

file

URGENT

BAX/357/64

23 August 1964

Captain Hokanson
TRANSAIR Sweden AB
Leopoldville

I wish to confirm our requests for the below listed flights
of the C-45 aircraft:

22 August 1964	Leopoldville/Bulabourg/Leopoldville
23 August 1964	Leopoldville/Coguilhatville/Leopoldville
24 August 1964	Leopoldville/Bulabourg/Leopoldville

PX/Personal baggage

*PX + Office equipment
+ personal effects*

In addition, please arrange the following flights in accordance
with the times and itinerary indicated:

25 August 1964	Leave Leopoldville at	0900 hours LT
	Arrive Bulabourg at	1230 hours LT
	Leave " at	1430 hours LT
	Arrive Leopoldville at	1600 hours LT

PX

26 August 1964	Leave Leopoldville at	1200 hours LT
	Arrive Coguilhatville at	1400 hours LT
	Leave " at	1600 hours LT
	Arrive Leopoldville at	1800 hours LT

*equity families
1 LNC
baggage 2,000 lbs.*

27 August 1964	Leave Leopoldville at	0900 hours LT
	Arrive Bulabourg at	1230 hours LT
	Leave Bulabourg at	1430 hours LT
	Arrive Leopoldville at	1600 hours LT

*MT Spores
Office equipment
PX*

28 August 1964	Leave Leopoldville at	0900 hours LT
	Arrive Elisabethville at	1130 hours LT
	Leave " at	1330 hours LT
	Arrive Bulabourg at	1630 hours LT
	Leave " at	1730 hours LT
	Arrive Leopoldville at	1900 hours LT

25 August 1964

31 August 1964

Leave Leopoldville at	0500 hours LT
Arrive Elisabethville at	1130 hours LT
Leave " at	1330 hours LT
Arrive Lubumbashi at	1630 hours LT
Leave " at	1730 hours LT
Arrive Leopoldville at	1900 hours LT

John M. Saunders
Deputy Resident Representative
(Administration)

cc: Mr. Cooper
Mr. Hanson
Mr. Mayerl
Mr. Beckman
Mr. Mortensen
Mr. Tedros
Mr. Correa ✓

UNITED NATIONS - NATIONS UNIES

Wm LCB/6

INDICATE
PRIORITY

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

N R

(Address es)

FIELDSERV NEW YORK

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

ONUC 3060 ^{STEDMAN REFERENCE}
K FIELDSERV REUR 3010. TRANSAIR AIRCRAFT SE-EDP WAS
AVAILABLE AT ALL TIMES DURING JULY AND AUGUST. HOURS FLOWN
DURING AUGUST 97 HOURS and 05 MINUTES.

SAUNDERS

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY:

Drafted by :

Authorized : J. Saunders

Date : 7 Sept 64

UNITED NATIONS — NATIONS UNIES

15M 450/6

INDICATE
PRIORITY

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

NR

(Address es)

UNATIONS NEW YORK

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

ONUC 3055 HANDY FROM SAUNDERS. PLEASE FORWARD URGENTLY BY NEXT
POUCH TWO COPIES TRANSAIR CONTRACT FOR OPERATION OF AIRCRAFT C-46 AND
OTTERS.

T. O. R.

T. O. D.

BY: ENC:ms

Drafted by : E. Cacouris
Authorized : J. Saunders
Date : 4 Sept 64

ACTION	
CIVILIAN	MILITARY
1954 SEP - 1954	
O. N. U. L. 2	

→ ADM 450/6

Mr. Cacouris S 31

YC103 NY 40/39 4 2132" ;

LTF

ONUC

LEO ;

3010 RE YOUR 2982 PLEASE ADVISE IF TRANSAIR AIRCRAFT SE-EPD
WAS UNAVAILABLE FOR MORE THAN 24 HRS. DURING JULY AND AUGUST
FOR OTHER THAN U.N. REASONS. ALSO ADVISE NUMBER OF HRS. FLOWN
DURING AUGUST ;

FIELDSERV "

COL 3010 2982 24 "

22	
23	✓
24	✓
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30	✓
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ACTION	
CIVILIAN	MILITARY
<i>W/In</i>	
O.F.U.C.	

file @ → ADM 450/6
~~*to be reviewed*~~

body *Ar* AUG 14 1964
ACTION

*can give the
 Brouse times
 I imagine*

J. 14/1/64

TO:	
1	Mr. Saunders
2	
<input type="checkbox"/>	Completed
<input type="checkbox"/>	ed
<input type="checkbox"/>	Required
INITIALS	

YCB8 NY 34/32 13 2118Z ;

LTF

ONUC

LEO ;

2817 SAUNDERS FROM ELMS YOUR 2846 FORWARD SOONEST TRANSAIR

FLIGHT TIMES FOR ~~JANUARY~~. ALSO HOURS AIR BROUSSE

SUB-CHARTER. WILL TRY TO HANDLE TO YOUR MAXIMUM BENEFIT ;

FIELDSEV *

*Agree total with Hakansson
 before calling refg*

COL 2817 2846 *



ACTION	
CIVILIAN	MILITARY
<div style="text-align: center;">  </div>	

C2 ADM 450/6
INFO. COPY

Action To	Mr. Saunders
File No.	260000

YC67 NY 119 12 22032 ;

LTF

ONUC

LEO ;

2804 ACTION LEOPOLDVILLE 773 INFO GAZA YOUR 84/16 TRANSAIR
REQUIREMENTS OTTER SPARE PARTS.

PARTS LIST FORWARDED OUR 67/16

COVER PARTS SHIPPED FROM ONUC TO UNYOM AND ARE EXCLUSIVE OF

PARTS TO BE TRANSFERRED TO TRANSAIR WITHOUT COST. TRANSAIR

LIST AAA APPEARS TO INDICATE ONLY RELATIVELY ;

P2 ;

SMALL QUANTITY OF TOTAL PARTS AVAILABLE PACKED IN ELEVEN
BOXES. SELECTION, SEPARATION AND REPACKING ENTAIL CONSIDERABLE
EFFORT. SUGGEST YOU OFFER FOR SALE TO TRANSAIR AT OUR COST
ALL PARTS AS LISTED. OTHERWISE WE MAY ATTEMPT TO SELL ELSE-
WHERE. RE TRANSAIR LIST BPE. NO UNEF ;

P3/19 ;

OWNED STOCK OF AIRCRAFT PARTS SINCE ALL PARTS SUPPLIED BY
RRR CCC AAA FFF AND ARE CANADIAN PROPERTY ;

FIELDSEV "

COL 2804 773 84/16 67/16 "



ADN 4 30/6.

ACTION	
CIVILIAN MILITARY	
<i>1 AB</i>	

became
Action as spoken
11/vm
Action completed
12 Aug

SAUNDERS FROM KUNITZBERGER .

~~CONTRACT~~ ^{contract} PILOT TRANSAIR EXPIRED TODAY. REQUEST PRIMO PROLONGATION OR REPLACEMENT AS EVACUATION WITH UN AIRCRAFT IS EXPECTED TO TAKE PLACE TOMORROW FAMILY AND CHILDREN MUST BU EVACUATEED TO USUMBURA TOMORROW AND UTILIZATION UN AIRCRAFT FOR THIS OCCASION IS REQUESTED.

11/8 1964
 1600Z Loc

INCOMING TELEGRAM DELIVERED TO:			
S.R.S.O.	<input checked="" type="checkbox"/>	C.C.O.	<input type="checkbox"/>
CIV.OPS.	<input checked="" type="checkbox"/>	U.S.I.	<input type="checkbox"/>
C.A.B.	<input type="checkbox"/>	FUS.W.	<input type="checkbox"/>
C.F.S.	<input type="checkbox"/>	C.F.A.	<input type="checkbox"/>
C.P.O.	<input type="checkbox"/>	V.C.O.	<input type="checkbox"/>
C.F.O.	<input type="checkbox"/>	ACC.W.	<input type="checkbox"/>
C.F.S.	<input type="checkbox"/>	U.S.S.	<input type="checkbox"/>
C.C.S.	<input type="checkbox"/>	LEAD	<input type="checkbox"/>
		WELFARE	<input type="checkbox"/>

UNATIONS NEWYORK

ONUC 2846

FIELDSEV FROM SAUNDERS. YOUR 2770. TRANSAIR SWEDEN CONTRACT. AAA. NO
AGREEMENT BETWEEN LARSEN-COOPER OTHER THAN TO EFFECT THAT WERE THE MATTER REFERRED
TO THE FIELD FOR A RECOMMENDATION WE WOULD BE PREPARED TO SUPPORT 8 JULY 1964 AS
COMMENCING DATE. THIS STATED IN COURSE DISCUSSION LARSEN-COOPER AND MADE IN
UNDERSTANDING COMMENCEMENT DATE STILL UNDER DISCUSSION AS WAS INDICATED BY LARSEN.
BBB. WE ARE AGREEABLE TO A COMMENCEMENT DATE OF 8 JULY SUBJECT TO TRANSAIR NOT
BILLING US FOR A FLIGHT ON 1 JULY FOR WHICH TRANSAIR HAD TO CHARTER AN AIR BROUSSE
8
AIRCRAFT. TECHNICALLY, THE OTHER AIRCRAFT WERE NOT OPERATIONAL UNTIL 8 JULY AS
THE PILOTS WERE NOT CLEARED FOR FLYING UNTIL 7 JULY THEREFORE OTHERS COULD NOT BE
OPERATED PRIOR TO THAT DATE. ALSO UNDER THE TERMS OF THE CONTRACT ARTICLE 4,
TRANSAIR ARE NOT PERMITTED TO SUB-CONTRACT OR SUB-CHARTER HOWEVER ON 1 JULY IT WAS
IMPERATIVE A LIGHT AIRCRAFT BE MADE AVAILABLE AND ON UNDERSTANDING CONTRACT WAS TO
COMMENCE ON 1 JULY TRANSAIR DID SUB-CHARTER AN AIR BROUSSE AIRCRAFT. WE DO NOT
HAVE DETAILS OF COSTS INVOLVED AS ARRANGEMENTS MADE BY TRANSAIR BUT ON BASIS OF
HOURS FLOWN AND KNOWN AIR BROUSSE CHARTER RATES WOULD NOT BE LESS THAN DOLLARS
1000 TO TAB. THEREFORE IN VIEW OF PROHIBITING CLAUSE AND FACT AIRCRAFT WERE NOT

.../...

A.W.Cooper/ek
Purchasing + Supply
12.8.64.

UNATIONS NEWYORK

- 2 -

UTILIZED FOR FULL 50 FLYING HOURS WE CONSIDER 8 JULY AS AN EQUITABLE
COMMENCEMENT DATE FOR OFFERS. THIS HOWEVER IS NOT A REQUIREMENT AND IS
SUBJECT TO YOUR JUDGMENT AND DECISION

cc: Chief, Purchasing and Supply Section

[Handwritten signature]
A.W. Cooper/ek
Purchasing + Supply
12.8.64.

INDICATE
PRIORITY

LTF

SVC
ServiceFFFFF
RoutineSSSSS
PriorityPRIORITE
NATIONSPriorité Nations traffic
is strictly limited.

NR

(Address es)

UNATIONS NEWYORK

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

ONUC 2841

MEDIARMID FROM OSORIO TAFALL.

REUR 2688.

YOUR ASSUMPTION CORRECT. FLIGHTS TO LAGOS FOR ROTATION NIGERIAN
POLICE SO PLANNED THAT 100 FLIGHTS HOURS MONTHLY COVERED BY
TRANSSAIR CONTRACT ARE NOT EXCEEDED.

