Administrative files

Airlifts

C/ADM/450/6 - Transair - Civil Air Transport Unit

29/01/1962 - 09/12/1964

PLEASE RETAIN
ORIGINAL ORDER

SC
CC

DECLASSIFIED

UN ARCHIVES
SERIES S-0731
BOX 7
FILE 4
ACC. DAG-13/1.6.1.0

T . A . B . REGISTRY, LEOPOLDVILLE

THIS FILE C/ ADM 45016 PART A

DATING FROM 1 Août 63 TO 9 decembre 1964

CLOSED

FOR FURTHER CORRESPONDENCE
ON THIS SUBJECT
SEE PART B

Copy

Received at 4.30 pm

FOR MR. SCHINDLER UNHCR

SSB MESSAGE RECEIVED FROM BUJUMBURA AND BUKAVU - Mr. Saunders 532

REPRESENTATIVE OF UNHCR TABORA REPORTS/ ARREST OF PILOTE OF TRANSAIR A/C CFC (PRESUMABLE MR.COSME) TODAY BY AUTHORITIES IN TABORA.REASONS NOT GIVEN BUT ASSUMED THAT PERSONNEL OR DOCUMENTS CONCERNING AIRCCAFT.INFORMATION GIVEN THAT PILOT HAS TO REMAIN IN JAIL TILL END OF YEAR.

TCRS REQUESTED GENEVA TO SEND A REPLACEMENT URGENTLY.

DETAILED REPORT FOLLOWS TOMMOROW THROUGH SSB BUJUMBURA.

KUNITZBERGER

adm 450/6.

ADM 150/6

TELEPHONE MALMÖ 93 56 80
TELEX MALMÖ 3312
CABLE . . . . . TRANSAIRSWED

TELEPHONE STOCKHOLM 282710
TELEX STOCKHOLM 1830
BANK . . . SVENSKA HANDELSBANKEN

TRANSAIR SWEDEN AB
BULLTOFTA AIRPORT · MALMÖ 16

INFO. COPY

Action To Mr. Saunders
File No. " Kunitaberger

Mr. John M. Saunders
Deputy Resident Representative
United Nations Operations
in the Congo
Boite Postale 7248
Léopoldville
REPUBLIKEN KONGO

Your ref.:

Our ref.:
DD

Malmoe, December 9, 1964

Dear Sir,

We would herewith inform you that mr Sigurd Larsen has left his position as chief of the Transair Sweden AB detachment in the Congo and that mr Larsen has been succeeded by mr Ingemar Håkansson.

Yours faithfully,
TRANSAIR SWEDEN AB

(Gösta Ellhammar)
President

cc. mr. R.V. Elms, United Nations, New York.

ABM 450/6
T 280/2/1
RJ:ms

BAT/1542/64

23 December 1964

Dear Mr. Hakansson,

I refer to the various conversations between Mr. Leani and yourself, and I wish to confirm the following transportation request for the month of January 1965:

Date	Itinerary	Load
7/ 8	Leopoldville/Lagos/Leopoldville	40 men
9/10	" " "	39 men
11/12	" " "	39 men
13/14	Leo/Lulu/B'ville/Lulu/Leo	Scheduled flight
15/16	Leopoldville/Lagos/Leopoldville	39 men
17/18	" " "	39 men
19/20	" " "	39 men
21/22	" " "	33 men

All flights to Nigeria include an overnight stop in Lagos. The return flights will bring from Lagos the equivalent or a few more men each trip to make up for the 12 men deficiency in the outgoing Contingent.

Departure for each of the above trips will be 0800 hours local time. A technical stopover at Libreville of one hour's duration will be made during each trip. All passengers are authorized 66 lbs. baggage each. Any material in addition to the luggage may be transported if space permits.

As far as the flights within the Congo are concerned, I shall be grateful if the aircraft could be on a standby basis at all times when not flying to Lagos, and be ready to take off for any destination at 6 hours' notice.

.../.

Mr. I. Hakansson
Transair Sweden AB
Léopoldville

A representative from our Traffic Section will coordinate the rotation with your representative and the Nigeria Police.

Yours sincerely,

John M. Saunders
Deputy Resident Representative
(Administration)

cc: Traffic
Mr. Adeola
Mr. Ljungkvist
Mr. Lesni

ADM 450/6

JBS:jmg

cc: Mr. R. Elms, NY
Col. Ljungkvist
Mr. Kunitzberger

L-863/64

27 November 1964

Dear Vaid,

Transair contract

I have just had a discussion with the Representative of Transair, Mr. Larson, regarding the arrangements for termination of Otter operations. My intention is to bring the operations to an end not later than the middle of December and the exact day will be determined as soon as Col Ljungkvist and Mr. Larson have agreed upon the technical and other arrangements to be made. The contract provides for 10 days' notice and I shall cable you in the early part of next week suggesting when the 10 days' notice should expire. I should be grateful if you would ask Mr. Elms if he will then serve the necessary notice upon Transair. Mr. Larson will cable his firm tomorrow so that they will be expecting to receive such a notice soon.

We agreed that all three Otters, plus any spare parts and equipment now in the regions should be brought to Leopoldville for storage. It would be easy to bring to Leopoldville, within the next two or three days, the Otters which are now in Bukavu and Lulua bourg but we have still to complete the task of getting back the damaged Otter which is still in Lodja. The tentative plan is to move the Bukavu Otter to Lulua bourg tomorrow or the next day. One Otter will then remain in Lulua bourg for the number of days necessary to complete the repair of the Lodja Otter and to escort it from Lodja to Lulua bourg.

If, for some reason, the Lodja Otter cannot be repaired sufficiently to fly it out, we may have to ask you for permission to take off as many parts as possible and then abandon the remainder. But any recommendation

Mr. A. Vaidyanathan
Associate Director
JAD/TAB
United Nations
New York, New York

../2

will only be made after we have a report from Transair's Chief Mechanic (formerly in charge of UN light aircraft in the Congo) after he has done a careful inspection on the spot in Lodja.

While the flight crews can probably be released at a very early date, we may need to keep one Transair mechanic for some little time to arrange proper storage of the three Otters and the spare parts at N'djili Airport.

On their side, Transair would be communicating with Mr. Hime regarding any "reasonable costs incurred prior to the termination", if there are any, with a view to requesting reimbursement (see paragraph 24-b of the contract).

We have agreed that there is not much point in trying to speculate about the future but Mr. Larson has the same view that I expressed to you earlier: that it is not likely we shall see the Otters in the air again here. I mention this since Dick Hime will certainly wish to consider the possibility of early disposal of the three aircraft.

I shall be writing you separately, probably next month, regarding the possibility of using the savings on the Otter side of the project to finance additional monthly hours for the C-46. I shall also discuss the question with our friends at AID here, of course.

Yours sincerely,

John H. Saunders,
Dep. Res. Rep. (Admin)

CR.13 (4-59)

ROUTING SLIP

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

TO: Mr Saunders

	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

Final, signed contract identical with previous draft

~~Enclosure No. 17~~

~~A/R 9 - 13 Oct. 1964 from NEW YORK~~

(1) Mr Pickett Q paras 8 + 22 O.K.

(2) ~~Mr Bacon~~

(3) In response

(4) TAB file

DATE:

FROM: 20/X

EXTRA COPY

ADM 450/6

CON 85/64

TRANSAIR SWEDEN AB, of Malmo, Sweden, herein referred to as the "Carrier" and the UNITED NATIONS, herein referred to as the "UN", agree as follows:

1. The Carrier shall provide the UN two (2) C-46 aircraft bearing designations SE-CFC and SE-EDP. The Carrier shall also operate three (3) DeHaviland Otters bearing designations UN 302, UN 305 and UN 308 which will be furnished to the Carrier by the UN without charge.

2. The aircraft will be stationed in the Republic of the Congo, and will be operated by the Carrier on flights directed by the UN, in connection with the UN TAB/SF Operations in the Republic of the Congo. No flight will be undertaken hereunder without the express authorization of the UN. The C-46s will be based at Leopoldville and the Otters at Luluabourg and Bukavu. Changes of basing points may be made by mutual agreement.

3. The two (2) C-46 shall be suitable for transport of both passengers and freight.

4. The Carrier shall not sub-contract or sub-charter any aircraft from other concerns or entities in fullfillment of the terms of this Contract.

5. The Carrier shall comply with the requirements set out in Appendix A to this Contract.

6. The Carrier shall furnish during the term of this Agreement, for use solely in operating said aircraft and without compensation other than that designated in paragraph 8 below, the following:

a. Complete flight crews.

b. Oil and gasoline.

c. Required maintenance and overhaul.

d. Insurance as specified in paragraph 14 below.

The said flight crews shall at all times remain servants or agents of the Carrier and shall not be deemed to be servants or agents of the UN. Each aircraft shall at all times be under the exclusive command of its captain. The Carrier shall have sole responsibility for the operation, including navigation and control of the aircraft.

.../...

7. The Carrier warrants that the aircraft provided by the Carrier are and will be maintained in an airworthy condition. The Carrier agrees that it will have satisfied itself as to the airworthiness of the planes furnished by the UN before the Carrier begins flying operations and warrants that thereafter these planes will be maintained in an airworthy condition. The Carrier also warrants that the aircraft and crews engaged in the transportation provided for hereunder will conform to the standards and procedures, and will possess the licenses for civil aviation prescribed by the Royal Board of Civil Aviation, Sweden.

8. The sole compensation payable by the UN under this Agreement shall be comprised by the following payments which will be made to the account of the Carrier at such place as it may expressly direct:

(a) In respect of one C-46 aircraft:

(1) the sum of $41,000 per month during the term of this Agreement. The UN shall be entitled to use the aircraft for 100 flying hours block to block without additional payment.

(2) the sum of $410.00 per flying hour block to block for each hour which the UN may, at its option, order in excess of 100 flying hours per month and up to 150 hours per month.

(3) as per (2) except $400 excess 150 hours.

(b) In respect of the second C-46 aircraft, the sum of $410 for each flying hour block to block which the UN may, at its option, order. This second C-46 shall be available on 12 hours prior notice.

(c) In respect of each of two Otter aircraft:

(1) the sum of $6,600 each month during the term of this Agreement. The UN shall be entitled to use each aircraft for 50 flying hours block to block without additional payment.

(2) the sum of $132.00 per flying hours block to block for each hour which the UN may, at its option, order in excess of the 50 flying hours per month for each plane and up to 100 hours per month.

(3) as per (2) except $125.00 excess 100 hours.

