

ADM 450/7

ENC:ms

31 August 1964

BAT/446/64

U R G E N T

Mr. A. Cooper, Chief, Purchase and Supply

Elias M. Cacouris, Administrative Officer

Aircraft from Elisabethville

The C-46 aircraft is expected to depart from Elisabethville today at 1200 hours Elisabethville time. It will arrive in Leo, via Luluabourg, at approximately 1700 hours local time. Confirmation thereof will be received later.

It is expected that the plane will be fully loaded, mostly with FX merchandise.

cc: Mr. Caryannis  
Mr. Heckmann



UNNUMBERED ELISABETHVILLE

31 1435z

ONUC

LEOPOLDVILLE -

CACOURIS FROM LAMBRINOS. C-46 DEPARTED ELISABETHVILLE  
1112z 31 AUGUST WITH 189 CARTONS SURPLUS PX 5264 LBS .  
82 TIRES 3278 LBS PLUS 1 PASSENGER .

RCVD BY AAL.



INCOMING TELETYPE DELIVERED TO:		
S.R.S.	<input checked="" type="checkbox"/>	K.P.
OFF. STS.	<input checked="" type="checkbox"/>	W. G. S.
CHIEF	<input type="checkbox"/>	W. L. D. S.
IN. S.	<input type="checkbox"/>	P. G.
TR. S.	<input type="checkbox"/>	P. G. S.
P. S.	<input checked="" type="checkbox"/>	P. G. U.
RECEIVED	<input type="checkbox"/>	RECEIVED



*civops*

*c-2*

ADM 450/7

ORG 1301/3 Eville  
ORG 1301/3 Baud.

AUG 28 1964

ACTION

ELILEO 194 FFF ELISABETHVILLE 86/85 28 0900Z  
ETAT  
TAB  
LEOPOLDVILLE ;  
TAB/ELLEO 124 BROOKS FROM BERNANDER

TO:	Mr. Brooks
1	
2	
3	
<input type="checkbox"/>	- Action Completed
<input type="checkbox"/>	- Acknowledged
<input type="checkbox"/>	- No Action Required
INITIALS	

222

1. I HAVE BEEN APPROACHED BY US CONSULATE HERE REGARDIN G  
NECESSITY OF KEEPING OTTER HERE TO BACK UP BAUDOUINVILLE  
OPERATION.
2. IT APPEARS US EMBASSY HAS REQUESTED LOAN OF A UN OTTER  
FOR EMERGENCY EVACUATION OF MISSIONARIES IN NORTH-EASTERN CONGO.
3. STATED OTTER 308 GROUNDED FOR AT LEAST A WEEK AND THAT  
OTTER WAS AT PRESENT NOT REPEAT NOT INDISPENSABLE FOR RUNNING  
BAUDOUINVILLE OPERATION BUT THAT DECISION ON MATTER MUST  
NECESSARILY LIE WITH YOU "

COL 124 1 2 3 "

*Cable sent by  
Mr O T*

INCOMING TELEGRAM DELIVERED TO:

S.R.S.G.	C.C.O.	I.L.O.
OPV.OPS.	C.P.I.	MAILOPS.
C.A.C.	PUB. AFF.	P.X.
C.I.C.	W.A.S.	F.A.O.
C.P.O.		L.T.U.
C.F.O.		
C.A.C.		
C.O.S.		



Conversation Bernander/Saunders at 0800 hours  
28 August 1964

The UN Otter yesterday left Elisabethville to transport three drums of gasoline to our experts in Bandounville and on the return flight deviated from the flight plan to pick up from Kansimba four European mercenaries wounded during the Albertville operations. Half-an-hour after leaving Kansimba, engine trouble developed and the plane made a forced landing 90 kilometres southwest of Bandounville and 40 kilometres west of Pepa.

The crew is quite safe and unharmed at Pepa, and following a radio conversation he had with the Captain, Mr. Bernander reports the aircraft as not damaged in any way and ready to be flown out and put back into normal operation as soon as repairs are made. The diagnosis is carburetor or petrol pump trouble.

