officer.
3. The M. vehicles situation at E'ville: 3 Bedford trucks one renault and one Motorcycle.
4. Three C-119: will operate on wednesday morning in order to pick up 3 bedford trucks and one Motorcycle.
5. No information received from U.S.A.F operations about outgoing flights.

Movement Control HQ

S.E. LILJA. WO.

24



28 March

1

Deputy Chief of Staff
Staff Officer to Force Commander
Sudanese & Moroccan Airlift

1. Following is the reply from New York regarding Sudanese and Moroccan airlift.

"Arrangements for repatriation of the Sudanese contingent awaiting result of Spinelli's consultations in Khartoum. USAF has been requested to airlift 40 tons of Moroccan equipment and we will advise you when arrangements are finalized."

cc: Movement Control

2.6
22 March 1961

To: Moroccan Liaison Officer
From: Chief Movement Control Officer
Subject: REAR PARTY FOR MOROCCAN AIRLIFT TO CASABLANCA
cc: **MA/5** Force Commander ✓
Military Operations
Chief Logistics Officer
Senior Ordnance Officer
Chief Military Personnel
Chief Finance Officer
Station HQ
Senior Supply Officer
Movement Control Elisabethville
N'Djili
Accommodation Officer
Base Commander N'Djili
Colonel Worrel USAF N'Djili
Air Operations
Mail Operations

1. Due to the lack of available planes with the USAF in the Congo it will not be possible to lift the Moroccan equipment and vehicles belonging to the forces now arriving from South Katanga.
2. The troops have been given priority and will be lifted on 5 or 6 flights more during this week. Two of these will take off today. The exact ETD for the remaining flights as well as the exact number of flights cannot be given. This means that a party of approximately 25 men will be left behind.
3. The remaining flights are expected to take place during the first or second week of April, depending upon the arrival of C 124's from outside. These flights should take care of the remaining equipment and vehicles etc., which in the meantime will be airlifted to N'Djili.
4. In order to ensure that nothing is lost and that sufficient labour will be on hand to load and unload the UN planes as well as the USAF planes, you are advised to make up two rear parties of the remaining troops.
5. It will be convenient if a party of one officer plus five OR's is attached to Movement Control Elisabethville until the airlift from that place has been completed. They will proceed to N'Djili on the last plane leaving Elisabethville and carrying Moroccan equipment. Accommodation etc. for these personnel should be arranged directly with HQ South Katanga.

/...

6. At N'Djili and attached to the Movement Control Detachment at that place a rear party of one officer and twenty OR's is required. Their mission will be, in addition to that already mentioned, to guard the material.
7. Accommodation etc. should be arranged in the tent camp at N'Djili through the Station HQ.
8. Due to security measures and lack of space no repeat no Moroccan material will be stored in the American hangar.
9. It is desirable that rear parties at both places be organised immediately as advised above.
10. Please acknowledge.

h *Robt L. ...*
(Lt-Col.) Z. Abdullah
Chief Movement Control Officer

Alb *msg R.V.* 22/3/61.
Sw

To:- Chief Movement Control Officer.

Sitrep as at 22 1000A Moroccan Airlift.

1. Yesterday arrived from EZA 161 soldiers and eqp 6076 Lbs.
2. Two U.S.A.F A/C left N'DJILI last night with a total number of 135 soldiers and their eqp.
3. Since sunday have 7 U.S.A.F A/C left N'DJILI for Moroccan with a total number of 453 soldiers and eqp. ✓
4. The situation now at N'DJILI airport 146 Soldiers.
5. Five UN A/C are expected to arr N'DJILI this afternoon from EZA with about 200 soldiers.
6. Planned US flights: A/C No.1059 ETD 221715Z 70 PAX
A/C " 956 ETD 221915Z 66 PAX
Total:136 PAX
7. The situation now at EZA about 50 soldiers expected arr N'DJILI 23 Mar'61.

HQ MOVEMENT
S.E. LILJA W O .

TO: Mr Abbas

File 22/3

The following are the last three aircraft which left LEO for KITONA up to 1200 hrs 21 Mar 61:

17 Mar 61

DC4 inter-ocean No IAL UN flight No 735
Load: 206 containers of food, 1400 lbs
sugar, 200 lbs radio equipment, 12 passengers
(Indonesian).

18 Mar 61

DC4 inter-ocean No ABC, UN flight 750,
Load: 15 drums petrol, 1 oil container,
75 cartons of food, 1 mail bag, 2 passengers
(Indonesian).

18 Mar 61

C119 No 6016, UN flight 752, 15 drums petrol,
returned with one Sudanese jeep.

Above information received from W/C Dobbin, Ops Room, UN Airforce,
by Col Quinn, DCOS.