(d) The third Otter may be substituted for either of the first two Otters and any hours thus flown shall count against the 50 hours in 8. (c) (1) without any additional payment by the UN.

(e) If during any part of the period of this Agreement any of the aircraft referred to in sub-paragraph (a) or (c) of this paragraph should not be available for use by the UN and no equivalent aircraft is substituted for it, the charge shall be pro-rated on the basis of the periods of

aircraft availability, provided that

(e) any period of less than twenty-four (24) consecutive hours shall not be regarded as a period of aircraft unavailability, and provided further that any period during which the aircraft is unavailable for causes directly attributable to the fault of the UN shall not be regarded as a period of aircraft unavailability for this purpose. Aircraft shall be considered unavailable for use for periods when the Carrier does not in fact hold it available for use and for periods of non-conformance with the requirements and warranties set forth in paragraphs 3, 5 and 7 of this Agreement.

(f) All payments shall be in U.S. dollars.

9. All maintenance of the aircraft covered by this Agreement shall be performed at the expense of the Carrier. The cost of the operations of the aircraft throughout the term of the Agreement, the payment of air and ground crew salaries, expenses and accommodations and the cost of the insurance coverage set forth in the certificate of insurance specified in Section 16 and attached hereto as Exhibit A shall be borne by the Carrier.

10. The UN shall make available and furnish at no charge its entire inventory in the Congo of spare parts, engines and propellers for the Otter aircraft. It is further agreed that the Otter spares can be moved to different locations in order to establish support facilities for the Otter aircraft. UN will be consulted as to location of such facilities prior to final decision. The Carrier will return the replaced parts to the UN. The Carrier may at its option be allowed to have the replaced spare parts repaired and overhauled at its expense to be used in connection with operating the Otters. All spare parts presently owned by UN will remain the property of UN at all times. The Carrier will accept full responsibility for the care and safekeeping of these spares.

11. The Carrier shall have no responsibility for the ground handling of passengers and cargo, ticketing, manifesting, landing rights, and other function not specifically provided for herein and the UN shall comply with all laws, rules, regulations and requirements for all countries in which the aircraft may be operated with respect to said ground handling of passengers and cargo, ticketing and manifesting and all applicable rules and regulations of countries overflown by the aircraft. The Carrier shall secure from the proper authorities of every country affected by flights performed under this Agreement all permits and authorizations necessary for the proper and lawful performance of such flights. The UN will extend its cooperation in obtaining such permits and authorizations.

12. The Carrier reserves the right at any time during the term hereof to substitute an equivalent aircraft for the C-46 aircraft to be provided by the Carrier under this Agreement. Notice of such substitution shall be given to UN preferably before, but no more than forty-eight (48) hours after such substitution.

13. If any flight authorized by the UN pursuant to this Agreement is delayed for a period in excess of twelve (12) hours at the point of origin or at any other point the Carrier shall immediately inform the UN of this fact.

14. The Carrier hereby indemnifies and holds the UN, its officials, agents and employees harmless from and against any and all liabilities, claims, demands, suits, judgements, damages and losses including the costs, fees and expenses in connection therewith or incident thereto for death of or injury to any third parties arising out of negligent acts or omissions of the Carrier in connection with the use or operation of the aircraft under this Agreement provided, however, that this indemnification does not extend to passenger baggage and cargo liability.

The UN hereby indemnifies and holds the Carrier, its officers, agents and employees, harmless from and against any and all liabilities, claims, demands, suits, judgements, damages and losses including the costs, fees and expenses in connection therewith or incident thereto, for death of or injury to any passenger on the aircraft, (except the officers, employees or agents of the Carrier), and for loss of, damage to or destruction of any property whatsoever carried aboard the aircraft (except the property of officers, agents and employees of the Carrier) caused by, arising out of in any way connected with the use or operation of the aircraft under this Agreement; provided, however, that this indemnification shall not extend to liabilities, claims, demands, suits, judgements, damages and losses due solely to the willful misconduct of the Carrier, its officers, agents and employees.

15. Space available on the aircraft and not utilized by the UN on any flight may not be utilized by the Carrier without the consent of the UN.

16. The Carrier shall maintain aircraft public liability, aircraft property damage liability in connection with the performance of this Agreement but will not maintain passenger, baggage and cargo liability insurance coverage. Copies of the certificates of insurance will be furnished by the Carrier. They are attached as Exhibit A to this Contract.

17. Any dispute arising out of interpretation or application of the terms of this Agreement shall be referred to arbitration in accordance with the rules then obtaining of the International Chamber of Commerce. The parties agree to be bound by an arbitration award rendered in accordance with this paragraph as the final adjudication of any such dispute.

18. Nothing in or relating to this Agreement shall be deemed as waiver of any of the Privileges or Immunities of the UN.

19. The Carrier and its flight crews and other employees shall exercise the utmost discretion in the conduct of their affairs during the period of this Agreement. They shall refrain from any action, whether within or outside the Republic of the Congo, which may embarrass or be inimical to the interests of the UN. Violation of this provision by the Carrier, its flight crews or the employees shall be cause for its immediate cancellation by the UN.

20. Upon conclusion of this Agreement, the Carrier shall return the three (3) Otters and all UN furnished spare parts, engines and propellers to the UN in good condition, normal wear and tear excepted.

21. The Carrier shall not be responsible for damage or loss of the Otters and/or UN furnished spare parts, engines and propellers unless such loss or damage is due to willful misconduct or gross negligence on the part of the Carrier or its employees, officers and agents.

22. The UN shall pay to the Carrier the cost of four (4) tourist air tickets from Malmo to Leopoldville and return for positioning and de-positioning of the Otter crews in the Congo. If de-positioning can be accomplished by a service flight of the Carrier's then there will be a reduction equal to the value of the four (4) un-used return tickets.

23. Upon termination of this Agreement the UN shall pay the re-positioning cost of the C-46 type aircraft at a rate of $230 per hour and per aircraft from the Congo to Malmo, Sweden.

24. (a) This Agreement shall take effect on 1 July 1964 and expire on 30 June 1965.

(b) Either party may at any time prior to expiry exercise the option of terminating this Agreement with respect to one or more of the aircraft on 10 days notice. Should the UN exercise this option, it shall reimburse the Carrier for reasonable costs incurred prior to the termination because of and directly relating to the Carrier's obligations under the contract for the remainder of the contract period; such costs shall include costs of terminating commitments extending beyond the termination date and costs of such forward commitments as may, despite prompt and diligent efforts, be non-cancellable; provided that payment upon termination shall under no condition exceed the amount payable under paragraphs 8 (a) (1) and 8 (c) (1) for the C-46 and Otter respectively for the remainder of the contract period. The Carrier may include in his costs that portion of the cost of Otter spares which he has purchased for use under this contract and which have not been amortized under his programmed replacement schedule for the period of this Agreement. The spares shall become the property of the UN.

(c) No period of notice shall be required and no termination costs payable in case of cancellation of the agreement for breach or default in performance of obligations under agreement. Should the agreement be cancelled by the UN without adequate ground in breach or default, such cancellation shall be considered as an exercise of the option to terminate under sub-paragraph (b) of this paragraph.

TRANSAIR SWEDEN AB

BY: Gösta Ellhammar

GÖSTA ELLHAMMAR

TITLE: PRESIDENT

DATE: 18 SEPTEMBER 1964

UNITED NATIONS

BY: R. V. Elms

R. V. ELMS, DIRECTOR

PURCHASE & TRANSPORTATION SERVICE

DATE: 28 AUGUST 1964

APPENDIX "A"

This contract shall be subject to the terms and conditions as set forther in Appendix A. If any of the terms and conditions are contrary to the Civil Aviation regulations of the country of registry of any plane being flown under this contract, then, such Regulations shall take precendence.

1. Where the regulations of the State of Registry would preclude a carrier from performing all missions assigned for the carriage of hazardous cargo the carrier will be required to obtain from the State of Registry a waiver from such regulations which will be presented to the United Nations. At its option, the United Nations may waive the provisions of this Appendix but the United Nations shall be considered to have made such a waiver only if it does so expressly and in writing.

2. Passenger Aircraft - Specifications, Terms and Conditions

a) Flight Comfort Needs

Although all comforts of a regularly scheduled commercial operations would be difficult to furnish, there are certain standards of sanitation and passenger comfort which should be furnished. The minimum requirements are:

(1) On aircraft type C-46 one serviceable lavatory will be provided.
Aircraft type Otter have no such facilities installed.

(2) Prior to positioning forflight loading, cabin and lavatory space shall be appropriately serviced, removing any dirt and debris from prior flights to assure an initially clean condition upon departure.

(3) An approved seat and seat belt in complete working order for each passenger.

(4) Aisles shall allow unobstructed passage to toilets, doorways, emergency exits and other passenger-accessible positions.

(5) Cabin air temperature will be maintained to ensure passenger comfort against cold.

(6) In flight service on C-46 will include collection of recurrent debris and maintenance of cabin and lavatory facilities in clean condition.

(7) Crew compartments. Fixed bulkheads shall be provided on C-46, separating the crew compartment. Where augmented crews areused on C-46, crew compartment shall contain adequate rest facilities for off-duty crew members.

b) Flight Attendants

At least one qualified flight attendant shall be provided for each passenger flight. It is required that such personnel be adequately trained in first aid and use of emergency equipment.

Note: On Otter aircraft no flight attendant will be carried.

c) In Flight Service

It is not required that food be served aboard aircraft, however, an adequate supply of pure drinking water and disposable cups is required.

d) Emergency Equipment

All emergency equipment prescribed by ICAO and its Member States shall be carried aboard each aircraft engaged in passenger operations, and each crew member shall know the physical location of each item and shall be trained in its use. The following is minimum equipment required:

(1) First aid kit and jungle survival gear.

(2) Emergency radio - CRT -3.

(3) Adequate fire extinguishers.

(4) Emergency exits - easily accessible and clearly marked emergency lighting for night operation.

(5) Either escape chutes or escape ropes.

e) Briefing Procedures

Each carrier shall assure passengers are properly instructed by the aircraft personnel prior to take off relative to:

(1) Seat belts and no smoking.

(2) The physical location and method of opening emergency exits.

(3) Co-ordinated action required of crew members, and passengers in event of an emergency landing.

(4) Location of other emergency equipment, such as emergency radio, first aid kits etc. (Distribution of hand bills alone will not be considered adequate to cover the foregoing).