The aircraft sent out a "Mayday" sign at 1606 hours local time. The call was taken by a military aircraft, which did not, however, report the call until two hours later when darkness had almost fallen and search was difficult. Kamina and various other places were alerted to join in a search and an Air Congo cessna departed from Elisabethville at first light this morning to find the aircraft. The Air Congo cessna was successful and is bringing back to Elisabethville one of the Otter pilots who will come to Leopoldville by our UN C-46 which will leave Elisabethville about mid-day today. The Otter pilot is coming to collect the necessary spare parts and will return immediately to put the aircraft back into operation. It is understood that the Otter can be flown out of the place where it now is without difficulty.

Mr. Bernander added that the whole operation to attack Albertville appeared to have been a "flop".

cc: Mr. Oscar-Tafall  
Mr. Saunders  
Mr. Gorgé  
Mr. Scheller  
Mr. Fichler  
Mr. Gacouris  
File ✓



# UNITED NATIONS - NATIONS UNIES

1104 450/7

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
-------	------------------	----------------------	-----------------------	----------------------------------

Priorité Nations traffic  
is strictly limited.

N R

(Address es)

TAB ELISABETHVILLE

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

TAB 578 BERNANDER FROM SAUNDERS. FURTHER MY 572. NUMBER OF  
~~ETTER~~ FLYING HOURS OF OTTER 308 AS OF THE TIME OF ARRIVAL IN  
EVILLE; 27 HOURS, ~~XX~~ 45 MINUTES INSTEAD OF 32 HOURS AS  
PREVIOUSLY STATED.

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY: EMC:ms

Drafted by : E. Cacouris  
Authorized : J. Saunders  
D a t e : 26 Aug 1964



INDICATE  
PRIORITY

LTF		SVC Service	FFFFF Routine	SSSSS Priority	SSS	PRIORITE NATIONS	
-----	--	----------------	------------------	-------------------	-----	---------------------	--

Priorité Nations traffic  
is strictly limited.

NR

(Address es)

## TAB LULUABOURG

(TEXT &amp; SIGNATURE)

insert prefix &amp;/or number as required

USE DOUBLE SPACING.

TAB 565 BLOM FROM SAUNDERS. HERE BELOW FLIGHT SCHEDULE OF C-46 AIRCRAFT  
 25 AUGUST 1964 LV LEO 0900 LT; AR LULU 1230 LT; LV LULU 1430 LT; AR LEO  
 1600 LT. 27 AUGUST 1964: LV LEO 0900 LT; AR LULU 1230 LT; LV LULU 1430 LT;  
 AR LEO 1600 LT. 28 AUGUST 1964: LV LEO 0500 LT; AR EVILLE 1130 LT; LV EVILLE  
 1330 LT; AR LULU 1630 LT; LV LULU 1730 LT; AR LEO 1900 LT. 31 AUGUST 1964:  
 LV LEO 0500 LT; AR EVILLE 1130 LT; LV EVILLE 1330 LT; AR LULU 1630 LT; LV LULU  
 1730 LT; AR LEO 1900 LT. FLIGHTS TO LULU ARE FOR TRANSPORTING REMAINDER PX  
 SURPLUS, MT SPARE PARTS, EXCESS OFFICE EQUIPMENT AND OTHER SURPLUS MATERIAL.  
 IT IS EXPECTED FLIGHTS FROM EVILLE VIA LULU WILL BE FULLY LOADED EXCEPT FOR  
 600 TO 800 KILOS DIFFERENCE OF AIRCRAFT PAYLOAD BETWEEN EVILLE AND LULU THEREFORE  
 YOU CAN USE THE KA SPACE.

T. O. R.

T. O. D.

BY: EMC:ms

Drafted by : E. Cacouris  
 Authorized : J. Saunders  
 Date : 25 August 1964



TAB  
Leopoldville

LEO/ADMIN/CM. 66

25 August 1964

To : All Chiefs of Mission of Specialized Agencies, Principal  
Advisers of other Technical Assistance Units and  
Section Chiefs of TAB/SF Headquarters.

