Administrative Files

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

12/09/1960 - 02/08/1963

1/2

PLEASE RETAIN
ORIGINAL ORDER

UN ARCHIVES
SERIES S-0731
BOX 2
FILE 1
ACC. DAG 13/1.6.1.0

641

ADM 411/1

4197/LOGS
2 August 63

IMMEDIATE

To: Chief of Civilian Operations
Chief Administrative Officer
Lists A.B and C.

From: Chief of Staff

Subject: Air travel within the Congo.

1. The ONUC airfleet has been considerably reduced with effect from 1 Jul 63 with the cancellation of charter contracts. As the surface transportation in the Congo may not function effectively for some time yet, ONUC airfleet will be primarily used for the transportation of essential cargo, leaving only limited space for ONUC personnel. To cut down the number of personnel travelling by air, it has been decided that no leave personnel will be permitted to travel by ONUC aircraft, and duty travel will be limited to only urgent and essential cases.

2. To enable essential duty personnel to travel on ONUC aircraft, a minimum of 4 seats will be reserved on each scheduled flight to LEO. Depending on the freight to be carried, however, it may at times be possible to carry more passengers. Only the following category of personnel are entitled to travel by ONUC aircraft:

(a) All service personnel

(b) All ONUC international and locally recruited non-Congolese civilian staff including civilian operations

(c) Experts working for civilian operations do not fall under the category of entitled personnel but may be permitted to do so if there is surplus space available.

3. Movement Control has been instructed to book seats on "First Come First Served basis" but due to the limited number of seats, a system of priority in accordance with this HQ letter No. 4851/MC dated 27 Jun 63 is being instituted on the allotment of seats as follows:

(a) In case of Military Personnel

(i) the COS will accord priority I and

(ii) the CLO will accord priority II.

(b) In case of ONUC Civilian Administration and Civilian Operation personnel, the Deputy Chief Administrative Officer will accord priorities I and II.

(c) Movement Orders will be routed through the normal Channel as laid down already and will have the above priorities endorsed on them when submitted to Movement Control for allotment of seats.

(d) The Chairman of the Transport Priority Board is authorised to coordinate the priorities allotted by persons authorised in para 3(a) and (b) above, taking into consideration the urgency of the freight being carried . It will, however, be ensured that personnel allotted priority I will be airlifted under all circumstances. He will maintain a close liason with the CAO and the COS and keep them constantly informed of the progress of the move of personnel who have been allotted priorities by them.

4. Prior sanction of this HQ will be obtained for the move of personnel between outstations and this HQ. Priority for move of personnel from outstations to this HQ will be decided by Military/Civilian authority in the outstations concerned.

Travel and airlifting of freight by Commercial Airlines.

5. It may be necessary for certain ONUC personnel on urgent missions to travel by civil airlines when there is no space in ONUC aircraft. In such cases Movement orders of ONUC military personnel will be approved by the Chief of Staff and in respect of Civilian personnel by the Deputy Chief Administrative Officer. Movement control will then arrange seats on commercial airlines in conjunction with ONUC travel office.

6. Similarly, it may also be necessary to airlift certain essential freight by commercial airlines. The general policy to be followed will be that freight should

be diverted to be carried by commercial airlines in preference to personnel who should travel by ONUC aircraft.

7. <u>Chief Administrative Officer only</u>

This also disposes of your letter dated 13 Jul 63 (attached) on the above subject addressed to the Chairman of the Transport Priority Board.

Brig.
Chief of Staff
B.A.O.OGUNDIPE.

c.c.: Mr. Dorsinville
Force Commander.

MINUTES OF TRANSPORT PRIORITY BOARD
MEETING HELD IN THE OFFICE OF THE CHIEF
LOGISTICS OFFICER AT 1430 HRS on 29
JULY 63

The following were present:

Colonel VS KAPOOR	Chief Logistics Officer (Chairman)
Mr. AW COOPER	Chief Purchasing and Supply Section
Mr. R. HACKMANN	Deputy for Chief PX Officer
Mr. T.TRISCIUZZI	Representative from Civilian Operations
Maj LIUNGKVIST	Representative from Air Operations
Maj V JACOBSEN	Air Movement Officer (outgoing)
Capt K. JOERGENSEN	Air Movement Officer (incoming)
Maj A. JABBAR	Coordinating Officer Logistics

1. The Chairman called the meeting to order and proceeded to discuss vatious points brought up by the members.

Surface Move

2. The Chairman pointed out now that trains are running between ALBERTVILLE and KAMINA /ELISABETHVILLE and between PORT FRANCQUI and KAMINA, maximum use must be made of surface transportation. He asked CMCO to send out a letter to all units to this effect. Action CMCO.

3. The Chairman pointed out that the movement of vehicles from ALBERTVILLE to KAMINA/ELISABETHVILLE is slow and asked CMCO to send an officer out to ALBERTVILLE to investigate this and try to speed up things . Action CMCO.

Air Move

4. Major LIUNGKVIST stated that the new flight schedule prepared in accordance with the decisions taken in the last meeting, is in operation w.e.f. 29 Jul 63. Major Jakobsen stated that during the last fortnight though they planned to have two passengers per SF, in actual fact they carried a total of 104 passengers that is 4 or 5 per SF. This resulted in the backlog of cargo increasing to about 50,000 lbs. The Chairman informed that in addition to the weekly scheduled C 46 flight, there will be a second C 46 flight each week and in order to clear all backlog of cargo and facilitate passenger movement

(a) Not more than two seats will be available on any SF out of LEO.

(b) Passenger and cargo in equal proportions will be carried in the C 46 flights. Action CMCO

PX stores.

5. The Chairman pointed out that though most PX items are being supplied to units from local PX depots, unit PX officers are still coming to LEO to collect PX stores and are

creating transportation problems. He noted that all PX stores including prepaid PX items will be despatched to units using surface means and no PX officer will be allowed air transportation for themselves or their PX stores to their units. The Chairman further stated in case a contingent is due to repatriate soon, their PX items can be transported by air as a special case. Action Chief PX Officer.

Leave Personnel

6. Mr. Cooper informed the meeting that though it was noted that leave personnel were not authorised to travel by air, certain leave personnel had travelled to GOMA. The Chairman asked the Logs Coord.Officer to send out a letter to all concerned drawing their attention to the recent instructions on this subject. Action Coord Officer.

Closing down of Goma

7. Mr. Cooper stated that Goma is to close down shortly but there will be a representative from Procurement branch for the supply of fresh vegetables.

Next Meeting

8. There being no other points the Chairman declared the meeting closed. The next meeting of the Board will be held in Room 140 at 1430 hrs on Monday 12 Aug 63.

Major
Coord Officer Logs

No. 4117/7/LOGS
31 July 63

Distribution:
Mr. Dorsinville
Force Commander
Chief of Civilian Operations
Chief Administrative Officer
Air Commander
Chief of Staff
All members of the Board.

ADM 411/1

OPERATION DES NATIONS UNIES AU CONGO **UNITED NATIONS OPERATION IN THE CONGO**

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

4 July 1963

To: Mr. P. T. Liu, Senior Political Adviser

From: Ben T. Dwight, Chief Administrative Officer

Subject: Airfleet --Luluabourg

This is to confirm, pursuant to our yesterday's conversation, that the present establishment in Luluabourg consists of:

two helicopters
one Otter

In addition, one more Otter (brand new, still in packing case) is being assembled and it is planned that it will be added to the above, resulting in:

two Otters
two helicopters

I believe this to be excessive.

IMMEDIATE

C/ADM 411/1 MMM/gc

21 March 1963

To : Force Commander

From : Chief Administrative Officer

Subject : Rotation of Fighter Units

Please refer to your letter dated 19 March 1963 forwarding details of small jet fighter units from Kamina that you intend to detach to various stations in the Congo for short periods.

I am taking action to inform the Kitona Base concerning the fighter unit that intends to visit the Base between 25 March and 1 April 1963. I gather that the Air Branch have already been in contact with my representative at that Base and arrangements have been taken in hand by the latter in terms of accommodation etc, for the unit concerned.

Concerning the rest of the programme as tabulated in your letter under reference, I feel that a revision, perhaps, is indicated in view of cable No. 2231 dated 19 March 1963 that we have received from New York concerning the reduction of our fighter aircraft units. Would you, therefore, have this programme looked into once again by the Air Commander for us to inform our representatives at the various places involved, accordingly.

In this connection I would also like to point out that accommodation in certain stations where you wish to send some of the jet fighter units is difficult to obtain. I would therefore suggest that in your revised programme the number of stations to be visited be reduced to the barest minimum. If possible, Albertville and Coquilhatville should be left out completely as these two stations will definitely pose an accommodation problem for the members of the crew and other supporting staff of the jet fighter units.

cc: Officer-in-Charge
Air Commander.

21 February 1963

Dear Wing Commander Wilshire,

I want personally to thank you for your cooperation yesterday when, on very short notice, you were able to bring down in Kamina the special Air Congo flight which would otherwise have arrived in Elisabethville at too early an hour.