STATEMENT US PROAG 1964 SAVINGS ESTIMATED AT \$ 650.000 FORWARDED
TO YOU UNDER COVER OUR LETTER L.444/64 DATED 27 JULY 1964 TAKING
IN CONSIDERATION 20.000 DOLLARS SAVINGS ON ROTATION FLIGHTS TO BE
COVERED BY TRANSAIR CONTRACT. SHOULD FLYING HOURS EXCEED 100
MONTHLY WHICH NOT IMPOSSIBLE WITH CURRENT SECURITY PROBLEMS WE
WOULD CHARGE EXTRA COSTS TO POLICE PROJECT.

cc : Mr. Cacouris

T. O. R.

T. O. D.

BY:

Drafted by :

H. Pichler

Authorized :

B. Osorio-Tafall

Date :

11 1. 8. 1 964

OPERATION DES NATIONS UNIES
AU CONGO



INTER-OFFICE MEMORANDUM

UNITED NATIONS OPERATION
IN THE CONGO

ACTION

TO: 1
FOS/4-58004 MR Saunders
2
3
8 August 1964 Completed
☐ - Action Required
☐ - No Action Required
Administration

TO: Mr. J. Saunders, Deputy Resident Representative
FROM: A.W. Cooper, Chief, Purchasing and Supply Section
SUBJECT: Transair Sweden - Contract
Ref.: HQ NY Fieldserv cable 2770 dated 7 Aug 64.

With usual commercial sharp practice it would appear Mr. Larsen has only advised his company of what they would like to hear.

In fact, I discussed with Mr. Larsen, upon his request, the pros and cons of a starting date for the contract and the outcome of our discussion was that I informed Mr. Larsen "if the matter were referred to the Field by Headquarters for a recommendation I would be willing to support the 8th of July as the starting date and, of course, subject to our not being billed for the Air Brousse flight which Transair had to charter." I did not agree with Mr. Larsen that the starting date would be 8 July 1964. Also, I emphasized to Mr. Larsen that all negotiations in connection with the contract are conducted with the Company by HQ New York. Furthermore, my willingness to support the 8th of July as a starting date was based on the understanding that a starting date was still under discussion.

Under the terms of the contract "draft" in our possession, Article 8 (c), we are obliged to pay \$6600.00 per month per Otter or per 50 flying hours. Article 8 (d) states "If during any part of this period, any of the aircraft under a. and c. above shall not be available for use by the UN and no equivalent aircraft is substituted for it, the charges shall be prorated on the basis of the periods of aircraft availability"

Article 4 states "The carrier shall not sub-contract or sub-charter any aircraft from other concerns or entities in fulfillment of this contract."

Therefore, it would appear the Otter commencement date of 1st or 8th should be considered in relation to :

- a) payment in full having to be made for 50 flying hours, whether utilized in a week or a month;
- b) under the terms of the contract Transair is not allowed to sub-charter, so we are liable for the cost of the Air Brousse flight since Transair can claim they merely acted as our agent in laying on of the flight.

With a starting date of the 1st and subject to our not having utilized 50 flying hours per aircraft, and I believe this is so, we can claim a reduction for July but will have to pay the Air Brousse charter. On the other hand, should we have utilized the aircraft fully between the 11th and 31st July, including positioning flights and Transair agree to absorb the cost of the Air Brousse flight by virtue of using the 8th as the starting date, we would have stood to gain by agreeing to the 8th.] ✓

I think we should advise HQ NY that the 8th is agreeable subject to there being no charge for the Air Brousse charter but that no agreement was entered into between myself and Mr. Larsen.] Therefore, if they wish to stick to the 1st they may but must take into account the cost of the Air Brousse flight and the fact the aircraft were operational as from the 8th, even though not positioned.] yes

KMB 471
YC113 NY 93/91 7 21342 ;

LTY

ONUC

LEO ;

2770 FOR SAUNDERS ONUC 2598 APPEARED TO INDICATE THAT FLYING
TIME FOR THE OTTERS WOULD COMMENCE ON 11 AND 13 JULY.

SINCE THE CONTRACT WHEN SIGNED WILL HAVE A STARTING DATE
OF 1 JULY FOR BOTH OTTERS AND C-46, PERIODS FROM THE 1ST
TO THE 11TH AND ;

12/43/41 ;

13TH WOULD BE CONSIDERED AS NON-AVAILABLE WITH APPROPRIATE
CREDITS. AM ADVISED BY TRANSAIR THAT LARSEN AND COOPER
AGREED ON A STARTING DATE FOR THE OTTERS OF 8 JULY FOR
BOTH PLANES. PLEASE CONFIRM THIS 8 JULY STARTING DATE ;

FIELDSEV "

COL 2770 2598 11 13 C-46 1ST 11TH 13TH & 1 -

PGE READ COL C-46 ""



Garson's - info
with in books & we AD on 450/6
9 spoke with in reply suggesting
agreed he draft starting date
8 July as starting
S.P.S.C.
CIV. OCS
AUG - 8 1964
ACTION
TO:

6301 *suhr*
efly
 INCOMING TELEGRAM DELIVERED TO:
date

~~AUG-8 1964~~

V ACTION

TO: Mr. Sanders

1
2
3

☐ - Action Completed
☐ - Acknowledged
☐ - No Action Required

INITIALS

C_2

ON UC

LEO :

SINCE THE CONTRACT WHEN SIGNED WILL HAVE A STARTING DATE OF 1 JULY FOR BOTH OTTERS AND C-46, PERIODS FROM THE 1ST TO THE 11TH AND ;

P2/43/41¹;

13TH WOULD BE CONSIDERED AS NON-AVAILAELE WITH APPROPRIATE CREDITS. AM ADVISED BY TRANSAIR THAT LARSEN AND COOPER AGREED ON A STARTING DATE FOR THE OTTERS OF 8 JULY FOR BOTH PLANES. PLEASE CONFIRM THIS 8 JULY STARTING DATE ;

FIELD SERV "

COL 2770 2598 11 13 C-46 1ST 11TH 13TH 8 8 1 "

PSE READ COL C-46 " " "

UNITED NATIONS - NATIONS UNIES

INDICATE
PRIORITY

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

N R

(Address es)

UNATIONS NEW YORK

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

ONUC 2598

BUNCHE INFO VAUGHAN TURNER MC DIARMID.

FROM OSORIO TAFALL.

TRANSXIR ADVISE THEY WILL FLY FIRST OTTER TO LULUABOURG 11 JULY.

SECOND OTTER WILL ALSO FLY LULUABOURG SAME DAY AND AFTER TWO DAYS

OF CHECK FLIGHTS FOR PILOT WILL GO ON TO BUKAVU 13 JULY.

PLANES SHOULD BE READY OPERATE 11 *AND* 13 JULY RESPECTIVELY.

CONFIRM THAT CONTRACT TERMS WOULD BE OPERATIVE AS OF THESE DATES.

cc : Mr. A.W. Cooper, P. & S.

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

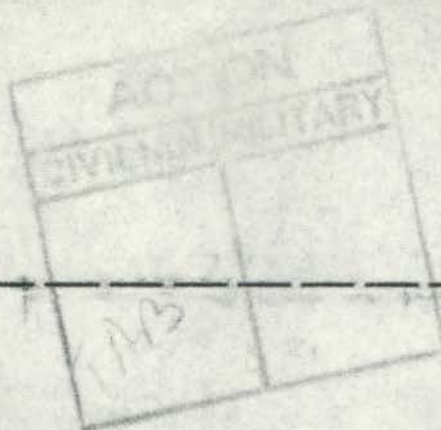
BY:

JMS/cm

Drafted by :

Authorized : J.M. Saunders

Date : B.Osorio-Tafall
10 July 1964



→ ADM 450/6

[Handwritten signature]

Mr. Saunders

YC113 NY 93/91 7 2134Z ;

LTF

ONUC

LEO ;

2770 FOR SAUNDERS ONUC 2598 APPEARED TO INDICATE THAT FLYING TIME FOR THE OTTERS WOULD COMMENCE ON 11 AND 13 JULY.

SINCE THE CONTRACT WHEN SIGNED WILL HAVE A STARTING DATE OF 1 JULY FOR BOTH OTTERS AND C-46, PERIODS FROM THE 1ST TO THE 11TH AND ;

P2/43/41 ;

13TH WOULD BE CONSIDERED AS NON-AVAILABLE WITH APPROPRIATE CREDITS. AM ADVISED BY TRANSAIR THAT LARSEN AND COOPER AGREED ON A STARTING DATE FOR THE OTTERS OF 8 JULY FOR BOTH PLANES. PLEASE CONFIRM THIS 8 JULY STARTING DATE ;
FIELDSERV "

COL 2770 2598 11 13 C-46 1ST 11TH 13TH 8

PSE READ COL C-46 ""



File

EC/hy

BAT/225/64

4 August 1964

Captain Hakansson
TRANSAIR
Leopoldville

Dear Sir,

I wish to confirm our request for the below listed special flights :

4 August 1964

Leave Leopoldville at	13.30 hrs.	l/t
Arrive Stanleyville at	18.30	" "
Leave Stanleyville at	19.30	" "
Arrive Leopoldville at	22.30	" "

5 August 1964

Leave Leopoldville at	07.00	" "
Arrive Luluabourg at	10.30	" "
Leave Luluabourg at	12.00	" "
Arrive Leopoldville	13.30	" "

The scheduled flights to Luluabourg and Elisabethville and return on 6 and 8 August 1964 respectively are cancelled.

Sincerely yours,

J.M. Saunders

Deputy Resident Representative
(Administration)

c.c. Mr. Hanson
Mr. Scheller
Mr. Cooper

BAT/223/64

3 August 1964

Dear Mr. Larssen,

I wish to confirm our request for a special flight on 4 August 1964, as follows :

Leave Leopoldville at	02.00 hrs L/t
Arrive Stanleyville at	07.00 " "
Leave Stanleyville at	08.00 " "
Arrive Luluabourg at	09.30 " "
Leave Luluabourg at	10.00 " "
Arrive Leopoldville at	11.30 " "

The stopover at Luluabourg is for refuelling. However, if the payload from Stanleyville would permit taking additional gasoline, no stopover at Luluabourg should be made.

Sincerely yours,

J.M.Saunders

Deputy Resident Representative
(Administration)

Mr. S.Larssen
TRANSAIR
Leopoldville

c.c. Mr Cooper

BAT/201/64

3 August 1964

Dear Mr. Larssen,

I attach herewith copy of the flight schedule for the C-46 aircraft and of the covering circular LEO/ADMIN/CM.44 of 29 July 1964.

You are kindly requested to undertake these flights, with effect from 6 August 1964 and to follow the schedule, unless you hear otherwise from me.

As you will notice from the attached circular, stopovers may be cancelled on short notice. Such cancellations would normally be notified to you in writing by me or by our representatives in the field stations.

Transportation on the C-46 aircraft will be limited only to passengers and cargo listed on the manifests duly signed by our representatives in the field, or by Mr. C. Carayannis in Leopoldville.

Under no circumstances would any passengers board or cargo loaded on the plane, unless listed on the manifests.

You are kindly requested to furnish copies of passengers and cargo manifests to us after each return to Leopoldville. In addition, I will appreciate it if you will advise Mr. Cacouris, after each return flight, the total cumulative number of hours flown for the particular month.

The names and titles of our representatives in the field offices are shown below :

Mr. B. Bernander, Civilian Affairs Officer, Elisabethville
Mr. C. Blom, Civilian Affairs Officer, Luluabourg
Mr. J. Hobisch, Administrative Assistant, Stanleyville
Mr. J. Kunitzberger, Administrative Assistant, Bukavu
Mr. C. Rishi, Administrative Assistant, Coquilhatville

Sincerely Yours,

Mr. S. Larssen
TRANSAIR
Leopoldville

J. H. Saunders
Deputy Resident Representative
(Administration)

c.c. Mr. Cooper - Mr. Seidl - Mr. B. Bernander - Mr. Blom
Mr. Hobisch - Mr. Kunitzberger - Mr. Rishi

NR 3FC. . . .