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

Subject : U.N. Flights *9 - Saunders*

As you are aware, the flights scheduled as per the attachment to LEO/ADMIN/CM.44 of 29 July 1964 have been cancelled and special flights have been carried on since the beginning of the current month.

We are currently in the process of moving materials which are surplus to requirements in the field offices, and have established accordingly the following schedule for the remainder of the month of August 1964:

25 August 1964	Leave Leopoldville	0900	hours	Local	Time
	Arrive Luluabourg	1230	"	"	"
	Leave Luluabourg	1430	"	"	"
	Arrive Leopoldville	1600	"	"	"
26 August 1964	Leave Leopoldville	1200	"	"	"
	Arrive Coquilhatville	1400	"	"	"
	Leave Coquilhatville	1600	"	"	"
	Arrive Leopoldville	1800	"	"	"
27 August 1964	Leave Leopoldville	0900	"	"	"
	Arrive Luluabourg	1230	"	"	"
	Leave Luluabourg	1430	"	"	"
	Arrive Leopoldville	1600	"	"	"
28 August 1964	Leave Leopoldville	0500	"	"	"
	Arrive Elisabethville	1130	"	"	"
	Leave Elisabethville	1330	"	"	"
	Arrive Luluabourg	1630	"	"	"
	Leave Luluabourg	1730	"	"	"
	Arrive Leopoldville	1900	"	"	"
31 August 1964	Leave Leopoldville	0500	"	"	"
	Arrive Elisabethville	1130	"	"	"
	Leave Elisabethville	1330	"	"	"
	Arrive Luluabourg	1630	"	"	"
	Leave Luluabourg	1730	"	"	"
	Arrive Leopoldville	1900	"	"	"

The same procedure announced in LEO/ADMIN/CM.44 in regard to requests for transportation for passengers and/or cargo should be followed.

We will consider special requests for flights in addition to or in lieu of those enumerated above as the need arises. Please submit such requests to me promptly.



# ROUTING SLIP

TO

Mr Saunders

APPROVAL

SEE ME, PLEASE

YOUR SIGNATURE

NOTE AND FILE

NOTE AND RETURN

YOUR COMMENTS

YOUR INFORMATION

FOR ACTION

We did fail to ask for  
overflight & landing  
rights on the first trip  
to Lagos on 17/18 July.

I had not been aware of  
this requirement on our part.  
We have however requested  
clearances for the later flights

DATE

FROM

3 Sept.

(and full page) Ang.



OPERATION DES NATIONS UNIES  
AU CONGO



UNITED NATIONS OPERATION  
IN THE CONGO

INTER-OFFICE MEMORANDUM

CONFIDENTIAL

24 August 1964

AUG 25 1964

ACTION

TO: Mr. J. Saunders, Deputy Resident Representative

FROM: Col. N.N. Madan, Senior Administrative Officer

SUBJECT: Violations by United Nations Aircraft

TO:	<i>MP Saunders</i>
2	<i>MP Saunders</i>
3	
<input type="checkbox"/>	- Action Completed
<input type="checkbox"/>	- Action Needed
<input checked="" type="checkbox"/>	- No Action Required
IN T.A.S.	

Attached please find a copy of letter dated August 17, 1964 from Dr. Bunche to Mr. Osorio-Tafall along with enclosures on the above subject for whatever further action that you deem necessary.



17 August 1964

Dear Mr. Osorio-Tafall,

.....  
Attached for your information is a copy of correspondence received through the Permanent Mission of Gabon from their Minister for Foreign Affairs.

Since the information on all known flights for which this Headquarters has been requested to obtain clearance has been passed to the Mission, we have doubts that these violations were by United Nations aircraft. Nevertheless, please advise the local representative of Transair accordingly so as to ensure that the United Nations will not be at fault in the future.

Yours sincerely,

Ralph J. Bunche  
Under-Secretary

Mr. B. Osorio-Tafall  
Officer-in-Charge  
ONUC  
Leopoldville  
Congo

cc: Mr. Seward



PERMANENT MISSION OF THE GABON REPUBLIC  
TO THE UNITED NATIONS

New York, 11 August 1964

1071/MP.NY./64

Sir,

I have the honour to transmit to you herewith letter No. 3493/MAE/SP dated 5 August 1964 concerning landings on Gabon territory by United Nations aircraft, which has been sent to us by the Minister for Foreign Affairs to be forwarded to you.