Your assistance in this matter was greatly appreciation by my office. The fact that Mr. Adoula did not get to Elisabethville until all arrangements were completed for his reception was, I am sure, quite vital to the success of his first appearance as Prime Minister in Katanga. By your prompt and efficient action you rendered a great service to ONUC.

Please convey to your staff in Air Operations my sincere appreciation for their ready response to an unusual call.

Most sincerely yours,

Robert K. Gardiner
Officer-in-Charge

Wing Commander Wilshire,
Chief Air Transport Officer,
ONUC,
LEOPOLDVILLE

mr

MR GARDINER

FLIGHT PLAN.

FOR MR. GARDINER AND PARTY JAN 20, MISSION 938,
A/C DC-6 SE-BDF, MISSION 938 AND C-47 218.
TIMES BELOW Z. LOCAL TIME LEO +1 HOUR.

	DEP	LEO	200400Z
	ARR	AVILLE	200800Z
DC-6	DEP	AVILLE	200900Z
	ARR	GOMA	201015Z
	DEP	GOMA	201015Z
	ARR	BUKAVU	201045Z
C-47	DEP	BUKAVU	201200Z
	ARR	GOMA	201230Z
	DEP	GOMA	201300Z
	ARR	STAN	201430Z
DC-6	DEP	STAN	201600Z
	ARR	LEO	201900Z

ONUC A № 010965 C

TRAVEL AUTHORIZATION

(Subject to current Administration Circulars governing travel by members of ONUC)

PART I

Traveller : 1. Mr. Gardiner 2. Mr. van Stuwe 3. Mr. d'Arcy 4. Mr. Aoud 5. Mr. Bonner 6. Miss Simmonds 7. Mr. Amiziel (Security)

(ID Number) (Name and Initials) (Title)

of ..... (Unit) Present duty station ..... (Location)

receiving Mission subsistence allowance at rate of $ .....

Purpose of travel : .....

Estimated duration : From ..... To ..... No. of days .....

Itinerary :

Date	From	To
20 January	Leopoldville	Goma
	Goma	Bukavu
	Bukavu	Goma
	Goma	tanleyville
	Stanleyville	Leopoldville

A. Requested by

..... (Signature) OIC ..... (Unit)

Date 19 January 1963

B. Certified by

..... (For Chief Adm. Officer)

Date .....

PART II

ONUC transportation available :

Date	From	To	Via

Signed ..... (Air Operations — Movement Control)

Commercial transportation arranged :

Date	From	To	Via

Total cost ..... Signed ..... (ONUC Travel Officer)

PART III

Record of travel advances made :

Amount	D. V. N°	Date	Finance Officer

Retained by Certifying Officer.

I. N. 10529

CAO Information Circular No. 108

8 December 1962

To: All ONUC Civilian Personnel

From: Bent T. Twigt, Chief Administrative Officer

Subject: Formalities for Staff Members using YUKON Flights

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

2. In future, it will be the responsibility of all staff members utilizing YUKON flights to ensure that they have a valid entry visa for Italy if their nationality requires one, and no movement authorization will be issued until the staff member is in possession of one.

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

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

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

5. Furthermore, it is necessary for the staff member to obtain a return ticket with a commercial line to be handed to the ONUC travel clerk, as this ticket must be attached to the Movement Authorization when it is submitted for approval to the Deputy Chief Administrative Officer. This is to ensure the staff member's return travel. If subsequently the staff member returns by a YUKON flight or makes other arrangements, the commercial line ticket can be returned for refund.

O N U C

Léopoldville

8 décembre 1962

CIRCULAIRE D'INFORMATION No 108 DU CHEF DES SERVICES ADMINISTRATIFS

Destinataires : Tous les membres du personnel civil de l'ONUC

Origine : Ben T. Twigt, Chef des Services administratifs

Objet : Formalités à remplir par les membres du personnel voyageant sur les appareils "YUKON"

1. Il a été signalé récemment que des membres du personnel qui partaient en mission ou en congé à bord des avions "YUKON" étaient arrivés en Italie sans avoir obtenu à l'avance un visa d'entrée dans ce pays alors qu'ils devaient être porteurs d'un tel visa.

2. A l'avenir, tous les membres du personnel voyageant sur les appareils "YUKON" devront faire le nécessaire pour obtenir un visa valable d'entrée en Italie lorsque, en raison de leur nationalité, il leur est demandé de produire un tel visa. On ne délivrera pas d'autorisation de voyage aux membres du personnel qui, étant dans ce cas, n'auront pas reçu de visa.

3. On trouvera ci-après la liste des pays dont les ressortissants doivent être en possession d'un visa de transit pour entrer en Italie. Un visa de ce type est nécessaire quelle que soit la durée de leur séjour en Italie, étant donné qu'il n'existe pas de service d'immigration à Pise. Ces renseignements ont été communiqués par le Consulat d'Italie à Léopoldville.

Albanie
Argentine
Bolivie
Brésil
Bulgarie
Chili
Chine
Colombie
Congo(Léopoldville)
Costa Rica
Cuba
Equateur
Ethiopie
Fédération de Malaisie
Guatemala
Haïti
Honduras
Inde
Indonésie
Irak
Iran
Israël
Japon
Jordanie
Laos
Liban
Mexique
Nicaragua
Pakistan
Panama
Paraguay
Pérou
Pologne
République Dominicaine
Roumanie
Salvador
Soudan
Syrie
Tchécoslovaquie
Thaïlande
Tunisie
URSS
Uruguay
Venezuela
Vietnam
Yémen
Yougoslavie

4. Le Service des voyages de l'ONUC, bureau G-13, au Royal, fournira tous les renseignements voulus au sujet de ces visas et apportera toute l'aide nécessaire pour les obtenir.

5. D'autre part, les membres du personnel doivent être en possession d'un billet de retour délivré par une société commerciale de transport, qu'ils remettront au Service des voyages. Ce titre de transport est joint à l'autorisation de voyage lorsque celle-ci est transmise pour approbation au Chef adjoint des Services administratifs. Cette mesure permet de s'assurer que les membres du personnel ont pris leurs dispositions pour leur voyage de retour. Si, après avoir obtenu un tel billet de retour, un membre du personnel revient au Congo à bord d'un avion "YUKON" ou, par un autre moyen, le billet acheté à la société commerciale peut être rendu à celle-ci pour remboursement.

UNITED NATIONS OPERATION IN THE CONGO

No. 121

OFFICE OF PUBLIC INFORMATION

LEOPOLDVILLE

NOTE TO CORRESPONDANTS

3 December 1962

UN AIRCRAFT LANDS IN NORTHERN RHODESIA

Owing to bad weather a UN C-47 transport aircraft flown by a Swedish crew lost its way on 2 December while going from Leopoldville to Kamina. The aircraft ran short of fuel and landed near MWINILUNGA in Northern Rhodesia. A preliminary report indicates that the air crew and aircraft are safe. It was carrying no passengers. Diplomatic clearance is being obtained to send a relief aircraft to Northern Rhodesia.

OPERATION DES NATIONS UNIES AU CONGO

N°.121

SERVICE DE L'INFORMATION

LEOPOLDVILLE

NOTE AUX CORRESPONDANTS DE PRESSE

le 3 décembre 1962

UN AVION DE L'ONU ATTERRIT EN RHODESIE DU NORD

En raison du mauvais temps, un avion de transport C-47 de l'ONU, ayant un équipage suédois, a perdu sa route le 2 décembre en se rendant de Léopoldville à Kamina. Se trouvant en panne d'essence, il a atterri près de MWINILUNGA (Rhodésie du Nord). Selon un rapport préliminaire, il n'a pas été endommagé et son équipage est sain et sauf. Il n'y avait pas de passagers à bord. Une autorisation a été demandée par les voies diplomatiques pour l'envoi d'un avion de secours en Rhodésie du Nord.

A I R L I F T S

Weekly Report

Planned programme for week beginning : 2 December 1962 . . . . . .

Approx. Date	Supplier(s)	From	To	Type of plane	Contents
2/12/62	Sarma	Leo	Albertville	1 DC-4	Food and cons. goods
3/12/62	Civ.Ops ONUC	"	"	2 DC-4	Rice
4/12/62	Sedec Sarma	"	"	2 DC-4	Food and cons. goods
5/12/62	Hasson Capuia	"	"	2 DC-4	" " "
6/12/62	Sarma Sedec	"	"	2 DC-4	" " "
7/12/62	Interfina	"	"	2 DC-4	" " "

Flights completed, two weeks ending : 1 December 1962 .* . . . . . .

Date	From	To	Type of plane	Contents and weight	Supplier(s)
27/11/62	Leo	Albertville	DC-4	Food and cons. goods 13,817 lbs.	Interfina
29/11/62	"	"	"	Rice 15,400 lbs.	Relief Stock ONUC

*Note: Aircraft were not available for programme originally planned.

