

Administrative files

2/2

Travel and Transportation
C/ADM/411/1-ONUC Aircraft Fleet

12/09/1960 - 02/08/1963

PLEASE RETAIN
ORIGINAL ORDER

SC

CC

DECLASSIFIED

UNARCHIVES

SERIES S-0731

BOX 2

FILE 2

ACC. DAG 13/1.6.1.0

Cable sent
G-288
27m

Air ops

cc: Foe Com.

1. Standard procedure in use is as follows:-

ONUC provides necessary flight details to United Nations Headquarters, who, in turn, request landing or over-flight clearances from governments of countries involved. United Nations Headquarters operates through the offices of appropriate Permanent Missions to United Nations Headquarters.

2. ^{UN Headquarters requesting landing or overflight clearances from govts. through their perm. missions at UNHQs} This system has worked efficiently and I strongly recommend against any change. To decentralise this requirement for clearances to the various governments where aircraft are registered, would create an uncontrollable situation.

I agree that there should be no
change in the above procedure which
has worked smoothly in the past.

Deputy Com, UNHQs

13/3

rec'd 13/3

27m

ROUTING SLIP

TO

Air Commander

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

*J. L. [unclear]
[unclear]
[unclear]*

DATE

1873

FROM

Co



INTER-OFFICE MEMORANDUM

A:

DE:

OBJET:

Chief of Staff.

Sir:

*This has been passed to us by the 6th Floor for
our views. The F.C. would like you to state your views
on any objections we would have from our side. It strikes
me as a cumbersome and time consuming routine. No
doubt you will be aware of all the complications
involved should we be forced to adopt the procedure.*

*J. J. Conroyt Lt
MA/EC
12/3.*

TE 106 & NY 134 Y 18403
1747PRIORITY
CHUC
LTO

1802 CARDINER FOLLOWING NOTE VERBALE DATED 4 MARCH RECEIVED
FROM PERMANENT REPRESENTATIVE OF BELGIUM COLON QUOTE LE

REPRESENTANT PERMANENT DE LA BELGIQUE PRESENTE SES COMPLI-
MENTS A MONSIEUR LE SECRETAIRE GENERAL PAR INTERIM ET,
COMME SUITE A LA NOTE DU SECRETAIRE GENERAL PAR INTERIM DU
3 MARS

PE

DERNIER CONCERNANT LE SURVOL DU TERRITOIRE DU RWANDA URUNDI
PAR UN AVION INDIEN CAMBERRA, A L'HONNEUR DE MARQUER L'AC-
CORD DU GOUVERNEMENT BELGE POUR CE SURVOL. PAR A CETTE
OCCASION, IL DESIRE ATTIRER L'ATTENTION DU SECRETAIRE
GENERAL PAR INTERIM SUR LE FAIT QUE, AUX TERMES DE LA

PS/34

LEGISLATION BELGE, LES AUTORISATIONS DE SURVOL DOIVENT
ETRE DEMANDEES PAR LES GOUVERNEMENTS AUPRES DESQUELS SONT
IMMATRICULES LES APPAREILS. DANS LA MESURE DU POSSIBLE,
LE GOUVERNEMENT BELGE SERAIT HEUREUX QUE CETTE DISPOSITION
SOIT RESPECTEE PAR LES NATIONS UNIES. UNQUOTE REPLY BEING
WANTED. ANY COMMENTS FROM YOU WOULD BE APPRECIATED

RWANDU UNRUWOL 1802 & 3

UNRUC

*check with AScompteur
signature procedure
F.C. comments*

27 January

2

B. Grunzweig, Deputy Chief Administrative Officer
Z.F. Marcella, Legal Adviser.

Request for transportation by ONUC plane of one Belgian civilian to Eville.

I am transmitting herewith a copy of my memorandum to Dr. Linnér of 26 January, 1962, which is self-explanatory.

Dr. Linnér has approved my suggestion that Mrs Lippert be permitted to travel on an ONUC plane from Leo to Eville. I will appreciate it if you would treat this matter as urgent, and make all necessary arrangements to allow Mrs Lippert to travel at the earliest possible date on an ONUC plane to Eville. I am informed that you can get in touch with Mrs Lippert by telephoning Mr. Gellis at 4213 or 2566, the latter being the telephone number of Tabao-Congo.

GT/sl



BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

26 January 1962

A : Dr. Sture Linnér , Officer-in-Charge *SL*

De : Z.F. Marcella, Legal Adviser *ZFM*

Objet : Request for transportation by ONUC plane of one Belgian civilian to Eville.

1. The International Red-Cross, Katangese authorities and ONUC are carrying out an intensive search for seven missing Belgians who disappeared in Eville during the December events. About ten days ago, a Mrs Lippert, the wife of one of the missing persons, arrived in Leo from Belgium for the purpose of proceeding to Eville to help locate her husband. As it was impossible at that time to land in Eville direct, Mrs Lippert has been unable to continue her trip from here to Eville . The Belgian Embassy, a Mr. Gellis and she have asked our help in transporting her to Eville.

2. I am aware of the fact that private individuals are not permitted to travel on ONUC aircraft. However in view of the hardship nature of this case, I wonder if an exception could be made in favour of Mrs Lippert-which would require your approval. I am confident that when regular air service from Leo to Usumbura and Elisabethville is re-established, we shall not be troubled by future requests of a similar nature.

ZFM/sl

[COPY]

Copy made -
Name taken off
for handing over
to PM by SE on 16 I

Q

13 January 1962

A : M. J.P. Fournier, Chef de la Mission OACI

De : B. Brezis, Responsable OACI N'Djili, a.i.

J'ai l'honneur de vous informer comme suit sur les survols d'avions militaires, période décembre 1961/janvier 1962 :

<u>Date</u>	<u>Indicatif</u>	<u>Aérodrome de départ</u>	<u>Aérodrome d'arrivée</u>	<u>Départ</u>	<u>Arrivée</u>
10.12.61	OTCNB	Usumbura	Ndola	0516	0967
10.12.61	OTCWA	Usumbura	Ndola	0407	0817
11.12.61	OTCWS	Ndola	Usumbura	0722	1132
11.12.61	OTCJA	Luanda	Usumbura	0937	?
14.12.61	OTCNB	Ndola	Usumbura	0652	1102
14.12.61	OTCDF	Kano	Usumbura	0223	0923
17.12.61	OTCDF	Ndola	Usumbura	1252	1538
18.12.61	OTCAL	Ndola	Usumbura	0609	0939
18.12.61	OTCDA	Kano	Usumbura	0211	0933
22.12.61	OTCDA	Ndola	Usumbura	0818	1113
24.12.61	OTCDA	Ndola	Usumbura	1529	1815
27.12.61	OTCDF	Usumbura	Kano	1202	1705
28.12.61	OTCDB	Kano	Usumbura	0352	1107
28.12.61	OTCDA	Ndola	Usumbura	0722	1008
*3.1.62	OTCDF	Kano	Usumbura	0304	1005
*3.1.62	OTCDA	Ndola	Usumbura	0646	0929
*3.1.62	OOCBB	Ndola	Usumbura	0620	1007
12.1.62	OTCNG	Usumbura	Ndola	0416	0829
12.1.62	OTCAL	Usumbura	Ndola	?	0954

J'ai l'honneur de vous informer également qu'aucun de ces aéronefs n'a communiqué ses positions au CIV et que les seuls renseignements reçus nous ont été communiqués par l'aérodrome de départ ou l'aérodrome d'arrivée sur le plan de départ ou le message d'arrivée.

Mr Toujoalat: These are Belgian military aircraft that have overflown Congo Territory presumably without authorization

L'extrait suivant du Livre de veille du CIV se lit comme suit :

<u>Date</u>	<u>Veille</u>	<u>Heure</u>
3 Jan.	Ghariani/Kheridji	0600 - 1800

Indicatif

- * OTCDF
- * OTCDA
- * OOCBB

Ces avions ne contactent jamais le CIV alors qu'avant ils le faisaient sur C/W.

12 February 1962

General S. Mac Eoin, Force Commander
Mr. M. Khairy, Chief of Civilian Operations
S. Habib Ahmed, Chief Administrative Officer
Travel of non-ONUC personnel on ONUC aircraft

1. In recent days there has been some confusion on the handling of requests for transport of non-ONUC personnel in ONUC aircrafts. The attached note contains the elements of policy in this respect which have been laid down from time to time.

2. I should be grateful to have your clearance of it so that it may be made known once again to all concerned.

cc: Mr. R. Gardiner with enclosure

Transport of non-ONUC personnel
in ONUC aircrafts

8 February 1962

The policy is:

(a) all transport of non-ONUC personnel in ONUC aircrafts is coordinated by ONUC administration;

(b) Field Civilian Officers, Military Commanders and Administrative Officers in the field when approached by local authorities or private organizations for ONUC transport refer such requests to Headquarters ONUC. The Civilian Officers and Administrative Officers do so to the CAO. The Military Commanders address the requests to the Force Commander;

(c) requests received by Force Commander are referred by him to the CAO with his recommendations. The CAO consults as appropriate with the Officer-in-Charge and advises the Force Commander of the final decision;

(d) where requests for transport are made either in the field or at Headquarters on behalf of Civilian Operations or where interests of Civilian Operations are directly or indirectly concerned the CAO consults with the Chief of Civilian Operations and if necessary with the Officer-in-Charge and communicates the final decision.

Ref: 2301-2 Coates
1301-1 E'ville
2505-1 "
2506-1 "
Polio: 002

2 January

2

To: Chief Civilian Operations

cc.: 1) Dr. S. Linner, Officer in charge ONUC (see)
2) U.N. Air Commander
3) U.N. Representative, Elisabethville
4) Mr. Coates, ICAO, Elisabethville
5) Director, TA Bureau, ICAO, Montreal

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

Subject: Elisabethville Airport

This is further to my memorandum of 21 December 1961 regarding the unfortunate lack of cooperation and assistance that has been experienced by the ICAO detachment at Elisabethville airport.