(5) In addition, in briefing and passenger handling procedures, all aircraft commanders will comply with instructions received from the Movement Control Officer.

f) Aircraft Loading

The maximum number of passengers carried will not exceed that which can be safely carried, taking into consideration emergency exits available.

3. Cargo - Specifications, Terms and Conditions

a) General

Prior to positioning the aircraft for flight, the cargo compartment shall be appropriately cleaned and serviced by removing all dirt and debris to ensure an initially clean condition before the cargo is loaded. Particular attention will be given to ensuring that holes for tie-down devices are clean and allow the tie-down devices to screw in to their full extent.

b) Floor Loading

Aircraft will be equipped with floors of sufficient strength and smoothness to permit use of material handling equipment without the aircraft incurring damage therefrom.

c) Tie-down Fittings

Tie-down fittings in the cargo compartment will be available in sufficient quantities and located to meet required restraint factors for all types of cargo loads.

d) Tie-down Equipment

(1) Sufficient quantity of adequate tie-down equipment will be available for each aircraft loading.

(2) The tie-down equipment will be of sufficient strength to restrain the cargo during all normal flight manoeuvres, flight through turbulence and emergency landnings.

e) Loading Restrictions

(1) One aisle, unobstructed from the floor to ceiling, a minimum of 14" wide (measured at floor level) and running the entire length of the cabin will be provided.

(2) Loading will be such that neither the floor nor compartment maximum loads specified by the manufacturer are exceeded.

(3) A weight and balance form shall be accomplished for each flight to assure that take-off and landing weights and centre of gravity are within limits.

f) Oxygen

Oxygen supply and equipment for the crew and passengers will meet the standard prescribed by ICAO and its Member States.

4. Mixed Passenger and Cargo - Specifications, Terms and Conditions

a) Aircraft used for mixed passenger and cargo operation shall be convertible and capable of carrying mixed traffic.

b) Passengers will always be located aft of the cargo.

5. Flight Crew Requirements

A. All crew members will be properly licensed by the State of Registry with appropriate license and ratings for the aircraft being flown and the duty being performed.

B. Each carrier will conduct training and flight checks in accordance with the requirements of the State of Registry and their approved operations manual to ensure the flight crew proficiency is maintained.

C. No aircraft will be operated with less than the minimum flight crew required for the type of aircraft and the particular operation, as determined by the aircraft manufacturer, ICAO and its Member States, and as specified in the air carrier's approved operations manual.

D. Flight Time Limitations

The Flight Time Limitations for the Transair Flight Crew Members are stated in the TSA Flight Operations Manual which is approved by the Royal Swedish Board of Civil Aviation. The appropriate pages are enclosed.

NOTE: For purposes of flight time limitations, Leopoldville shall be considered the principal operations base rather than the home office in the country of registry.

6. Aircraft, Personnel and Flight Records

Adequate records for all aircraft, flights and personnel (flight and maintenance) shall be maintained in the Congo and shall be made available at any time for inspection by an authorized representative of the United Nations.

7. Services to be Furnished

A. The contractor will furnish air transportations services as directed by the United Nations in connection with the United Nations Mission in the Republic of the Congo. No flights will be undertaken hereunder without the express authorization of the United Nations.

B. Contractors will furnish at all trip-originating and terminating points personnel to provide necessary information and co-ordination with United Nations representatives. Duties and responsibilities of such operational personnel will include, but shall not be limited to, the following:

1) Passenger assistance and briefing as required.

2) Accomplishment and filing of required documentation including appropriate flight plans, weight and balance forms etc.

3) Inspection of aircraft loading (including tie-down equipment) to ensure compliance with regulations of State of Registry and with the provisions, specifications, terms and conditions of this agreement.

8. Requirements for Performance of Service

A. The contractor, in furnishing services hereunder, agrees to comply with the following requirements:

1) Complete flight crews which will report for duty at least one (1) hour in advance of scheduled departure time.

2) Oil and gasoline.

3) Required maintenance and overhaul of aircraft.

4) Insurance as specified in the contract.

B. In all cases where the aircraft is involved in an accident, the contractor will be responsible for ensuring that the following information is transmitted by the most expeditous means available to the Air Commander, [redacted] Air Operations Office, Leopoldville:

1). Carrier and trip number.

2) Aircraft type and number.

3) Date and time of the accident.

4) Last point of departure and point of intended landing of the aircraft.

5) Positioning of the aircraft with reference to some easily defined geographical point.

6) Nature of the accident and the extent of damage to the aircraft so far as it is known.

7) Number of injured and fatalities aboard the aircraft. The names and extent of injuries or death of passengers will be withheld from the public pending notification of the next of kin by the United Nations.

8) Condition of cargo and mail, if any, on board.

9. United Nations Furnished Services

A. Fire Guards.

B. Passenger processing - including passenger protection.

C. Passenger manifesting and documentation.

D. Baggage handling (weight, tag and load).

E. Clearance facilities (weather, operations).

F. Into plane fuel servicing.

G. Fire and crash rescue.

H. Cargo receiving, processing, weighing and documentation.

I. Loading and tie-down and unloading (cargo).

J. Cargo manifesting.

K. Cargo handling equipment.

A contractor's representative will be present during the plane fuel servicing and during the loading and unloading of the aircraft.

10. Safety and Accident Prevention

In performing any work under this contract, either in flight or on the ground, the contractor shall (1) conform to all safety rules and requirements prescribed by ICAO, the State of Registry, the air carrier approved manuals

and the terms of this agreement and (2) take such additional precautions as the Air Commander may reasonably require for safety and accident prevention purposes. The contractor agrees to take all reasonable steps and precautions to prevent accidents and preserve the life and health of contractor and United Nations personnel performing or in any way coming into contact with the performance of this contract. Any violation of such rules and requirements shall be ground for termination of this contract.

PLANNING PROCEDURES B.1.3.

General - Flight time limitations

In addition to the collective agreement, the following regulations, approved by the Swedish CAA apply to flight time limitations and rest for flight crew members.

01. The flight time of a flight crew member must not exceed 1000 hours in 12 consecutive months or 130 hours in any one calendar month.

02. A flight crew member shall be free from all duty for at least 24 consecutive hours in any 7 consecutive days.

03. The flight time according to planning must not exceed 48 hours during any one calendar week, and 80 hours during any two consecutive calendar weeks.

04. For a flight crew consisting of at least two (2) pilots, the following rules shall apply:

(1) Flight duty during a period of 24 hours followed by a period of rest of at least 24 hours. An air crew member may not fly more than 12 hours during 24 consecutive hours. He shall, during such a 24 hour period, be allowed rest for at least 7 consecutive hours.

(2) Flight duty during a period of 48 hours followed by a period of rest of at least 24 hours. An air crew member may not fly more than 10 hours during 24 consecutive hours. He shall, during such a 24 hour period, be allowed rest for at least 8 consecutive hours.

(3) Flight duty during a period of 72 hours followed by a period of rest of at least 24 hours. An air crew member may not fly more than 9 hours during 24 consecutive hours. He shall, during such a 24 hour period, be allowed rest for at least 9 consecutive hours.

(4) Flight duty during a period of more than 72 hours followed by a period of rest of at least 24 hours. An air crew member may not fly more than 8 hours during 24 consecutive hours. He shall, during such a 24 hour period, be allowed rest for at least 9 consecutive hours.

05. For a flight crew that can rest in a berth or similar sleeping accomodation on board the aircraft, special regulations in addition to 01. and 02. above shall be laid down with regard to the length of the flight, the crew combination, and other relevant factors. The flight time limitations for each flight or serial flights shall be approved by the Swedish CAA.

06. None of these rules shall be interpreted as forcing a Pilot-in-Command to operate a flight when he deems it unsafe owing to flight crew fatigue. If planned flight time should be exceeded owing to unforeseen circumstances, operation may continue to destination only if, in consultation with his crew and taking all relevant factors into account, the Pilot-in-Command decides that it is safe to continue the flight.

UNITED NATIONS — NATIONS UNIES

ADM 450/6

INDICATE PRIORITY	LTF		SVC Service		FFFFF Routine		SSSSS Priority	SS	PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

NR

(Address es)

UNATIONS NEW YORK

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

ONUC 3701 VAIDYANATHAN FROM SAUNDERS. REOUR 3648. PLEASE INFORM GOVERNMENTS CONCERNED THAT FLIGHT LEOPOLDVILLE/LIBREVILLE/LAGOS AND RETURN DELAYED 48 HOURS DUE TO STANLEYVILLE OPERATION. FLIGHT DEPARTING 30 NOVEMBER, SAME SCHEDULE. PLEASE CABLE CONFIRMATION CLEARANCE.

T. O. R.

T. O. D.

BY: OL:ms

Drafted by : O. Ljungkvist

Authorized : J. Saunders

Date : 26.11.64

ADM 510/6

UNITED NATIONS — NATIONS UNIES

INDICATE PRIORITY	LTF		SVC Service		FFFFF Routine		SSSSS Priority		PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

NR

(Address es)

TAB BUKAVU

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

TAB 913 DOGLIO FROM SAUNDERS.

AAA SEND FLIGHT LOGS FOR LAST OTTER FLIGHTS.

BBB ATTENTION CAPTAIN COSME TRANSAIR C46 CFC. PLEASE SEND DETAILS SOONEST CONCERNING C46 FLIGHT ON 23 NOVEMBER LEO/LULUABOURG/ALBERTVILLE/ BUKAVU GIVING TIMES ON EACH LEG AND STOPS EN ROUTE.

cc: Col. Ljungkvist

T. O. R.

T. O. D.

BY: OL:ms

Drafted by : O. Ljungkvist

Authorized : J. Saunders

Date : 26.11.64

ADM 450/6

ACTION

Mr Kuni/Zbo/Gred

THD/GRED

TFC

CCS

YC12 NY 23 23 21542 ;

LTF

TECABOARD

LEOPOLDVILCE ;

3529 SAUNDERS. REF ONUC 3648 OVERFLIGHT AND LANDING CLEARANCES OBTAINED. IN FUTURE PLEASE INCLUDE PURPOSE OF FLIGHT ;

VAIDYANATHAN -

COL 3525 3648 -

REGISTRY
24 NOV 1964
ONUC

UNITED NATIONS — NATIONS UNIES

ADM 450/6

INDICATE PRIORITY	LTF		SVC Service		FFFFF Routine		SSSSS Priority		PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

NR

(Address es)

UNATIONS NEW YORK

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

ONUC 3648 VAIDYANATHAN FROM SAUNDERS. PLEASE ARRANGE OVERFLIGHT AND LANDING CLEARANCE FOR THE FOLLOWING TWO FLIGHTS:

AAA. FIRST FLIGHT: ONE AIRCRAFT C46, CALLSIGN SE-CFC, NOVEMBER 28, 29. ROUTING LEO/LIBREVILLE/LAGOS/LIBREVILLE/LEO. SCHEDULE AS FOLLOWS: DEPART LEO 28 NOV 0700 Z, ARRIVE LIBREVILLE 28 NOV 1000 Z. DEPART LIBREVILLE 28 NOV 1100 Z, ARRIVE LAGOS 28 NOV 1400 Z. DEPART LAGOS 29 NOV 0700 Z, ARRIVE LIBREVILLE 29 NOV 1000 Z. DEPART LIBREVILLE 29 NOV 1100 Z, ARRIVE LEO 29 NOV 1400 Z.