A. C. Gilpin
Deputy Chief,
Civilian Operations

cc: Mr. Gardiner — Air Commander
W/C McCarthy — Movement Control
Prof. Badre — Mr. Twigt
Mr. Wildman — Mr. Gaviola
Mr. Ghaleb — Mr. Kahale
Mr. Kaufman — Mr. Packham
Mr. Gilpin — Mr. Jerkovic

-/ADM 411/1

PRESS RELEASE

Owing to bad weather UN C-47 transport aircraft flown by Swedish crew lost its way while going from Leopoldville to Kamina. ~~Due to shortage of fuel~~ the aircraft, on start of fuel and landed near MWINILUNGA in Northern Rhodesia. Preliminary report indicates that the air crew and aircraft are safe. It was carrying no passengers. Diplomatic clearance is being obtained to send a relief aircraft to Northern Rhodesia.

UC 622

4UC90--009

SS 4UC75

DE 4UC90 09/03

FM ONUC ELISABETHVILLE

TO ONUC LEOPOLDVILLE

ET

UNCLAS ELLEO 1607 GARDINER FORCE COMMANDER FROM MATHU PREM CHAND FOR YOUR INFORMATION FOLLOWING IS TEXT OF MY LETTER KG-291 ADDRESSED TO PRESIDENT TSHOMBE THIS MORNING QUOTE NOUS VENONS D'APPRENDRE QU'UN AVION C-47 DE L'ONUC EST PORTE DISPARU DEPUIS HIER APRES-MIDI ENTRE LULUABOURG ET KAMINA. IL EST POSSIBLE QU'IL SE SOIT PERDU AUX ENVIRONS DE KOLWEZI OU DE JADOTVILLE. PARA VOUS SERAIT-IL POSSIBLE DE DEMANDER AUX DIVERS FONCTIONNAIRES INSTALLES DANS CETTE REGION S'ILS ONT DES NOUVELLES QUELCONQUES DE CET AVION QUERY PARA L'ONUC A ENTREPRIS DES RECHERCHES DANS PLUSIEURS REGIONS DU KATANGA SEMI SOCON ELLES SONT EXECUTEES PAR DES HELICOPTERES, DES AVIONS C -47 ET OTTERS. JE VOUS SERAIS DONC OBLIGE DE BIEN VOULOIR ORDONNER A VOS HOMMES DE S'ABSTENIR DE FAIRE FEU SUR DES AVIONS DE L'ONUC QUI PARTICIPENT A CETTE MISSION DE RECHERCHE. SATLUTATIONS UNQUOTE

ET

CFN ELLEO 1607 291 47 47

03/0830Z DEC 4 UC 90

Rec'd 17/11

A I R L I F T S

Weekly report

Planned programme for week beginning : 19 - 24 November 1962

Approx. Date	From	To	Type of plane	Contents
22 Nov.	Léo - CARITAS CATOLICA	Lulu	1 DC-4	Food and medical supplies
20 Nov.	Léo - INTERFINA	A'ville	2 DC-4	Food and consumer goods
21 Nov.	Léo - NOGUEIRA	Lulu	1 DC-4	Food and consumer goods
23 Nov.	Léo - SARMA	A'ville	2 DC-4	Food and consumer goods
24 Nov.	Léo - ONUC	A'ville	2 DC-4	Rice and salt

Flights completed, two weeks ending : 17 November 1962

Date	From	To	Type of plane	Contents and weight	Supplier(s)
8 Nov.	Léo	Lulu	DC-4	15,000 lbs. (Rice 6,5 tons (Salt 0,5 tons	Relief stocks
10 Nov.	Léo	A'ville	DC-4	9,500 lbs. rice	Relief stocks
10 Nov.	Léo	A'ville	DC-4	15,735 lbs. dry sup.	SARMA
11 Nov.	Léo	A'ville	DC-4	16,392 lbs. dry sup.	SARMA
14 Nov.	Léo	A'ville	C-46	8,910 lbs. dry sup.	SARMA

acg.

A. C. Gilpin
Deputy Chief,
Civilian Operations

17 November 1962

cc: Mr. Gardiner
Air Commander
W/C McCarthy
Prof. Badre
Mr. Twigt
Mr. Wildman
Mr. Gaviola
Mr. Kahale
Mr. Packham
Mr. Ghaleb
Mr. Kaufman

OUTGOING CLEAR ROUTINE

LEOPOLDVILLE

27 October 1962

UNATIONS NEW YORK

G-1511 URQUHART FROM GARDINER

YOUR 7587 CURRENT PRACTICE CONCERNING TRANSPORT OF DIPLOMATS ON UN AIRCRAFT IS TO PROVIDE SEATS ON SCHEDULED FLIGHTS ON SPACE AVAILABLE BASIS. WILL TRY TO MEET REQUIREMENTS OF RENCUF.

JR/mm

Rod.

1962 OCT 26 19:03

Dr. Bunche

c/o C1

YC173 NY 278/270 26 1758Z P1/54/50 ;

LTF

ONUC

LEO ;

7587 GARDINER FROM URQUHART. FOLLOWING NOTE DATED 19TH OCTOBER RECEIVED FROM PERMANENT REPRESENTATIVE OF AUSTRALIA.

QUOTE (CABLE EDITOR, SEE ATTACHED) PLEASE COMMENT ON CURRENT PRACTICE IN REGARD TO TRANSPORT OF DIPLOMATS ON UN AIRCRAFT THE PERMANENT REPRESENTATIVE OF AUSTRALIA TO THE UNITED NATIONS PRESENTS HIS COMPLIMENTS TO THE SECRETARY-GENERAL OF THE UNITED NATIONS AND, WITH REFERENCE TO THE PERMANENT REPRESENTATIVES NOTE DATED ;

P2/53 ;

10TH OCTOBER 1962, HAS THE HONOUR TO ADVISE THAT THE AUSTRALIAN HIGH COMMISSIONER IN NIGERIA, MR. A. P. RENOUF, HAS BEEN FORCED TO DRAW UP THE FOLLOWING AMENDED PROGRAMME FOR HIS VISIT TO CONGO (LEOPOLDVILLE) BECAUSE OF A CHANGE IN AIRLINE SCHEDULES: LEOPOLDVILLE: 21ST - 22ND NOVEMBER ;

P3 ;

ELIZABETHVILLE: 23RD - 25TH NOVEMBER LEOPOLDVILLE: 27TH - 29TH NOVEMBER ALL THESE DATES ARE INCLUSIVE. MR. RENOUF HOPES TO TAKE THE SABENA FLIGHT FROM LEOPOLDVILLE TO ELIZABETHVILLE ON 23RD NOVEMBER. IT IS POSSIBLE, HOWEVER, THAT THE FLIGHT WILL NOT RUN ON THAT DAY. ;

P4/52/50 ;

IT WOULD ACCORDINGLY BE MUCH APPRECIATED IF THE UNITED NATIONS COULD PROVIDE MR. RENOUF WITH TRANSPORT FOR THIS JOURNEY IF THE NEED ARISES. FOR MR. RENOUFS RETURN TO LEOPOLDVILLE ON 26TH NOVEMBER UNITED NATIONS TRANSPORT WOULD CERTAINLY BE NECESSARY. THE AUSTRALIAN AUTHORITIES WOULD BE GRATEFUL IF UNITED NATIONS ;

P5/52/50 ;

TRANSPORT COULD BE MADE AVAILABLE FOR MR. RENOUF AS NECESSARY. THE AUSTRALIAN AUTHORITIES WOULD ALSO BE GRATEFUL IF, IN EXTENDING GENERAL ASSISTANCE TO MR. RENOUF, THE UNITED NATIONS COULD FACILITATE MR. RENOUFS ACCESS TO MR. GARDINER AND WHOEVER MAY BE AT THE TIME THE UNITED NATIONS REPRESENTATIVE ;

P6/17 ;

IN ELIZABETHVILLE. UNQUOTE ;

THE SECRETARY-GENERAL, UNITED NATIONS HEADQUARTERS, NEW YORK "

COL 7587 10TH 1962 21ST 22ND 23RD 25TH 27TH 29TH 23RD 26TH "

OIC

MAIL DELIVERED TO:
MAIL OPS.
P.X.
F.A.O.
I.T.U.
W.M.O.
WELFARE

C/Adm 411/1

(1793/62) RCA 9/10

British Embassy,

Leopoldville.

October 6, 1962.

Dear Miss Robertson,

You very kindly arranged for Mr. Duncan Guthrie of the Council of the International Society for the Rehabilitation of the Disabled to fly to Luluabourg and thence to Bakwanga on a U.N. aircraft, after he had failed to secure a place on a commercial flight.

Mr. Guthrie told me on his return that this had been a very well worth while trip and he had found that rehabilitation work was in progress in Bakwanga which he hoped his organisation would be able to encourage and assist in the future.

I want therefore to thank you very much for making his trip possible. Perhaps if you have an opportunity you would tell Mr. Gardiner (to whom Mr. Guthrie addressed his application) how grateful both Mr. Guthrie and we are to your organisation.

Yours sincerely

(J. B. Ure) J B Ure

Miss Robertson,
Office of the Officer-in-Charge,
ONUC,
Building Royal,
Léopoldville.

C/Adm 411/1
C/POL/13/3

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

C/ADM/411/3

Bukavu, 5 October 1962

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

From: C. A. Gaviola, Chief of the Civil Mission - Bukavu

Subject: Travel of Government Officials on ONUC Aircraft
Summary of Events 4 Oct. CCC.