ACTION	
CIVILIAN	MILITARY

WC35 SSS NY 31/29 27 26192 ;

STATPRIORITY

ONUC

LEOPOLDDVILLE ;

2673 REF ONUC 2711. HAVE OBTAINED CLEARANCE FROM CONGO
 BRAZZAVILLE, CAMBODIA AND NIGERIA. IN FUTURE PLEASE SPECIFY
 COUNTRIES OF OVERFLIGHT AND/OR LANDING ;

FIELDSERV *

COL 2673 2711 *

→ ADM 450/6

WC52 NY 452

LTF

ONUC

LEO

ACTION	
CIVILIAN	MILITARY
<i>Handwritten: 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.</i>	

Mr. Saunders 262

OSORIO TAFALL US MISSION QUERIES WHETHER ANY CCC 46
FLIGHTS TO LAGOS WITH NIGERIAN POLICE AND STILL UNDER
100 HOURS MONTHLY SHOULD BE ABSORBED BY TRANSATL UNDER
CONTRACT AND ONLY EXCESS HOURS OVER 100 CHARGED TO POLICE
PROJECT. WOULD APPRECIATE ADVICE YOUR UNDERSTANDING ;

CDIARMID -

COL 2688 46 100 100 *



BAT/100/64

Mr A.Cooper, Chief Purchasing and
Supply Section

20 July 1964

John M.Saunders, Deputy Resident Representative (Administration)
Overflight and landing rights

It will be appreciated if you will arrange for overflight and landing rights for the Transair aircraft that will take care of the rotation of the Nigeria Police to and from Lagos, from 29 July through 3 August 1964. The plane will fly over Congo (Brazzaville) and Gabon and will land on Libreville for refuelling, in addition to Lagos. The time schedules are with Mr Philaitis.

Mr Larssen, of Transair, has requested that arrangements be made for the landing fees to be paid directly by Headquarters, if possible.

(Handwritten signature)

File

OMB air transport

Forwarding address for FAA
inspector who working with ONUC air
transport

JSaunders
21/vii

ROUTING SLIP

TO

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

JAMES KOEHLER
2037 - 38th AVE.
OAKLAND,
CALIFORNIA
U. S. A.

DATE

FROM

ACTION	
CIVILIAN	MILITARY
RECEIVED CIVILIAN	

→ ADM 450/6

JUNIOR TELETYPE DELIVERED TO:	
S.R.	
CIV.	✓
C.A.	
C.F.	
C.P.	
C.F.A.	
C.F.O.	Mr. Saunders 262
C.F.S.	
C.G.S.	
MILITARY	

JUL 14 23:03

YC47 NEWYORK 59 14 2219Z ;

LTF

ONUC

LEO ;

2561 OSORIOTAFALL YOUR 2598 FROM ELMS ALTHOUGH CONTRACT NOT YET SIGNED BECAUSE OF FURTHER NEGOTIATION ON TERMINATION COST IT IS PLANNED THAT EFFECTIVE DATE OF CONTRACT WOULD BE 1 JULY FOR ALL PLANES. OTTERS WOULD BE CONSIDERED AS UNAVAILABLE UNTIL 11TH AND 13TH WITH PRO RATA REDUCTION IN MINIMUM GUARANTEES AS PROVIDED IN CONTRACT ;

FIELDSEV "

COL 2561 2598 "



S.R.G.C.

C.M.O.P.

C.D.D.

C.P.D.

C.T.U.

C.T.U.

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C.T.U.

ADM 450/6

JUL 11 1964

ACTION

Mr. Saunders

262

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ed
required

YC114 NY 153 10 1706Z ;

LTF

ONUC

LEO ;

2537 OSORIO-TAFALL YOUR 2581. AAA PLEASE RECTIFY CURRENT
DRAFT CONTRACT WHICH SHOULD SHOW DOLLARS 6600 PER OTTER NOT
REPEAT NOT DOLLARS 6000. CORRECT GLOBAL COST TWO OTTERS
IS DOLLARS 13200. BBB ELMS CONFIRMS NO TECHNICAL PROBLEMS
FOR TRANSAIR AIRCRAFTS REGARDING AUTHORIZATIONS TO OPERATE IN ;
P2 ;

OTHER COUNTRIES WHEN NECESSARY. FOLLOWING YOUR SUGGESTION
QUOTE CIVILIAN OPERATIONS UNQUOTE WILL BE CHANGED TO QUOTE
TAB/SF UNQUOTE IN PARA 2 OF CONTRACT. CCC SECOND PART PARA
14 IS NOT CONTRADICTORY TO UN SELF INSURANCE. DDD UNABLE TO
OBTAIN TRANSAIR AGREEMENTS ON PARA 24 (B) AS ;

P3/53 ;

PROPOSED VAUGHAN ELMS TRANSAIR WILL MAKE COUNTER PROPOSAL
HOWEVER SHORTER NOTICE MAY BE OBTAINED. EEE REPOSITIONING
WILL BE DISCUSSED WITH CONTROLLER AS TO WHICH ACCOUNT SHOULD
BE CHARGED ONUC OR TAB. DDD AWAITING YOUR AGREEMENT WITH
USAID AND RELATED STATEMENTS FOR PROPOSED AMENDMENT TO
PROAG FOR COVER OF TRANSAIR OPERATION ;

MCDIARMID "

COL 2537 2581 6600 6000 13200 2 14 24 "

INDICATE
PRIORITY

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

N R

(Address es)

TAB BUKAVU - TAB COQ - TAB EVILLE - TAB LULUABURG (VIA THE SSB)- TAB STANLEYVILLE

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

TAB/391 - KUNITZBERGER RISHI BERNANDER SCHELLER HOBISCH FROM SAUNDERS
FOLLOWING SCHEDULE FOR C-46 AIRCRAFT OPERATION REMAINDER JULY.
MONDAY 13TH ETO LEO 0730HRS/ETO LLBG 1215HRS/EVILLE
WEDNESDAY 15TH EDO EVILLE 0730HRS/ETO LLBG 1215HRS/LEOPOLDVILLE
MONDAY 20TH ETO LEO 0500HRS/ETO COQ 0800HRS/ETO STAN 1240HRS/BUKAVU
WEDNESDAY 22ND ETO BUKAVU 0800HRS/ETO STAN 1130HRS/ETO COQ 1500HRS/LEO
THURSDAY 23RD LEO/LULUA/EVILLE
SATURDAY 25TH EVILLE/LULUA/LEO
MONDAY 27TH LEO/COQ/STAN/BUKAVU
TUESDAY 28TH BUKAVU/STAN/COQ/LEO
DEPARTURE TIMES FOR LAST FOUR TRIPS SAME AS PREVIOUS ONES HAVING
SAME ITINERARY. TIMES QUOTED ARE ZULU.

cc : Mr. Scheller (by Pouch)
Mr. Cooper
Mr. Larsen
Mr. Seidl

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY:

Drafted by :

Authorized : E. Cacouris

Date : J.M. Saunders

10.7.64

INDICATE
PRIORITY

L T F	S V C Service	F F F F F Routine	S S S S S Priority	P R I O R I T E N A T I O N S
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N R

(Address es)

TAB LULUABOURG VIA THE SSB
TAB BUKAVU ~~VIA THE SSB~~

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

TAB/390

SCHELLER KUNITZBERGER FROM SAUNDERS

TWO OTTER AIRCRAFT DEPARTING LEOPOLDVILLE 0900HRS SATURDAY 11 JULY
ETA LULUABOURG 1230HRS. ONE WILL BE STATIONED IN LULUABOURG.SECOND WILL DEPART MONDAY 13 JULY 0900HRS ETA BUKAVU 1230 AND WILL
BE STATIONED THERE. LOCAL TIME IN EACH CASE. OPERATION WILL BE AT
YOUR WRITTEN REQUEST WITHIN TIME AND AREA LIMITS SPECIFIED
PREVIOUSLY PENDING FINAL ESTABLISHMENT FIXED SCHEDULE.PLEASE CABLE WEEKLY REPORT OF FLIGHTS MADE GIVING ITINERARY AND
TOTAL HOURS FLOWN.AIRCRAFT WILL NOT REPEAT WILL NOT BE UTILIZED TO ASSIST AND IN
MILITARY OPERATIONS.PLEASE PROVIDE TRANSPORT TO CREW FROM AND TO AIRFIELD ON TEMPORARY
BASIS. NO FINANCIAL OR OTHER ADMINISTRATIVE FACILITIES ARE TO BE
PROVIDED BY UN TO TRANSAIR PERSONNEL. HOWEVER, YOU MAY WISH TO
ASSIST THEM IN FINDING ACCOMMODATION.cc : Mr. Scheller (L1bg) (By Pouch)
Mr. A.W. Cooper

T. O. R.

T. O. D.

BY:

EC/cm

Drafted by :

Authorized : E. Cacouris

Date : J.M. Saunders

10.7.1964

UNITED NATIONS - NATIONS UNIES

ADM 450/6

INDICATE
PRIORITY

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

N R

(Address es)

UNATIONS NEW YORK

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

BUNCHE INFO VAUGHAN TURNER MC DIARMID.

2598

FROM OSORIO TAFALL.

TRANSMI ADVISE THEY WILL FLY FIRST OTTER TO LULUABOURG 11 JULY.

SECOND OTTER WILL ALSO FLY LULUABOURG SAME DAY AND AFTER TWO DAYS

OF CHECK FLIGHTS FOR PILOT WILL GO ON TO BUKAVU 13 JULY.

PLANES SHOULD BE READY OPERATE 11 ^{AND} 13 JULY RESPECTIVELY.

CONFIRM THAT CONTRACT TERMS WOULD BE OPERATIVE AS OF THESE DATES.

cc : Mr. A.W. Cooper, P. & S.

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY:

JMS/cm

Drafted by :

Authorized : J.M. Saunders

Date : B. Osorio-Tafall
10 July 1964

UNITED NATIONS - NATIONS UNIES

INDICATE
PRIORITY

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

N R

(Address es)

UNATIONS NEW YORK

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

ONUC 2581

137

RECEIVED FROM OSORIO-TAFALL YOUR LETTER 3 JULY.

1. WE AGREE TEXT YOUR TWO LETTERS OF 3 JULY TO BRECHER EXCEPT THAT CURRENT DRAFT CONTRACT PROVIDES TOTAL \$12,000 FOR TWO OTTERS EACH FLYING 50 HOURS MONTHLY WHEREAS YOUR LETTER GIVES FIGURE \$13,200. PLEASE ADVISE/
2. REGARDING DRAFT CONTRACT WITH TRANSAIR WE ASSUME AAA. FROM REFERENCE IN PARAGRAPH ELEVEN TO AUTHORIZATIONS BY OTHER COUNTRIES THAT ALL AIRCRAFT CAN BE OPERATED OUTSIDE CONGO IF AND WHEN NECESSARY SO LONG AS DONE IN CONNECTION WITH TAB/SP OPERATIONS IN THE CONGO (NOT QUOTE CIVILIAN OPERATIONS UNQUOTE). FOR EXAMPLE C.46 TO CARRY NIGERIA POLICE TO AND FROM LAGOS. AM ASSURED BY TRANSAIR REPRESENTATIVE THERE NO TECHNICAL PROBLEMS IN PERFORMING LAGOS FLIGHTS/ BBB. UNATIONS IS SELF INSURED AGAINST LIABILITIES SPECIFIED SECOND PART PARAGRAPH FOURTEEN.
3. YOU WILL TRY SECURE TRANSAIR AGREEMENT ON TEXT PARA TWENTYFOUR (b) AS PROPOSED VAUGHAN HELMS. IN VIEW UNCERTAINTIES WHICH MUST INEVITABLY ATTEND ANY AIR OPERATIONS IN NEXT FEW MONTHS WE SHOULD HAVE SHORTEST POSSIBLE PERIOD NOTICE AND WE BELIEVE 30 DAYS AMPLE WHEN EXPRESSED IN TERMS YOUR DRAFT SUB PARAGRAPH.
3. WE QUESTION NEED PAY REPOSITIONING CHARGE MENTIONED PARAGRAPH TWENTYTHREE SINCE UNDERSTAND BOTH C.46 AIRCRAFT WERE ALREADY IN CONGO UNDER ONUC CONTRACT WHICH TERMINATED LAST MONTH AND A REPOSITIONING CHARGE PROVIDED FOR IN ONUC CONTRACT.