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

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

./...

From reports I have received from many in the UN air command, from numerous pilots of aircraft and from some independent observers and as a result of my own observations, the performance of the ICAO detachment at Elisabethville Airport can only be qualified as outstanding. The three technicians concerned have unflinchingly applied themselves to the job of maintaining the highest possible degree of safety for air traffic and in doing so have never hesitated to give the best of themselves and to perform numerous duties that are normally done by labouring forces.

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

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

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

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

./...

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

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

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

FM 261915Z
FM HQ KAT COMB ELI
TO ONUC LEO

BT

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

FIRSTLY. COATES COMPLAINED AT LENGTH ABOUT LACK TPT LABOUR AND
GEN COOPERATION AND LACK OF CONSIDERATION FOR ICAO REQUIREMENTS IN UN
PLANNING.

SECONDLY. WHEN CONFRONTED WITH ADM COMDT AIRPORT AND OFFR WHO
WAS RUNNING AIR OPS FOLLOWING CAME OUT.
ALFA. HE WAS NEVER REFUSED LABOUR OR ANY OTHER FACILITY WHEN AVAILABLE.
AT TIMES LABOUR NOT AVAILABLE AND COULD NOT BE PROVIDED BUT THIS NOT
MORE THAN ONCE OR TWICE.
BRAVO. ARRANGEMENTS WERE MADE FOR TPT TO BE AVAILABLE TO ICAO ON AS
REQUIRED BASIS BUT PERMANENT TPT COULD NOT BE PROVIDED OWING ABNORMAL
DEMANDS ON VERY LIMITED TPT RESOURCES. IT IS OF INTEREST TO NOTE 1
JEEP BELONGING TO MOV CONTROL SMASHED BY COATES AND ANOTHER VEH OF
COMP PL RETURNED BAD CONDITION.
CHARLIE. ICAO DID NOT SUFFER FROM SHORTAGE OF DIESEL EXCEPT 1 OCCASION
WHEN IT WAS AVAILABLE BUT COULD NOT BE MOVED IMMEDIATELY DUE LACK TPT.

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

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

./..

FOURTHLY. VOR AT AIRFD NOT WORKING AT PRESENT AS ENGINE WAS DROPPED WHILE UNLOADING AND DAMAGED. WILL BE FUNCTIONING BY 27 DEC. WHEN ASKED FURTHER ABOUT NAV AIDS WAS VAGUE AND BLAMED NUMBER OF FACTORS.

FIFTHLY. MY FINDINGS AND CONCLUSIONS AS FOLLOWS.

ALFA. ONLY 2 ICAO MEN AS AT PRESENT NOT SUFFICIENT TO RUN AIRPORT.
BRAVO. THERE ARE SUFFICIENT GENERATORS FOR DAY USE BUT LARGE ONE REQUIRED NIGHT LANDING FACILITIES.

CHARLIE. TPT HAS NOT BEEN ENTIRELY ADEQUATE AND WILL BE RECTIFIED.
DELTA. ATTITUDE COATES IRRESPONSIBLE AND UNHELPFUL AND HE SEEMS TO HAVE ATTITUDE HE IS DOING FAVOUR TO UN. APART FROM 2 SIGS REGARDING TPT HE HAS CONTACTED MY HQ ON NO OCCASION.

ECHO. WHEN ASKED TO COME TO HQ TO SORT OUT TPT PROBLEM PROMISED TO COME BUT FAILED TO DO SO.

SIXTHLY. MY IMPRESSION COATES CREATING DIFFICULTIES AND EXAGGERATING REPORTS. HAS NEVER CONTACTED ME REGARDING DIFFICULTIES.

SEVENTHLY. REGRET CAN GIVE NO GUARANTEES REGARDING NAV AIDS AS THERE NOT WITHIN MY POWER. CAN GIVE ANY HELP ICAO REQUIRES PROVIDED THEY CAN BE SPECIFIC WHICH THEY ARE NOT EXCEPT FOR TPT.

NOTE. UNDERLINED PORTION GARBLED AND MAY BE IN ERROR.

SERVICE WILL BE INITIATED UPON REQUEST.

Ref: 1301-1 E'ville
2505-1 "
2506-1 "
Folio: 001

2 January

2

To: U.N. Air Commander
cc.: 1) Dr. S. Linzer, Officer in charge ONUC
2) Chief Civilian Operations
3) Mr. Coates, OIC ICAO Elisabethville Airport
From: J.P. Fournier, Chief ICAO Mission Congo
Subject: Elisabethville Airport

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

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

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

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

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

FM AIR OPS ELIZABETHVILLE
TO AIR OPS HQ LEO

URGAS 00 2180 YOUR AO 6992. WEEKLY REPORT ON AERODROM FACILITIES
AVILLE.

A NIL

B NIL

C VHF 118.1 ONLY

D R/T 08/26 OK

E NIL

F NIL

G ONE FUELTRUCK W/3 ONE HANDPUMP.

H 20 CIVILIANS LABOURS 2 FORK-LIFT AND FOR THE TIME BEING ONE 3
TON TRUCK, A SMALL JEEP 1/4 TON, AND A RAMP FOR UNLOADING OF VEHICLES
ETC IS NEEDED.

I ATC HRS OF OPERATION DAYLIGHT ONLY.

NOTE BOTH MOV CTR AND AIR OPS WITHOUT TRANSPORTATION IN SPIR OF
LOCAL REQUESTS.

KOLSEUS

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

18 December 1961

A : Force Commander
De : Air Commander
Objet : CONDUCT OF AIRPORT EMPLOYEES AT UN PROTECTORATE RUANDA URUNDI

NY Clear
9057
refers

1. Attached for your information is a communication received from the air detachment Commander at Albertville. It is symbolic of the attitude of people at Usumbura.
2. In carrying out assigned missions in support of UN the captains of two of our civil carriers were given similarly poor treatment on 17 December. Captain Conversano pilot of Inter Ocean DC4 LX-TEL landed at Usumbura and when he taxied in was met at gun point by airport Manager (whom he knows) and was told he had five minutes to clear out or he would be shot where he sat in the aircraft.
3. ^{a UN chartered} A second Captain of DC4, LMC, requested permission to land for fuel and was told by tower operator that they do not allow UN aircraft to land, that there was no fuel available, that he would be shot if he did land. He was asked to relay to this HQ that they would not accept further UN aircraft for any reason.
4. In view of fact we have had no official direction from New York that this UN Protectorate would no longer accept UN aircraft traffic would you have this point clarified earliest.
5. As UN Otter 303 is on the ground at Usumbura in an un-serviceable state can diplomatic clearance be obtained to repair and recover the aircraft.

To Mr. Linder

Sure
19/12

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

217 C 1

RECEIVED

Q.N.U.C.

1961 DEC 10

22:50

DEC 10 AM 1:34

Q.N.U.C.

YC2 S NY 35 17 22332 ;

ETAT PRIORITE

ONUC

LEO ;

8900 FURTHER OUR 3877 RE OVERFLIGHT AND LANDING RESTRICTIONS
UN AIRCRAFT STOP CONGO BRAZZAVILLE GOVERNMENT HAS REQUESTED
THE REMOVAL AS QUICKLY AS POSSIBLE OF UN PLANES PRESENTLY
BEING REPAIRED AT BRAZZAVILLE ;

FIELDSEV *

COL 8900 3877 *

1-2-19-4

RECEIVED
O.N.U.C.

lex-

1961 DEC 16 PM 8:50
O.N.U.C.

YCA1 S NY 59 16 2041Z ;

1961 DEC 16

20:48

ETAT PRIORITE

ONUC

LEO ;

MOST IMMEDIATE

8877 ACTION LEOPOLDVILLE 1845 INFO PISA STOP UNITED NATIONS
AIRCRAFT OVERFLIGHT RESTRICTIONS STOP FOLLOWING RESTRIC-
TIONS HAVE BEEN PLACED ON ALL AIRCRAFT FLYING FOR UNITED
NATIONS STOP AAA NO UNITED NATIONS AIRCRAFT PERMITTED TO
FLY OVER CONGO BRAZZAVILLE STOP BBB NO UNITED NATIONS
AIRCRAFT CARRYING AMMUNITION REPEAT CARRYING AMMUNITION
PERMITTED TO FLY OVER FRANCE ;

FIELD SERV "

COL 8877 1845 "

✓ V -

1-3.

1-4

5

ROUTING SLIP

TO: Mr. Linner

Your concurrence()
See me, please()
Your signature()
Your approval()
Please note()
Your comments()
Your information()
For action()
Please return()

REMARKS: Attached, for your information, is copy of a memo which I just received from the Air Operations. This indicates the attitude of the Sabena Airlines. We have a regular contract with Sabena for the charter of the planes and I am immediately getting in touch with them to emphasize that they were not acting in conformity with the spirit of the contract.

DATE: 16 / Dec. / 1961

FROM: S. Habib Ahmed
Chief Administrative Officer
ONUC, Leopoldville



BOITE POSTALE 7448
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

44/6200/10/2000

6031 X 335
Duh...

14th December, 1961

A: Chief Admin. Officer.
De: Chief of Air Transport Operations Officer.
Objet: SABENA AIRLINES

1. Although I do not have a copy of the contract, I am given to understand that ONUC does have a contract with Sabena for the use of four aircraft.

2. Before criticism can be levelled I would like to review a copy of the contract to see what we can expect of them. Their performance of late has been most unsatisfactory. For example note the following :

(a) Sabena refuse to fly into Katanga for us except to Albertville. This currently reduces their usefulness to a low point.