Instructions are that all requests for travel of Government officials on ONUC aircraft will be submitted through Prime Minister's Office.

Cases arise, however, when there is no time for such request:

1. The Minister of Defence, Monsieur Anany, found himself in Goma when his presence was urgently required in Bukwanga.

2. The division in provinces will require that our experts travel more often to Kindu, Kalima and Goma. Most times they must be accompanied by their Congolese counter-parts who profit of the experience of working next to our experts (cases of ITU or WMO experts proceeding to repair air- or meteo-installations). Authorization will in most cases come too late and the work delayed or hampered.

3. There is also the political advantage or good will gained locally by giving and airlift in the local C-47. This was found out during the Air-Missions in which local officials were allowed to travel. I esteem, therefore, that an exception should be made as to the local C-47 attached to a field station and in which travel of minor officials in emergency cases could be authorized by the Chief Civilian Officer in agreement with the military chief and subject to availability of space.

C/Adm 411/1

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

INTER - OFFICE MEMORANDUM

AHQ/6201/3/OPS

5 October 1962

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

DE: Chief Air Transport Officer

OBJET: Delay in departure of service flight No. 4 on 2 October 1962

1. Reference is made to the attached memorandum from 2/Lt K Osterberg, Movement Control Officer at N'djili.

2. On the morning of 2 October 1962, Chief Movement Control Officer of ONUC Headquarters advised the undersigned that service flight No. 4, due to depart for Stanleyville at 0700Z, had been delayed in take-off by the Congolese customs officer at N'djili. Further investigations and discussions over the telephone with the Movement Control Officer at N'djili revealed the following information.

3. The scheduled flight No. 4 was loaded with cargo and passengers and ready for departure to Stanleyville at 020700Z. As the Movement Control Officer was leaving the aircraft, he was confronted by the Congolese customs officer, who told him that he had to clear the passengers on board the service flight for the trip to Stanleyville. The personnel he was mainly interested in were four Congolese who were destined for Stanleyville. The customs officer spoke to the Congolese and it was apparent that a heated discussion ensued for the next few minutes, after which the four individuals concerned requested the customs officer to leave the aircraft. The aircraft then started out and taxied to the runway for take-off. At this time the customs officer telephoned the control tower and informed the duty operator that the aircraft service flight No. 4 was not to be cleared for take-off, as it had not received customs clearance. He also advised the tower that if the Captain of the aircraft did take off, he would be arrested on his return to N'djili Airport. The Captain returned the aircraft to the ramp where the customs officer met the aircraft and the four Congolese accompanied him into his office. Approximately 10 minutes later the four Congolese returned and said that they were cleared by the customs officer and the aircraft could depart.

../2

4. The above information was obtained by telephone through various sources at the time this incident took place.

5. Attached is a rather brief statement by the Air Movement Control Officer at N'djili concerning this incident.

6. Throughout the whole incident the customs officer was informed by the Air Movement Control Officer that he had no authority to clear or check passengers on ONUC service flights.

(J C MCCARTHY) W/C
Chief Air Transport Officer

6201/3/ops

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

No 4872/MC

03 October 62

To: Air Operation

From: Chief Movement Control Officer

Subject: COMPLAINT

The attached statement from 2/Lt K Osterberg is forwarded herewith.

K. Ajakwe

Major
Acting Chief Movement Control Officer

Air Com
- attached is the statement on delay of S/F 4 Lee 2 OCT
Mr Back requested this statement
J. Lawrie
5 OCT

Senior Air Ops Officer
Pl see & discuss
J
5/10/62

ORGANISATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS ORGANIZATION
IN THE CONGO

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

STATEMENTS BEGINS : At o8oo local time was all passengers on board th A/C. I left the A/C and met a congolese from the customs who said he should check all the civilian passengers. I asked him to join me onboard and tell me what passangers, which he did. The four civilian passengers told him to leave the A/C immidiately. I then left the A/C and went to my office to call my chief at HQ. At the same time I arrived to MC the control tower called and said that the A/C was stopped , and the same thing said the loadmaster. The I phoned HQ and told Mj Jacobsen what had happend. Then i went to the A/C again told them the reason of thedelay. At the same time a Sabena agent said that the take off limit was in 10 minutes. Then the four passangers left the A/C and went to the custums and five minutes later everything was OK again and the custums called the control tower and the A/C permission to take off.

LEOPOLDVILLE 2/10/ 1962

Kennt Österberg

Kennt Osterberg
Team commander team A

C. 78486

C/Adm 411/1

C3

1 SSS ROQ 61 04 1115Z -

ONUC LEO

IMMEDIATE =

ANMED AIRCOMMANDER FROM KANALE. PLEASE AUTHORIZE TRAVEL ABOARD ONUC SF8 TODAY UBANGI PROVPRESIDENT AND EQUATOR COMMISSAIRE SPECIAL MAYAMBA WITH TWO AIDES AS WELL AS MONSEIGNEUR VANDKERCHAN BISHOP BIKORO. ALL URGENTLY EXPECTED IN LEO AND STUCK IN COQ AS NO AIRCONGO PLANE AVAILABLE SINCE LAST WEEK. =

P2/10 =

SF8 LEAVING AT TWO PM WITH ONLY TWO PASSENGERS ABOARD +

Ad cannot be granted since have to be made from Paris Office

signed not issue (original with Author's)

C/Adm 411/1

3 October 1962

Dear Madam,

This is to acknowledge receipt of your letter of 1st October addressed to Mr. Gardiner. I regret to have to inform you, however, that it will not be possible for us to transport your motor scooter to Luluabourg.

Very truly yours,

Mary W. Robertson
Assistant to Officer-in-Charge

Miss Levy Tshiya
B.P. 4004
LEOPOLDVILLE II

mr

MISSION ADVENTISTE
DU SEPTIEME JOUR
DU BAS-CONGO
Route de Kasangulu P 40/712
Djelo-Binza
LEOPOLDVILLE II
(Congo

Levy Tshiya
B. P. 4004
Léopoldville II

1st October 1962

Mr. Robert K. Gardiner,
Chargé de la Mission des
Nations Unies,
Léopoldville

Dear Mr. Gardiner.

I find that I have quite difficult however I am Missionary of Protestant religion at Lulengele near by Luluabourg.

So will you be so kind to help me in sending out my little motor scooter from Léopoldville to Luluabourg through adress of Mr. Paul Mukuna see his full adress as follows:

Monsieur Paul Mukuna
Conservation
des
Titres Fonciers
Luluabourg Kasai

Ofcourse, I would like to send this by Air Congo; but they told me that they can't do so. I would also send it through Otraco sheep but I am sure that it will not reach there.

I know that it is very difficult too to send it by ONU, but I believe that you may do some thing for me because you are responsible and you know how to help some one who have the difficult.

If you find that is O.K. please let me know about it.

I also like to let you know the date which I shall live Léopoldville to Luluabourg and there it is. On 5th October and I would like have it in that time. Thank you very much.

Yours very sincerely,

Levy Tshiya

Ts. Levy

ROUTING SLIP

TO

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

DATE	FROM

C/ Adm 411/1

UNITED NATIONS NATIONS UNIES

INTEROFFICE MEMORANDUM

TO: Mr. Robert K.A. Gardiner
Officer-in-Charge, ONUC

Date: 2 October 1962

FILE NO.:

THROUGH:

RKA 5/10

FROM: Ralph J. Bunche

SUBJECT:

The attached letter and enclosure has been forwarded to the Secretary-General by Mr. Senn. It is not quite clear from this correspondence what the present situation is, but perhaps you are in better touch with developments. We would be interested to know if in fact some solution has been found to the problem of humanitarian flights in Katanga.

RJB

C/ Adm 411/1

Leopoldville,

October 1, 1962.

RKA
5/10

Dear Mr. Gardiner,

I am writing to ask whether the United Nations would be kind enough to allow me to travel on one of their flights to Bakwanga. (via the flight to Lubumbourg)

I am making a tour of tropical Africa with a view to examining the existing rehabilitation services and to making recommendations for their development and/or the initiation of new services. This I am doing as a representative of the International Society for Rehabilitation of the Disabled whose head office is at 701, 1st Avenue, New York City. The International Society for the Rehabilitation of the disabled as you may know has consultative status with the United Nations and its agencies.

I have tried to reach Bakwanga by the normal commercial air services but, as you may know, these have been temporarily suspended. I am most anxious to visit this town as there is, I understand, a very interesting rehabilitation unit at Bakwanga, to miss which would mean a serious deficiency in the report I shall be making. If, therefore, you could see your way to allowing me to travel on a United Nations' aircraft I should be very grateful indeed.

Yours sincerely,

Duncan Guthrie

(D. Guthrie)

Dr Guthrie travelled 20 Oct

R. K. A. Gardiner Esq.,
Officer-in-Charge,
O.N.U.C.
Building Royal,
Leopoldville.

C/Adm 470
411/1

BANQUE DU CONGO
Société Congolaise par actions à responsabilité limitée
Capital F C 500.000.000
Registres du Commerce : Léopoldville 2577 - Usumbura 1628
Adresse télégraphique : CONGOBANK
ADMINISTRATION CENTRALE

N° 467

Léopoldville, le 1er octobre 1962.