BBB. SECOND FLIGHT: 4, 5 DECEMBER. AIRCRAFT SCHEDULE AND ROUTING SAME AS ABOVE.

CCC. CREW: CAPTAIN ALMTON, FIRST OFFICER SPARBY, FLIGHT ENGINEER SJOSTEN.

DDD. TECHNICAL REASONS MAY REQUIRE CHANGE OF AIRCRAFT TO C46 CALLSIGN SE-EDP.

[redacted] EEE. COUNTRIES TO BE OVERFLOWN: BRAZZA-CONGO; GABON. REFUELING STOP IN LIBREVILLE. PLEASE CONFIRM ACTION BY CABLE SOONEST.

cc: Transair, Leo
Mr. Adeola
Traffic Branch
Lezmi/Ljundgkvist

T. O. R.

T. O. D.

BY:

:ms

Drafted by : K. Ljundgkvist
Authorized : J. Saunders
Date : 19.11.64

DBM 450/6

IV - PURCHASES, TRANSPORTATION AND SERVICES (cont'd)

27. Air Transport Operation (cont'd)

c) Transair invoices (your AR 16/17)

... Copy of United Nations Invoice No. TAB 64-150 is returned herewith. The amount indicated on this invoice represents the actual payment made to Transair Sweden for their services for the month of July and should be honoured.

Transair Sweden Invoice No. 11152 for Air Congo flight Leo/Kempa/Leo on 1 July 1964 should be treated separately since the starting date of the contract for the 2 Otter aircraft was established as 11 July 1964 for Aircraft stationed at Luluabourg and 13 July 1964 for aircraft stationed at Bukavu and not 8 July 1964 as suggested in their cable No. 2846 dated 12 August 1964. The Purchase and Transportation Service has expressed the feeling that it should be certified for payment.

d) Transair Sweden Contract 85/64

... Herewith enclosed is a letter dated 9 October from Transair in reply to the letter of the Chief, Purchase and Transportation Service, dated 1 October 1964. The position taken by Transair seems to be generally correct. Mr. Elms would appreciate receiving your comments on Transair's observations.

e) Availability of aircrafts

Your cable 3519 refers. Your suggestion that future information regarding the operation of the aircraft concerned be transmitted to us through the Administrative Report is acceptable. It should be emphasized however that such information should be sent to New York HQs as soon as available.

UNITED NATIONS — NATIONS UNIES

AdM 450/6

INDICATE PRIORITY	LTF		SVC Service		FFFFF Routine		SSSSS Priority		PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

NR

(Address es)

TAB ELISABETHVILLE

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

TAB 887 BERNANDER FROM SAUNDERS. FLIGHT LOG TRANSAIR INDICATES FLIGHT EVILLE BAUDOUINVILLE AND RETURN ON 9 OCTOBER 1964. THIS FLIGHT WAS NOT INCLUDED IN FLIGHT REPORT FOR OTTER. PLEASE ~~INDICATE~~ ADVISE

Mr. Leami

T. O. R.

T. O. D.

BY: EJLems

Drafted by : E. Leami

Authorized : J. Saunders

Date : 16.11.64

FDM 450/6

Administrative Report N° 18

13 November 1964
Léopoldville, Congo

V. PROPERTY SURVEY BOARD

17. Transfer of property title from TAB to Specialized Agencies (Our 14/12)

Thank you for the delegation of authority granted for the establishment of a local Property Survey Board, contained in your cable N° 3420, and Mr. Timbrell's memorandum of 29 October 1964. We have not, however, received authority to transfer the property title of stores from TAB to Specialized Agencies in the same limits as authorized for the Property Survey Board, as requested in our above-mentioned item. An early reply to this point would be greatly appreciated.

18. Administrative Write-offs

..... Enclosed herewith is a file containing list of items in duplicate and relevant documentation covering administrative write-offs processed during October 1964.

VI. AIR TRANSPORT

19. Transair Contract (Your 8/30b)

Item 7 of the recommendations made by Major Correa, former Air Transport Supervisor, was in relation to delays that have in the past occurred in the takeoff time of Transair aircraft due to the difficulty in obtaining food during stopovers. The recommendation implies that no delay in the operation of the aircraft should be permissible under such circumstances.

In regard to Item 11 of the same recommendation, which reads, "Transair is to take care of UN property and to do their best to protect it," this refers specifically to the Otter aircraft and their spare parts.

20. Utilization of Otter aircraft during October 1964

A discrepancy between our records and those of Transair exists regarding the utilization of the Otter aircraft during the month of October. We are investigating and obtaining information from the field offices and hope to submit the completed figures with our next Administrative Report.

ENCLOSURES

1. Memo - Daoud (item 6)
2. Auth. Cheques - Stewart (item 7)
3. P/R - Rondot (item 8)
4. forms - Kugler (item 9)
5. Fam. Cert. - Mouchbahani (item 10)
6. photos - Barbot (item 11)
7. Passport - Lezmi (item 12)
8. L/P's -3(item 13)
9. Shipping auth. (item 15)
10. Write-offs file (item 18)

ADM 450/6

Notes for meeting of
Chiefs of missions
on 18 November 1964

Office of the Resident Representative
Leopoldville

9 November 1964

Use of aircraft under Transair contract

1. Under the contract with Transair which runs until 30 June 1965 and is financed from Proag funds, TAB is operating one C46 and two Otters. An additional C46 and an additional Otter are available on stand-by. The total cost of these services for 12 months will be approximately $640,000.

2. The contract was negotiated before the Congo's problems reached the present pitch and justification for the provision of such air transport services, additional to the normal commercial services within the country, was that the aircraft would provide a more effective and cheaper means for securing the transport of UN staff, experts, supplies and equipment in normal times, as well as securing regular contact with places in the regions where experts worked, not served by any form of regular air transport. Additionally, the aircraft were to be available for the evacuation of staff and experts in time of emergency. Such transport facilities were also requested by the Nigeria Police at the time they were still posted in several of the regions. Subsequently, the whole situation changed radically so that a review of our use of aircraft would now be useful.

3. The twin engine C46 which carries 40 passengers or 12,000 lbs. of freight is contracted to fly 100 hours per month. We have succeeded in using it at an average rate of 98 hours a month and at a load factor averaging approximately 70%. This has been done in the almost complete absence of the appropriate expert advice on the TAB side and while limited almost entirely to the route Luluabourg, Elisabethville, Albertville and Bukavu. There does not seem likely to be any difficulty in using this aircraft effectively up to the end of the present contract on 30 June1965.

4. If a second C46 is operated at the same time as the first, each hour of its flight is recorded above the 100-hour minimum specified in the contract. In practice, we have never put the two into the air at the same time. The second C46 has only flown when the first was not available for normal service or other reasons.

5. There should finally arrive, by mid-November, an experienced Air Transport Officer, Lt. Col. Ljungkvist (Sweden), who formerly served in ONUC Air Operations and will be with us through the present contract. We hope to improve our present service to agencies and experts and will welcome from chiefs of missions ideas and proposals regarding improvements they would like to see.

../2

6. The original plan was to base one Otter in Bukavu, one in Luluabourg and keep the third as stand-by. Otters cannot be operated out of Stanleyville or Coquilhatville because it is not permitted to fly a single engine aircraft over thick forest country. In practice, one Otter served for a short time in Bukavu and then had to be withdrawn, as the rebels approached very close to that town.

7. The contract provides for each of two Otters to be operating for a minimum 50 hours per month. In practice, we have found it difficult, because of the unsettled and often dangerous conditions in the regions, to achieve anywhere near that figure of monthly utilisation. The average has been between 20 and 30 hours a month.

8. As a temporary arrangement, the Otter from Bukavu was moved to Elisabethville. From the latter place, it did a certain amount of work in support of experts in Albertville but there was no continuing need for this service nor is there a sufficient need elsewhere in the Elisabethville region which would justify our continuing to use an Otter there. It is proposed therefore to ground this Otter unless, and until, a new justification emerges for its use.

9. One Otter has been based on Luluabourg almost continuously since 1 July 1964 but the security situation in the surrounding region was, and is, such that the utilisation rate has not been better than an average of approximately 30 hours monthly. To the west and south of Luluabourg there have been very few experts and to the north and east, the continued uncertainty and outbreaks of fighting have made the operation of an aircraft difficult at any time. The recent sad death of a Transair mechanic in Lodja illustrates the risks which were being run.

10. The risks involved in the operation of an aircraft have not diminished. Each aircraft is permitted to carry a shotgun as part of its equipment. Transair pilots have recently asked permission to add a machinegun to that equipment. While TAB was not able to agree to such a request, the time has clearly come when we must inquire whether an Otter should continue to operate from Luluabourg. So long as present conditions continue, it appears that we should not continue to fly in circumstances which are more appropriate to an air force than to an economic development programme. Any proposal for a change in the use of an aircraft would involve a review of the position of each of the few remaining experts in the region, and it is not unlikely that one or two of them might be moved to Luluabourg.

11. Summary of recommendations.

(a) The C46 should continue operations on the present basis.

(b) The two Otters--one in Elisabethville and one in Luluabourg--should cease operations and be held available against the possibility of a return of substantial numbers of exports to the Luluabourg and Bukavu regions. The Otters should not be operated in any other regions of the Congo.

12. Future. The plans and proposals above are related to the period of operation under the present contract with Transair which ends on 30 June 1965. While a final decision has not yet been taken, it is possible that funds will not be available to continue the present form of TAB air transport service after 30 June 1965. After that, another form of air transport may be available on a more limited scale.

file

ROUTING SLIP

TO

L bacons

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

DATE 7/x1

FROM JP

ADM 450/6 Mr. Bacomis

Draft paper for consideration at meeting of chiefs of missions

Subject: Use of aircraft under Transair contract

1. Under the contract with Transair which runs until 30 June 1965 and is financed from Proag funds, TAB is operating one C46 and two Otters. An additional C46 and an additional Otter are available on stand-by. The total cost of these services for 12 months will be approximately $640,000.