T. O. R.

T. O. D.

BY:

JS/jc

Drafted by :

Authorized :

Date :

J. Saunders

B.P. Osorio-Tafall

8.7.1964

UNITED NATIONS - NATIONS UNIES

INDICATE
PRIORITY

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

N R

(Address es)

UNATIONS NEW YORK

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

- 2 -

4. FOR YOUR INFO TEXT NY 2511 OF 2 JULY HAD BEEN DISCUSSED WITH
USAID HERE WHO HAD NO MAJOR OBJECTION.

5. WE ARE PREPARING FOR AGREEMENT WITH USAID LEO DETAILED STATEMENT
OF WHERE THE 1964 \$420,000 SAVINGS WILL BE PRODUCED AND SHALL ADVISE
YOU ON SUGGESTED ARRANGEMENTS FOR A PROAC AMENDMENT. ROUGH
PRELIMINARY REACTION IS THAT EXCHANGE OF LETTERS HERE MIGHT SUFFICE.

cc: Mr. Osorio-Tafall
Mr. Brooks
Mr. Cooper

1250 x 100 - 11 - 83

T. O. R.

T. O. D.

BY:

Drafted by :

Authorized :

Date :

✓
Panther
INCOMING ROUTINE CABLE

SECRET

TO : SEWARD
FROM : VAUGHAN.
4 JULY 64.
NO : 2494.

REFERENCE YOUR 2500 OUR 2406 CONCERNING DISPOSAL OF ONUC
SURPLUS AIRCRAFTS. COPIES OF CORRESPONDENCE BETWEEN DR BUNCHE
AND MYSELF ON DISPOSAL OF ONUC SURPLUSES TO ANC IN TODAYS
POUGH AR 79 FOR YOUR GUIDANCE AND ACTION.

PARA. REGARDING AIRCRAFT, SUGGEST YOU FIRST ATTEMPT TO SELL FOR
CASH OR AS PREVIOUSLY SUGGESTED AGAINST SERVICES.

ANYTHING FURTHER ON GHANAS INTEREST IN OUR AIRCRAFT QUERY
PARA . MY 2406 INTENDED TO SUGGEST THAT AS AYE LAST REPORT IN
ORDER TO GET THE C-47 AIRCRAFT OFF OUR HANDS AND TERMINATE
ANY FURTHER RESPONSIBILITY FOR THEIR MAINTENANCE AND STORAGE,
THEY MAY BE TURNED OVER TO ANC ON AYE BILL OF SALE AT AYE
NOMINAL CHARGE.

PARA. WE ARE CHEKING ON OTTERS AND WILL ADVISE.

URGENT
SAUNDERS

INCOMING CODE CABLE

PRIORITY

To : Mr. Osorio-Tafall, Leopoldville
From : Mr. McDiarmid/Vaughan, New York.
Date : 1 July 1964.
No. : 2462.



Appreciate your advice our cable No. 2361
concerning Transair contract.

UNITED NATIONS - NATIONS UNIES

INDICATE
PRIORITY

L T F	S V C Service	F F F F F Routine	S S S S S Priority	X	P R I O R I T E N A T I O N S
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NR

(Address es)

UNATIONS NEWYORK

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

ONUC 2506

FIELDSERV FROM SEWARD. YOUR 2427. TRANSAIR. STATEMENT ONLY PARTIALLY CORRECT. OUR INABILITY TO IMMEDIATELY TURN OVER TO TRANSAIR ALL OTHER PARTS HELD BY AIR SUPPLY SECTION DOES PREVENT LOCATION OF AIRCRAFT AT OUTSTATIONS BUT DOES NOT RPT NOT PREVENT OPERATION FROM LEO AS TRANSAIR AUTHORIZED TO DRAW SUCH PARTS THEY REQUIRE AND ARE AVAILABLE FROM AIR SUPPLY SECTION. HAVE DISCUSSED WITH LARSEN LOCAL TRANSAIR REP WHO AGREES THIS CORRECT. LACK OF STAFF AND MANNER OF STORAGE IS DELAYING SORTING OF OTHER SPARES. REAL REASON FOR NON OPERATION OF OTTERS WOULD APPEAR TO BE FACT THAT TRANSAIR DOES NOT YET HAVE PILOT CLEARED TO FLY OTTERS. AGREE TO CHANGE IN CONTRACT DATE TO 1 JULY AS LONG AS RESPONSIBILITY FOR MAINTENANCE OF OTTERS COVERED FROM 23 JUN THE DATE ON WHICH THEY WERE TAKEN OVER BY TRANSAIR TO 30 JUN 1964

cc: Mr. J.M. Saunders. ✓ Deputy Resident Representative and Deputy Director of Special Fund Programmes (Administration)

520/2/5 AC
61 0 Transair

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY:

Drafted by : A.W.Cooper/ek
Authorized : Purchasing + Supply
Date : 1.7.64.

26 June '64 Folger: soh

2955

2828

TAB

37100-300

SEIDL' M

OSORIO TAFALL (CIVOPS)
LEOPOLDVILLE (CONGO)

REUR 2451 WE PROCEEDING RECRUITMENT SEIDL

MCDIARMID

cc: Mr. Herman
cc: Mr. Miller (BTAO)

J. McDiarmid Senior Director, TAB

By pouch
John Saunders (Congo)
attached copies for
your information.
Am I correct that we
would charge Seidl
against the TAB
administrative budget?
Jmcd
26 June

26 June '64 Folger:scb

2955

2828

TAB

37100-300

SEIDL, M.

UNESCO
PARIS (FRANCE)

MCKITTERICK WE HAVE BEEN REQUESTED RECRUIT LIEUTENANT COLONEL M SEIDL BRAZIL NATIONAL WITH PRESENT ADDRESS POSTE RESTANTE BUREAU CENTRAL 42 RUE DU LOUVRE PARIS ONE FRANCE; WE ENDEAVOURING SECURE RELEASE FROM HIS GOVERNMENT SERVICE. WOULD GREATLY APPRECIATE YOUR CONTACTING HIM AND INFORMING HIM WE WISH MAKE FORMAL OFFER OF POST OF SUPERVISOR OF AIR SERVICES OPERATION IN THE CONGO AT PPP FIVE STEP ONE LEVEL FOR ONE YEAR FIXED TERM APPOINTMENT. ALSO ARRANGE MEDICAL COMPLETION PERSONAL HISTORY FORM AND PROVIDE HIM PARTICULARS SALARY AND ALLOWANCES APPLICABLE PPP FIVE STEP ONE LEVEL. CONGO IS POST CLASSIFICATION SIX FIXED TERM ENTITLES HIM ASSIGNMENT ALLOWANCE. INVIEW URGENCY WE ALSO CABLED HIM CONTACT YOU. APPRECIATE CABLED ADVICE ON PROGRESS.

MCDIARMID

Miss B.K. Whitelaw
cc: Mr. Herman
Mr. Miller (DEAO)

Jurid
J. McDiarmid, Senior Director, TAB

26 June/64 Folger:soh

2955
2828

TAB

37100-300

SEIDL M.

LIEUTENANT COLONEL M. SEIDL
POSTE RESTANTE
BUREAU GENERAL
42 RUE DU LOUVRE
PARIS 1 (FRANCE)

WE ARE INTERESTED CONSIDER YOU FOR POST OF SUPERVISOR AIR
SERVICES OPERATION IN CONGO. CONTACT GERTRUDE MCKITTERICK
UNESCO PERSONNEL PARIS FOR PARTICULARS

MCDIARMID

Miss B.K. Whitelev


J. McDiarmid, Senior Director, TAB

Mr. Saunders
Mr. Pugh *Secret.*

Incoming code cable

Routine

To : Osorio-Tafall Leo.
From : Bunche/Turner/Mediarmaid/Leonard New York.
NO : 23 June 1964.
2327.

Reference your 2367, 2374 and D-508.

1. We are certifying transair contract as accounts receiveable as per your 2374.

2. Have had full discussion substance your 2364 with Brecher Washington informed.

Hyper for favourable decision on delegation authority, which we agree in Unations side.

3. TAB/BTAO agree 4 finance posts and 2 audit posts in accordance paragraph 4,(2) and (3) of 2367.

Hope for early Washington concurrence.

YC24 S NY 89/87 22 2125Z P1/52/50 ;

ETA PRIORITE

ONUC

LEO ;

2312

OSARIO-TAFALL

FROM VAUGHAN OUR 2257 WISH TO CLARIFY
POSSIBLE MISUNDERSTANDING ON TRANSAIR MINIMUM GUARANTEES
FOR BOTH C-46S AND OTTERS AS FOLLOWS AAA WHENEVER TRANSAIR
USES A STANDEY PLANE FOR OPERATIONAL REASONS, THE HOURS FLOWN
BY THE STANDEY DO REPEAT DO COUNT AGAINST THE MINIMUM
GUARANTEE ;

P2/37 ;

EEB WHENEVER THE STANDEY PLANES ARE FLOWN AT UN REQUEST AS
EXTRA PLANES IE TWO C-46S OR THREE OTTERS FLYING AT THE SAME
TIME, THEN THE STANDEY PLANE HOURS ARE NOT INCLUDED IN THE
MINIMUMS ;

FIELDSERV "

COL 2312 2257 C-46S C-46S "

INCOMING TELEGRAM DELIVERED TO:

JUN 23 1964

ACTION

TO:	Mn Saunders 262
1	
2	
3	
<input type="checkbox"/>	Action Completed
<input type="checkbox"/>	Acknowledged
<input type="checkbox"/>	No Action Required
INITIALS	

OUTGOING CODE

TO: BUNCHE, NY
FROM: OSORIO-TAFALL, LEO.
DATE: 22 JUNE 1964
No.: D-508

Deals only with Aville problem

REFERENCE YOUR 2298

2374

1. ONUC 2637 BUT MAINLY ONUC 2274 SIGNED BY GILPIN AND SEYMOUR DISPOSE OF MOST OF IF NOT ALL ITEMS IN YOUR 2298 AND CONFIRM USAID/LEO AGREEMENT TO TRANSAIR CONTRACT. US EMBASSY HERE MOST CO-OPERATIVE.
2. IN VIEW DECISION TO CONCENTRATE IN LEO NIGERIA POLICE DETACHMENTS NOW IN BUKAVU, STANLEYVILLE AND LULUABOURG WE UNDERTAKE REVISION OF OUR OTTER NEEDS. HOPEFUL TO DESPATCH EARLY DATE NEW REDUCED ESTIMATES.
3. WE REITERATE OUR GRATITUDE FOR YOUR EFFORTS TO PROVIDE CIVOPS WITH AIR TRANSPORT UNIT IRRESPECTIVE OF COSTS INVOLVED.