B. P. 2798

JV/G/M

Monsieur R. GARDINER
Représentant Officiel de l'Organisation
des Nations Unies au Congo

LEOPOLDVILLE.-

Monsieur,

Nous nous référons à l'entretien que Mr POIRY a eu l'honneur d'avoir avec vous ce matin.

Nous vous confirmons que Mr POIRY profitera de l'autorisation que vous avez bien voulu lui donner d'utiliser l'avion de l'O.N.U. pour pouvoir rejoindre son poste de gérant à notre succursale de Luluabourg.

Il partira donc comme convenu demain matin, mardi 2 octobre 1962.

Nous vous sommes extrêmement reconnaissants du service que vous nous rendez ainsi.

Veuillez agréer, Monsieur, l'assurance de notre haute considération.

S. GREGOIRE
Sous-Directeur

J. VERDICKT
Administrateur-Directeur

C. 80330

C/Adm 411/1

CROSS REFERENCE SHEET

☒ Letter ☐ Cable ☐ Memo Other

Dated: 19th Sept 1962

From: G.C. Senn Hel ICRC.

To: Secretary General New York

Summary:

Request to Lift Ban on flights South Katanga
Air Craft Chartered By Red Cross

Original in File No. C/Soc 532

C/Adm 411/1 (1)

COPY

21 September 1962

TO : Colonel T. Testerini, President of the Board

FROM : Major-General John Ryg, Air Commander

SUBJECT : Board of Inquiry - C-47 No. 202

1. The following is the Terms of Reference that you are to follow during the investigation.

2. To investigate and report on the circumstances surrounding the accident which resulted in the crash of ONUC aircraft C-47 No. 202 on the 20th of September 1962.

3. The Board will make findings and recommendations.

... 4. Attached please find the list of persons taking part as members of the Board of Inquiry.

(JOHN RYG) Major-General
Air Commander

MEMBERS OF THE BOARD OF INQUIRY

1. Colonel Testerini, Chairman
2. Lt.-Colonel Lindeblad, Legal Adviser, and Secretary
3. Lt.-Colonel Unhammer, Technical Officer
4. S/L Peterson, Flight Safety Officer
5. Captain Larsson, Medical Officer
6. Captain Assefa Mekbib, C-47 Captain

SECRET 671248

C/ADM 41/1

MEMORANDUM

MIL INFO 811
MIL INFO 715

19 Sep 62

Force Commander

Aerial Recce NORTH KATANGA

1. Visual recce was carried out by UN jet-fighters in BAUDOUINVILLE-ALBERTVILLE area and KABONGO-KABALO area between 1000 and 1400 hours GMT on 18 Sep 62.

2. NO concentrations or significant movements were observed and ground activities indicated NO vital military operations.

Rd

(PBO Reuterswaerd)
Lt-Col
Chief of Military Information

Distribution:

For Information:

Mr GARDINER ✓
Air Commander
Chief of Staff
Chief of Military Operations

SECRET

UNITED NATIONS — NATIONS UNIES

INDICATE PRIORITY	S V C Service		F F F F F Routine		S S S S S Priority	X	PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

N R

OUTGOING CODE CABLE

Address(es)

To : MATHU, PREM CHAND - EVILLE

From : GARDINER, LEO

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

Date : 3 SEPTEMBER 62

Nº : EV-
995

FURTHER TO OUR ONUC-6031. FOLLOWING HAS BEEN SUGGESTED AS POSSIBLE ADDITIONAL EXPLANATION WHICH MIGHT BE GIVEN TO PRESS : QUOTE IT IS, HOWEVER, POINTED OUT THAT UNITED NATIONS AIRCRAFT IN THE CONGO, INCLUDING HELICOPTERS, MAKE ROUTINE RECCE FLIGHTS ONLY IN ORDER TO PROVIDE THE UNITED NATIONS FORCE WITH THE INFORMATION IT REQUIRES TO DISCHARGE ONUC's RESPONSIBILITIES FOR SELF-DEFENCE AND IN RELATION TO THE MAINTENANCE OF LAW AND ORDER AND THE PREVENTION OF CIVIL WAR. PARA THESE FLIGHTS HAVE NO OFFENSIVE PURPOSE AND, IN VIEW OF THE LIMITATIONS ON THE ACTIONS OF THE UN FORCE LAID DOWN IN THE UNITED NATIONS MANDATE, CAN HAVE NO SUCH PURPOSE AND CAN BY NO STRETCH OF THE IMAGINATION BE LOOKED UPON AS HOSTILE EXCEPT PERHAPS BY PERSONS SEEKING TO CONCEAL WARLIKE PREPARATIONS. PARA. ON THE OTHER HAND, IF KATANGESE HELICOPTERS OR OTHER AIRCRAFT START OVER-FLYING UNITED NATIONS POSITIONS, IT WOULD, WITHOUT PREJUDGING THE CASE, OBVIOUSLY BE MOST DIFFICULT IN THE PRESENT CIRCUMSTANCES TO SEE IN SUCH FLIGHTS ANYTHING OTHER THAN A PURPOSE HOSTILE TO ONUC AND TO THE OBJECTIVES OF THE UN OPERATION IN THE CONGO. MOREOVER, IN VIEW OF THE FACT THAT THESE AIRCRAFT ARE FLOWN BY MERCENARIES ONLY ONUC WOULD HAVE THE OBLIGATION OF TAKING ACTION APPROPRIATE TO ITS MANDATE IN ORDER TO HAVE SUCH FOREIGN MILITARY PERSONNEL REMOVED FROM THE TERRITORY OF THE CONGO. UNQUOTE.

RG/jg

T. O. R.

T. O. D.

BY :

Drafted by :

Authorized :

Date :

R.K. GARDINER

2500 x 200 — Imp. Plateau 11267

OPI

UNITED NATIONS OPERATION IN THE CONGO

OFFICE OF PUBLIC INFORMATION

LEOPOLDVILLE

Rec 29/8

---

29 August 1962

NOTE TO CORRESPONDENTS

Further to yesterday's statement by a United Nations spokesman in Leopoldville, the following is the text of the letter addressed by the representative in Elisabethville of Officer-in-Charge of ONUC to Mr. Tshombe:

"I have the honour to inform you that, according to the reports which have reached us, U.N. jet fighters, while on a reconnaissance mission, have been fired on by four anti-aircraft posts at Kolwezi airfield, at about 0900 hrs. on August 24th, 1962. Despite this provocation, the planes did not retaliate.

"I wish to protest in the most vigorous way against this initiative.

"I point to the fact that theU.N. fighters are authorized to return fire if they are attacked; they are even ordered to do so. If a similar incident occurs again, the Katangese authorities would assume the entire responsibility for it. Salutations".

OPERATION DES NATIONS UNIES AU CONGO

SERVICE DE L'INFORMATION

LEOPOLDVILLE

---

29 Août 1962

NOTE AUX CORRESPONDANTS DE PRESSE

Par suite à la déclaration que le porte-parole de l'ONUC à Leopoldville a fait hier, le texte de la lettre adressée par le représentant à Elisabethville du Chargé de Mission de l'ONUC à M. Tshombe suit:

"J'ai l'honneur de vous signaler que d'après les renseignements qui nous sont parvenus des chasseurs a réaction de l'ONU, effectuant un vol de reconnaissance visuelle, ont essuyé le feu de quatre batteries antiériennes à l'aérodrome de Kolwezi, vers 9.00 heures, le 24 août 1962. Ces avions n'ont toutefois pas riposté, malgré cet acte de provocation.

"Je tiens à protester très vigoureusement contre cette initiative.

"Je souligne que les chasseurs de l'ONU ont l'autorisation de retourner le feu s'ils sont attaqués et qu'ils en ont même reçu l'ordre. Si un tel incident devait se produire, les autorités Katangaises en assumeraient l'entière responsabilité. Salutations."

UNITED NATIONS — NATIONS UNIES

INDICATE PRECEDENCE	LTF		SVC Service		FFFFF Routine		SSSSS Priority		PRIORITE NATIONS	X

Priorité Nations traffic is strictly limited.

N R

~~CLEAR CABLE~~

Address es)

ONUC ELISABETHVILLE

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

UNNUMBERED MATHU FROM GARDINER

PLEASE INFORM KATANTESE AUTHORITIES UNATIONS INTENDS TO CONTINUE TO CHARTER PLANES TO FLY TO EVILLE AND OTHER PARTS OF KATANGA. ALL CREW MEMBERS WILL BE UNDER ONUC PROTECTION AND ANY ATTEMPT TO ARREST ANY OF THEM WILL BE RESISTED BY FORCE IF NECESSARY. WE CONSIDER THE EXPLANATIONS GIVEN IN MUNONGOUS LETTER MOST UNSATISFACTORY AND PROTEST AGAINST THE ACTION TAKEN BY THE KATANGESE AUTHORITIES. WOULD BE GRATEFUL IF YOU COULD MAKE ARRANGEMENTS FOR ALL CREW TO STAY AT THE SABENA GUEST HOUSE AND NOT TO GO TO TOWN UNTIL FURTHER NOTICE.