23 Mar

*0700 LT. Plane with
Fresh Saps 2 Pass*

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TO CMCO

SITREP AS AT 21 0900 A

MOROCCAN AIRLIFT.

1. 2 U.S.A.F. A/C LEFT NDJ BETWEEN 2300A AND 0300A HRS THIS MORNING, FOR MOROCCO WITH TOTAL NUMBER OF PAX 105. THE TOTAL LOAD IN LBS JUST NOW UNKNOWN BECAUSE THE US OPERATION DID NOT ANSWER ON OUR TELEPHONE CALL THIS MORNING.
2. DURING THIS MORNING FOUR DC-4 UN A/C ARE EXPECTED ARRIVAL NDJ WITH ABOUT 200 MOROCCAN SOLDIERS AND U.S.A.F. WILL TAKE THEM OUT OF CONGO FOLLOWING NIGHT. *21/22 Mar.*
3. AFTER THIS DAY THERE ARE ABOUT 350 SOLDIERS LEFT EZA AND FIVE DC-4 UN A/C WILL TAKE THEM NEXT DAY TO NDJ. *21/22 Mar.*
4. THE SITUATION NOW AT THE AIRPORT FOUR MOROCCAN OFFICERS.

H.Q. MC 21/3-61

S.E. LILJA, WO

EX 3011

20 MAR

250

21 MAR

105

EX 3011

21 MAR

200

350

IN WP

21 MAR

250

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

INTER - OFFICE MEMORANDUM

File
HQ ONUC (log) 628-70v

20 March 1961

A. Col. J. J. Casseley, Staff Officer to the Force Commander
DE. Chief Movement Control Officer

OBJET: MOVE OF MOROCCANS EX KAMINA/ELISABETHVILLE

1. The following is the latest situation with regard to the above move:-

- a. 240 personnel and 10,000 lbs of stores were airlifted from Kamina to Leopoldville. Move ex Kamina completed.
- b. 84 personnel and 1 coffin arrived ex Elisabethville to Leopoldville today at about 1100 hours. About 555 personnel are now left in Elisabethville. 4 DC4 aircraft are due in N'Djili some time this afternoon. Exact number of personnel transported by these aircraft still awaited.
- c. 3 aircraft have already taken off for Morocco from N'Djili with 215 passengers. 2 aircraft are due to take off at 202300 Z (64 passengers) and at 210100 Z (75 passengers). 109 soldiers are at this moment (1400 hours) awaiting airlift to Morocco from N'Djili.

2. Within the next three days USAF will have ten aircraft available for flights to Morocco ~~carrying the Moroccans~~ ex N'Djili. Exact details are not yet available.

3. The above is forwarded for your information as desired.

will keep you informed.

Bye AHMED BEN ALI

*Killed jeep accident
+ Now Jadotville*

Shahdad

Major
For Chief Movement Control Officer
(SHAH DAD)

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MAROCCAN AIRLIFT.

Sitrep 21 1200Z Mar'61.

Number of MAROCCAN Soldiers in South Katanga.	234
----- " ----- in the Air between S. Katanga and N'DJILI.	200
----- " ----- at N'DJILI Air Port	125
having left the Congo.	321

U.S.A.F. Planned flights:

1. A/C No. 1057 ETD 211900Z	65 PAX
2. A/C No. 5208 ETD 212200Z	<u>74 PAX</u>
Total:	139

Exact information about next U.S.A.F. flights have not been obtainable. Depends upon arrivals from outside.

Movement Control plans to send 4 DC - 4 to Elizabethville ETD N'DJILI 220300Z Mar'61.

A handwritten signature in dark ink, appearing to read 'E. Neilsen', is written above the printed name.

E. NEILSEN. Major.

Air Section Movement Control

Zia/

Airlift Indonesians on Sat 11/3/61

1st Flight 50 men at ~~WJILI~~ at 0400 hrs (LT)

2nd " 50 " ~~E~~ " " 0430 " "

2 nd " 50 men " ~~"~~ " 0830 " "

50 " " " " 0900 " "

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To:- Chief Movement Control Officer.

SITREP AS AT 231000A MOROCCAN AIRLIFT.

1. The US A/C have since yesterday evening left N'DJILI for Moroccan with a total number of 140 soldiers and their eqpt (100 Lbs each).
2. Since sunday have 9 US A/C lifted total 593 soldiers and their eqpt. 253
100
3. The balance situation as now:

At N'DJILI 45 Soldiers
At Elizabethville 142 soldiers and they are expected to arr N'DJILI ~~this~~ ^{next} afternoon.
4. This afternoon three UN flights are expected arrival N'DJILI with Moroccans eqpt 24 Ts and one flight with Moroccan soldiers (see above).
5. Planned US flight: A/C No.30044 ETD 240100 Z 70 PAX ETD 240300 Z planned.
6. 4 UN A/C to pick up Moroccan eqpt back to N'DJILI.