(b) They do not carry out their mission orders as given. For example they were on a mission carrying MSP stores Kindu to Goma to include 14 Dec. I sent them a special message last night to bring a Brigadier from Goma to Leo today. They returned to Leo lastnight empty. No satisfactory explanation available.

(c) This AM (14th) they were scheduled to operate a S/F through Coqualhitville - Stanleyville return. They did not go. When contacted they said the aircraft to do the S/F was a sub-contract of theirs, German, and they could not carry soldiers or ammo. Hence the sub contract refused to fly the scheduled mission.

(d) When one attempts to find out reasons you are given five or six different phone numbers none of whom can understand your inquiries and you finally end up with a Congolese who speaks neither French nor English and you are forced to give up.

This AM I personally attempted to contact Mr. John Maas their Senior representative in Leo. The deputy told me he was here in Leo, and that he (the deputy) has just been talking with him, please phone 3960. This I did, I was informed by his secretary he wasn't in town and in fact was in Belgium and wouldn't be back until 6 Jan 62.

3. Since your recent directive indicated your dept wants to pass all the flight logs etc. through to New York for payment, may I request that your dept also attempt to make some sense out of Sabena contract. I cannot continue to provide airlift support to ONUC operations if I have to use a firm employing predestination and obstructionist tactics such as these. Either they perform the missions given to them (subject to refusal for hazards which all companies have) or they are of little use to us.

(F.H. PEARCE) W/C
Chief Air Transport Ops.

J. H. Pearce

ROUTING SLIP

TO

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

lettre de A/c à
mettre au dossier,
suy.

DATE

FROM

HA

Jacques

Maj Carlson arrived back this morning from LUANDA by Commercial Air.

The crew have proceeded to airstrip at ANDREDA to pick up the aircraft. They intend to put on a small amount of fuel & fly to Portogalia to top up for return to LEO. ~~either~~
Full report ~~will~~ of incident

A. L. Morrison A/c
9 Dec

Dec 7

1

To : Air Commander
From : Chief Fighter Ops Officer
Subject: Debriefing Report

AHQ/6600/24/P-QPS

Dec 7
1100 Z

Debriefing report PANTHER 16, 20.
Take-off 0650Z, overhead S'ville 0725Z, offensive recon
S'ville-Kassama. Two military trucks destroyed. Cover of
Shamrock successful. Offensive recon Zipushi-Makibaba
nothing to report, bad weather.

1133 Z

Debriefing report CORRA 16, 20.
Take-off 0940Z, landing 1100Z. Good weather conditions.
Target was an anti-gun east of S'ville airfield. Could not
get the exact position of gun. Fired 500 of ammo in the
woods where the gun was supposed to be placed. Effect of
attack not known.

1300 Z

Debriefing report CORRA 15, 19.
Kolweni, no activity. Railroad to Jadotville, no military
transports. Jadotville airfield, two hangars (small)
attacked with guns and rockets. In flames. Found some
airstrips on route Jadotville - Kamina. All empty, no
activity.

(H. Lampell) Colonel,
Chief Fighter Ops Officer.

cc: Force Commander
COC
Chief Mil Ops
Chief Mil Info
M. S. S. S.

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

AQH/6201/2/AIR OPS

29th November, 1961

A : A/C.O.S.
De : AIR COMMANDER
Objet : HELICOPTER - FLOOD RELIEF

*See letter to
Adoula 6/12
GVT/19/61*

1. Reference is made to your 1001/4/OPS dated 29th November, 1961.
2. Helicopters must operate in pairs. We have two here at Leo which are serviceable. Diverting them to Coquilhatville will leave you with no reserve or similar potential at Leo/Braz area.
3. These aircraft cannot complete the journey from Leo to Coq without refuelling. A mother ship DC 3 would have to accompany these aircrafts and all three would have to use the airstrips at Inongo and Banningville for this purpose. Permission for their use must be obtained from the Central Government. In addition there is a company of ANC at Inongo. It would be necessary that they be advised as well as ANC at Coquilhatville. It is unlikely that either are familiar with or have ever seen a helicopter before. The arrival of two with a mother ship without prior advice might well be misunderstood by ANC as an invading force and provoke undesirable incidents to say nothing of possible loss of our helicopters and crews unnecessarily.
4. While we are not in favour of such an operation if it is decided to deploy these aircraft, your direction should be accompanied by certification of Central Govt. clearance and ANC having been properly advised.

(F.H. PEARCE) W/C
AIR COMMANDER
CHIEF OF AIR TRANSPORT FORCE.

File
29
XI

No. 1001/ 4 /OPS

29 November

1

Air Commander
Chief of Staff
Helicopters

The Chief of Civilian Operations has made a special request to have two helicopters placed at Coquilhatville to assist in flood relief work. The aircraft would be used by WHO Doctors and other relief personnel to visit areas at present isolated by the floods.

The duration of the operation is estimated to be from 7 to 10 days.

J. J. Quinn Colonel
(J. J. Quinn)
A/COS

cc: Mr. Dumontet
Mr. Poujoulat ✓

Docent Sture Linnér

ONUC HQ

Leopoldville

1. ~~Omkring~~ 1/1 1962 befinner sig omkring 830 svenskar i FN-tjänst i Kongo, fördelade på följande platser.

a) Elisabethville

XIV FN-bat c:a 630 man (varav c:a 100 rekapitulanter);
Helikopterförare, flygplatspersonal samt postpersonal
c:a 10 st.

b) Leopoldville

HQ c:a 20 man; N'djili (helikopterförare flygplatspersonal)
c:a 25 man.

c) Luluabourg

F 22 c:a 40 man; Light Aircraft, helikopter- och flygplats-
personal c:a 30 man.

d) Kamina

Ingenjörbataljon c:a 40 man; Flygplatspersonal c:a 10 man.

e) Kitona

Detachement av Ing Bat, Kamina c:a 10 man.

f) Albertville

Light aircraft, helikopter- och flygplatspersonal c:a 15 man.

g) Goma

Flygplatspersonal 1 man.

2. 6 st svenskar ha tjänstgjort i Kongo sedan FN-uppdraget började. 3 man på bat och 3 man på teknikergrupperna. Dessa äro.

Bat

Trossfurir Paulsson, hygienikerbiträdet korpral Svensson samt bilföraren menige Svensson.

Teknikergrupperna.

Fanjunkare Rask, Kitona Base, fänrik O Högstrand ONUC HQ samt serg J Lindgren, Kamina Base.

3. Djungeltelegrafer kommer i fortsättningen.

Leopoldville den 28 november 1961

Detlow von Braun

Överstelöjtnant

FBO ONUC HQ LEO

1. Översikt 1/1 1962 befinner sig omkring 800 svenskar
i FN-tjänst i Kongo, fördelade på följande platser.

a) Leopoldville

XIV PW-bat: ca 630 man (varav ca 100 rekognoscerings-
helikopterförare, flygfärdpersonal samt postpersonal
ca 10 st.)

b) Leopoldville

HQ: ca 20 man; H-4111 (helikopterförare flygfärdpersonal)
ca 25 man.

c) Luikabourg

P 22: ca 40 man; lätt artilleri, helikopter- och flygfärd-
personal ca 30 man.

d) Kamina

Infanteribataljon: ca 40 man; flygfärdpersonal: ca 10 man.

e) Kitona

Detachment av Ing Bat, Kamina: ca 10 man.

f) Albertville

lätt artilleri, helikopter- och flygfärdpersonal: ca 15 man.

g) Goma

flygfärdpersonal: 1 man.

2. Öst svenskar ha tjänstgjort i Kongo sedan FN-uppgiftet
började. 3 man på bat och 3 man på teknikergrupperna. De som
har

Bat

Trosschef: Paulsson, flygteknikerbataljonen: Korpel Svensson samt
kliftrören: menige Svensson.

Teknikergruppen

pannkärlare: Hans, Kitona: Hans, teknik O: Magnusson ONUC HQ samt
sarg: J Lindgren, Kamina: Hans.

82 → 71
File Q
22
X1

AHQ 6096/1 (Air/Cmdr)

22 November 1

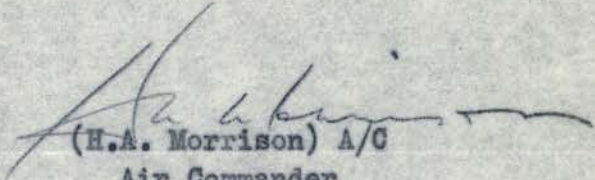
Force Commander

Air Commander


AIRFIELD SECURITY

1. Several incidents have occurred recently which clearly point up the need for an urgent reappraisal of existing airfield security measures. I can state categorically that unless action is taken immediately to provide airfield security on an effective basis the airlift capability of ONUC is in jeopardy. I would further point out that the UN accepted the 3 fighter units on the basis that they would always be operated from a secure airfield.

2. May I be advised soonest as to your proposed action.


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

HAM/gb

c.c:  Dr. Linner
COS
CAirTOps
CFighter Ops

FIGHTER OPS ORDER N° 4INFORMATION

Reports have been received about bombing raids in Kasai presumably by Aircraft based at Kaniama Airfield in Katanga. The Katanga authorities are being warned to stop all offensive action and to ground aircraft with any attack potential.

INTENTION

To take action against bandit aircraft.

EXECUTION

Fighter Units detailed by this HQ will take the following action:

KASAI

Air reconnaissance will be carried out along Kasai, Katanga border with particular reference to areas which have recently received attention of bandit aircrafts from Katanga. They will report:

1. Any movement of Congolese National Army or Katanga gendarmerie across the frontier.
2. Movement of all aircraft observed in the area.
3. If any bandit aircraft is observed taking offensive action it will be followed and immediately reported.
4. UN fighters will be kept on alert stated on Mission Orders and on receiving information of bandit aircraft from reconnaissance planes will take counteraction by destroying the aircraft either in the air or on the ground within area of ONUC responsibility.