2,500 x 200 — Imp. Plateau 11267

T. O. R.

T. O. D.

BY :

Drafted by : R. Gardiner

Authorized R. Gardiner

Date 29 August 1962

ROUTINE X

RCf 18/8

FROM: FIGHTER OPS LEO.

TO : FIGHTER OPS KAMINA, NO 1 SQDN, 5 SQDN DETT AND 22 SQDN KAMINA, NO. 5 SQDN, N'DJILI (BY HAND)

SECRET. F/OPS 0261. WITH EFFECT FROM TODAY NO ONUC FIGHTER OR BOMBER AIRCRAFT SHALL FLY CLOSER THAN ONE MILE TO ANY FOREIGN BORDER OF THE CONGO.

Copy to : Mr. Gardiner
Force Commander
Air Commander
C.O.S.
Air Base Commander, N'Djili

ONUC auf fr set

PRIORITY

315031

~~NR9/310102~~

1962 JUL 32 AM 6:32

O.N.U.C.

REC 2/8

34262

FROM ONUC EVILLE DTO 31 NIL

TO ONUC LEO GR50

UNCLAS(.) ELLEO 1014(.) GARDINER FROM MATHU(.) THILMANY OF GEOMINES VISITED FULCHERI TO COMPLAIN THAT THE AUTHORIZATION TO TRANSPORT SUPPLIES FOR ~~THE~~ THEIR FIRM IN MANONO ON UN PLANES HAD BEEN CANCELLED(.) GEOMINES HAS REGULARLY PAID NORMAL COMMERCIAL FIRMS FOR TRANSPORT(.) WE ARE NOT IN FAVOUR OF SUCH CANCELATION FOR WHICH WE WERE NOT CONSULTED AND IN VIEW OF DIFFICULTIES FOR GEOMINES TO CHARTER PLANES TO MANONO STRONGLY RECOMMEND THAT PREVIOUS ARRANGEMENT BE MAINTAINED(.) PLEASE ADVISE

cc Ahmed

SRSG

THI 1400

T O R 2030Z

25 July 1962

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

Your Reference: RL/SB/393/62

Dear Sir,

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

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

Very truly yours,

Maj.Gen.
J. Ryg
Acting Deputy Force Commander

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

C/Adm 411/1

1962 JUL 19 PM 6:17
O.N.U.C.

32126

NNNNNN

UC 028

N4UC87/003

SS 4UC75

DE 4UC87 19/18

TO ONUC LEO

INFO ZEN ONUC MANONO

FM ONUC AVILLE

BT

ALLEO 1152 GARDINER WHIARY FORCE COMMANDER INFO KEMPEL FROM MAREK . ANDRE SHAVANI REQUESTS TRANSPORT BY ONUC AIRCRAFT MANONO ALBERTVILLE OF BISHOP BOUVE . PLEASE ADVISE WHETHER AUTHORITY GRANTED

BT

CFN 1152

181600Z JUL 4UC87

SAO/FC

NNNNNN

Noted Ref 17/7

No. 5021/R/PERS
Military Personnel Branch,
HQ ONUC.,
Leopoldville.
16 Jul '62.

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

From:- Chief of Military Personnel.

Subject:-Air Movement - Within the Congo

1. An exhaustive study of air movements within the Congo for period 1 Mar 62 to 30 Jun 62 has been undertaken by this Branch. A significant increase in air travel between various locations has been noted, and it is considered that many of the moves are unnecessary. O.N.U.C. is spending $2.3 milion per month on Air Transport and this figure must be substantially reduced. Strict supervision at the source of origin of Air Movement, and the consequent reduction in the number of passengers, will help to implement this aim.

2. Attention is therefore again directed to our No. 5021/R/PERS of 9th April 1962 together with amendment No. 5021/R/PERS of 16 June 1962 which lays down the procedure for originating and approving Movement Orders.

3. Originating Officers are asked to adhere strictly to the terms of the above mentioned instructions.

4. In the case of journeys originating from Field Stations, where the approval of the Chief of Military Personnel is required, this approval will be sought by signal.

5. Movement Control Officers have been instructed to refuse permission to board aircraft, unless the number of the signal approving the move is quoted on the Movement Order.

6. Particular attention is drawn to para 5 of No. 5021/R/PERS of 9th April 1962. The terms of this paragraph will be strictly observed.

Lt Col.
Chief of Personnel (Mil).

MS

Copy to:-Chief of Movement Control.

---oooOooo---

8 July 1962

TO: Lieutenant-General Kebbede Guebre
Force Commander

FROM: R. K. A. Gardiner
Officer-in-Charge

SUBJECT: Use of Transair DC-6

It would be appreciated if the DC-6 could be put at my disposal tomorrow Monday 9 July for a trip to Léo/E'ville to take Mr. Back, Mr. Mathu and other personnel to Elisabethville, departure time 10 AM.

UNITED NATIONS — NATIONS UNIES

INDICATE PRIORITY	S V C Service		F F F F F Routine		S S S S S Priority		PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

N R

CODE CABLE

Address(es)

To : SUCCAR, LULU

From : PACKHAM, LEO

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

Date : 5 July 1962

No. : LU-205

YOUR OPS 918. PRIORITY TRAVEL BY ONUC AIRCRAFT FOR ASSEMBLY PRESIDENTS DELEGATION AUTHORIZED BY KHIARY PROVIDED AIR CONGO TRANSPORT NOT AVAILABLE. PRIME MINISTER BEING ADVISED TO INSTRUCT NEITHER SIDE USE RADIO. PLEASE ADVISE GIST OF MUKENGE BROADCAST. RETURNING SATURDAY UNLESS SITUATION REQUIRES MY EARLIER RETURN.

cc: Mr. Packham

2500 x 200 — Imp. Plateau 11267

T. O. R.

T. O. D.

BY :

Drafted by : E. Packham

Authorized : Brig. I Rikhye

Date : 5 July 1962

UNITED NATIONS OPERATION IN THE CONGO
Office of Public Information
Leopoldville

Press Release LEO/P/58
2 July 1962

The spokesman of the United Nations Operation in the Congo today denied categorically a report published by the Agence Congolaise de Presse that a United Nations plane has attacked localities in the area of Sentery in Kasai.

The report said that a United Nations war plane bearing the marking R.D. 1 had dropped bombs on Edombo and Katea and that one officer had been killed.

The U.N. spokesman said that the United Nations had no combat planes bearing such a marking, or anything similar, and no UN combat planes had been in that area recently. Moreover, the UN fighter planes, the only combat planes that ONUC has in the Congo, do not carry bombs.

Furthermore, the United Nations have not received any information or any protest from the Congolese authorities in connection with this report.

+ + + + + + +

OPERATION DES NATIONS UNIES AU CONGO
SERVICE DE L'INFORMATION
LEOPOLDVILLE

Communiqué de presse LEO/P/58
2 juillet 1962

Le porte-parole de l'Opération des Nations Unies au Congo a catégoriquement démenti aujourd'hui un rapport publié par l'Agence congolaise de Presse, signalant qu'un avion des Nations Unies avait attaqué certaines localités dans la région de Sentery au Kasaï. Ce rapport mentionnait qu'un avion de guerre des Nations Unies portant les marques R.D. 1 a lâché des bombes sur Edombo et Katea et qu'un officier a été tué.

Le porte-parole des Nations Unies a fait savoir que les Nations Unies n'ont aucun avion de combat ayant de telles marques d'identification ni aucune marque similaire, et qu'aucun avion de combat des Nations Unies n'a été présent dans cette région récemment. De plus, les avions de chasse des Nations Unies, seuls avions de combat que les Nations Unies aient à leur disposition au Congo, ne sont pas armés de bombes.

D'autre part, les Nations Unies n'ont reçu aucune information ou protestation d'aucune autorité congolaise.

- - - - - -

ONUC
au plat

L'ONUC présente ses compliments à l'Ambassade du Portugal et, comme suite à sa note du 29 juin 1962 concernant un avion Canberra en service à l'ONUC qui aurait survolé, le mercredi 20 juin à 11h. 30 la ville de Noqui en Angola, a l'honneur de porter les informations suivantes à la connaissance de l'Ambassade:

Le seul avion Canberra qui ait survolé la région de Matadi le 20 juin a atterri à l'aéroport de N'djili à 10h. 25 GMT. Par conséquent, il n'a pas pu se trouver au-dessus de Noqui à 11h. 30, heure locale. Par ailleurs, le Commandant des forces aériennes au service de l'ONUC a interdit à tous les avions à réaction de survoler la région de Matadi-Kitona, pour éviter toute accusation contre les Nations Unies.

L'ONUC saisit cette occasion pour renouveler à l'Ambassade du Portugal les assurances de sa haute considération.

Léopoldville, le 2 juillet 1962

Ambassade du Portugal
Léopoldville

ZFM:mm

Rapport de reconnaissances aériennes
effectuées par avions CANBERRA le 21 juin 1962

1° Reconnaissance effectuée par un avion CANBERRA dans la matinée du 21 juin sur la région KONGOLO-KABALO.