BFOT/dmp

Incoming Code Cable

Priority

To : Osorio-Tafall, Leopoldville

From : Bunche, New York

Date : 20th June 1964

Nr. : 2298

1. Brecher of US Mission discussed with us today cable from Leo U.S. Embassy sent 16 June on subject air transport services.
2. This cable apparently sent same time your cable of 16 June transmitting advice of military air adviser, supporting preference for C-46s etc.
3. U.S. Embassy cable still seems to favour use of C-47s on assumption this would be considerably less expensive than Transair contract for C-46s.
4. We explained to Brecher that after consultation Transair and other firms and consultation our technicians New York including Harrison all here were convinced that best service and only practicable solution would be Transair contract of which you have draft. Our primary concern was to ensure air transport for you before withdrawal of ONUC forces in June. Also our experts convinced Transair is best basis for continuing dependable and experienced service.
5. Best estimate, supported by your cable, was that C-47s could not be operational in less than three to six months under appropriate civilian registry control.
6. We told Brecher part of contract which relates to Transair operations of Otters was more questionable and that we prepared to renegotiate part of contract relating to operation of Otters, if you advised us at any time these small planes not essential. In meantime we believe present draft contract best possible arrangement.
7. Surprised Embassy's report 16 June referred to meeting Osorio, Rikhye and Seymour confirming adequacy of C-47s for our purposes rather than C-46. Quite understand this was original plan but understood you had agreed on basis full discussions here and cable from Vaughan that only feasible arrangement was Transair contract continuing service with necessary pilots, maintenance, spare parts, etc, and C-46s.
8. We convinced that while there is cancellation clause in Transair contract, this should be used only in case of emergency and should not be considered as a basis for changing later to use of C-47s with pilots, maintenance, etc,

to be provided by United Nations.

9. You should understand that we morally committed to Transair for one year contract on basis indicated. This was only hope to provide you with effective air transport by 1 July which we considered most essential point. Only real solution to financing this contract is agreement U.S. government to use PROAG funds up to amount of 650,000 dollars. Nevertheless, we made clear to brecher we had not committed U.S. funds but had committed U N to finance transair contract. With security of eighteen hundred U N officials in Congo including Nigerian police at stake we will take whatever measures necessary to ensure honouring our transair contract, including if necessary curtailment of U N technical assistance operations in the country, with tragic results for Congo and our operations there.

10. Brecher took note of our observations and will transmit them to his government. Please urge U.S. embassy to give us full support so that we can clarify contract with transair as U N accounts receivable against expected U.S. PROAG contribution as per Mediarimid 's cable of 18 June 1964.

11. Frankly , all our experts here see no possibility of using C-47'S some two or three months from now after they receive appropriate civilian certification , and with crews , maintenance , facilities , support services , ETC, provided by U N / TAB / special fund. Incidentally, we not at all convinced that cost of conversion two or three months from now to C-47'S would save money as U.S. embassy Leo seems to believe.

12. No objection your conveying substance this cable to U.S. ambassador. endit.

UNITED NATIONS - NATIONS UNIES

ADM 450/4
T 250/2/17
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INDICATE
PRIORITY

L T F	S V C Service	F F F F F Routine	XX	S S S S S Priority	P R I O R I T E N A T I O N S
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N R

(Address es)

UNATIONS
NEWYORK

1964 JUN 20 PM 12: 16

020 June 1964

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

ONUC 237f. MCDIARMID FROM GILPIN SEYMOUR.
YOUR 2277. USAID/LEO HAS REPEAT HAS CABLED WASHINGTON AND
USUN PRIORITY ITS CONCURRENCE, IN ALL THE CIRCUMSTANCES, TO
TRANSAIR CONTRACT, ASSUMPTION BEING C-46 ARRANGEMENTS PROBABLY WILL
NOT BE RENEGOTIABLE BUT ARRANGEMENTS SMALL CRAFT MAY BE CAPABLE
OF RENEGOTIATION LATER THIS YEAR. ON MATTER HEADQUARTERS ACCOUNTS
FINAL CODING OF CHARGE WILL BE TO CIVOPS FIELD ADMINISTRATIVE
BUDGET WHICH WILL BE SUPPLEMENTED IN 1964 BY 420 THOUSAND
DOLLAR TRANSFER FROM U.S. PROAG PROJECTS TO U.S. PRO AG ADMINISTRATIVE
SUBSIDY FOR ALLOCATION TO CENTRAL ACCOUNT FOR ADMINISTRATION. SAME
PROCEDURE FOR 230 THOUSAND DOLLAR BALANCE IN 1965 FROM SECOND
PROAG WHEN AVAILABLE. YOU MAY FIND IT CONVENIENT HOWEVER TO
USE INTERIM DEVICE OF ACCOUNTS RECEIVABLE UNTIL U.S. PROAG
REPROGRAMMING DETAILS COMPLETED.

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY:

mep X-129

Drafted by :

H. Seymour/

Authorized :

A. C. Gilpin

Date :

20 June 1964

EP1

22116

CWOPY

JUN 19 1964

ACTION

TO:	1 Mr. Saunders
	2
	3
<input type="checkbox"/> - A	Completed
<input type="checkbox"/> - A	nowledged
<input type="checkbox"/> - No Action Required	
IN	1 A'S

262

YC200 F NY 64 18 2150
Z ;

GILAN

ETAT

ONUC

LEO ;

2277 OSORIO UUU SSS STILL AWAITING LEO EMEASSY SUPPORT FOR AIR
TRANSPORT CONTRACT. CAN YOU EXPEDITE QUERY WE BADLY NEED APPROPRIATE
ACCOUNT NUMBER AND ASSURANCE OF FUNDS FOR CERTIFICATION OF
CONTRACT. WOULD BOTH YOU AND UUU SSS EMEASSY AGREE THAT THIS
CONTRACT BE SET UP ;

P2/14 ;

IN THE UN ACCOUNTS AS AN ACCOUNTS RECEIVABLE AGAINST US
PROAG FUNDS QUERY ;

MCDIARMID "



INTER-OFFICE MEMORANDUM

17 June 1964

TO: Mr. A. Gilpin *amy*
FROM: Helen Seymour *HS*
SUBJECT: Transair Contract

1. As asked after the 16 June A.M. staff meeting, I broke the news in ONUC 2220 to Mr. Baron of US AID by telephone yesterday. He responded graciously, on the assumption that the New York team must have acted on the basis of knowledge of comparative rates and a knowledge of Swedish Air Beard specifications and related costs.
2. US AID will have cabled Washington by end of yesterday asking for guidance on whether the project should be treated as a ninth project or as an administrative supplement to the field budget. If the first alternative, then clearance of the project by the Government is necessary. If the second, then the Government will have to be notified that total project funds are less than contemplated.
3. Also, in the latter event, the administrative subsidy will have to be increased from 15% of 3.5 million dollars (i.e., \$500,000) to 30% of 3.1 million dollars, which would yield \$930,000, of which \$510,000 would be attributed to the present field budget and the remaining \$420,000 to the transport facility as a supplement to that budget.
4. The position on US Prag financing of Air Transport is that the first Prag (1964-1965) can take \$420,000 of the total Transair contract costs, which would relate to the period 1 July 1964 through 31 December 1964. The remaining cost - and we are still assuming a grand total for 12 months of \$450,000 - could fall on the second Prag (1965-1966).

2 . . .

5. As you know, I strongly favor negotiating the second Preag on a basis that will not necessitate running two sets of concurrent posts, charges, accounts, audits and reports. To avoid this, I have proposed :

- (a) that the second Preag start uniformly as of a given date for all projects;
- (b) that this date be 1 January 1965;
- (c) that all remnants of the first Preag still active as of 1 January 1965 - (and having, as we know, the terminal date of 30 June 1965) - be caught up and included within the second Preag so that each project within the Preag will have only one project budget, with appropriate duration of posts specified.

6. The last six months of the second Preag (that is, the months 1 January 1966 to 30 June 1966) would be terminal for many posts. Insofar as there were, as a consequence of including 1964-65 funds, sufficient monies in the second Preag to finance extension of some posts beyond 30 June 1966, these extensions would, in their turn, be caught up and transferred to a third Preag, if any. If none, obviously savings would be surrendered to the donor.

7. Assuming the above approach, the Transair project would be budgeted as follows :

- (a) present 1964-1965 Preag, \$420,000
- (b) next 1965-1966 Preag, \$230,000.

8. We come now to the necessity of writing up the Air Transport project in detail. This should be assigned to someone at once and should include :

- (a) Air Transport supervisor's post (Seide) and itemized associated support costs for the period 1 July to 31 December 1964;
- (b) Transair contract in an amount equal to the difference between the cost of the supervisory unit and \$420,000;
- (c) clear description of costs for balance of 12 months period and of cost for extension for a further six months to 31 December 1965.

9. The Transair contract arrived today and I have reviewed it very hastily with Mr. Gergé. It will need to be studied from an operations requirements point of view. Meantime, we believe, from this hasty reading, that its financial provisions mean this :

- (a) A minimum cost for one C-46, yielding an assured 100 flying hours per month, of \$492,000;
- (b) Additional cost of \$410 per hour for any use of one or other of the C-46's involving an hours increase beyond the basic 100 hours per month;
- (c) A very favorable rate for other operation, at \$660 each per month (with apparently no specific hours provision), of \$15,840 for 12 months.

10. It is, as I say, essential that these impressions be checked for accuracy. But, assuming we are right, the determination of maximum possible extra flying hours for the C-46's beyond the 100 hour per month minimum would be arrived at as follows :

- (a) The basic minimum cost of the contract is \$492,000 plus \$15,840, or a total of \$507,840 for 12 months starting 1 July 1964;
- (b) We assume (still) that total costs of the air service should be kept to \$650,000;
- (c) It is necessary to set aside a part of the \$650,000 to finance the air supervision unit;
- (d) Whatever margin is left after subtracting (a) plus (c) from (b) can be used to purchase flying hours for the C-46's above 100 hours per month.