KATANGA

If any aircraft attacks UN or carry out any offensive mission in Katanga, following action will be taken:

1. Information on nature of offensive action type of aircraft, direction in which it has flown will be immediately reported.
2. Air reconnaissance will establish aircraft or the field from which it has operated.
3. If it is determined that it is a bandit aircraft which has actually carried out an offensive action, it will be destroyed.
4. If any bandit aircraft is caught by UN fighters in the act of committing an attack or is seen to leave the area when an attack has been carried out, will be destroyed.
5. Aerial reconnaissance will be ordered to locate unknown airfields and aircraft.
6. In the event of hostilities breaking out in Katanga UN fighters and light bombers will be called for direct support and to take any neutralization action that is considered fit.

COMMAND AND CONTROL

of all Fighter Units will be exercised by this HQ.

Orders will be passed to Fighter Units by means of Mission Orders in code. Verbal orders will be confirmed by signal.

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

(S. Lampell) COL.
Chief Fighter Ops.

Approved: *J. MacEoin*
S. MacEoin, Lt Gen
Force Commander.

DISTRIBUTION:

Order to : All Fighter Group Units

Info to : All Base Commanders
All Brigade Commanders
Force Commander (2 copies)
Chief of Staff
Chief of Military Operations
Chief of Logistics
Air Commander
Deputy Air Commander
Chief Air Operations Officer
Chief Administrative Officer
Personal Assistant to the Officer-in-Charge of ONUC

Mr. J. P. ...
Room 603

SECRET

SECRET

MR. J. POULOUAT
Room 662

UNITED NATIONS AIR TRANSPORT BASE - N'DJILI

STATION ROUTINE ORDER

BY

BASE COMMAND

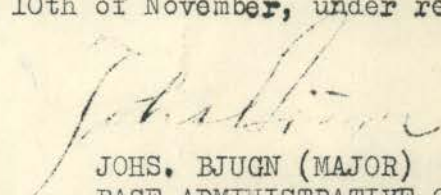
SERIAL No. 103 (B-1118)

13th November, 1961.

C.47 Squadron
C.119 Squadron
Light Aircraft Squadron
Helicopter Squadron
Canadian C.119 Group
Norwegian C.119 Group
Indian Canberra Group
Ethiopian F.86 Group
Base Operations
Base Supplies Section
Base Administration Wing
Base Transport Section
Base Medical Section
Base Telecommunications Section
Air Detachment, Luluabourg
Air Detachment, Kamina
Air Detachment, Elizabethville
Air Detachment, Albertville


CHANGE OF COMMAND - U.N. AIR TRANSPORT BASE

With effect from 14th November, 1961, COLONEL ANTONIO PASQUALI assumed command of the U.N. Air Transport Base, N'Djili, in lieu of COLONEL L. NIMIS who will depart for Italy during the course of the next few days upon completion of his assignment with the U.N. in the Congo. This change in command was officially announced by U.N. Air Command on the 10th of November, under reference AHQ/6002/1/ADMIN.


JOHS. BJUGN (MAJOR)
BASE ADMINISTRATIVE OFFICER
U.N. AIR TRANSPORT BASE,
N'DJILI

cvs/s

Copies for information to:-
U.S.A.F. N'Djili Airport
Ethiopian Army "
Movement Control "
Indian Air Despatch Unit, N'Djili
Flight Information Centre "
ONUC Staff, Control Tower "
ONUC Staff, Meteorological Office.

Chief Administrative Officer, HQ
Force Commander
Officer-in-Charge, ONUC 
Air Commander
Chief of Civilian Operations
Senior I.C.A.O. Representative
Chief of Military Personnel
Chief of Staff
Chief of General Services

air 8/20

Léopoldville, le 13 novembre 1961

Monsieur le Ministre,

J'ai l'honneur d'accuser réception de votre lettre N°000390/61/JD du 9 novembre 1961 et ai le plaisir de vous assurer de notre entière collaboration pour le documentaire que votre section "Cinéma" est en train de préparer.

J'ai donné les instructions nécessaires pour qu'un hélicoptère soit mis à votre disposition ainsi que vous en avez exprimé le désir, et vous prierais de vous mettre en rapport directement avec le Commandant ONU des Forces Armées, l'Air Commodore Morrison, pour ce qui est de la date et de l'heure qui vous conviendront le mieux à cet effet.

Le Commandant de l'Air Morrison peut être contacté au Royal, Bureau N° 531, numéro de téléphone 3921 (extension 153).

Je vous prie d'agréer, M. le Ministre, l'assurance de ma haute considération.

Sture Linnér
Chargé de la Mission
des Nations Unies au Congo

Son Excellence M. J. Ilas,
Ministre de l'Information et des Affaires Culturelles,
Léopoldville

cc: Force Commander
A/Cdre. Morrison

MEMORANDUM ON AIRCRAFT CONTROL IN KATANGA

Background

1. Our own resources are limited because of:
 - (a) No early warning or identification system;
 - (b) No proper Air Intelligence;
 - (c) Limited number of ~~le~~ases resulting in restricted operations over the target area;
 - (d) Poor communications.
2. In short it is a very poor Air Defence System, and as such we cannot work on the conventional and ordinary air defence system. This means that ^{from} ~~for~~ our different forms of readiness on the ground we can only be strategically defensive but tactically offensive.
3. We also have a limited number of Aircraft which will be grounded if we try to Patrol this vast area. Besides it would be a rare chance to strike anything in the air.

Requirements

4. Keeping the above in view we must take the offensive and choose our own times and places to attack. This offensive must be combined with a political statement, laying down certain regulations and restrictions for flying from certain bases only.
5. In order to carry out controlled operations the following Regulations and Restrictions are suggested:
 - (i) All airfields not in U.N. possession in Katanga, (north of the line KACONGO - KAMINA - MALEMBA - NKULU - MANONO - ALBERTVILLE) will be placed out of bounds 72 hours after Central Government Warning order.

(Note: Keeping in view poor communications and that there are private operators in the interior the time of warning be decided by the Central Government)
 - (ii) After the due warning date any aircraft found on these airfields, (north of the declared line) shall be destroyed.

To the A/C.

- (iii) An effective control will be maintained by Fighter Reconnaissance.
- (iv) All Katangese Aircraft found to be flying in the area [north of the declared line] will be shot down unless they have authorised markings of AIR KATANGA or markings authorised by the Central Government. These markings will include serial numbers, identification letters, etc., decided by the Government. U.N. Fighter Aircraft will make a very close identification before taking action. First action will be to make the intercepted aircraft follow and land on a suitable U.N. airfield where further identification will be done on the ground. The type of manouvres will be to gain attention and give instructions. Central Government to instruct all civil operators to obey the Fighter Aircraft instructions.

- Ans 4
- (v) All Aircraft found to be carrying out any form of hostile action or activity, will be immediately shot down without being given any due warning. This include aircraft carrying out Paratropping of supplies and troops.

(Note: The above mentioned actions in items IV and V will only be possible if the U.N. Fighter Aircraft are allowed to operate from Kamina and Elizabethville airfields. Failing which operations will be restricted to the North Katanga border area only).

- (vi) It is adviseable that an Advance Combined Air Transport and Fighter Operation Centre be organised at Luluabourg or/and Kamina. This organisation shall handle all authorized transport activity within the above named area and coordinate the fighter activity. It might be necessary to restrict transport flying to

very definite times and air routes. Fighter pilots will have to be briefed before mission on all known transport activity.

- (vii) Besides Fighter reconnaissance, Photo reconnaissance is considered adviseable. If then anything suspicious is found then the Katangese Provincial Government be compelled to give a satisfactory explanation within a stated time failing which the airfield will be attached.

Le Chargé de la Mission des Nations Unies au Congo présente ses compliments au Ministre des Affaires étrangères de la République du Congo (Brazzaville) et a l'honneur de se référer aux notes 1199/BTR en date du 9 septembre 1961 et 1354/BTR en date du 5 octobre 1961.

Il regrette le retard apporté à y répondre, retard causé par le décès du Conseiller juridique au mois de septembre, et a l'honneur de l'informer que les deux avions DC-4 immatriculés sous le No. 75416 et sous le No. HP299 n'appartiennent pas aux Nations Unies mais sont affrétés par l'Organisation des Nations Unies au Congo de la Compagnie "Interocean Airways" et de la Compagnie "Panama Airways", enregistrées au Luxembourg et à Panama respectivement.

Le Chargé de la Mission des Nations Unies au Congo désire vous assurer que la question mentionnée dans les notes ci-dessus a été portée à l'attention particulière des deux Compagnies d'aviation afin que les mesures nécessaires soient prises.

Le Chargé de la Mission des Nations Unies au Congo saisit cette occasion pour renouveler au Ministre des Affaires étrangères les assurances de sa haute considération.

Léopoldville, le 30 octobre 1961

Son Excellence
Monsieur le Ministre
des Affaires étrangères
de la République du
Congo (Brazzaville)
Brazzaville

25 October

1

Air Commodore H.A. Harrison, Air Commander

H. Karstensen, Legal Adviser

Infractions of International Civil Aviation Regulations by UN
Aircraft - Complaint by Government of Congo (Brazzaville)

1. Please refer to your note dated 13 October addressed on the above subject to Mr. G. Paganelli, Legal Affairs Officer, in reply to his note to you of 7 October, requesting your comments on the Note from the Ministry of Foreign Affairs of the Republic of the Congo (Brazzaville) alleging violations of international air regulations by two specified United Nations aircraft.