Rapport du pilote

Véhicule vert olive d'une tonne, stationnant sur le bas côté de la route à 15 miles ouest de KONGOLO.

30 wagons de marchandises en gare de KABALO.

Environ 20 militaires habillés en tenu kaki se trouvaient sur la route à 3 miles Est de KONGOLO. Ils ont quitté la route en apercevant l'avion.

Aucun mouvement, ni sur la rivière ni sur la voie ferrée entre KABALO et KONGOLO.

2° Reconnaissance photographique et visuelle effectuée par un avion CANBERRA dans la région KAPONA-BAUDOUINVILLE le 21 juin 1962.

Rapport du pilote Aucun mouvement sur les routes.

Une piste d'atterrissage en construction à un point 0°05 S 29°45 E Les travaux sur cette piste se poursuivent et 1000 yards environ sont construits.

Une vue aérienne de la piste a été prise.

SECRET

AHQ/6600/20/1/F.OPS
21 JUNE 62

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 21 JUNE 62.

One Canberra carried out a reece this morning of the Kongolo - Kabalo area.

2. The Pilot has reported :-

a) One olive green one ton vehicle standing on the side of the road 15 miles west of Kongolo.

b) 30 goods wagons on Kabalo Railway Station.

c) About 20 soldiers wearing Khaki clothes were standing on road 3 miles east of Kongolo. They cleared the road when they saw the Aircraft.

d) There was no movement between Kabalo and Kongolo on the river as well as the Railway line.

3. Further report in respect of Kapona area will follow.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Force Commander
C.O.S.
Chief of Mil Ops
Chief of Mil Info.

ORGANISATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS ORGANIZATION
IN THE CONGO

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

AHQ/6600/1/F/OPS

18 June 1962

To :Mr. Robert K. A. Gardiner
Officer-in-Charge

From :Air Commander

Subject :Jet Flight Violation - 13 June 62

..... 1. Please find attached a report regarding the flight carried out with our Jet Aircraft on 13th June 62.

2. On the 12th of June a flight of three J-29s flew over KOLWEZI, in the morning. They did not, however, go below 3,000 feet.

(JOHN RYG) Major-General
Air Commander

Seen by RKG
19/6

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

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

SECRET

AHQ/6600/20/1/F.OPS
15 June 62

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : JET FLIGHT VIOLATION - 13 JUNE 62

Reference Air Commander's querry regarding flight of three Canberras over Kolwezi on the afternoon of 13th June,62.

2. The following flights have taken place on 13 June 62.

a) Three J-29s in formation took off 0700Z and landed 0809Z. The area of training was around the Air - field and south west of it in local area.

b) Three J-29s in formation took off 0840Z and landed 0940Z. The area of training was north and east of Kamina Base.

3. Out of two Canberras based at Kamina, only one was serviceable and it remained on the ground on 13th June, 1962.

4. I have personally checked with Kamina on the SSB today and obtained confirmation that no Jet Aircraft either in formation or singly flew over Kolwezi on 13th June, 1962.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

To file

Moral Re-Armament
BP 1197 - Léopoldville

Tél. 59.10
14th June 1962

Dear Mr Gardiner,

Dr Close is returning Saturday. During his absence I take the liberty to ask your help on the following matter.

The MRA force which is at present in Northern Rhodesia - led by Mr Manasseh Moerane and Dr William Nkomo of South Africa as well as Mr Ifoghale Amata of Nigeria - has been asked to spend a few days in Elisabethville, from the 17th to the 21st of June.

They have asked our help for interpreting and two of us Swiss working for MRA in Léopoldville need to join them.

Would there be any possibility for these two men to fly to Elisabethville on a United Nations plane, either Saturday or Sunday ?

The names of the two passengers would be :

Mr Eric JUNOD
Mr Paul-Emile DENTAN

Thanking you for the consideration you will give to this matter,

very sincerely,

Paul-Emile Dentan

informed that U.N. planes for transport of U.N. Personnel only.

AA.
15. 6. 62.

Mr. R.K. Gardiner, Officer-in-Charge
A.C. Gilpin, Special Assistant to Officer-in-Charge
Katangese airplane captured in Albertville

There is a four-seater Piper Cub airplane at Albertville Airport which was captured by the UN forces from the Katangese Gendarmerie. I understand that we are maintaining this in running order, but not using it, with a view to handing it over in due course to the appropriate authorities.

In view of the great shortage of light planes, I should like to suggest that this plane be put into use by ONUC. It, or the Otter at present stationed at Albertville, could then be used by the Civilian Officer for periodic missions to the interior of North Katanga.

You may wish to have a word with the Air Commander about this.

cc. Air Commander

AC/mme

AHQ/6201/OPS

9th June, 1962

Air Ops

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

From : Air Commander

Sub : FLYING RESTRICTIONS

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

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

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

(JOHN RYG) Maj Gen
Air Commander

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

Rec'd 6/6 Air Ops

Office of the Air Attache
Embassy of the United States of America
Tel: 5881 ext 30 or 93

No. 17

Date 5 June 1962

NOTICE OF OVERFLIGHT OR TECHNICAL LANDINGS OF
TERRITORY OF AMERICAN MILITARY AIRCRAFT

1. Type and number of aircraft (s): L-23D #56-3705
2. Radio Identification: A-3705
3. Crew: Pilot Stephan plus 1
4. Passengers: Two Americans
5. Requirements: Fuel - 100/130 - 200 gals, Oil 1080 - 5 qts
6. Reason for flight: Official visit to ANC and ONUC Garrisons by ARMA
7. Remarks: Trip to include visit to Albert National Park
8. Itinerary:

Date	Depart	ETD (Zulu)	For	ETA (Zulu)
7 June 62	Leopoldville	0800	Luluabourg	1100
7 June 62	Luluabourg	1200	Kamembe	1530
8 June 62	Kemembe	0800	Goma	0900
9 June 62	Goma	0900	Stanleyville	1120
9 June 62	Stanleyville	1330	Coquilhatville	1700
9 June 62	Coquilhatville	1800	Leopoldville	2030

Ministry of Foreign Affairs (3 copies)
Ave 8eme Armee
Boulevard Albert, Leopoldville

Ministry of Transport and Communications
Bandalungwa, Kilwisa 26
Moulaert, Leopoldville

Commander in Chief, Congolese National Army
OTRACO Building
Boulevard Albert, Leopoldville

ONUC
Hotel Royale
Boulevard Albert, Leopoldville

EMBASSY OF THE UNITED STATES OF AMERICA
LEOPOLDVILLE

Office of the U.S. Air Attache
American Embassy
Leopoldville, Rep of the Congo

J.M./Th.T.-

N° 136/ 5261 /62.

Le Ministère des Affaires Etrangères de la République du Congo présente ses compliments au Chargé de la Mission des Nations Unies au Congo et a l'honneur de porter à sa connaissance ce qui suit.

Les Services d'Immigration en service à l'aéroport national de N'Djili ont constaté que des avions O.N.U. transportaient des passagers civils qui ne font pas partie de l'O.N.U.C.

Ces passagers, immigrants sans contrôle parce que débarquant d'un avion de l'O.N.U., sont donc dans une situation frauduleuse au point de vue de l'immigration.

Il est vraisemblable que ces situations existent à l'insu des autorités de l'O.N.U.; ce seraient probablement des Commandants de bords des avions O.N.U.C., ou d'autres fonctionnaires qui commettent ces infractions pour plusieurs motifs qui échapperaient aux autorités responsables.

Il n'en résulte pas moins que de tels agissements permettent des immigrations illicites, et il est indispensable que des mesures soient prises, pour éviter le renouvellement.

Le Ministère attire l'attention du Chargé de la Mission que l'Accord du 27 novembre 1961 entre la République du Congo et l'O.N.U. ne dispense pas les avions de l'O.N.U. atterrissant sur une plaine congolaise de produire le manifeste des passagers civils prévu par l'article 8 de l'ordonnance 05/78 du 28 mars 1957. En outre la Circulaire n° 3 du5 janvier 1962 (section 2, Article 3) prévoit que les membres de la Force (donc les militaires) de l'O.N.U.C. sont dispensés des formalités de passeport et de visas ainsi que de l'inspection et des restrictions prévues par les services d'Immigration, elle n'exonère par contre les fonctionnaires civils de l'O.N.U.C. que des dispositions en matière de contingenement et d'immatriculation.

is it practicable to produce manifest of civ. passengers?

En conséquence, le Ministère prie le Chargé de la Mission de bien vouloir :

1°- soumettre au contrôle d'immigration des passagers civils transportés par les avions de l'O.N.U.C (fourniture du manifeste des passagers civils).

?

11°- présenter par les fonctionnaires civils de l'O.N.U.C., de laissez-passer de l'O.N.U.C. dûment revêtu du visa à l'Article 3 page 2 (article 6 de l'Accord Congo-ONU) de la circulaire N° 3 du 5 janvier 1962. Cette présentation devrait se faire par les intéressés, lors de leur entrée sur le territoire de la République auprès du service d'Immigration du poste frontière.

is already being done

./..