11. If it can be safely predicted now that the C-46's would not, together, fly more than a combined total of 100 hours per month, there might be a possibility of reducing the gross cost figure to something lower than \$650,000. This would depend, even so, on the cost of the supervisory unit. No overall reduction whatever should be assumed at this time, in the absence of close calculations of supervisory cost and of probable actual monthly flight schedules.

cc: Mr. Oserie-Tafall - Mr. Gergé
Mr. C. Seward
Mr. Miller
Mr. Saunders
Mr. Turner - Mr. Vaughan
Mr. McDiarmid

NO
\$6,600

ACTION	
CIVILIAN	MILITARY

Mr Cooper

JS
O-T
Gorge
Seymour
Gulfin
Seward

YC141 5 NY 251/249 17 22292 ;

ETAT PRIORITE

610 TRANSAIR

ONUC

LEO ;

2257 OSORIOTAFALL FROM VAUGHAN AAA TRANSAIR CONTRACT WILL
DELETE QUOTE THE CAPTAIN MAY REFUSE TO FLY ETC UNQUOTE.
BELIEVE YOU MAY RELY ON THIS COMPANY PERFORMING AS WELL
UNDER ADVERSE CONDITIONS AS IT DID FOR ONUC. IT IS NOT
POSSIBLE TO OBTAIN A COMMERCIAL CONTRACT ;

F2 ;

GUARANTEE TO FLY UNDER WAR CONDITIONS EXCEPT AT EXORBITANT
RATES AND UNDER UNIQUE CIRCUMSTANCES. EED HAVE ENDEAVORED TO
NEGOTIATE THE STANDEY C-46 HOURS AS PART OF THE MINIMUM
GUARANTEE BUT WITHOUT SUCCESS. UNLESS YOU CONTEMPLATE
SUBSTANTIAL AND REGULAR FLYING BEYOND ONE HUNDRED HOURS
GUARANTEE WE DO NOT FORESEE ;

F3 ;

~~MY SUCCESS IN OBTAINING LOWER RATE FOR SUCH EXTRA HOURS.~~

IN VIEW LIMITED BUDGET IT WOULD SEEM HOURS BEYOND MINIMUM
ARE MOST UNLIKELY. CCC AGREE COST OF FLYING OTTERS IS HIGH
BUT THERE ARE SO MANY UNKNOWNNS THIS FIGURE MUST STAND AT
PRESENT. WHEN PLANES HAVE BEEN ;

F4/51 ;

BROUGHT UNDER SWEDISH AIR BOARD CONTROL AND ARE FULLY
CERTIFIED WE PLAN TO REOPEN THIS PART OF CONTRACT FOLLOWING
TWO OR THREE MONTHS EXPERIENCE. DDD WE RELUCTANT TO WRITE
INTO CONTRACT ANY REQUIREMENTS ON SWEDISH AIR BOARD
INSPECTIONS SINCE THEIR REGULATIONS ARE COMPLEX AND
NOT FULLY KNOWN TO US. ;

F5/52/48 ;

WE HAVE ASSURANCE BY TRANSAIR OF FULL DISCLOSURE OF SAE
INSPECTION REPORTS. SAE HAS MADE REGULAR IN-PERSON
INSPECTIONS AND WILL CONTINUE UNDER THIS CONTRACT. EEE
PLEASE ADVISE FIRST DAY THAT OTTERS ARE OPERATIONAL AS WE
CONSIDER THIS TO BE STARTING TIME FOR MINIMUM GUARANTEE

ETAT PRIORITE

610 TRANSAIR

ONUC

LEO ;

2257 OSORIOTAFALL FROM VAUGHAN AAA TRANSAIR CONTRACT WILL
DELETE QUOTE THE CAPTAIN MAY REFUSE TO FLY ETC UNQUOTE.
BELIEVE YOU MAY RELY ON THIS COMPANY PERFORMING AS WELL
UNDER ADVERSE CONDITIONS AS IT DID FOR ONUC. IT IS NOT
POSSIBLE TO OBTAIN A COMMERCIAL CONTRACT ;

P2 ;

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GUARANTEE BUT WITHOUT SUCCESS. UNLESS YOU CONTEMPLATE
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P3 ;

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BUT THERE ARE SO MANY UNKNOWNNS THIS FIGURE MUST STAND AT
PRESENT. WHEN PLANES HAVE BEEN ;

P4/51 ;

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INSPECTIONS SINCE THEIR REGULATIONS ARE COMPLEX AND
NOT FULLY KNOWN TO US. ;

P5/52/48 ;

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INSPECTION REPORTS. SAB HAS MADE REGULAR IN-PERSON
INSPECTIONS AND WILL CONTINUE UNDER THIS CONTRACT. EEE
PLEASE ADVISE FIRST DAY THAT OTTERS ARE OPERATIONAL AS WE
CONSIDER THIS TO BE STARTING TIME FOR MINIMUM GUARANTEE
PERIOD ;

FIELDSEV -

COL 2257 C-46 -

ACTION	
CIVILIAN	MILITARY
<i>in hand</i>	

INFO. COPY

Mr. Saunders 262

File No. _____

YC142 S NY 25 17 2229Z ;

ETAT PRIORITE

ONUC

LEO ;

2254 SEWARD SAUNDERS RELEASE THREE OTTERS AND ALL OTTER
SPARES
 SAPRES TO TRANSAIR ON CUSTODY AND RESPONSIBILITY RECEIPT
 AS PER DRAFT CONTRACT ;

FIELDSERV "

COL 2254 "



OUTGOING CODE CABLE

TO: BUNCHE, NY
FROM: OSORIO-TAFALL, LEO.
DATE: 16 June 1964
No.: D-486

RE TRANSAIR CONTRACT AND YOUR 2097

1. DRAFT CONTRACT RECEIVED TODAY, IS UNDER STUDY
2. EYE REQUESTED FROM AIR COMMANDER COLONEL WRIGHT HIS WRITTEN
OPINION ON CIVOPS REQUIREMENTS FOR AIRCRAFT AFTER UN FORCE PHASE-OUT.
HE TRANSMITS AIRCRAFT INSPECTOR'S REPORT:

QUOTE (SEE TEXT ATTACHED) UNQUOTE

16 June 1964

JS

/Topic/

To : Air Commander
From : Aircraft Inspector (FAA)
Subject : Civilian Operations requirement for aircraft after ONUC
phase-out (ref. mag 2097)

Quote

a) Civilian certification of ONUC C-47's would indeed be most costly and time consuming. This would be in all cases an "original certification" and therefore the State of Registry pursuant to the minimum standards of ICAO, prior to the issuance of a Certificate of Airworthiness, would be required to ensure that the subject aircraft complied with the comprehensive and detailed national airworthiness code established for the C-47 type aircraft by the State of Registry. This would specifically require a major inspection at a certificated repair facility approved by the State of Registry.

b) As the specific operational requirements of Civilian Operations are unknown to the undersigned, a fair and accurate appraisal cannot be made of the recommended offer. However, based on experience gained over the past two-and-the-half years with ONUC air operations, evaluation of the comparative results of all aircraft used by ONUC during this period and considering the type of terrain, air distances, elevation and airport construction plus the uplift capability under these specific operating conditions of the type of aircraft being considered, it would be far more advantageous to employ an aircraft of the C-46 category provided in the final analysis, the cost of such services was reasonable and acceptable.

This has been done { The minimum cost figures per hour quoted are rather high. In the case of the C-46 aircraft, the additional hourly cost might be justified in light of the fact that a stand-by C-46 will be maintained in the Congo to provide required serviceability at no extra cost. However, the flight hours of this aircraft, if flown as a substitute aircraft, should be included as a part of the minimum guarantee of 100 hours. Further, some consideration should be given to establishing an agreed upon cost of each block-to-block flight hour flown in excess of the 100 hours minimum guarantee for the first aircraft and a cut-off point for the second aircraft. The hourly cost figure quoted for the Otters is unusually high when one stops to consider the low hourly operational and maintenance costs of this specific aircraft. This is further amplified considering that a substantial amount of serviceable and repairable parts will be provided where otherwise the operator would be required to furnish them a considerable expense. It is agreed, however, that the civilian market value for such parts is very low and that it would be to the UN's advantage to provide these parts where and when needed in order to maintain a high level of Otter serviceability that might otherwise suffer because of a shortage and unavailability of critical parts.

/...

c) The only other comment to be made concerns surveillance of the operation. It is my firm recommendation that regular checks by representative of the Royal Board of Swedish Aviation be required at least quarterly and that a formal report be submitted to the Chief of Civilian Operations and copy to U.N. New York. This report resulting from a visit to the Congo and not based on reports provided to the RBSA by Transair Sweden as a standard requirement of Swedish Air Regulations. These visits can be in conjunction with the semi-annual renewal of the Certificates of Airworthiness of the aircraft. It being assumed that all of the aircraft will receive Swedish registration and thus Swedish airworthiness certification. Also where operational restrictions will exist because of a conflict with current Swedish regulations, waivers in writing from the RBSA should be furnished to UN HQ New York and to the Chief of Civilian Operations. It is further recommended that the afore-mentioned points be agreed upon and written into the contract.

Unquote

James J. Koehler
Aircraft Inspector (FAA)
ONUC

16 June 1964

/Topic/

To : Air Commander
From : Aircraft Inspector (FAA)
Subject : Civilian Operations requirement for aircraft after ONUC
phase-out (ref. mag 2097)

Quote

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Unquote

James J. Koehler
Aircraft Inspector (FAA)
ONUC

ACTION
TRANSMITTED

1964 JUN 15 PM 9:46

U. S. C.

JUN 16 1964

ACTION

TO: *Mr. Gilpin*
 1 *Mr. Gilpin*
 2 *Mr. Seward*
 3
☐ Action Completed
☐ Acknowledged
☐ No Action Required
 IN 3

INCOMING TELEGRAM DELIVERED TO:

S.R.S.G.	<input checked="" type="checkbox"/>	C.C.O.	<input type="checkbox"/>	L.L.O.	<input type="checkbox"/>
CIV. OPS.	<input checked="" type="checkbox"/>	D.P.I.	<input type="checkbox"/>	SWESCO	<input type="checkbox"/>
C.A.O.	<input checked="" type="checkbox"/>	PUB. WK.	<input type="checkbox"/>	MAILOPS.	<input type="checkbox"/>
214.	<input type="checkbox"/>	I.C.A.O.	<input type="checkbox"/>	P.X.	<input type="checkbox"/>
214.	<input type="checkbox"/>	W.H.O.	<input type="checkbox"/>	F.A.O.	<input type="checkbox"/>
C.F.O.	<input checked="" type="checkbox"/>	ACC & IN	<input type="checkbox"/>	I.T.U.	<input type="checkbox"/>
C.PROC.	<input checked="" type="checkbox"/>	LANGSER	<input type="checkbox"/>	W.M.O.	<input type="checkbox"/>
C.G.S.	<input checked="" type="checkbox"/>	EGGSEI	<input type="checkbox"/>	WELFARE	<input type="checkbox"/>

MILITARY RECEIPT

YC37 NY 134/133 15 2150Z P1/51/50 ;

LTF

ONUC

LEO ;

2220 OSORIO-TAFALL SEWARD FURTHER REFERENCE OUR 2194 AND
 YOUR REPLY OF 15TH. AFTER COMPLETE CONSULTATION BY BUNCHE,
 TURNER, VAUGHAN AND MCDIARMID CONTRACT WITH TRANSAIR HAD
 TO BE MADE FOR ONE YEAR IN ORDER OBTAIN THE FAVORABLE RATE.
 WE DO NOT BELIEVE EXPENDITURE INVOLVED ;

P2 ;

WOULD WARRANT REHABILITATING THE TWO C-47 AIRCRAFT THEREFORE
 THESE WILL BE DISPOSED OF AS SURPLUS. THREE OTTERS TRANSFERRED
 FROM ONUC REPRESENTS NO COST TO CIVILIAN OPERATIONS OTHER
 THAN COST OF OPERATING AND MAINTAINING AIRCRAFT FOR WHICH
 ARRANGEMENTS ALREADY BEING MADE THEREFORE SEE LITTLE POINT
 AT THIS TIME TO REOPENING ;

P3/33 ;

ANY NEGOTIATIONS WITH UUU SSS AID FOR ACQUISITION OF MORE
 MODERN SMALL AIRCRAFT TO REPLACE OTTERS, TWO OF WHICH WERE
 MANUFACTURED BY DE HAVILAND, CANADA, AS LATE AS 1963 ;

FIELDSERV "

COL 2220 2194 15TH C-47 1963 "

Baron - 14/6/64

• bid placed in
 kind of order
 this year
 - good term
 clause for
 to future
 - Transair has
 no other work

+ 2 actions
 one at supply
 or 9th project

+ 2 actions
 one at supply
 or 9th project

+ 2 actions
 one at supply
 or 9th project

+ 2 actions
 one at supply
 or 9th project

+ 2 actions
 one at supply
 or 9th project

+ 2 actions
 one at supply
 or 9th project

+ 2 actions
 one at supply
 or 9th project



ADM 450/4

mm. Gilpin
- Saunders

VG222 F NY 72 12 2130Z ;

LTF

ONUC

LEO ;

2194 OSORIO-TAVALL INFO SEWARD FROM EUNCHE VAUGHAN TURNER
HCDIARMID WE HAVE CAPLED TRANSAIR QUOTE CONFIRM ACCEPTANCE
YOUR OFFER PROVIDE AIR CHARTER SERVICE IN SUBSTANTIAL ACCORDANCE
DRAFT CONTRACT WHICH YOU HAVE. DELIGHTED WITH 16TH STARTING
DATE FOR OTTERS UNQUOTE. COPIES OF THE ROUGH DRAFT CONTRACT
IN ;

P2/22 ;

POUCH TODAY FOR YOU AND SEWARD. WOULD APPRECIATE RECEIVING
AT YOUR EARLIEST CONVIENCE ANY COMMENTS OR CORRECTIONS
TO THIS DRAFT ;

FIELDSEV " "

COL 2194 16TH " "



T- 250/2/17

TECHNICAL ASSISTANCE BOARD



BUREAU DE L'ASSISTANCE TECHNIQUE

UNITED NATIONS
NEW YORK

TELEPHONE: PLAZA 4-1234

CABLE ADDRESS: TECABOARD * NEW YORK

REFERENCE: CONFIDENTIAL

12 June 1964

✓

~~Mr. Saunders~~ JP 23/64

Dear Bibi,

In my letter of 11 June, I forgot the most important point. While Helen Seymour had said we would have to wait for USA confirmation before going ahead with the contract for air transport for you, I got Vaughan and McCaw to agree to go ahead, and I believe the contract with Transair is about to be finalized. I hope you will get some plane service in the very near future.