2. I regret I am unable to understand precisely what you mean by your observation that you "can add nothing to what has been said by Brazzaville authorities". If this implies that you accept the facts stated in the Note received from the Brazzaville Government, I promise that such acceptance is based on a verification by you or your subordinate officers of the alleged incidents and that action has been taken by you to prevent the recurrence of such incidents as well as to have disciplinary action taken against the pilots concerned. If on the other hand your observation means, as probably it does from the next sentence in your note, that no inquiries can be made at this stage to ascertain whether or not such violations have occurred, I am compelled to point out to you the following:

- (a) The documents attached to the Note forwarded by the Brazzaville Government clearly indicate the types and the markings of the two aircraft, the names of the pilots, as well as the date and time of the two violations complained of.
- (b) The documents also furnish in considerable detail the nature of the two violations. In one case, that of DC-4 75416 (pilot McCullister), failure to establish contact with Kouala at a time when a DC-6 and a DC-6 were taking off from Kouala for Marseilles and Lagos respectively and failure to maintain contact with Brazzaville despite request, night, according to the complaint, have resulted in a collision within a few minutes between the UN DC-4 and the DC-6 FRELJA taking off from Kouala for Marseilles. In the other case, that of DC-4 HP 299 (pilot Robertson), the allegation is that throughout its flight from Tripoli to Leopoldville via Kano the pilot had failed to adhere to the original flight plan regarding flying level and had failed to inform either Kano or Brazzaville of the change in flying level which the pilot had on his own initiative decided upon. Apparently this aircraft

flew for five hours at a lower flying level (FL 95) than the level indicated on the flight plan originally filed (FL 115). The control tower at Brasenville tried in vain to obtain a reply from the pilot to clarify the position.

3. I am sure you fully appreciate the risks attendant upon such hazardous conduct on the part of pilots in charge of aircraft. In both cases the consequences in terms of loss of life might well have been very grave. I shall be grateful if you have the two pilots questioned on the basis of the allegations made by the Foreign Ministry of the Brasenville Government so that we may at least apologize to that Government, if it is found that the pilots had transgressed the international flying code. Pending such information we have replied to the Foreign Ministry of Brasenville that the matter is being inquired into by us.

4. The pilot in charge of an aircraft, whether manipulating the controls or not, is responsible for the operation of the aircraft in accordance with the rules of the air. He may depart from such rules only in circumstances that would render such departure absolutely necessary in the interest of safety. You are fully aware yourself that it is incumbent on pilots in charge of aircraft to maintain constant contact with the proper air traffic control tower responsible for the region in which the aircraft is flying at any given moment. I am sure you are also aware of the rules governing information on flights and the prior submission of flight plans. Under those rules any change to a flight plan must be reported as soon as practicable to the appropriate air traffic services unit. Similarly an aircraft has to be operated only in compliance with air traffic control clearances received from the appropriate air traffic authorities.

5. I agree with your view that it is "hardly within your field of responsibilities to advise duly licensed commercial operators on such basic requirements as proper R/T procedures". However I am sure you will agree with me that it does fall within your field of responsibilities to enforce a proper adherence to International Civil Aviation Regulations and requirements by all commercial operators on charter by the United Nations. It is my opinion that as long as aircraft carry the markings of the United Nations the responsibility of enforcing a proper observance of the internationally accepted procedures and flying codes lies upon the appropriate authority of the United Nations. You will hardly disagree with me that at Headquarters here the Air Commander and the Air Operations Division of UNIC are the only appropriate authorities for such enforcement.

6. You drew my attention yesterday in the course of our telephone conversation to Article 3 of the contract between the UN and each of the charter companies according to which "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.....", implying that this provision excluded any responsibility on our part for improper observation by the crews of these aircraft of

X
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3 3

international flying standards and rules of the air. A more careful reflection cannot but convince you that the two matters are unrelated. It does not lie with the Carrier to invoke Article 3 as justification for careless, indifferent, or negligent navigation any more than for what appears to be deliberate flouting of international air regulations (unless of course it be sheer ignorance of such regulations). I wish in this connection to invite your attention to Amendment No. 1 of 10 March 1961 to these contracts according to which

"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 of the Republic of the Congo which may embarrass or be inimical to the interest of the United Nations..... Violation of this provision by the Carrier its flight crews or other employees shall be deemed a breach of this agreement and thus cause for its immediate cancellation by the United Nations without any period of notice or any cancellation indemnity".

In view of this Amendment we can hardly leave it to the Carrier and its crews to navigate as, where, and how they please. In my view it is for us to compel the Carrier to function properly and if it fails to do so to bring such failure to the notice of the proper authorities in New York so that the sanctions contained in Amendment No. 1 may be put into execution.

7. I also note from your memo of 13 October that you propose to address a letter to each of the charter companies requesting the operation managers to take necessary action in briefing their crews. Please oblige me with a copy of that letter.

8. I am taking action to summon representatives of all the charter companies as well as representatives of ICAO and of the Chief Administrative Officer to a meeting in my office next week to communicate to them the seriousness with which we view this continued non-observance and infraction of International Civil Aviation Regulations. I shall be happy to have you or your representative present at that meeting the date and time of which will be communicated to you.

cc. Dr. S. Linner, Officer-in-charge
General S. Masboin, Force Commander
Mr. T. L. Cox
Mr. S. E. Ahmed, Chief Administrative Officer
Mr. J. P. Jourdain, Senior Representative, ICAO
Mr. J. P. Jourdain, Senior Representative, ICAO

24 October

1

Dr. S. Linner, Officer-in-charge
Mr. W.W. Cox

H. Kankaravne, Legal Advisor

Complaints by Government of Congo (Brazzaville) regarding alleged unauthorized overflights by UN aircraft

1. By Note dated 9 September 1961 the Ministry of Foreign Affairs of the Congo (Brazzaville) brought to our notice certain infractions of International Aviation Regulations by two of our aircraft the particulars of which, including the markings and the names of the pilots, were furnished. One of these infractions, according to the Note, could well have led to a collision between the UN DC-4 and another DC-8 of a regular airline. The main complaint appears to be that the pilots of the two UN aircraft (one chartered from Inter-ocean Airways and the other from Panama Airways) had not adhered to the International Regulations regarding overflying of the various regions in this part of the world. The Ministry has requested that steps be taken to compel our pilots to respect the regulations and that the offending pilots be punished.

2. Mr. Pagnanelli who had apparently discovered this among the papers of the late Mr. Fabry forwarded it to the Air Commander on 7 October for his comments on the alleged violations. By note dated 13 October, which in my view was most unhelpful and even indifferent, the Air Commander said that he could "add nothing to what has been said by Brazzaville authorities". Whether by this he implies that the allegations were found justified after investigation by him I do not know. No effort has been made by him to indicate to us whether or not in fact he had even questioned the pilots concerned whose names are given in the documents attached to the Ministry's Note.

3. I obtained from the ICAO representatives the relevant Rules of the Air contained in the Annex to the Convention on International Civil Aviation. They have also clarified for me after reading the documents forwarded by the Ministry the nature of the offenses alleged to have been committed by the pilots in question. If the allegations are true the pilots have been guilty of serious omissions which may have led to collisions with other aircraft and to the consequent loss of life. The ICAO representatives also brought to my notice the fact that on several occasions they themselves had complained to the Air Operations of the UN here about several infringements and violations of International Civil Aviation Rules by UN aircraft but had not received any response or encouragement. Para 2 of the Air Commander's note addressed to Mr. Pagnanelli explains the laxity and carelessness shown by the crews of aircraft

2

chartered by the United Nations from the charter companies, for the Air Commander is of the view that "it is hardly within my field of responsibilities to advise duly licensed commercial operators on such basic requirements as proper R/T procedures." I must confess that I cannot concur with this limited and somewhat modest estimate by the Air Commander of his own responsibilities. Although the planes belong to private companies and are serviced by personnel employed by the companies, they are engaged in the service of the United Nations and are identified everywhere as United Nations aircraft. In my view it is most essential that such aircraft should be the last to contravene international air standards and rules of the air established by the Convention on International Civil Aviation. I am therefore taking steps to invite the attention of all the charter companies concerned to the terms of their contracts with the United Nations as well as to their obligations to observe the relevant rules of the air. ICAO representatives have been kind enough to cooperate with me in this matter and I am sure the Air Commander will be prepared to accept a somewhat broader interpretation of his responsibilities in this connection.

4. Pending verification of the facts alleged in the Note from the Foreign Ministry of the Congo (Brazzaville) I suggest we address a Note in terms of the attached draft to the Ministry regretting the delay in attending to the matter (since they have sent a second reminder) and undertaking to inquire into it and communicate with them further.

cc. Mr. Ginner, Office-in-Charge
General S. MacLain, Force Commander
Air Commodore Morrison, Air Commander

20 October

1

Air Commodore Morrison, Air Commander
N. Kanakarathne, Legal Adviser

Aircraft chartered by United Nations from private companies

Several matters have come to the notice of the Legal Advisers requiring a careful scrutiny of the terms of contract between these companies and the United Nations. I shall therefore be grateful if you could let me have

- (1) a full list of the companies concerned with the number and type of aircraft chartered from each,
- (2) copies of the contracts entered into by the United Nations with each.

Since some of the matters requiring this scrutiny are of an urgent nature, please be good enough to have this matter attended to without delay.

ROUTING SLIP

TO

M. Ponzonelli

Elite 19694

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

Suggest me inform

N.Y. about this.

DATE

FROM

h2

ROUTING SLIP

TO

D^r dinner

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

je ne vois pas d'objection
à donner un avis favorable
à l'importation de ces avions.