Le Ministère espère que l'application de mesures envisagées ne fera qu'affermir ~~la~~ la bonne collaboration qui a toujours existée entre le Gouvernement Congolais et l'O.N.U.C. et contribueront au respect de la souveraineté du Territoire Congolais.

Le Ministère remercie le Chargé de la Mission des Nations Unies au Congo des recommandations qu'il voudra bien donner à ce sujet et saisit cette occasion pour lui renouveler l'assurance de sa haute considération.

Léopoldville, le 4 juin 1962.

REPUBLIQUE DU CONGO
MINISTERE DES AFFAIRES ETRANGERES
GOUVERNEMENT CENTRAL

A Monsieur leChargé de la
Mission de l'O.N.U.C.

LEOPOLDVILLE.

SECRET

AHQ/6600/20/1/F.OPS

28 MAY 62

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 28 MAY 62

Two Canberras have carried out the following recces today.

a) The first Canberra took off at 1045Z and landed 1310Z. The pilot carried out road recce Mitwaba, Dubie, Pweto, Kapona, Albertville and back. He observed no movement or any concentration.

b) The second Canberra took off 1050Z and landed 1315Z. The Pilot carried out road recce Mitwaba, Manono, Niemba, Albertville and back. He also observed no movement or concentration.

2. Weather was fine in both cases.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Mr. K.A. Gardiner (3 copies)
Force Commander
COS
Chief Mil Ops
Chief Mil Info.

SECRET

AHQ/6600/26/F.OPS

25 MAY 62

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 25 MAY 62

Recce was carried out today on the Refugee Train.

2. Pilots reported that the train was about 10 Kms North of Bukama at 0825Z.

3. Pilots also flew over Jadotville Airfield and reported that they have observed 10 to 15 barrels in the middle of the Airfield.

4. Yesterday a Transport aircraft has seen one Dove parked in Jadotville Airfield.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Mr. K.A. Gardiner.
Force Commander.
COS
Chief Of Nil Ops
Chief of Mil Info.

Air Ops.

SECRET

AHQ/6600/26/F.OPS
22 MAY 62

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 22 MAY 62

This morning one section of Jet Aircraft carried out a recce of the Refugee Train and Kolwezi area.

2. Whilst nothing unusual was observed, the pilots noticed one DC-4, one Heron, one Dove and two Piper Comanche Aircraft at Kolwezi Airfield.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Mr. K.A. Gardiner.
Force Commander.
COS.
Chief of Mil Ops.
Chief Of Mil Intell.

SECRET

AHQ/6600/13/F.OPS
18 MAY 62

To : Air Commander.

From : Chief Fighter Ops Officer.

sub : RADAR REPORT - 17 MAY 62

The Radar at Kamina spotted an aircraft over Kaminaville at 0925Z on 17 May.

2. R/T contact was established and the aircraft identified itself as Piper Comanche. The aircraft landed at Kaminaville after a few circles over the Airfield. During that period Kaminaville Airfield was cleared of obstacles.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Force Commander
COS
Chief of Mil Ops
Chief of Mil Intell.

UNITED NATIONS — NATIONS UNIES

INDICATE PRIORITY	S V C Service		FFFFF Routine		SSSSS Priority	X	PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

SECRET

PRIORITY

N R

Address(es) HQ KATANGA AREA - EVILLE
Info - HQ SECTOR 'C' - KAMINA

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

OPS 3716. FOR GEN PREM CHAND FROM COS. REF YOUR 02398 OF 10 MAY. FIRSTLY. REGRET NO AIRCRAFT AVAILABLE FOR AIRLIFT OF SWEDISH APC's AND HY MOR VEHS TO KAMINA AND EVILLE RESPECTIVELY. SECONDLY. AS THREE TRAINS A WEEK ARE BEING RUN WITH REFUGEES WE MUST TAKE ADVANTAGE OF THESE TO TRANSPORT THE APC's AND HY MOR VEHS. THIRDLY. RAMPS TO LOAD/ UNLOAD VEHS AT KAMINA CAN BE SENT ON TRAIN FROM EVILLE OR ENGRS AT KAMINA INSTRUCTED TO IMPROVISE THESE. FOURTHLY. PRIOR TO MOVE OF VEHS KATANGESE AUTHORITIES MUST BE INFORMED AND AGREEMENT OBTAINED TO PREVENT ANY MISUNDERSTANDING

cc Mr R K GARDINER
Force Commander
Chief Adm Officer - For favour of advising Base Administrator KAMINA of action on paragraph thirdly.
Chief of Mil Ops
Chief of Logistics
Chief Movement Control
Air Ops
Mil Info

Maj

T. O. R.

T. O. D.

BY :

Drafted by : MAJ BP BHALLA
Authorized : CHIEF OF STAFF
Date : 12 MAY 62

2500 x 200 — Imp. Plateau 11267

SECRET

Air Ops

AHQ/6600/26/F.OPS

14 MAY 62

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 13 MAY 62

A recce was carried out in the afternoon of 13 May for the train movement.

2. Between 1310 and 1330Z the train was stationary 40 Kms NW of Bukama. The ACT on the train was in contact with the A/C.

3. The train scheduled to reach Kamina Base at 1400Z reached at 2100Z.

4. It left Kamina Base at 0600Z and till 0815Z was reported to be at Kaminaville.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Mr. K.A. Gardiner
Force Commander
COS
Chief of Mil Ops
Chief of Mil Intell.

Air Ops

SECRET

AHQ/6600/26/F.OPS

13 MAY 62

Rec'd 13/5

To : Air Commander

From : Chief Fighter Ops Officer

Sub : DEBRIEFING REPORT - 13 MAY 62

A recce was carried out by a section of F-86 Sabre Fighters.

2. Pilots report states that, the refugees train observed about 5 Kms south of Bukama at 0824Z still moving.

3. Train stopped at Bukama at 0832Z.

4. APC observed on both ends of train.

5. Pilots landed before train started moving from Bukama.

6. Train left E'ville on the 121600B with 1456 refugees. ETA Kamina 131600B.

(T. WOUBISHET) CAPT.
for Chief Fighter Ops Officer.

cc : Mr. K.A. Gardiner
Force Commander
COS
Chief of Mil Ops
Chief of Mil Intell.

Air Ops

SECRET

AHQ/6600/26/F.OPS

10 May 1962

RCY to/s

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 10 MAY 62

One recce of the train was carried out this after noon. The pilot observed the train 15 miles south of Bukama moving south at 1522Z. Everything appeared to be normal.

2. Total 400 refugees have been airlifted from Kamina today.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Mr. K.A. Gardiner
Force Commander
DA
COS
Chief of Mil Ops
Chief of Mil Intell.

6

Air Op

SECRET

AHQ/6600/26/F.OPS
10 MAY 62

Recd 10/5

To : Air Commander.

From : Chief Fighter Ops Officer.

SUB : DEBRIEFING REPORT - 10 MAY 62

The train left Kamina at 0400Z.

2. Recce was carried out by aircraft over the train movement today.

3. The train was reported to have reached Kabonda -Dianda (30 Kms north of Bukama) at 0940Z on its way back to Elisabethville.

4. 196 refugees have been airlifted to Luluabourg this morning.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Mr. K.A. Gardiner
Force Commander
COS
Chief of Mil Ops
Chief of Mil Intell.

Air Ops

SECRET

AHQ/6600/26/F.OPS

9 MAY 62

To : Air Commander.

From ; Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 9 MAY 62

The second recce was carried out by one section of the F-86 Sabre Fighters over the refugee train movement today.

2. The pilots report states that at 1048Z the train was at a point 25º 42' E, 09º 00' N, which is around 50 Kms north of Bukama (5-8 miles north of Malondo).

3. The train is said to be moving at high speed and two white U.N. ACPS were observed on the train.

4. Later another report from the CFF stated that the train has reached 35 Kms out from Kamina Base at 1215Z.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Mr. K.A. Gardiner
Force Commander
COS
Chief of Mil Ops
Chief of Mil Intell.

Forward to New York after consulting military

RCL 9/5

SECRET

AHQ/6600/20/1/F.OPS

9 May 62

Handled by military

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 9 MAY 62

A recce was carried out by one section of J-29 Fighters over the refugee train movement today. The pilot's report states that the train has stopped at Mwida, a station 30 Kms south of Bukama at 0455Z and every thing appeared to be normal.

2. Another recce will be carried out at 1130Z.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

Cc : Force Commander
Mr. K.A. Gardiner
COS
Chief of Mil Ops
Chief of Mil Intel.

SECRET

AHQ/6600/20/1/F.OPS.
9 MAY 62.

To : Air Commander.

From : Chief Fighter Ops Officer.

Sub : DEBRIEFING REPORT - 9 MAY 62

Further to my report this morning, the written report in respect of the train has now been received.

2. The report states further that the 2 electric engines were being removed to another rail. Personnel were out testing. The railroad to Kamina appeared to be in good condition.

W/C.
Chief Fighter Ops Officer
(A.S. BHAWNANI)

cc : Mr. K.A.Gardiner
Force Commander
COS
Chief of Mil Ops
Chief of Mil Intell.