I have the honour to be, etc.

(Signed) Jean Marie NYOUNDOU  
Acting Chargé d'Affaires

U Thant  
Secretary-General  
of the United Nations  
NEW YORK



MINISTRY OF FOREIGN AFFAIRS  
GENERAL SECRETARIAT

THE GABON REPUBLIC  
UNION-WORK-JUSTICE

No. 3493/MAE/SP

Libreville, 5 August 1964

Sir,

I have the honour to draw your attention to the failure of aircraft transporting United Nations forces to observe the international regulations according to which overflights and landings on a given territory by an aircraft of foreign nationality are subject to prior clearance by the authorities of the State concerned.

It has in fact been noted on more than one occasion that aircraft with United Nations registration coming from or going to Leopoldville with United Nations forces on board have landed at Libreville without the local authorities being informed in advance of their arrival.

This mode of procedure is a flagrant violation of the recognized principles of international sovereignty and territorial integrity enjoyed by States Members of the United Nations.

Consequently, the Government of the Gabon Republic would like in future to be informed in advance of such landings on its territory, either by the United Nations High Command or by the friendly Governments providing military contingents which are transported on the responsibility of the international Force.

I have the honour to be, etc.

(Signed)

P. AVARO  
Minister for Foreign Affairs

The Secretary-General of the  
United Nations,  
New York.



From H50/7

BAT/377/64

24 August 1964

Mr. Alan Cooper, Chief, Purchase and Supply

M. R. Gacouris, Administrative Officer

ON Flight - C-45

With reference to this morning's telephone conversation, please be advised that our C-45 aircraft departed for Luluabourg at 1320 hours local time and is expected in Luluabourg at 1400 hours local time. It will take off again as soon as loading is completed. It is expected that it will airlift PX supplies and possibly other materials. Expected time of arrival in Leopoldville will not be known until this afternoon.

In this connection, please note that we expect to have flights going to our field stations almost daily until the end of the month. In view of the situation, itineraries are usually established in the afternoons.

cc: Mr. Scheller  
Mr. Heckman  
Mr. Hanson



ADN 450/7

BAT/303/64

BCH:ms

17 August 1964

Captain Hakansson  
TRANSAIR  
Leopoldville

Dear Sir:

I wish to confirm our requests for the below listed special flights with the C-46 aircraft:

4 August 1964	Leopoldville/Stanleyville/Leopoldville
5 August 1964	Leopoldville/Luluabourg/Leopoldville
9 August 1964	Leopoldville/Coquilhatville/Leopoldville
13 August 1964	Leopoldville/Luluabourg/Leopoldville
15 August 1964	Leopoldville/Coquilhatville/Leopoldville

All scheduled flights are cancelled until further notice.

Sincerely yours,

J. M. Saunders

Deputy Resident Representative  
(Administration)

cc: Mr. Cooper  
Mr. Correa



SPECIAL FUND



FONDS SPECIAL

UNITED NATIONS  
NEW YORK

INTEROFFICE MEMORANDUM

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

FROM: G.M. Hamdy, Administrative Officer,  
Congo Desk, JAD/TAB

SUBJECT: U.N. Flights

Date: 14 August 19 64

FILE NO. TAB/2.4.01/CONGO(L) AIR  
(Congo Desk/20)

SENDER'S TELEPHONE EXTENSION: 3916

AUG 18 1964  
ACTION

1. Reference is made to your circular Leo/Admin/CM44 of 29 July 1964 on the subject of U.N. flights.
2. Purchase and Transportation Service has noted that if non-U.N. personnel or dependents are allowed to use the U.N. flights it may be necessary to cover such passengers with an insurance against the risks of a possible accident.
3. We would appreciate receiving your views on the above recommendation at your earliest convenience.