Tantefois, il est préférable que:

- a) cette lettre nous soit adressée
par le 1^{er} Ministre, Ministre de
la défense N le
- b) Que le Transport se fasse par
les Américains, et non par les
avions ~~français~~ ^{français} à ce sujet s'v

DATE

FROM

13. XI. 61

KTHIRAY

ROUTING SLIP

TO

MR Ponpaulat

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

Force Commander
agrees if 12

Linnar has no
objections

1203 comd
MAFC

11 Nov 61

DATE

FROM

ROUTING SLIP

TO

M/A to F/Comdr

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

Can you obtain
 advice from me on
 this. I believe it
 to be a matter for
 decision by F/Comdr

FC has NO
 objection. 103

DATE

FROM

6 Nov

A. L. Harrison

Leopoldville, the 2 october 1961

TRANSMITTED FOR INFORMATION TO :

- Ministry of Défense
- Congolese Air Force
- Coga Nouvelle

Air Commodore MORRISSON
Air CHU Département
Building "Royal"
LEOPOLDVILLE

Dear Sir,

The Government of the Congo has purchased five Tiger Moth Aircraft from Coga Nouvelle in Belgium. These aircraft are at Ostende, Belgium ready for shipment to the Congo.-

The American Air Attache has informed us that these aircraft might be transported by air in American Air Force Aircraft flying to the Congo in support of the United Nations, if the Government of the Congo presents its request through the United Nations.

As you know, we have organized a FAC at NDolo airport, Leopoldville. We have five Congolese Air Cadets approaching the solo flying stage but, at the moment, we have only one Tiger Moth. It is essential to our pilot training program to receive additional training aircraft as soon as possible. We therefore request that the United Nations airlift the five Tiger Moths from Ostende to Leopoldville as soon as possible.

In addition, the GOC has purchased four AT-6 Harvard Aircraft in Belgium. These aircraft are ready for delivery to the Congo but the Belgian customs have delayed export license for these aircraft until is authorized by the United Nations. These aircraft are to be used in the advanced flying training program.

They will not be armed nor employed in tactical units. If desired, these aircraft might come under the control of the United Nations or the United Nations Training Mission which it is understood may be formed to assist in the retraining program for Congolese Military Forces. It would be appreciated, if the Belgium Customs would be authorized by the UN export these four unarmed Harvards to the Congo.-

C. A. C.
MORRISSON J.D.

LEOPOLDVILLE, le 2 octobre 1961

TRANSMIS POUR INFORMATION A

- Ministre de la Défense Nationale
- Commandant de la F.A.C.

A l'Air Commodore MORRISON
Air-Off Département
Building Royal
Boulevard Albert 1er
LEOPOLDVILLE/KALINA

Le Gouvernement de la République du Congo a acheté à la Société COGEA Nouvelle 5 avions Tiger-Moth; ces avions se trouvent à Ostende (Belgique) prêts à être envoyés au Congo.-

L'Air attaché de l'Ambassade des Etats-Unis nous a fait connaître que nous pouvions bénéficier du transport vers le Congo de ce matériel par un des transports de l'Américain Air Force détaché à l'O.N.U.-

Comme vous le savez, nous organisons l'Aéroport de N'Dole l'école de pilotage des Forces Armées Congolaises, et en ce moment nous avons cinq élèves pilotes qui sont proches de leur premier vol. Mais d'autre part, nous ne disposons sur place que d'un seul avion Tiger Moth d'entraînement. Il est primordial pour pouvoir poursuivre le programme d'entraînement que nous recevons le complément d'avions le plus rapidement possible.

C'est pourquoi nous demandons aux Nations Unies l'aide de l'ONU pour le transport par air de CINQ Tiger Moth de Ostende à Léopoldville. Par ailleurs, le Gouvernement de la République du Congo a adopté quatre avions AT-6 Harvard d'entraînement qui se trouvent encore en Belgique.

Ces appareils sont prêts pour être apportés au Congo mais le Service Belge des Douanes impose une licence d'exportation qu'il serait susceptible d'obtenir à condition que les Nations Unies marquent leur accord. Ces avions sont destinés à l'entraînement avancé de notre programme d'écoulement et ne doivent en aucun moment être armés ou servir dans des unités tactiques.-

Si les Nations Unies le désirent, nous mettrons ces avions sous le contrôle de l'O.N.U. ou de la Mission d'Instruction des Nations Unies avec lesquelles, il est bien entendu, vous

..../...

pourriez inclure notre assistance dans le cadre de l'entraînement
des Forces Aériennes Congolaises.-

Ce n'est que suivant les avis et appréciations de l'ONU
que les Douanes Belges accorderont le droit d'exportation des quatre
Moyards vers le Congo.-

MOBUTU, J.D.
Général-Major
CMT. DE L'A. N. C.

copy

A/C H.A. Morrison, Air Commander 7 September 1961

S.H. Ahmed, Chief Administrative Officer

Air Operations - Mistreatment of flight crews

I wish to refer to your memoranda of 5 September and 17 July, 1961, dealing with the mistreatment of the crew of Transair during their stopover on 14 July, 1961 at Bakwanga.

I have noted that cash and various personal items were stolen from two members of the crew, and that ONUC has been requested to pay compensation for their losses.

Upon a review of the pertinent background material, I find that under the terms of the contract entered into on 27 January, 1961, by Transair and United Nations, it was agreed in paragraph 9 that Transair would hold the United Nations harmless from all claims of third parties for personal injuries, death and loss or damage to property arising out of or in any way connected with the use or operations of aircraft under the terms of the contract.

In view of this provision, it may well be the case that Transair may be obligated to hold ONUC harmless for the claims for compensation of the stolen items. This will, of course, depend upon whether the crew members in question can be properly considered as "third parties" within the meaning of paragraph 9.

Inasmuch as this contract was negotiated and executed in New York, I am referring this matter to New York Headquarters of the UN requesting their comments on the question as to whether or not the "hold harmless" clause of paragraph 9 applies to the claims of the two men.

I will communicate with you further on this matter upon the receipt of a reply from New York Headquarters.

copy

TRANSAIR
SWEDEN A B
Bulltofta Airport
Malmo 16

Voyage report Leopoldville-Bakwanga July 14

On July 14, 1961, a/c SE-CFC on mission order 20 was dispatched from Leo to Bakwanga for transporting members of Parliament to Leo for meetings. Upon arrival in Bakwanga, myself and my crew were removed from the a/c at gunpoint by Congolese soldiers. My first officer was ordered to contact an aircraft just departing Bakwanga for information concerning the passengers we were to pick up when a Congolese soldier shoved a gun into the cockpit and ordered him to stop transmitting. We were taken into the terminal building and on several occasions we were pushed in the direction the soldiers wanted us to go. After being held approximately one hour, a Minister came out and apologized and asked if we were in any way mistreated. Our answer was no, because we did not want to be any further detained. Also the same soldiers were still in attendance and he ordered them to disperse and they suddenly left all except three or four. We were advised that there were no passengers because Air Congo took them in the morning. He then changed his mind and assigned two passengers, their status and importance vague.

After taking off and getting to cruise altitude, I then discovered that both myself and my first officer was missing various sums of money and several articles that had apparently been removed from our flightbags while we were detained in the building.

Capt John Jonson

1 Moviecamera in case (Revere) value 10.310 Katanga francs
1 pair Rayban sunshades value 15,00 US dollars
In money 5.000 Congolese francs and 75 US dollars

First Officer Don Lynch

1 Camera (Retina Reflex)	Value US dollars	150.
1 hunting knife	" " "	7.50
In money 11,000 Congolese francs.		

Leopoldville July 14, 1961

John Jonson
Captain

copy

AHQ/6033/1/ADMIN

17 July 1961

To: Chief of Civilian Operations
From: Air Commander
Subject: Air Operations - Mistreatment of Flight Crews

1. Attached hereto is a report submitted by Captain Jonson of Transair Sweden regarding mistreatment of himself and his crew during a stopover at Bakwanga airport.
2. By way of a brief resume, UN flt 20 was arranged and authorized by direct request from Mr. J. Poujoulat for the airlift of Mr. Albert Kalondji and party from Bakwanga to N'Djili. The flight was to be carried out on 14 July and assurances were given that the aircraft and crew would be secure during their brief stopover at Bakwanga, although no UN troops were on location.
3. As will be seen from the attached report, the aircraft and crew were, in fact, completely insecure. Further, the crew was subjected to what could be termed close arrest at gunpoint and the aircraft subjected to a thorough but unauthorized search resulting in the loss by the crew of valuable personal equipment and funds.
4. With regard to the personal losses suffered by the crew, I would request that full and vigorous action be taken to regain the articles and funds stolen or, failing this, that full retribution be made to compensate for the losses. May I be advised as to the action taken and progress made in the very near future.
5. In future and by way of safeguard against incidents of this nature recurring, I will not commit aircraft of the Air Transport Force to missions where destination points are not under the jurisdiction of UN forces and assurance has been given beforehand by the local UN Commander that the airfield is secure.

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

cc: Force Commander

22
ZC 12 LUXEMBIURG 90 25 1756

ONUC LEO ;

1. LINNER ONUC LEOPOLDVILLE
2. DAG HAMMARSKJOLD UNITED NATIONS HEADQUARTERS NEW YORK
3. DAVID VAUGHAN UNITED NATIONS HEADQUARTERS NEW YORK

REQUEST YOUR ADVICE RE CURRENT CONTRACT HELD BY SEVEN SEAS

AIRLINES FOR WEEKLY FLIGHTS UN TROOPS EVILLE/ LIVINGSTONE STOP

PRESENT POLITICAL SITUATION FLUID AND WE ASKING YOUR ADVICE STOP
SEVEN SEAS WILLING CHARTER 55 PASSENGERS C46 TO UN ONLY BASED
AT EVILLE FOR CONTINUATION OF UN CONTRACT AND ANY OTHER UN WORK

REQD. 385 DOLLARS PER HOUR NO MINIMUM GUARANTEE REDEEEE REQD.

REQUEST URGENT REPLY SINCE NEXT SCHEDULE FLT SATURDAY SEPTEMBER 2ND.

CFM 55 385

ACTION COPY

TO: C Ho/air comdr.

File No.