2. The contract was negotiated before the Congo's problems reached the present pitch and justification for the provision of such air transport services, additional to the normal commercial services within the country, was that the aircraft would provide a more effective and cheaper means for securing the transport of UN staff, experts, supplies and equipment in normal times, as well as securing regular contact with places in the regions where experts worked, not served by any form of regular air transport. Additionally, the aircraft were to be available for the evacuation of staff and experts in time of emergency. Such transport facilities were also requested by the Nigeria Police at the time they were still posted in several of the regions. Subsequently, the whole situation changed radically so that a review of our use of aircraft would now be useful.

3. The twin engine C46 which carries 40 passengers or 12,000 lbs. of freight is contracted to fly 100 hours per month. We have succeeded in using it at an average rate of 98 hours a month and at a load factor averaging approximately _____%. This has been done in the almost complete absence of the appropriate expert advice on the TAB side and while limited almost entirely to the route Lulua bourg, Elisabethville, Albertville and Bukavu. There does not seem likely to be any difficulty in using this aircraft effectively up to the end of the present contract on 30 June 1965.

4. If a second C46 is operated at the same time as the first, each hour of its flight is recorded above the 100-hour minimum specified in the contract.

../2

In practice, we have never put the two into the air at the same time. The second C46 has only flown when the first was not available for normal service or other reasons.

5. There should finally arrive, by mid-November, an experienced Air Transport Officer, Lt Col Ljungkvist (Sweden), who formerly served in ONUC Air Operations and will be with us through the present contract. We hope to improve our present service to agencies and experts and will welcome from chiefs of missions ideas and proposals regarding improvements they would like to see.

6. The original plan was to base one Otter in Bukavu, one in Luluabourg and keep the third as stand-by. Otters cannot be operated out of Stanleyville or Coquilhatville because it is not permitted to fly a single engine aircraft over thick forest country. In practice, one Otter served for a short time in Bukavu and then had to be withdrawn, as the rebels approached very closely to that town.

7. The contract provides for each of two Otters to be operating for a minimum 50 hours per month. In practice, we have found it difficult, because of the unsettled and often dangerous conditions in the regions, to achieve anywhere near that figure of monthly utilisation. The average has been between 20 and 30 hours a month.

8. As a temporary arrangement, the Otter from Bukavu was moved to Elisabethville. From the latter place, it did a certain amount of work in support of experts in Albertville but there was no continuing need for this service nor is there a sufficient need elsewhere in the Elisabethville region which would justify our continuing to use an Otter there. It is proposed therefore to ground this Otter unless, and until, a new justification emerges for its use.

9. One Otter has been based on Luluabourg almost continuously since 1 July 1964 but the security situation in the surrounding region was, and is, such that the utilisation rate has not been better than an average of approximately 30 hours monthly. To the west and south of Luluabourg there have been

../3

very few experts and to the north and east, the continued uncertainty and outbreaks of fighting have made the operation of an aircraft difficult at any time. The recent sad death of a Transair mechanic in Lodja illustrates the risks which are being run.

10. The risks involved in the operation of an aircraft have not diminished. Each aircraft is permitted to carry a shotgun as part of its equipment. Transair pilots have recently asked permission to add a machinegun to that equipment. While TAB was not able to agree to such a request, the time has clearly come when we must inquire whether an Otter should continue to operate from Luluabourg. So long as present conditions continue, it appears that we should not continue to fly in circumstances which are more appropriate to an air force than to an economic development programme. Any proposal for a change in the use of an aircraft would involve a review of the position of each of the few remaining experts in the region, and it is not unlikely that one or two of them might be moved to Luluabourg.

11. Summary of recommendations.

a) The C46 should continue operations on the present basis.

b) The two Otters--one in Elisabethville and one in Luluabourg--should cease operations and be held available against the possibility of a return of substantial numbers of experts to the Luluabourg and Bukavu regions. The Otters should not be operated in any other regions of the Congo.

12. Future. The plans and proposals above are related to the period of operation under the present contract with Transair which ends on 30 June 1965. While a final decision has not been taken, it now seems unlikely that funds will be available to continue any form of TAB air transport service after 30 June 1965. After that date we shall probably have to use the normal commercial services available in the Congo

file

10 Mr Lozzi
2 File

ADM 450/6

TELEPHONE MALMÖ . . . . . 935680 TELEPHONE STOCKHOLM 282710
TELEX MALMÖ . . . . . 3312 TELEX STOCKHOLM 1830
CABLE . . . . . TRANSAIRSWED BANK . . . SVENSKA HANDELSBANKEN

TRANSAIR SWEDEN AB
BULLTOFTA AIRPORT · MALMÖ 16

NOV 3 1964

ACTION

TO:
1 Mr. Cacouris
2
3
☐ - Action completed
☐ - Action pending
☐ - No Action required
INITIALS

Mr. E. M. Cacouris,
Adm. Officer,
UN Headquarter,
Leopoldville.

Your ref.: Our ref.:

Leopoldville, November 3rd 1964.

Dear Mr. Cacouris,

With reference to your letter dated October 31st, we take pleasure in informing you that we fully agree with you, and consequentely no additional claim will be raised for having utilized both our C-46 in the same day.

Assuring you of our best co-operation, we remain,

Yours sincerely,

TSA detachment Congo

S. Larsen,
Detachment Manager.

ADM 450/6

BAT/1131/64 31 October 1964

Dear Mr. Larsen,

I wish to refer to the conversation we had yesterday, whereby we had agreed that the C-46 which was grounded in Albertville for technical reason should proceed to Elisabethville, Luluabourg and Leopoldville today, 31 October 1964, while the C-46 EDP would fly from Leopoldville to Luluabourg, Albertville and Bukavu yesterday, 30 October and return via Luluabourg and Leopoldville on 1 November 1964.

To this effect you have drafted a cable to both captains of the aircraft, which was to be transmitted via our network.

You will recall also that I insisted on not having both aircraft fly during the same day.

I have been informed that the C-46 CFC which was grounded in Albertville was repaired and proceeded to Elisabethville yesterday afternoon at 1315 Zulu. I wish to bring to your attention that the latter flight has not been authorized for that day by us and therefore we will not accept any claim from your Company for the utilization of two aircraft at the same time.

Yours sincerely,

E. M. Cacouris
Administrative Officer

Mr. S. Larsen
Transair Representative
Box 54, Le Royal
Leopoldville

letter to Larsen (Sect)

ACTION

TAB/ADM

531

1964 OCT 30 PM 2 52

O. N. U. C.

C-2

INFO. COPY

Action To Mr. Cacouris

File No.

41 ALBERTVILLE 21 30 1415Z

ETAT

TAB

LEO

ALLEO 40 SAUNDERS FROM KHOURY

CE CFC C-46 REPAIRED AND DEPARTED FOR ELISABETHVILLE AT 1315Z.

TAB ALBERTVILLE

INCOMING TELEGRAM DELIVERED TO:

TAB/ADM

C.A.O.

C.P.O.

C.F.O.

C.T.O.

C.G.S.

REGISTRY 30 OCT 1964 ONUC

Traffic

ADM 450/6

Administrative Report N° 16
Leopoldville, Congo

30 October 1964

IV. AUDIT AND INSPECTION

12. Accounting for MT Spares

..... Enclosed is a copy of the Audit and Inspection Report N° 162 of 25 September 1964 from the Chief, Internal Audit Service, together with copy of my reply thereto of 23 October 1964, for your information. Furthermore, please find copy of a memorandum to the Supervisors of the Motor Transport Garage, contents of which are related to this Audit Report.

V. CIRCULARS

13. The following circulars have been issued since 22 Oct 64:

CM.113 CM.F.52	24 Oct 64	"UN Holiday"
CM.114 CM.F.53	21 Oct 64	"Evacuation Subsistence Allowance"
CM.115 CM.F.54	28 Oct 64	"Return of evacuated dependents to the Congo and payment of evacuation subsistence allowance"
CM.116 CM.F.55	29 Oct 64	"Cost-of-Living Survey - November 1964"

VI. TELECOMMUNICATIONS

14. Radio Cable facilities - HCR, Bukavu (Your cable 3353)

The High Commissioner of Refugees may utilize the telecommunications facilities available in Bukavu as it has been doing in the past.

VII. AIR TRANSPORT

15. Transair Contract

..... Enclosed herewith please find Air Congo letter addressed to us, enclosing two invoices for the charter of a Cessna aircraft from Elisabethville to Pepa to Elisabethville for flights on 28 and 31 August, respectively. These flights were undertaken in order to (1) bring the passengers of Otter 308, which had force-landed due to mechanical trouble in Pepa (see our AR 8/20) and (2) to fly to Pepa a mechanic and spare parts needed for the repair of Otter 308. We do not recommend payment of these invoices by the UN as the flights should be the Transair Company's responsibility. However

.../.

Administrative Report N° 16
Leopoldville, Congo

30 October 1964

VII. AIR TRANSPORT (cont'd)

15. Transair Contract (cont'd)

since the first flight on 28 August was to bring in the passengers from the force-landed plane, we recommend that we consider Otter 308 replaced by another aircraft in accordance with the terms of the Transair contract, on 28 August 1964. If you agree therefore to the latter suggestion, Otter 308 should be considered as unserviceable for the month of August 1964 for three days only, rather than four, as reported in our AR 11/12. In any event the total time flown by Otter 308 during the month of August will still be below the 50-hour minimum guaranteed as per the contract.

308

16. Your AR 8/30 (c)

With the above AR item, you forwarded a copy of UN invoice N° TAB 64-136. Certification of amount of hours flown by our Transair chartered C-46 was given under cover of our AR 11/12. This information was also provided by cable, ONUC 3060 of 7 September 64.

17. Transair invoices (Your 8/30(a) and 9/25)

With reference to AR 8/30(a), with which you transmitted a copy of Transair invoice N° 11-152 for a further Air Congo flight Leo/Kempa/Leo on 1 July 1964, I wish to refer you to cable N° ONUC 2846 of 12 August 1964. The question of the settlement of this invoice was raised in the above mentioned cable, which included our recommendations. Therefore, your invoice N° TAB 64-150 of 6 October, transmitted under cover of your AR 9/25, may be reviewed in the light of the above. I am returning it herewith.