TO:	Mr. Saunders
1	.....
2	.....
3	.....
<input checked="" type="checkbox"/>	- Action Completed
<input type="checkbox"/>	- Acknowledged
<input type="checkbox"/>	- No Action Required
INITIALS <i>[Signature]</i>	

*file*

Reply in  
A/R 6 item 10  
21 Aug 64



J

TAB  
Leopoldville

Leo/Admin/CM.44

29 July 1964

Leo/Admin/CM/F.16

To : All Chiefs of Mission of Specialized Agencies, Senior Consultants of other Technical Assistance Units and Section Chiefs of TAB/SF Headquarters.  
TAB Civilian Affairs Officers and Administrative Assistants in the Field.

From : John M. Saunders, Deputy Resident Representative (Administration)

Subject : U.N. flights *John Saunders*

GENERAL

1. With reference to LEO/ADMIN/CM.26, attached is the schedule of UN flights, which will be put into effect on Thursday 6 August 1964. Weekly flights to and from field stations will be made in accordance with this schedule. Stops at all points indicated will be made, unless the expected traffic would not warrant it.

2. Please note that schedule A is flown regularly every week of the month, except for the period of approximately the last week of the month, when schedule B is flown.

3. The primary use of the air flights will be the transportation of UN personnel and their families, on official travel status, and UN cargo. Maximum utilization of this service will be made and commercial transportation (air or other) will not normally be authorized.

PASSENGERS

4. All requests for authorizations for transportation should be submitted on Travel Authorization forms to Mr E.M. Cacouris, Room 251, Royal, or to the Administrative Assistants in the field stations, for approval and allocation of space.

5. Requests for transportation from non-UN personnel addressed to the field offices should be forwarded to me for approval.

6. Passengers departing from Leopoldville should report at the Sebena Hangar (not the Terminal Building), N'Djili. Please note that no meals will be served during the flights. However, the flight schedules have been prepared in such a way as to allow time for passengers to have lunch in Stanleyville and Luluabourg respectively, if they so wish.

CARGO

7. Requests for transportation of cargo should be submitted on the Application for shipment form (sample attached), in the same way as for transportation of passengers. Copies of this form may be obtained from Room BE-1.



CARGO (cont'd)

8. Whenever personal effects are being shipped as unaccompanied freight, a detailed priced inventory of the contents should be prepared and the material consigned to the Travel Unit in Leopoldville or to the Administrative Assistants in the Field Offices.

MAIL POUCH

9. The mail pouches will be transported exclusively by the UN flights, unless, during a particular week, no such flight is scheduled.

PAYLOAD

10. Field Offices should note that, for planning purposes, they may assume that one third of the payload of the aircraft will normally be reserved for the transportation of passengers and/or cargo originating from their field office. The Field Offices concerned can, without reference to TAB Leopoldville, or prior clearance, give firm acceptance for passengers and/or cargo, up to one third of the aircraft's payload. If the number of passengers and/or cargo expected to be transported exceeds one third of the payload, detailed information should be forwarded to me in advance. We will also advise field stations whenever the payload reserved for them would be used for other purposes. The exact payload entitlement for each field station, for the purposes described above, will be forwarded separately..

11. If no passengers and/or cargo are to be transported from a field station during a particular flight, I and the previous stopover point should be informed in advance, so that stopover of the aircraft may be cancelled.

REPORT

12. A monthly report will be submitted by each field office indicating the number of passengers and/or cargo transported on each flight, giving the name and agency of each passenger, type of cargo in each consignment, and total weight. The report should mention the dates and flight numbers and should include transportation originating in the particular field office. It should reach me by the tenth of the month, following the reporting period, and the first report due should cover the month of August 1964.