☐ Action Completed

INCOMING TELEGRAM delivered to:

Spec. Repr. SG	<input checked="" type="checkbox"/>	Chief 1 Serv	ILC
Mil. Assist. SG		Publ. Info Off	UNESCO
Chief Civ. Ops		Civil Aviation	Mail Operat.
Chief Adm. Off	<input checked="" type="checkbox"/>	WHO	PA Officer
Chief Fid. Adm		Asso	PAO Repr.
Chief Pers. Off		Language Serv	ITU Repr.
Chief Fin. Off		UN Food Relief	WMO
Chief Proc Off	<input checked="" type="checkbox"/>	Welfare Office	Ch. Comm. Off.

MILITARY recipients: M: 19

INDICATE
PRIORITYSVC
ServiceFFFFF
RoutineSSSSS
PriorityPRIORITE
NATIONSPriorité Nations traffic
is strictly limited.

N R

OUTGOING CLEAR

Address(es)

URBAN L/ DREW, PRESIDENT
SEVEN SEAS AIRLINES LUXEMBOURG

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

leo/misc 38

Arrangements for your visit to LEO are a
matter for the Congolese authorities. We do
not provide protection for private individuals
in LEO where law and order is assured by
constitutional Government.

~~LINNER~~, CNUG
LEOPOLDVILLE

EXHIBIT 10085
DE LEGATION CONGO

T. O. R.

T. O. D.

BY :

Drafted by : V. Fabry

Authorized : S. Linner

Date : 24.8.61

RECEIVED
O.N.U.C.

1961 AUG 23

10:57

REC'D CIV. OPS.

DATE: 28 AUG 1961

TIME: 12.07

ZC 1 LUX 175 23 1047 ;

OFFICE OF THE CHIEF OF CIVILIAN OPERATIONS UNITED NATIONS
LEOPOLDVILLE;

SINCE FRIDAY AUGUST 18 THE CONGOLESE AUTHORITIES HAVE CONFISCATED
A C46 AIRCRAFT AMERICAN REGISTRY NO. N9841F OPERATED BY SEVEN
SEAS AIRLINES UPON ARRIVAL AT LEOPOLDVILLE FROM ELISABETHVILLE.
THIS WAS DESPITE PREVIOUS AUTHORIZATION GRANTED BY THE DIRECTOR
OF CIVIL AVIATION OF THE CONGO. IT IS EXPECTED THAT THROUGH THE
INTERVENTION OF THE AMERICAN CHARGE D'AFFAIRES THAT THE AIRCRAFT
WILL BE RELEASED MOMENTARILY. IN ANY EVENT IT WOULD BE MOST
ADVANTAGEOUS FOR ME TO PROCEED TO LEOPOLDVILLE FOR DISCUSSIONS
WITH THE CONGOLESE AUTHORITIES IN ORDER TO CLARIFY OUR POSITION
ON AIR OPERATIONS BETWEEN ELISABETHVILLE AND LEOPOLDVILLE. MAY
I ASK IN THE EVENT I DO PROCEED TO LEOPOLDVILLE NEXT WEEKEND
WHETHER THE UNITED NATIONS WOULD MAKE ANY GUARANTEES FOR MY
PERSONAL SAFETY WHILE THERE. SEVEN SEAS IS AN AMERICAN AIRLINE
ENGAGED IN INTERNATIONAL AIR COMMERCE AND IS DESIROUS OF MAINTAINING
ALL OPERATIONS IN COMPLIANCE OF CONDITIONS OF BOTH AMERICAN
AND INTERNATIONAL LAW. YOUR IMMEDIATE CONSIDERATION OF THIS
REQUEST WOULD BE APPRECIATED.

URBAN L DREW PRESIDENT SEVEN SEAS AIRLINES LUXEMBOURG

CORRECTION 11TH LINE : IN THE EVENT

ACTION COPY

TO

File No.

☐ Action Completed

Initials

PSE READ CK 175 RPT 175

INCOMING TELEGRAM delivered to:

SG	<input checked="" type="checkbox"/>	Chief Gen. Serv.	ILG
Asst. SG	<input type="checkbox"/>	Publ. Info Off.	UNESCO
Chief Civ. Ops.	<input checked="" type="checkbox"/>	Civil Aviation	Milit. Operat.
Chief Adm. Off.	<input checked="" type="checkbox"/>	WHO	PN Office
Chief Fld. Adm.	<input type="checkbox"/>	Acco.	FAO Reg.
Chief Pers. Off.	<input type="checkbox"/>	Language Serv.	ITU Serv.
Chief Fin. Off.	<input type="checkbox"/>	UN Food Relief	WHO
Chief Proc. Off.	<input type="checkbox"/>	Ag. Serv. Office	Ch. Comm. Off.

MILITARY

an commander X

ROUTING SLIP

TO

M. Khiani

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

Ceci ne soulève pas, à mon avis, des questions relevant des opérations civiles, mais plutôt des questions ^{juridiques et} politiques.

J'ai appris que M. Labry s'en occupe.

DATE

FROM

23/8/61

RR

RECEIVED
OALG

WHE 003 3

17107

OMUC HQ In

031713Z

Serial Number

118

For Action : C

M 13

As Info : C 1 ✓

M 1, 5, 3, 11.

YQ10 55 NEWYORK 27 3 1634Z ;

ETATPRIORITE

OMUC

LEOPOLDVILLE ;

5367 MOST URGENT MORRISON FROM SEWARD YOUR 4436 CONFIRMATION
RECEIVED FROM AIRLINES AS FOLLOWS STOP PANAM 3 TRIPS FROM 4
THROUGH 5 AUGUST STOP INTEROCEAN 3 TRIPS FROM 4 THROUGH
5 AUGUST STOP ALSO INTEROCEAN CAN MAKE PLANE AVAILABLE AFTER
5 AUGUST IF REQUIRED STOP SEVENSEAS ONE ;

P2/37 ;

TRIP 3 AUGUST AND ONE TRIP 5 AUGUST STOP KLM CONFIRMS 3
TRIPS FROM 4 THROUGH 5 AUGUST STOP ABOVE AIRLINES ARE CABLING
THEIR REPRESENTATIVE FIELD OFFICES CONFIRMING ABOVE STOP
STOP ALITALIA IS CHECKING AND WILL ADVISE ; FIELDSEV *
COL 5367 4436 3 4 8 3 4 3 3 3 3 4 3

L

1961 JUL 27 PM 3:26

O.N.U.C. C 1

SEVINSEAIR LUXIMBOURG

MOV 4495 STOP REF YOUR CABLE OF 26 JULY STOP
REGRET 30 SEATS ON YOUR FLIGHT EX LEO ON 4 AND
28 AUGUST NOT ACCEPTABLE STOP END

CHIEF MOVEMENT CONTROL OFFICER

HQ ONUC (LOGO) 628-MOV-8

cc: C Special Rep of Secretary General ✓
MA to Force Commander
A C O S
Chief Administrative Officer ✓
Air Operations
Major Woodcock.

CONFIRMATION COPY
OF MESSAGE DISPATCHED

LT-COL

S. ABDULLAH

C H C O

27 JUL ' 61.

RECEIVED
O.N.U.C.

1961 JUL 26 17:15

Z
C15 LUXEMBOURG 73 26 1536Z ;

QNUC

IEO ;

MR LINNER, CHIEF OF CIVILIAN OPERATIONS,
UNITED NATIONS ORGANIZATION, LEOPOLDVILLE

URBAN L.DREW, PRESIDENT SEVEN SEAS AIRLINES,
TRANSITTING LEOPOLDVILLE TONIGHT 26TH JULY 1930 LCL ABOARD
SABENA FLIGHT 528 FROM ELIZABETHVILLE. MR DREW REQUESTS
OPPORTUNITY TO MEET AND DISCUSS WITH YOU AT THIS TIME SEVEN SEAS
CAPABILITIES FOR YOUR CURRENT AIRLIFT PROBLEMS. REQUEST YOU
LEAVE MESSAGE AT SABENA FOR HIS ARRIVAL WHERE TO CONTACT WITH
YOU OR MR ROSSBOROUGH.

SEVENSEAS AIRLINES LUXEMBOURG

RECEIVED
O.N.U.C.

1961 JUL 26

17:24

File

Z18 LUXEMBOURG 119 26 1659Z ;

MR LINNER, GENERAL MCKEOWN AND GENERAL AHMED OF UNITED NATIONS
HEADQUARTERS LEOPOLDVILLE ;:

SEVEN SEAS HAS BEEN CONTRACTED BY UNO NEW YORK THIS DATE TO
PERFORM A MINIMUM OF SIX FLIGHTS LEOPOLDVILLE/TUNIS^ISTOP WE
HAVE ALSO OFFERED THIRTY SEATS ON OUR FLIGHT EX LEOPOLDVILLE
ON AUGUST 28TH 1500Z AND HAVE BEEN ADVISED THESE THIRTY SEATS
CAN ONLY BE PROCURED THROUGH YOUR GOOD OFFICES IN LEOPOLDVILLE
STOP PLEASE ADVISE IMMEDIATELY YOUR DESIRE TO PURCHASE THESE
THIRTY SEATS AT 225 (TWOHUNDRED AND TWENTYFIVE)US DOLLARS
PER SEAT STOP IN ADDITION WE CAN OFFER ANOTHER THIRTY SEATS
EX LEOPOLDVILLE AUGUST 4 SAME TIME SAME PRICE STOP PLEASE CABLE
OR TELEX YOUR REPLY IMMEDIATELY TO SEVENSEAIR LUXEMBOURG TELEX
479 STOP SEVENSEAIR LUXEMBOURG

CFM 28TH 1500Z ~~479~~ + ~~479~~

Air Operations.