.....

ENCLOSURES

1. L/A's (item 1)
2. L/A - Michel (item 2)
3. Family Cert; - Lambrinoudakis (item 4)
4. FPCC's (item 5)
5. Medical Reports (item 6)(UNDER SEPARATE COVER)
6. Accounts (item 7)
7. Kardex filler (item 8)
8. Requisition (item 9)
9. Requisitions (item 10)
10. Nigeria Police Arrangements (item 11)
11. Audit Report (item 12)
12. Air Congo letter (item 15)
13. Invoice TAB 64-150 (item 17)

ADM 450/6

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

mvh

INTER-OFFICE MEMORANDUM

To: Mr. Osorio-Tafall Resident representative tab Léopoldville

From: Mr. Blom, Civilian Affairs Officer, TAB, Luluabourg.

Subject: Location Mr Hedlund's grave in Lodja
Letter 27 october 1964 N° 399I/ 5.0.
of Col Massiala

Date: Luluabourg 29 october 1964.

NOV 3 1964
ACTION

TO:
1 Mr. Osorio-Tafall 682
2 " Gilpin 614
3 "
☐ Action Completed
☐ Acknowledged
☐ No Action Required
INITIALS

Mr Saunders

Please find enclosed a copy of the preliminary report on above mentioned subject, as made up by C.D. le Groupement A.N.C. Luluabourg, Colonel Massiala.

As you will see info contained in this letter are in conformity with former information given by me to Mr. Gilpin by my cable Lupol 30I A. of 22 october 1964.

I am still awaiting the more detailed report made by Mr. Maandag and C.O. A.N.C. Lodja.

Action already taken

FA/ MATH FL
REPUBLIQUE DEMOCRATIQUE DU CONGO
ARMEE NATIONALE CONGOLAISE
QUARTIER GENERAL DE I ER GROUPEMENT
ETAT MAJOR S-3

Luluabourg, le 24 octobre I964

N° 399I/5.0

Transmis copie pour information à MM:

- Au Commandant en chef de l'Armée Nationale Congolaise à Leopoldville.

- Au Commandant troupe à Lodja

A Monsieur le Consul Général Belge
de et à
Luluabourg

A Monsieur le Représentant Civil de
l'ONUC , Luluabourg.

objet : Enterrement Mr.
SVEN HEDLUND.

Messieurs,

Le Commandant du I er Groupement à Luluabourg porte à votre intention les renseignements préliminaires suivants au sujet de l'enterrement du cadavre de Monsieur Sven Hedlund, Suédois, mécanicien de l'ONUC tué par les rebelles à Lodja le 8 octobre I964.

La manque de moyens n'ayant pas permis le transport du cadavre de Monsieur Sven Hedlund à Luluabourg et avant de recevoir la note du I2 Octobre I964 de MM. le Consul Général Belge et le Représentant Civil de l'ONUC, le Commandant des troupes à Lodja avait reçu l'ordre d'enterrer les corps de Monsieur Sven Hedlund et du Lt Sago-Moke au Centre de la Ville et préciser exactement l'emplacement des deux tombés. Ceci était fait le I2 Octobre I964. La tombe dans laquelle repose le corps de Monsieur Sven Hedlund est en face du Cercle de la ville de Lodja à côté de celle du feu Lt Sago-Moke et à une profondeur de I,50 m. Une croix est placée sur la tombe avec l'inscription suivante:

- SVEN GEORG HEDLUND
- Né le I6.3.I928 à SODERHAMN - SUEDE
- Décédé le 8.I0.I964 à LODJA - CONGO

Tandis que un objet métallique est en préparation à la Colocoton Lodja.

Il faut noter que le présent rapport n'est que préliminaire et sera completé par celui en voie de rédaction par le Commandant troupes à Lodja et Monsieur Maandag, Belge résident à Lodja.

Toutes les dispositions ont été prises pour arriver à accomplir toutes les missions qui s'imposaient sur place.

Le Commandant du Ier Groupement
Masiala, Léopold
Colonel.

FA/ MATH FL
REPUBLIQUE DEMOCRATIQUE DU CONGO
ARMEE NATIONALE CONGOLAISE
QUARTIER GENERAL DE I ER GROUPEMENT
ETAT MAJOR S-3

Luluabourg, le 24 octobre I964

N° 399I/5.0

Transmis copie pour information à MM:

- Au Commandant en chef de l'Armée Nationale Congolaise à Leopoldville.

- Au Commandant troupe à Lodja

A Monsieur le Consul Général Belge
de et à
Luluabourg

A Monsieur le Représentant Civil de l'ONUC à Luluabourg.

objet : Enterrement Mr. SVEN HEDLUND.

Messieurs,

Le Commandant du I er Groupement à Luluabourg porte à votre intention les renseignements préliminaires suivants au sujet de l'enterrement du cadavre de Monsieur Sven Hedlund, Suédois, mécanicien de l'ONUC tué par les rebelles à Lodja le 8 octobre I964.

La manque de moyens n'ayant pas permis le transport du cadavre de Monsieur Sven Hedlund à Luluabourg et avant de recevoir la note du I2 Octobre I964 de MM. le Consul Général Belge et le Représentant Civil de l'ONUC, le Commandant des troupes à Lodja avait reçu l'ordre d'enterrer les corps de Monsieur Sven Hedlund et du Lt Sago-Moke au Centre de la Ville et préciser exactement l'emplacement des deux tombés. Ceci était fait le 12 Octobre I964. La tombe dans laquelle repose le corps de Monsieur Sven Hedlund est en face du Cercle de la ville de Lodja à côté de celle du feu Lt Sago-Moke et à une profondeur de I,50 m. Une croix est placée sur la tombe avec l'inscription suivante:

- SVEN GEORG HEDLUND
- Né le I6.3.I928 à SODERHAMN - SUEDE
- Décédé le 8.IO.I964 à LODJA - CONGO

Tandis que un objet métallique est en préparation à la Colocoton Lodja.

Il faut noter que le présent rapport n'est que préliminaire et sera completé par celui en voie de rédaction par le Commandant troupes à Lodja et Monsieur Maandag, Belge résident à Lodja.

Toutes les dispositions ont été prises pour arriver à accomplir toutes les missions qui s'imposaient sur place.

Le Commandant du Ier Groupement
Masiala, Léopold
Colonel.

photocopy sent to
= Swedish Ambassador Léo.
= Ralph. Bunche NY.

EMC:ms

NOTES CONCERNING TRANSAIR CONTRACT

Article 2.

We would suggest that this article be amended to provide that the Otters may be based and/or transferred to any of the below-listed cities of the Congo on short notice at the request of the UN:

Albertville
Bukavu
Coquilhatville
Elisabethville
Leopoldville
Luluabourg

We would also like a clause added to stipulate that the aircraft not be flown except at the request and/or authorization of the UN officials designated for that purpose.

Exceptions to this of course would be cases of force majeure and/or pertaining to the security of the aircraft, its crew and passengers.

DM 450/6

AMBASSADE
DE
BELGIQUE

Léopoldville, le 22 OCT. 1964

n° 6542

Monsieur le Chargé de Mission,

J'ai déjà eu l'occasion de vous exprimer de vive voix et en mon nom personnel ma haute appréciation pour la conduite courageuse de M. Hedlund, mécanicien navigant de votre Mission, décédé en service commandé à Lodja.

Mon gouvernement me charge de vous transmettre l'expression de sa profonde gratitude pour l'héroïque participation de M. Hedlund à la mission de sauvetage des réfugiés de Lodja, qui étaient dans leur grande majorité des ressortissants belges.

Puis-je vous prier de vous faire l'interprète du Gouvernement belge auprès de Monsieur le Secrétaire Général de l'Organisation des Nations Unies pour lui transmettre ses condoléances les plus sincères.

Je vous prie d'agréer, Monsieur le Chargé de Mission, les assurances de ma haute considération.

Comte de Kerchove de Denterghem,
Ambassadeur de Belgique.

Au Dr. B. OSORIO-TAFALL
Chargé de la Mission de
l'Organisation des Nations-Unies au Congo
Building Royal,
LEOPOLDVILLE

P.S. une enquête tendant à faire attribuer une distinction honorifique à titre posthume est en cours.

File

ROUTING SLIP

TO

(1) ~~Mr. Lockard~~

(2) Mr. Gaumrean

	APPROVAL		NOTE AND RETURN
	SEE ME, PLEASE		YOUR COMMENTS
	YOUR SIGNATURE	(1)	YOUR INFORMATION
	NOTE AND FILE	(2)	FOR ACTION

please send copies to

2 Swedish Ambassador

1 Mr. Larsen, Transair

1 TAB, NY

+ 1 for your file

DATE 19/X

FROM J Saunders

ADM 450/6

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

JF

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

TAB/LULUABOURG

OCT 19 1964
ACTION

TO: 1 Mr. Saunders
2 " Caroline
3
☐ - Action Completed
☐ - Acknowledged
☐ - No Action Required
INITIALS

TO: Mr. John M. Saunders, Deputy Resident Representative, TAB, Léopoldville

FROM: Cornelis Blom, Civil Affairs Officer, TAB, Luluabourg

SUBJECT: Death Certificate Sven Hedlund

DATE: October 14th, 1964

With reference to my CIV/2030 of 14 October 1964, please find enclosed 5 copies of death certificate Mr. Hedlund as made up and signed by Dr. Karamustakis and Dr. Sternberg.

2 delivered to Mr. Larsen
1 " to Swedish Embassy
1 sent to NY by AR 15

JF

TAB/LULUABOURG

TO: Mr. John M. Saunders, Deputy Resident Representative, TAB, Léopoldville

FROM: Cornelis Blom, Civil Affairs Officer, TAB, Luluabourg

SUBJECT: Death Certificate Sven Hedlund

DATE: October 14th, 1964

With reference to my CIV/2030 of 14 October 1964, please find enclosed 5 copies of death certificate Mr. Hedlund as made up and signed by Dr. Karamustakis and Dr. Sternberg.

C E R T I F I C A T D E D É C È S

Nous Dr. Ch. KARAMUSTAKIS et Dr. F. STEENBERG certifions que M. Sven HEDLUND est décédé le 8 octobre 1964 à 14 heures à la suite d'une balle dans l'abdomen et de blessures multiples sur le corps causées par une matchette.

Lodja, le 8 octobre 1964.