FLIGHT SCHEDULE A

Office of the Resident  
Representative - Leopoldville

29 July 1964

	MONDAY		WEDNESDAY		THURSDAY		SATURDAY	
	TAB-1		TAB-2		TAB-3		TAB-4	
LEOPOLDVILLE	D	06.00			LEOPOLDVILLE	D	08.30	
COQUILHATVILLE	A	08.15			LULUABOURG	A	12.15	
	D	09.00				D	14.15	
STANLEYVILLE	A	12.40			ELISABETHVILLE	A	17.00	D 09.30
	D	14.40			LULUABOURG		A	12.15
BUKAVU		16.30	D	09.30			D	14.15
STANLEYVILLE			A	11.30	LEOPOLDVILLE		A	16.00
			D	13.30				
COQUILHATVILLE			A	15.10				
			D	16.00				
LEOPOLDVILLE			A	18.00				

The above schedule "A" will be utilized henceforth, except that, for the below listed weeks, corresponding roughly to the week starting on the last Monday of each month, the following schedule will apply :

FLIGHT SCHEDULE B

	MONDAY		WEDNESDAY		SATURDAY	
	TAB-5		TAB-5		TAB-5	
LEOPOLDVILLE	D	06.00				
COQUILHATVILLE	A	08.15				
	D	09.00				
STANLEYVILLE	A	12.40				
	D	14.40				
BUKAVU	A	16.30	D	09.30		
E/VILLE			A	12.50	D	09.30
LULUABOURG					A	12.15
					D	14.15
LEOPOLDVILLE					A	16.00

This schedule will  
apply for the weeks  
starting on :

24 AUGUST 1964  
28 SEPTEMBER 1964  
26 OCTOBER 1964  
30 NOVEMBER 1964  
28 DECEMBER 1964

D = Time of departure (Local Time)

A = Time of arrival (local Time)



BAT/286/64

12 August 1964

Mr. C. Blom, Civilian Affairs Officer, Luluabourg

John M. Saunders, Deputy Resident Representative (Administration)

Operation of Otter

Thank you for your memorandum of 3 August 1964 on the subject and the technical data submitted.

However, we will need additional information for each of the trips undertaken; in particular, the names of the passengers and cargo airlifted should be shown, as well as the purpose of the travel.

Finally, a summary report should be sent indicating for each day of the month, since its arrival in Luluabourg, the number of hours flown. The days during which the aircraft has not been flown should indicate the reason, e.g. engine trouble, maintenance, etc.



OPERATION DES NATIONS UNIES  
AU CONGO



UNITED NATIONS OPERATION  
IN THE CONGO

INTER-OFFICE MEMORANDUM

To: Mr. John Saunders, Deputy Resident Representative  
From: C. Blom, Civil Affairs Officer, Luluabourg.  
Subject: Operation of Otter

Date: 3 August 1964

AUG - 6 1964

**ACTION**

TO:	MR Saunders 202
1	
2	
3	
<input type="checkbox"/>	- Action Completed
<input type="checkbox"/>	- Acknowledged
<input type="checkbox"/>	- No Action Required
INITIALS	

Referring to your letter BAT/46/64 of 15 July 1964  
please find enclosed my flight report for the month of July 1964.

Please note that aircraft arrived Luluabourg July  
11th, that it has made 13, 05 hours total flight and that it transported  
totally 20 passengers.



1.  
FLIGHT-REPORT

To be handed over to AIR OPS  
immediately upon arrival.

DATE 15.07.64  
A/C REG. 410-305  
1. Pilot Glantz  
2. Pilot Hedlund

LEG	FROM	TO	G M T		A/B TIME	N M	UPLIFT CAPACITY	UPLIFT USED	NBR PAX	TYPE OF CARGO
			TAKE OFF	TOUCH DOWN						
1	F4UA	UK	0705	0810	1.05				3	
2	FCUK	UG	1230	1400	1.30				5	
3	F4UA	UA	1420	1510	0.50				3	
4										
5										
6										

REASONS FOR DELAY AND CHANGES IN THE FLIGHT ORDER

The president of Tshikapa province + 1 Tshikapa - Luiza.

SPECIAL REMARKS (Radio and Nav-aids, loading, refuelling, mil.situation, etc)

AIRCRAFT TOTAL FLYING HOURS : 3.25

Glantz  
CAPTAIN'S SIGNATURE



1.  
MISSION ORDER

DATE 15.07.64  
A/C OTTER  
REG HW 305

Timings: GMT

LEG	FROM	STD	TO	STA	NBR PAX	CARGO LBS	TOTAL WEIGHT	TYPE OF CARGO	REMARKS
1	Lulu	0700Z			4				
2									
3									
4									
5									
6									

REMARKS

Lulu - Tshikapa - Lulu.