JP

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

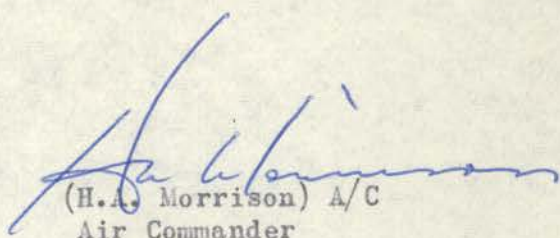
SECRET

14 July 1961

A : Mr. J.D.R. Kelly, Assistant to the Special Representative
De : Air Commander
Objet : Flights over Angola

A-1692

1. Action has been taken as per para 2 of Dr. Linnér's signal to UN Headquarters.
2. Reference para 3 of the same signal. I have checked that during the month of June, UN flights over Angola numbered twenty-eight. Converted into dollars, this represents a UN expenditure of \$ 7,000. I would suggest that this should be pointed out to UN Headquarters and that it be strongly recommended, rather than suggested, that clearance authority be obtained from the Portuguese Government for overflights.


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



INTER-OFFICE MEMORANDUM

SECRET

July 13, 1961

TO : AIR COMMANDER

FROM : J.D.R.KELLY, Assistant to the Spec.Rep.

SUBJECT : Flights over Angola

NY-4775
7/7

I refer to the attached cable A-1692
from Mr. Linner to Secretary-General.

It would be appreciated if you would
give the necessary orders according to the
second sentence of paragraph 2 thereof.

ROUTING SLIP

TO

Dr. LINNÉR

Mr Kelly

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

Please let me know if you agree with this, since, if you do, instructions must be given to the Air Staff regarding the second sentence of Paragraph 2.

Dr. Linnér approved the cable - signed it. Here is the copy.
(No. A-1692)

M. Robiony
Martine Robiony

DATE

12/7/61

FROM

J.D.R. KELLY

John B. Kelly

Air Floor

1. what action should be taken ?

a. Re route flights to avoid possibility of over fly →

b. or some other alternative e.g.

get Angola permission for over fly → on a certain route or corridor at specified times

DD9

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

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

S E C R E T
AHQ/6203/OPS

AIR OPS ONUC
11 July 1961

TO Chief of Military Information

FROM Chief Air Operations Officer


SUBJECT OVERFLIGHT PORTUGUESE ANGOLA BY UN AIRCRAFT

1 With regard to the contents of the attached message 4775 7 Jul 61, the Air Staff of this HQ has no knowledge of such flights being conducted as alleged. For a considerable period of time the only UN aircraft permanently detached at Kamina has been one DC3 and as such could not be considered a "small" aircraft.

2 The detailed daily activity of this aircraft is not known by the Air Staff, as its use is at the discretion of the local Brigade Commander, however, it is considered extremely unlikely that it would be employed on flights over Angola territory.

3 It should be noted here that direct flights from Leopoldville to Elizabethville and return do on occasion overfly Angola territory in the area of Portugalia. No formal complaints have been registered by the Portuguese authorities with regard to these overflights todate. If, however, it is considered prudent by the UN that such overflights should be discontinued, the necessary action can be taken by the Air Staff.

4 Please advise if rerouting of the aforementioned flights will be necessary.


(AJ Mackie)W/C,
Chief Air Operations.

UNITED NATIONS SCHEDULED FLIGHTS

ARRIVE	GROUND TIME	AIRFIELD	DAY	DEPART	FLIGHT TIME	SEATS
SF 1	DC3	N'DJILI	WED	0700Z	2:20	20
0920Z	1:30	COQUILHATVILLE	--	1050Z	3:10	
1400Z	17:00	STANLEYVILLE	THUR	0700Z	3:10	
1010Z	1:30	COQUILHATVILLE	--	1140Z	2:20	
1400Z	--	N'DJILI	--	--	--	
SF 2	DC3	N'DJILI	FRI	0600Z	3:30	20
0930Z	1:30	LULUABOURG	--	1100Z	2:00	
1300Z	1:00	KABALO	--	1400Z	1:00	
1500Z	16:00	ALBERTVILLE	SAT	0700Z	1:00	
0800Z	1:00	KABALO	--	0900Z	2:00	
1100Z	1:30	LULUABOURG	--	1230Z	3:30	
1600Z	--	N'DJILI	--	--	--	
SF 3	DC3	N'DJILI	MON	0500Z	3:30	20
0830Z	1:30	LULUABOURG	--	1000Z	1:40	
1140Z	1:30	KAMINA	--	1310Z	1:40	
1450Z	15:10	ELIZABETHVILLE	TUE	0600Z	1:40	
0740Z	1:30	KAMINA	--	0910Z	1:40	
1050Z	1:30	LULUABOURG	--	1220Z	3:30	
1550Z	--	N'DJILI	--	--	--	
SF 4	DC 4	N'DJILI	FRI	0700Z	4:15	15
1115Z	2:00	STANLEYVILLE	--	1315Z	4:15	
1830Z	--	N'DJILI	--	--	--	
SF 5	DC 4	N'DJILI	THUR	0600Z	2:45	15
0845Z	1:30	LULUABOURG	--	1015Z	1:45	
1200Z	1:00	KINDU	--	1300Z	1:45	
1445Z	16:15	GOMA	FRI	0700Z	1:45	
0845Z	1:00	KINDU	--	0945Z	1:45	
1130Z	1:30	LULUABOURG	--	1300Z	2:45	
1545Z	--	N'DJILI	--	--	--	

UNITED NATIONS SCHEDULED FLIGHTS (CONT 'D')

ARRIVE	GROUND TIME	AIRFIELD	DAY	DEPART	FLIGHT TIME	SEATS
SF 6	DC 4	N'DJILI	WED/SAT	0400Z	4:00	25
0800Z	1:30	KAMINA	--	0930Z	1:30	
1100Z	2:00	ELIZABETHVILLE	--	1300Z	1:30	
1430Z	1:30	KAMINA	--	1600Z	4:00	
2000Z	--	N'DJILI	--	--	--	
SF 7	DC 4	N'DJILI	TUE/SAT	0600Z	1:20	10
0720Z	1:00	KITONA	--	0820Z	1:20	
0940Z	2:00	N'DJILI	--	1140Z	2:00	
1340Z	1:00	COQUILHATVILLE	--	1440Z	2:00	
1640Z	--	N'DJILI	--	--	--	
SF 8	DC 4	N'DJILI	THUR	0400Z	2:45	15
0645Z	1:30	LULUABOURG	--	0815Z	2:30	
1045Z	1:30	ALBERTVILLE	--	1215Z	2:30	
1445Z	1:30	LULUABOURG	--	1615Z	2:45	
1900Z	--	N'DJILI	--	--	--	
SF 9	DC 3	ELIZABETHVILLE	FRI	0600Z	2:40	20
0840Z	1:30	ALBERTVILLE	--	1000Z	1:30	
1130Z	:30	BUKAVU	--	1200Z	:30	
1230Z	17:30	GOMA	SAT	0600Z	:30	
0630Z	:30	BUKAVU	--	0700Z	1:30	
0830Z	1:30	ALBERTVILLE	--	1000Z	2:40	
1240Z	--	ELIZABETHVILLE	--	--	--	
SF 10	DC 3	N'DJILI	TUE/FRI	0900Z	1:30	10
1030Z	1:00	MATADI	--	1130Z	1:30	
1300Z	--	N'DJILI	--	--	--	

REVISED 03 JULY 1961.

10 July 1

Lt. Col. J.J. Casseley, Office of the Force Commander
Jacques Poujoulat, Special Assistant to the Officer in charge, ONUC

I wish to refer to para 3 of Miguta's cable CIV 796.
Reference is also made to our numerous telephone conversations
on this subject.

I would appreciate knowing what instructions are being
given to Air Operations with respect to the withdrawal of ONUC
identification cards from aircrews who man aircrafts chartered
by United Nations on completion of their assignment in the Congo.
I would also appreciate knowing what steps have been taken to
withdraw the ONUC identification cards from the Balair crew which
recently landed in Stanleyville under charter from the Greek
Company.

AHQ/6002/1/ADMN

July 5, 1961.

To : See Distribution
From : Air Commander
Subject: Change of Command

Sw

With effect from July 6 1961, Air Commodore H.A. Morrison will take over the command of the UN Air Transport Force in the Congo from Air Commodore C.G.W. Chapman, who has completed his tour of duty with ONUC.

Sean Mac Eoin

(Sean Mac Eoin) Lt. Gen.

Commander UN Forces in the Congo

Distribution: Lists A, B, C and D.

J 30 VI

29 June

1

82
Chief Air Operations Officer
Acting Chief of Staff
Convair Schedule

1. The Force Commander directs that the Convair proceed to Elisabethville to pick up Mr. Nwokedi and party of three. Please confirm if Convair can be available at Elisabethville at 0800 LT on 30 June.
2. The Convair is also required on Monday, 3 July, to convey the Force Commander to Albertville. Details of Force Commander's party will be submitted later by the Military Assistant to the Force Commander. He is responsible for the passenger list and informing Albertville of ETA.

J. J. Quinn

(James J. Quinn) Colonel
A/COS

cc: Dr. Linner ✓
MA to FC
DCOS
OPS

NOTE: Reference Para 1. This has been confirmed with Air Ops and Convair will be available as requested. Signal being sent to Elisabethville to this effect.

INCOMING CODE FROM BUKAVU

To : MIL OPS, INFO SLO MSF
From : BDE HQ MSF
Date : 22 June 1961
No. : BUK 113

PRIORITY

Aircraft requirements. Your OPS 1058 of 21 June.

Para first.- Two DC's 3 based Bukavu. These will fm used To administer troops in Kindu, Goma and Albertville. They will also lift the reserve force in case they are required at Goma or Kindu.-

Para two.- A light aircraft based bukavu. For communication flight Bukavu-Goma and Bukavu-Usumbura. Also aerial reconnaissance over trouble spots around Bukavu town.