Mr. Lezmi ~~NSM~~ 450/6

File

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

OCT 14 1964

ACTION

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

Op 14/x

TO:
1 Mr. Saunders
2
3 → Cacouris
☐ - Action Completed
☐ - Acknowledged
☐ - No Action Required
INITIALS .....

TAB/ELI - 111

BB/ac

Elisabethville, 12 October, 1964

TO : Mr. M.Saunders, Deputy Resident Representative (Admin.) Leopoldville

FROM : B.Bernander, Civilian Affairs Officer, TAB E'ville

SUBJECT : Monthly report September for Otter a/c 308

During the entire month of September the Otter a/c 308 was grounded and no flights have been effected.

noted

ADM 450/6

Registry

Message de l'ANC LODJA à l'ANC QG, Luluabourg 9.10.64

[8 Oct 64] morning

Lors arrivée avion ONUC Lt. Shangu Moke, Commandant 4ème compagnie 6ème batallion plus 2 militaires étaient restés à la plaine pour surveiller avion. Dès arrivée, rebelles avoir tué Shangu Moke et Monsieur Blom (?) et Hedlund, ONUC.

(Il doit avoir erraur au nom; M. Blom étant à Luluabourg.)

Adjudant Kebeshi + caporal Kankinde être gravement blessés.

Demandons surveillance des routes par avions militaires pour empêcher rebelles venant de Lomela, Katako-Kombe.

Commandant 3ème compagnie, 10ème battallion être arrivé avec une section, un peloton resté à Lusambo, un peloton à Mutembo-Dibwe, un peloton à 80 kms. de Lodja par manque de camions. Demandons renforts immédiatement de Bene-Dibele avoir avancer pour Lodja. Renforts devoir nous parvenir par avion. Situation être dangereuse.

Crew of Otter: Capt GLANTZ, Mech. Hedlund

Passengers: Dr. Karamustafris, WHO, Greek
M. RUELLE, Belgian Consul
Father LEYS, Belgian
Bishop Shungu, Congolese
Mr. KABAKABWA Jean, Congolese, Commandant, Lodja Airport

ABM 450/6

Administrative Report No. 13
TAB/SF - Leopoldville

9 October 1964

VIII. AIR TRANSPORT

20. Serviceability and flight hours (our 12/20)

..... With reference to your cable 3175, enclosed please find the certification of the hours flown by the Transair chartered C-46 plane as well as the Otters. The C-46 was serviceable at all times. However, as you will notice from the report the Otter in Luluabourg was unserviceable during 6 days while the Otter in Elisabethville was unserviceable for 26 days during the month of September. The days shown as unserviceable are those during which neither aircraft at each particular field station was serviceable and ready to fly. During part of the month, however, 305 was replaced by 302 and during those days the Otter in Luluabourg was considered serviceable.

..... Enclosed also for your information are reports on the daily flight hours and serviceability of the Otters and the C-46 aircraft as well as utilization report for the C-46.

..... A statement prepared by our Traffic Section is also enclosed indicating the number of passengers and cargo transported as well as the relative cost, had commercial transportation been utilized. You will notice that during the month of September this cost for passengers and cargo transported by our C-46 alone amounted to close to $78,000, which more than covers the monthly cost of the total air transport budget.

21. Air Control Officer (Your AR 8/17 (b))

We would appreciate knowing the grade and step at which Major Ljungkvist is being recruited.

22. Transair contract and operation

Estimates of this operation will be submitted separately. Revision of the administrative budget will also be sent at a later date.

We have forwarded by our AR 11/12 certification of hours flown by the Transair chartered C-46 aircraft. In regard to the other invoices forwarded under cover of your AR 8/30, we will advise you later.

IX. MISCELLANEOUS

23. Telecommunications (Your AR 8/31)

Please be advised that we will continue to require the services provided by the press wireless contract. It is therefore suggested that the contract be renewed through 31 December 1965. As requested in my AR 11/20 and 12/21, I will appreciate receiving information as to the personnel charged against the Congo operation at Headquarters.

ADM 450/6

UNITED NATIONS - NATIONS UNIES

INDICATE PRIORITY	LTF		SVC Service		FFFFF Routine		SSSSS Priority		PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

NR

(Address es)

TAB LULUABOURG

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

TAB 742 BLOM FROM SAUNDERS. PLEASE ~~XXX~~ SEND URGENTLY BLOCK HOURS FLOWN BY OTTERS DURING ~~XXXXXXXXX~~ 21 THROUGH 30 SEPTEMBER.

cc: Mr. Lezmi

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY: EJL:ms

Drafted by : E. Lezmi

Authorized : J. Saunders

Date : 7 Oct 64

UNITED NATIONS NATIONS UNIES

OFFICE OF THE CONTROLLER, NEW YORK 17, N. Y.

TO United States Government (PROAS)
c/o Mr. G. Hanly
Room 2947 C
Headquarters

No. TAB 64-150

Date 6 October 1964

Ref. DV 25555 Code 813-45

DATE	DESCRIPTION OF GOODS OR SERVICES RENDERED	AMOUNT
	To charge your account as follows:	
	Minimum guarantee for Otter Aircraft stationed Tuluenbourg 11-31 July 1964	$4,470.84
	Minimum guarantee for Otter Aircraft stationed Bukavu, 13-31 July 1964	4,045.80
		$8,516.64

PLEASE RETURN COPY OF STATEMENT WITH REMITTANCE — MAKE CHECK PAYABLE TO UNITED NATIONS

CR.13 (4-59)

ROUTING SLIP

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

TO: Leopoldville, Congo

	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

Enclosure No. 15

A/R 8 from NEW YORK HQs

Mr. Albous

DATE:	FROM:
5 OCT 1961	

file

F. 51 (11-57)

UNITED NATIONS NATIONS UNIES

OFFICE OF THE CONTROLLER, NEW YORK 17, N. Y.

TO United States Government
c/o Mr. G. Hamdy
Room 2947C
Headquarters

No. TAB 64-136

Date 24/9/64

Ref. DV 24474 Code 813-45

DATE	DESCRIPTION OF GOODS OR SERVICES RENDERED	AMOUNT
	To charge your account as follows:	
	Minimum amount guaranteed for Aircraft SE-EDP (Transair) for July 1964 ..... $41,000.00	
	Minimum amount guaranteed for Aircraft SE-EDP (Transair) for August 1964 ..... $41,000.00	
	Service in the Congo	$82,000.00
	Ref: Transair invoice nos. 10988 & 10989	

PLEASE RETURN COPY OF STATEMENT WITH REMITTANCE — MAKE CHECK PAYABLE TO UNITED NATIONS

CR.13 (4-59)

ROUTING SLIP

file

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

TO: Leopoldville, Congo

	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

Enclosure No. 13

A/R 8 from NEW YORK HQs

DATE:	FROM:
5 OCT 1961	

ADM 450/6

TELEFON MALMÖ 93 56 80
TELEX MALMÖ 3312
TELEGR.-ADR. . . . TRANSAIRSWED
TELEFON STOCKHOLM 28 27 10
TELEX STOCKHOLM 1830
POSTGIRO 45 50 28
BANK . . . SVENSKA HANDELSBANKEN

TRANSAIR
SWEDEN AB

BULLTOFTA FLYGPLATS · MALMÖ 16

United Nations
Purchase and Standards Section
Att: Mr J C Smith
NEW York

U S A

INVOICE
FAKTURA Nr 11152

Malmö den 23rd September 1964

				DEBET
1964		Ref. Contract from 1/7 1964.		
		Subcharter as per enclosed copy of invoice No 332.206 from Air Congo US $ 480 at 5:18	Sw. Crs	2.486:40.

KOPIA

Anmärkningar, ej gjorda inom 8 dagar efter fakturans mottagande, godkännes icke.

TSA 103. 4000. 4. 64. HELLSTRÖMS, MALMÖ

332.206.-

AIR CONGO
S.P.A.R.L.

Léopoldville, 28 Juillet 1964.-

T R A N S A I R

B.P. 3.151

LEOPOLDVILLE.-

Nous vous débitons du montant relatif au coût des voyages affrêtements ci-après effectués pour votre compte.-

LEO/KEMPA/LEO AFFRETEMENT N°363. PP
AVION AZTEC DU 1ER/07/64 US.$ 480,00,-

A votre débit = $ 480,00,-

Nous disons : QUATRE CENT QUATRE-VINGTS US. DOLLARS.-

A verser à notre compte n°56.434 "R.M.E". auprès de la SOCOBANQUE à Léopoldville.-

ACF/CR/PL/MR.-

CR.13 (4-59)

ROUTING SLIP

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

TO:

Leopoldville, Congo

	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

Enclosure No. 14

A/R 8 from NEW YORK HQs

~ bacons

I'm not quite clear what this refers to?

GP 8/X

DATE: 5 OCT 1961

FROM:

file

ADM 450/6

UNITED NATIONS NATIONS UNIES

INTEROFFICE MEMORANDUM

TO: Mr. G. L. Sandy, Administrative Officer
Congo Desk, JAD/TAB

Date: 1 October 1964 195__

FILE NO.: OCN 85/64

FROM: [illegible], Chief
Purchase & Transportation Service

SENDER'S TELEPHONE EXTENSION: _____

SUBJECT: TRANSAIR AGREEMENT OCN 85/64

Herewith a copy of a letter which I have written to Transair regarding their operations in the Congo. Would you please note that under recommendations "A" I do not agree with Item 7 on the provision of food and I am not sure just what is meant by Item 11, safeguarding UN property. I would be interested in further information on these two items from Leopoldville.

CONGO DESK
JAD/TAB
RECEIVED 2 OCT 1964

replied in AR-18-

1 October 1964

Attention: Mr. Silhammer

Dear Sir,

Subject: Contract 85/64

In recent correspondence received from Leopoldville there were comments on the operation of planes under the current charter. I believe that this information has already been passed to your operations people in Leopoldville but I would like to transmit it to you as a matter bearing directly on your contract.

1) Enclosed is a copy of Standing Instruction No. 1 which applies to the TAB responsibilities. I would like to be assured that there is nothing in here which conflicts with your responsibilities.

2) I am also enclosing a copy of the recommendations with respect to your operations which has been given the identifying symbol "A". I would like to have your comments on these recommendations. I am advising TAB that provision of food is not Transair's responsibility and I am also questioning them as to what they consider your responsibility is with respect to UN property.

3) I am attaching a copy of a sheet of recommendations identified with the letter "B". May I have your comments on this.