Handwritten notes:
 23 Nov 1962
 Departed N'DJILI 23 Nov 1400 PAX 4760 TIL 45
 at 1400 PAX 42 TIL 45
 Movement Control HQ
 S.E. LILJA . WO
 Planned : 23 Nov 1400 PAX 42 TIL 45
 UN 23 Nov 1400 PAX 42 TIL 45
 23 Nov 1400 PAX 42 TIL 45
 from 1400 PAX 42 TIL 45

ROUTING SLIP

Co S

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

The attak DFA
is good for your
approval - return them

MR

DATE

FROM

9/11/72

Co S

D F AAIRLIFT - UN/NON UN PERSONNELGENERAL

1 It is necessary to lay down instructions for both UN and non UN personnel travelling in UN or UN chartered air craft including North Star flights. Some of these instructions have however been issued before from time to time. These are therefore now being issued in a consolidated form. It is important that these instructions are strictly followed so that inconvenience is not experience by authorised personnel undertaking air travel and that unauthorised air travel by non-UN personnel is checked.

2 Movement Control Staff have authority to detain any passenger who does not comply with these instructions and report him to the next superior authority for disciplinary action.

PRIORITIES

3 ONUC personnel travelling on duty trips will have priority for space on UN aircraft and on North Star flights. Such priority will be lower than that for essential supplies ^{and} ~~as~~ for ONUC mail.

4 ONUC international civilian personnel travelling on leave either within the Congo or outside the Congo have no priority for space on the abovementioned aircraft. They can use these aircraft only on a space -if-available basis .

UN PERSONNEL

5 Service personnel will travel in uniform. Failure to do so may result in avoidable inconvenience not only to the passengers but also to the authorities concerned regarding regulations for the clearance of passports, customs, etc.

6 Normally all personnel must be in possession of properly authorised travel orders. In case of emergency where travel orders are not available, UN personnel may be carried provided satisfactory evidence is given to show that they are UN personnel and are travelling on UN business.

7 All ONUC military personnel leaving for the field or moving from one field station to another are required to carry with them at all times ONUC identity cards and insignia. All UN Civilian personnel will carry identity cards and wear arms bands.

8 All passengers whether travelling within the Congo or flying

NON UN PERSONNEL

10 Non ONUC personnel will not be allowed to travel in UN or UN chartered aircraft or North Star flights unless under very exceptional circumstances, in which case the travel must be authorised, in writing, by the Force Commander or by Chief Administrative Officer. This equally applies to families of UN international civilians Staff and Staff members of special agencies. Commanders are personally responsible to ensure that this order is adhered to. Under no circumstances captains of aircraft will allow non-UN personnel to travel in UN aircraft without proper authorisation.

11 The abovementioned restriction will be particularly applicable to press representatives except those who belong to ONUC or those who form part of an ONUC contingent.

12 At times it may be necessary for local Commanders to carry members of the Provincial Government, local ANC officers, local Chiefs and other officials to meetings or joint fact finding or peace-missions. Similarly it may be necessary to evacuate patients, refugees etc. In all such cases also necessary sanction of the Force Commander or Chief of Administrative Officer will be obtained by local Commanders by signal. The Commanders will however make certain that credentials of such personnel are verified before boarding the plane.

13 Whenever the Force Commander approves of a particular journey by a non- UN person, the Movement Order/Travel authorisation will be signed and stamped by his Military Assistant.
signature and stamp ~~non-UN person will not be~~
a plane.

14 In case of journeys commencing from a station other than Leopoldville, and time permitting, the movement order/travel authorisation duly signed and stamped as above will be transmitted to the station concerned. When time does not permit this, Military Assistant will convey to the Chief Movement Control Officer the assent to the journey in writing, who will then cable his Movement Control Detachment or, where none exists the person discharging those duties. In such cases the Movement Order/Travel authorisation will then be signed locally and the cable retained as confirmation of authority.

15 All request from out stations will therefore be communicated to Chief Movement Control Officer for obtaining the necessary sanction. Requests so made will show full itinary of the person for whom airlift is requested and will be supported with full reasons necessitating/initiating such an action. Requests emanating in Leopoldville will be addressed to Military Assistant with copy to Chief Movement Control Officer.

16 Passengers will be issued with boarding tickets by the Movement Control, and they will be handed in at the time of boarding the aircraft.

17 These instructions will be complied with with immediate effect. All previous instructions on the subject are cancelled.