As of today, we still do not have USA confirmation of the use of a ProAg project for this purpose. Apparently when the contract changed into one using C-46's instead of C-47's, Washington decided to get the comments of the US Ambassador in Leopoldville. If this is still pending with him, perhaps you can put in a persuasive word and urge him to give his strong support.

Otherwise, see you in jail!

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'John'.

John McDiarmid,
Senior Director

Mr. B.F. Osorio-Tafall
Resident Representative
Technical Assistance Board
B.P. 7248
Leopoldville,
Republic of the Congo

Outgoing Code Cable

JS
Priority

TO : Bunche, New York
FROM : OsorioTafall, Leopoldville
DATE : 9 June 1964
NO : 2190

Your 1923 and 2097.

1. We recommend acceptance Transair offer on basis you outline subject to AAA correction figure for Otter cost per hour which in your cable as received read quote 432 unquote and which Transair representative here says should be quote 132 unquote. BBB clarification source of funds.

2. Despite lengthy negotiations and manifest wish Air Congo to secure a UN contract neither Air Congo nor Air Brousse representatives have been able match cost figures you quote. Believe we should not continue negotiations longer with these two firms.

3. Suggest amendment job description para. 3 your 1923 by addition to CCC of quote and certify satisfactory execution of terms contract before each periodic payment to contractor unquote, and change AAA to read quote responsible directly to Deputy Resident Representative (Administration) unquote. Believe job description should note that supervisor is to present coordinated requests to a specified officer of contractor, and will not give instructions to individual flight crews or other contractor's staff.

4. Seidl, who is well recommended by Air Commander, is on holiday Europe and eye understand he may be interested supervisor post. Will cable when eye have his reaction. Air Commander reviewing other possible candidates.

../..

5. It is not clear if you are counting on PROAG savings for dollars 650,000 or whether UUUSSS Government has agreed make additional contribution this amount in response your appeal (draft letter to Ambassador Stevenson attached Miller's memo. 19 May to Liu refers). If former, apart from \$180,000 savings from Nigerian Police project, it now seems doubtful whether any other PROAG savings in fact available in view decision extend contracts PROAG posts to end 1965. Propose examine position in detail with Seymour and will cable you results. Meantime, would appreciate your authorisation make PROAG amendments here in negotiation with USAID Leo representative rather than clear each amendment through Washington NewYork. Understood Baron USAID has already requested such authority from Washington but has had no reply. McDiarmid fully briefed this question.

6. Some contribution might be made toward plane operation project from whatever amount remains in 1964 administrative budget for plane operations after current budget revision exercise completed. For example salary and all other costs supervisor might be paid but eye believe we should not enter into further commitments until we know what the amount would be and how much might be needed to pay for commercial airline seats and carriage of freight.

7. Pending further clarification whole question air transport project eye have not yet approached Government to sound their agreement for new PROAG project this purpose.



R U S H

INTER-OFFICE MEMORANDUM

C/ADM/520/2/14

9 June 1964

TO: Mr. J. Saunders, DCAO, Civilian Operations
FROM: A.W. Cooper, Chief, Purchasing and Supply Section
..... SUBJECT: Re. attached

We spoke.

A further study of the Transair offer leads me to strongly recommend its acceptance.

Discounting the revenue we might obtain from the sale of the C-47s and the two Otters for a six month period the Air Brousse costs of maintenance and operation are higher than those of Transair by \$ 46.800 and those of Air Congo for the two C-47s higher than Transair by \$54.000.

Other advantages which I consider inherent in the Transair offer are:

- a) Complete operational and administrative control by Transair;
- b) DC-46s are covered by Transair insurance;
- c) Third Otter provides a fair degree of insurance and will enable you to retain two Otters constantly in service;
- d) Apart from transfer on "no cost" basis of our present stocks of Otter spares and those to be detained from UNEF - all spare parts costs and maintenance costs are inclusive in the Transair contract.
- e) Retaining title to the Otters insures against their being requisitioned and likelihood of the DC-46s being requisitioned is very remote;
- f) Otters will constitute an investment of approximately \$120.000 depreciable over the years of operation;

.../2

- g) It is possible that you may be able to save some of the Nigerian Police rotation costs by using some of the 100 hours of flying time for their transportation; (contract should permit of its use outside the Congo). The costs, which you may note, for six months amount to approximately \$ 59.400.
- h) Will release you from the liability of having to maintain two extremely old C-47s which have been in service since 1941!;
- j) The "hidden" costs are taken care of under the Transair contract.

I am most unhappy with the way the negotiations with Air Breusse have gone and I am inclined to believe we might be left out on a limb at the last moment. They are too heavily tied in with Air Cenge.

I would suggest HQ be asked to endeavour to get Transair to cut the costs a bit on the C-46. Their aircraft are not in demand and I feel they could be persuaded to reduce.

1. Transair Contract 2nd Half 1964

a) 1C-46 -	\$ 410 X 100 hrs/month x 6 months	\$ 246.000.00
b) 2 Otters -	\$ 132 X 50 hrs/month x 6 months x 2 planes	\$ 79.200.00
		<hr/>
Total		\$ 325.200.00
		<hr/> <hr/>

N.B. 1 C-46 on standby without charge.

2. Air Congo Contract + Air Brousse - 2nd Half 1964

Partial payments against amortization of 2 x C47 + 2 x OTTER

a) 2 x C-47s -	50 hrs/month x 260\$/hr x 2 planes x 6 months	\$ 156.000.00
	50 hrs/month x 240\$/hr x 2 planes x 6 months	\$ 144.000.00
		<hr/>
Total		\$ 300.000.00
less purchase price 205-210		\$ 70.000.00
		<hr/>
Net Bal		\$ 230.000.00
b) 2 x Otters (subject to confirmation by Air Brousse)		
X	75 hrs/month x 140\$/hr x 2 planes x 6 months	\$ 126.000.00
	less purchase price of	\$ 120.000.00
		<hr/>
Net Bal		\$ 6.000.00

X exclusive of spare parts and major inspections.

RECAPITULATION

Net Total cost of 2 x C47	\$ 230.000
" " " of 2 x Otters	\$ 6.000
	<hr/>
Grand Total	\$ 236.000
against Transair	\$ 325.000
	<hr/>
Net Saving	\$ 89.200
	<hr/>

Note: To be taken into consideration :

Rotation to Nigeria cannot be done by C47's. If special charter required DC4's to be utilized cost for flights Leo/Lagos/Leo will be \$ 4,950 for 55 people. Estimated move July - December 64 650 people : i.e. 12 flights X 4.950 = \$ 59.400.

OUTGOING CODE CABLE

To: BUNCHE, New York
From: OSORIO-TAFALL, New York
Date: 4 June 1964
N°: _____

Reur 1923.

Believe provisional budget 600,000 dollars excessive. We can reckon foreign exchange costs for next six months will not exceed 200,000 dollars. Of this, 125,000 dollars already budgeted, therefore would need draw only 75,000 dollars from Proag savings. On this basis, believe we can safely proceed with proposed Proag adjustments in agreement USAID Léopoldville and in line our memorandum 2 May to Baron, of which McDiarmid has copy. Would appreciate your earliest agreement since this will solve many problems of contract extensions which are now cropping up every day.

SECRET

URGENT

INCOMING CODE CABLE

ROUTINE

John Saunders

*File
9p*

TO : OSORIO-TAFALL, LEOPOLDVILLE
FROM : BUNCHE, NEW YORK
DATE : 3 June 1964
No. : 2054

REFERENCE OUR 1923.

WOULD APPRECIATE RECEIVING SOONEST INFORMATION REQUESTED
THEREIN, EXCEPT ONUC SERIAL NUMBERS OF AIRCRAFT, WHICH WE HAVE
ALREADY OBTAINED FROM FIELD SERVICE. +

OPERATION DES NATIONS UNIES
AU CONGO



INTER-OFFICE MEMORANDUM

UNITED NATIONS OPERATION
IN THE CONGO

Recd 4 May ADM 450/4
from Polgas 28 MAY 1964
4/vi

520/2/14
27 May 1964

TO: Deputy Chief Administrative Officer
FROM: Chief, Purchasing and Supply Section *J. M. Campbell*
SUBJECT: Aircraft - Retention by Civilian Operations

As discussed this A.M., the following details the revised relative costs of chartering 2 X C-47s from Air Congo and 2 X Light Aircraft from Air Brousse and costs of maintaining 2 X C-47s and 2 X Otters under UN title: 2nd half 1964.

UN Title

2 X C-47 - 50 hours/month - each :

a) Avgas	\$ 27.825	1/	} add \$50,000
b) Avoil	882		
c) Maintenance + Inspections	21.894	2/	

2 X Otters - 50 hours/month - each:

a) Avgas	9.142		} 4 x \$12,000
b) Avoil	289		
c) 6 X 100 hour inspections	4.650	2/	

Air Crews and Ground Crews

2 X C-47S

3 Pilots (all in cost)	\$ 36.000	1/
2 Co-Pilots	14.400	
3 Flight Engineers	21.600	
2 Ground crew	10.800	

2 X Otters

2 Pilots	\$ 18.000
2 Flight Engineers	14.400
2 Ground Crew	10.800

1 Air Ops Supervisor	9.000
----------------------	-------

\$199.682

.../2

- 1/ Makes no provision for spare parts, ground handling equipment, storage, storeskeeper, replacement engines, insurance or contingencies. Possibly another \$50,000 involved.
- 2/ No provision made for major inspections - would be necessary in 1965 and are a major cost - \$ 12.000 each minimum.

Charter Contract

2 X C-47s :

50 hrs/month minimum x \$ 260/hour	\$ 156.000
less purchase prices of UN210 + 205	<u>\$ 70.000</u>
	\$ 86.000

or if purchase prices of UN 210 + 205 set at \$25.000 ea.	\$ 106.000
---	------------

Otters (subject to confirmation by Air Brousse).

Without purchase of UN A/C.

50 hrs/month minimum x \$140/hour x 6	\$ 84.000
---------------------------------------	-----------

Total 2 X C-47s) Lower price	\$ 170.000
2 X Otters) Higher price	\$ 190.000

With Purchase of UN A/C.