4) I am also enclosing for your information a copy of a letter from the Deputy Resident Representative, Mr. Saunders to your Mr. Larsen dated 18 September. I would appreciate receiving your assurance that necessary action is being taken.

Very truly yours,

R.V. Elms, Director
Purchase & Transportation Service

Transair Sweden
Malmo 16,
Sweden

ACTION

TAS/ADM

ADM 450/6
ADM 450/7

O.N.U.C.

Mr Saunders
Cacoun's

YC41 NY 37/56 30 1 921
Z ;

LTF

ONUC

LEO ;

31 73 SAUNDERS PLEASE ADVISE SOONEST A) IF OTTER AIRCRAFT NUMBERS 305 AND 308 WERE UNAVAILABLE FOR MORE THAN 24 HOURS DURING AUGUST FOR OTHER THAN UNITED NATIONS REASONS AND NUMBER OF HOURS FLOWN BY EACH AIRCRAFT B) SAME INFORMATION AS A) FOR SEPTEMBER INCLUDING TRANSAIR AIRCRAFT SE-EDP SOON AFTER END OF MONTH ;

HAMDY "

COL 31 73 305 308 24 "

REGISTRY
1 OCT 1964
ONUC

Mr. Sa[illegible] p 28/IX
Maj: Correa
28 Sept.

Good

TELEPHONE MALMÖ . . . . . 935680 TELEPHONE STOCKHOLM 282710
TELEX MALMÖ . . . . . 3312 TELEX STOCKHOLM 1830
CABLE . . . . . TRANSAIRSWED BANK . . . SVENSKA HANDELSBANKEN

TRANSAIR SWEDEN AB
BULLTOFTA AIRPORT · MALMÖ 16

Air Transport Section,
UN Headquarter,
Leopoldville.

Your ref.: Our ref.: Leopoldville, Sept 26th 1964.

Dear Sirs,

Subject: Cost of flight, C-46 SE-EDP, Eville-Kilwa-Eville
Sept. 8th, escort of UN 308 Otter.

We take pleasure in informing you that the United Nations not will be debited for the abovementioned flight.

Yours sincerely,
TSA detachement Congo

S. Larsen,
Detachment Manager.

XOM 450/6

UNITED NATIONS - NATIONS UNIES

INDICATE PRIORITY	LTF	SVC Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS

Priorité Nations traffic is strictly limited.

NR

(Address es)

TAB BUKAVU

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

TAB 685 DOGLIO FROM SAUNDERS. HAVE BEEN INFORMED THAT TRANSAIR C-46 FLEW TO GOMA FROM BUKAVU AND RETURNED TO BUKAVU 24 SEPT. PLEASE ADVISE WHETHER YOU HAVE BEEN INFORMED OR WHETHER YOU HAVE ISSUED AUTHORITY FOR THIS TRAVEL AND ANY OTHER DETAILS CONCERNING IT.

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY: EMC:ms

Drafted by : E. Cacouris
Authorized : J. Saunders
Date : 25 Sept 64

TRANSAIR SWEDEN AB

VOYAGE REPORT NO

Pilot in Command	Date of flight	A/C reg.	TB No.	Answer requested by	For information and action
Almton	23&24-09-64	SE EDP	-		

The planm was to use long range cruising settings and fly Luluabourg - Aville - Bukawu - Luluabourg without refueling.

Just before take off from Lulu we were informed by the UN representative that Air Congo was diveting all traffic from Aville to Kamina, as it was impossible to get radiocontact.

Over Aville we got no contact and had to circle the field until we could see the UN cars arriving. In this way we used more fuel than estimated and at the same time the fuel consumtion on the last leg had been high due to head wind.

Take off from Bukawu was delayed until I got weatherinformations from Luluabourg, as we now were rather short of fuel. Weather informations obtained was not satisfactory, and I had to go to Goma for refueling. No fuel available Bukawu or Aville.

Noted

Distribution: Standard +
Adress replies in triplicate to FF

ADM 450/6

file

BAT/717/64 23 September 1964

Dr. C. Condoradelis, MIR Clinic

E. M. Cacouris, Administrative Officer

Importation of medical supplies by Transair

Attached is a packing sheet addressed to Transair Congo for medical supplies which the latter proposed to bring into the Congo.

As you may be aware, Transair Sweden operates the aircraft in the Congo which include 1 twin-engine C-46 and 2 single-engine Otters. The importation of the medical supplies is, according to the Transair Leopoldville staff, for use as emergency supplies on board the aircraft.

As Transair has requested us to assist them in the clearance through customs of these supplies, I would appreciate it if you will give me your comments regarding the quantities and types of supplies shown on the attachment.

Please return to me the packing sheet with your comments.

Mr Bacorn
Your comments please
gs 22/IX

OPERATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS OPERATION
IN THE CONGO

BAT/699/64 INTER-OFFICE MEMORANDUM 22 September 1964

TO: Mr. John M. Saunders, Deputy Resident Representative (Admin)

FROM: Major L. Santos Corrêa, Air Transport Officer

SUBJECT: UN/Transair Contract

The Transair/United Nations contract now established, according to the copy received from New York, offers excellent advantages which, from the UN point of view, could not be better.

It covers the main necessary points required, also solving our principal deficiency which was the operation of the Otter planes.

I wish to suggest that Article 8 of the contract be kept "in totum," most particularly that paras. (d) and (e) of the said article should not be altered.

AIOM 1150/6 Transair file

BAT/602/64 14 September 1964

Dear Mr. Larsen:

I attach herewith a letter addressed to Captain Glantz from His Excellency, the American Ambassador, Mr. G. M. Godley.

Please transmit this envelope to him.

Yours sincerely,

Elias M. Cacouris
Administrative Officer

Mr. Larsen
TRANSAIR
Léopoldville

Enclosure
EMC:ms

EMBASSY
OF THE
UNITED STATES OF AMERICA

Leopoldville,
September 9, 1964.

Dear Mr. Osorio-Tafall:

I am enclosing a letter to Captain Glantz of Trans-Air Sweden, who piloted the UNOC aircraft which recently evacuated a number of Americans from Kibali-Ituri. I would be most grateful if the UN could forward this letter to Captain Glantz.

I would like once again to thank you and through you the UN for your splendid cooperation in this humanitarian mission of evacuation of American missionaries.

Yours sincerely,

G. McMurtrie Godley
American Ambassador

Enclosure:
As stated.

Mr. B. F. Osorio-Tafall,
Officer-in-Charge, UNOC,
Leopoldville.

Sweden
action &
acknowledge

COPY FOR MR. OSORIO-TAFALL

EMBASSY
OF THE
UNITED STATES OF AMERICA

Leopoldville,
September 9, 1964.

Dear Captain Glantz:

I would like to extend my personal thanks and congratulations for the successful completion of your recent mission to evacuate American missionaries from Kibali-Ituri Province. Your willing acceptance of a difficult and dangerous assignment is warmly appreciated by all Americans in the Congo.

I would also ask that you extend this message to Mr. Sven Hedlund with my thanks and admiration.

Yours sincerely,

G. McMurtrie Godley
American Ambassador

Captain Glantz,
Trans Air Sweden,
c/o UNOC,
Luluabourg.

UNITED NATIONS - NATIONS UNIES

INDICATE PRIORITY	LTF		SVC Service		FFFFF Routine		SSSSS Priority	SSS	PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

NR

(Address es)

UNATIONS NEW YORK

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

ONUC _____ VAIDYANATHAN 1. PLEASE URGENTLY CLARIFY BASIS ON WHICH THIRD OTTER 302 IS AVAILABLE TO TRANSAIR WHOSE REPRESENTATIVES HERE SAY AAA THEIR PILOTS NOT INSURED TO FLY IT, BBB AIRCRAFT IS MECHANICALLY SOUND FOR FLYING, CCC RADIO EQUIPMENT IS DIFFERENT FROM THAT IN OTTERS 305 AND 308 AND IS ABOVE LEGAL MINIMUM FOR FLIGHT PURPOSES BUT THERE ARE NO RADIO SPARES SO FIRST RADIO BREAKDOWN WOULD PROBABLY GROUND THE AIRCRAFT.

2. INFO NEEDED SINCE OTTER 308 GROUNDED SEVERAL DAYS NEEDING MECHANICAL REPAIRS. COPY CONTRACT DRAFT IN TRANSAIR REPRESENTATIVES POSSESSION PROVIDES NO PENALTY FOR NON AVAILABILITY OTTER BECAUSE OF UNSERVICEABILITY. LACKING INSTRUCTIONS ON CURRENT STATE NEGOTIATIONS EYE DO NOT KNOW WHAT POSITION WE SHOULD TAKE ON PENALTY IF ANY FOR UNSERVICEABILITY.

SAUNDERS

cc: Mr. Cacouris
Mr. Oberweis

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY: JS/ms

Drafted by : J. Saunders
Authorized : J. Saunders
Date : 21 Sept 64

ADM 450/6

III - FINANCE (cont'd)

13. Allotment Advice - 1964

... Also enclosed herewith are six copies of the revised Allotment Advice No. 64135 dated 1 July 1964 for the Field Administrative Budget, Congo Civilian Assistance Programme, 1964.

14. Allotment Advice for Air Transport Operation

In order to enable JAD to request the Controller's office to issue a supplementary allotment advice to cover the Air Transport Operation it would be appreciated if you could submit as early as possible a statement of all additional costs which have not been included in the Administrative Budget for 1964 and which may relate to the general administrative control of the operation in question (para 4 of Allotment Advice No. 64135 refers).

15. Congo Fund

... Enclosed herewith are two copies of schedule 21A showing the obligations incurred against the U.N. Fund for the Congo as at 30 June 1964.

IV - PURCHASES, SUPPLIES AND SERVICES

16. Transair Contract

With reference to Mr. Osorio-Tafall's letter L-444/64 dated 27 July 1964 and in the light of recent conversations on the subject it may be stated that the U.S. Government does not in any way question the Air Transport project. Confirmation has been obtained from the U.S. Mission to the United Nations that Washington is in complete acceptance of the plan.

17. U.N. Flights insurance

Reference is made to your A/R 6 item 10 on the subject of non-U.N. passengers insurance. In this respect the following is brought to your attention:

a) The present U.N. Insurance Policy for Air Travel can be increased to cover the aircrafts operating under Transair contract;

b) The additional premiums would amount to:

C 46	$2,200	yearly
Otter	$ 850	yearly

c) The limit of the 3rd party liability covering passengers is $1,000,000 for each occurrence.

d) The present policy is valid until 31 December 1964

./...