Price offered by Air Brousse is equivalent of \$ 120.000.

This sum would be amortized over a period of approx. $8\frac{1}{2}$ months which would result in no cost to Civ.Ops. balance of 1964 and first $2\frac{1}{2}$ months 1965.


Total cost 2 X C-47s	=	\$ 86.000
	or	\$106.000
2 X Otter		- NIL -

Factors to be taken into account :

- a) Charter costs lesser than if Civ.Ops. maintain and operate own aircraft;
- b) Charter costs all inclusive;
- c) No administrative implications;
- d) Aircraft under charter arrangement always available even if aircraft damaged in accident or "written off";
- e) Charter arrangement protects Civ.Ops. against financial loss or damage to A/C;
- f) Possibility of requisitioning by Govt/ANC of A/C on charter to Civ.Ops.

SECRET

INCOMING CODE CABLE.

 PRIORITY

125 Adm. }
480 Pre-op }
Savings }

TO : OSORIO-TAFALL, LEOPOLDVILLE.
FROM : BUNCHE, NEW YORK.
DATE : 25 MAY 1964.
NO. : 1923.

Reference your D-324.

1. In discussion with U.S. AID have agreed to set up new proag on U.N. Civil Air Transport Unit provisionally budgeted at Dollars 600,000.
2. Exploration of package arrangements for air personnel progressing satisfactorily. Have preliminary indication from Transair that otters and C-47's can be operated within budget. Expect offer from Pan African within few days. Contract may be based on 50 hours per plane per month minimum guarantee with a fixed hourly rate. This is forwused on ONUC contracts and found generally satisfactory by administration and operations. Planes could be operated on regular schedules to use most of the 50 hours with extra or emergency flights using balance of the guarantee. An alternate form of contract establishes a fixed sum per month covering all standby charges. Flying is on a per hour basis. This latter contract was used for ONUC 's DC-6. In our experience this is economical only if planes are given minimum usage and this situation has held only with Force Commander's plane. Our recommendation is for the 50 hour minimum contract with regularly scheduled flights. Contract to be reviewed after 6 months and forchanged if required. Urgently request your views. Also urgently require ONUC serial numbers of planes which you will use under contract.

3. Package arrangements will include all air personnel required except supervisor who will be recruited by TARS. We visualize this position to entail

(AAA). Being responsible directly to U.N. Res.Rep. for all U.N. air transport operations ;

(BBB). Coordinating requests for airlift and ensuring they are carried out;

(CCC). Being authorized to inspect U.N. aircraft operations;

and (DDD). Acting as adviser to Res.Rep. on all air matters.

S/L Fardison recommends Seidl for this position but emphasizes that recommendation based on brief personal acquaintance and suggests air commander be consulted prior contacting Seidl.

If endorsed by air commander, please try contact him and take tentative inquiries whether he would be interested in employment with U.N. in proposed position commencing first July for period of 1 year, and if so, furnish personal history statement necessary for appointment. Would also appreciate any additional comments you deem necessary about outlined job description.

Good?
(your view?)

Bob Goldman
trans air
C 46
Interested in C 46

OUTGOING CODE CABLE

FROM : Osorio-Tafall, Leopoldville
TO : Bunche, NewYork
DATE : 20 May 1964
NO : D-324

Reur 1822 para 1.

1. Herewith breakdown personnel; one supervisor, three C.47 pilots, two co-pilots, three flight engineers; two Otter pilots and two flight engineers; four ground crew technicians, three base supply technicians. Total twenty. Estimated cost \$247,000 foreign exchange plus \$96,000 C.F. These estimates based on normal civilian airline operating costs in Congo.
2. Annual maintenance and operating costs other than personnel approximately \$148,000 foreign exchange plus \$76,000 C.F. on basis 50 flying hours monthly. Grand total \$395,000 foreign exchange plus \$172,000 C.F.
3. Agreed package deal desirable to facilitate recruitment but doubtful such arrangement realisable here. We are exploring possibilities with Air Congo and Air Brousse but suggest you continue efforts your end.
4. As regards ONUC air personnel, while so far two or three reported interested, we doubt we can provide full complement from this source.
5. Reur para 2, expect to pouch detailed line estimates personnel and other costs Saturday 23rd.

Drafted: Sherry/Saunders
Authorised: Osorio/Tafall
Date: 20 May 1964
GS-JS/jc

ROUTING SLIP

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

TO:

Mr. Osorio Tofal 214

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

For your information.

*As you will note we
are trying to save the
technical assistance funds
for technical assistance*

DATE:

20/5

FROM:

W H. Miller

INFO. COPY

U.T.
T 250/2/17

Action To: *Alonso Tofall 304*

File No. *Saunber 262*

MAY 23 1964

19 May 1964

Mr. F.T. Liu, Senior Officer
Office of the Under-Secretaries for
Special Political Affairs

311/1 Congo (L)

William Houston Miller
Programme Officer in Charge
Congo (L) Unit

Proposed UN Civil Air Transport Unit Programme
Agreement

..... Attached herewith is the draft of a letter which is intended to be the basis for a proposal by Mr. Bunche to the US Ambassador that the United States provide the UN with additional assistance for the purpose of establishing a UN Civil Air Transport Unit in the Congo (L).

I acknowledge that the draft is due for shortening and contains terminology which you might wish to change. However, I believe it covers the main points of the UN position and makes a cogent presentation of our request for additional funds for the new Programme Agreement.

The next step would be the preparation of the Programme Agreement document and this I am prepared to do as soon as I receive the additional information which is currently being requested from Leopoldville.

cc: Mr. G. Duran

Confidential

W.H. Miller
DRAFT (UNCATU):

19 May 1964

My dear Mr. Ambassador,

I am writing to request additional assistance for the United Nations presence in the Congo during the transition period following the withdrawal of the UN Peacekeeping forces and the termination of the ONUC operation on 1 July. I wish also to make reference to the Secretary General's letter to Ambassador Stevenson of 9 March which outlined the need for troop carrying helicopters to assist in the continuation of these peacekeeping functions by Congo Government forces.

It is our seriously considered opinion that there does, however, still exist an urgent need for the continuation beyond 1 July of some degree of UN air transportation and evacuation capability. In order to continue to provide the Congolese Government with the services of the some 1500 UN ~~related~~ experts and teachers which are essential to the future development of the Congo's political, social and economic viability, we must provide some assurance of UN controlled air transportation in times and areas of crisis. In addition, since the Nigerian Police contingent which will remain will have a key role in assisting in the preservation of peace and order throughout various parts of the Congo, it is essential to the very presence of the Police contingent in the Congo, especially the deployment outside Leopoldville, that we are able to provide UN controlled air transportation and evacuation capability.

As you are aware, Mr. Ambassador, we have already held informal discussions with members of the US Mission regarding these needs and have gone into some detail with them regarding the specifics of cost, crews, planes etc. We have already received through these discussions the informal agreement in principle

of the United States to this proposal for a UN air transportation and evacuation capability. It was indicated that the US would not object to our utilizing for this purpose funds which currently remain unexpended in the US Programme Agreement. This we are prepared to do inasmuch as we believe it to be necessary for the continuation of the UN effort in the Congo (L).

We are indeed appreciative of the interest and cooperation evidenced by the United States in initially providing these funds for technical assistance and subsequently in agreeing to their being reprogrammed into a new Programme Agreement which will provide for the establishment of a UN Civil Air Transportation Unit. It is also our hope that this interest on the part of the United States would, if the situation demands, apply to more than only the initial year. Our present plans are for two C-47s and two ^{OTHERS} others, with spare parts, crew and maintenance personnel adequate for a round-the-clock operational capability. Our estimate on dollar costs would be approximately ^(100,000) \$700,000 for a 12-month period. As soon as additional specific information on requirements and costs are received from the field, I shall then correspond with you for the purpose of formally establishing this new Programme Agreement. It is our intention to have the Civil Air Unit operational before the end of June.

As stated above, the UN believes this proposal to be of the utmost and immediate importance and, as such, would have first call on currently unexpended US Programme Agreement funds. However, I would like to bring to your attention the effect that the method of financing outlined above

would have on the also essential UN programme of technical assistance to the Congo. "Savings" from the Programme Agreement in the amount of approximately \$600,000 which we would need to use for financing the new Proag could only be achieved by taking immediate action to cancel recruitment on all present US Programme Agreement posts which are, as yet, unfilled so that we might move ahead in the next few days in order to establish this new Civil Air Transportation Unit ~~Proag~~ Programme Agreement. Inasmuch as this action would include certain key posts as well as those in all other echelons this would, frankly, result in a ^(sporadic) "shotgun" approach to reprogramming which would leave our well-planned, coordinated and priority oriented programme [riddled] full of vacancies in essential categories. I am sure you will agree that even with the necessity to provide financing for air transportation and evacuation capability we must maintain a sensible and logical approach to the programme revision effects upon the total, as well as US Proag financed, technical assistance programme. We are no longer at the point where we can, on a strict priority basis, cancel out posts beginning with a lowest priority and move up the scale until a saving of \$600,000 ^{could} would be realized, as would be the case in a totally new programme. We are deeply concerned lest the technical assistance programme which is now yielding excellent results in the Congo (as you will note from the attached CIVOPS Report for 1963) will now be curtailed through a [sporadic and] fortuitous programming approach which I am sure would also not be consistent with US Government programming policies.

For this reason, Mr. Ambassador, I wish to request the assistance of the United States in enabling us to continue this essential and well-planned programme of UN technical assistance to the Congo and would hope that the United States might be able to currently provide us with additional funds of

approximately \$600,000 to cover the costs of the proposed Civil Air Transportation Unit Programme Agreement. We would be pleased to return to you any genuine savings resulting from the present technical assistance Programme Agreement and assume that you would automatically apply these funds against any US contribution for technical assistance planned for the coming fiscal year, but to make the proposed new Programme Agreement contingent upon savings at this point, which would only come about through an immediate cancellation of posts as I have outlined above, would have an immediate harmful and irrevocable effect upon the current technical assistance programme as well as the ^{PLANNED} planned programme for 1965.

I shall look forward to your reply.

I remain, dear Mr. Ambassador,

Yours sincerely,

13 May 1964

ESTIMATED COSTS OF CIVILIAN OPERATIONS AIR TRANSPORT

for 12 months - 1 July 1964 to 30 June 1965

	<u>\$</u> <u>Cost</u>	<u>CF</u> <u>Cost</u>
A. <u>2 DC-3 (C-47) - 150 flying hours</u> (per month each)		
Av Gas 420.000 lt. at \$.01325/lt.		55.650
Av Oil 8.400 lt. at 0.25/lt.		1.764
Maintenance: Inspection, replacement of engine and gener.	102.100	
Spare parts	20.000	
Contingencies	10.000	
Estimated costs	132.100	57.414
B. <u>2 Otters - 650 flying hours</u> (per month each)		
Av Gas 118.000 lt. at \$.01325/lt.		18.286
Av Oil 2.760 lt. at 0.21/lt		580
Inspection and maintenance	10.000	
Spare parts	4.000	
Contingencies	2.000	
Estimated costs	16.000	18.866
C. <u>Personnel</u>		
1 Air Operations Supervisor	9.600	4.800
3 C-47 Pilots	54.000	14.400
2 C-47 Copilots	24.000	9.600
3 C-47 flight engineers	32.400	14.400
2 Otter pilots	36.000	9.600
2 Otter flight engineers	24.000	9.600
4 Ground crew technicians	38.400	19.200
3 Base Supply technicians	28.800	14.400
Estimated costs	247.200	96.000
<u>Total estimated costs</u>	395.300	172.280