Mr Scheller + 3.

  
ADMINISTRATIVE OFFICER

Glantz.  
PILOT

(De-Briefing: See Reverse Side)



2.

FLIGHT-REPORT

DATE 23.07.64.  
A/C REG. 410 J05

1. Pilot Slank  
2. Pilot Hedlund

To be handed over to AIR OPS  
immediately upon arrival.

LEG	FROM	TO	G M T		A/B TIME	N M	UPLIFT CAPACITY	UPLIFT USED	NBR PAX	TYPE OF CARGO
			TAKE OFF	TOUCH DOWN						
1	FCUA	(VA)	0635	0910	235				7	
2										
3										
4										
5										
6										

REASONS FOR DELAY AND CHANGES IN THE FLIGHT ORDER The weather situation was so bad in Lodja, so it was not possible to land there.

SPECIAL REMARKS (Radio and Nav-aids, loading, refuelling, mil.situation, etc)

AIRCRAFT TOTAL FLYING HOURS : 2.35

[Signature]  
CAPTAIN'S SIGNATURE



2.

## MISSION ORDER

DATE... 23. 7. 64.  
 A/C... OTTER  
 REG... UN 305

Timings: GMT

LEG	FROM	STD	TO	STA	NBR PAX	CARGO LBS	TOTAL WEIGHT	TYPE OF CARGO	REMARKS
1	Lulu	0630Z			7				
2									
3									
4									
5									
6									

REMARKS

Mr Blom + 6 to Loda.

*Blom*  
 ADMINISTRATIVE OFFICER

(De-Briefing: See Reverse Side)

*Glantz*  
 PILOT



3.

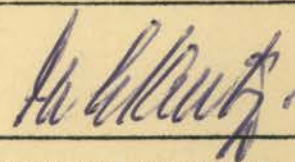
## FLIGHT-REPORT

DATE 29.07.64  
A/C REG. 4103051. Pilot Slonik  
2. Pilot HedlundTo be handed over to AIR OPS  
immediately upon arrival.

LEG	FROM	TO	G M T		A/B TIME	N M	UPLIFT CAPACITY	UPLIFT USED	NBR PAX	TYPE OF CARGO
			TAKE OFF	TOUCH DOWN						
1	Lulu - Kapeubue		1200	1220	0.20				2	
K <sup>2</sup>	M. Sibue		1300	1315	0.15				2	
M. Sibue - Lag M.			1400	1420	0.20				2	
Lag M. - Lulu			1430	1450	0.20				2	
5										
6										

REASONS FOR DELAY AND CHANGES IN THE FLIGHT ORDER

SPECIAL REMARKS (Radio and Nav-aids, loading, refuelling, mil.situation, etc)

AIRCRAFT TOTAL FLYING HOURS : 1.15
  
CAPTAIN'S SIGNATURE



3.

## MISSION ORDER

DATE... 29.07.64.  
 A/C... OTTER  
 REG... UN 305

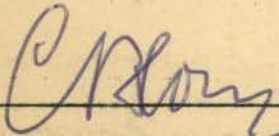
Timings: GMT

LEG	FROM	STD.	TO	STA	NBR PAX	CARGO LBS	TOTAL WEIGHT	TYPE OF CARGO	REMARKS
1	Lulu	1200Z			2				
2									
3									
4									
5									
6									

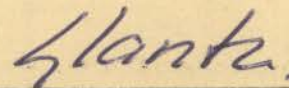
REMARKS

Mr Blom + 1

Lulu - Kapembwe - Mutombo, Sibwe - Lac  
 Nokamba - Lulu



ADMINISTRATIVE OFFICER



PILOT

(De-Briefing: See Reverse Side)



4.

FLIGHT-REPORT

DATE 30.07.64.  
A/C REG. UN 305

1. Pilot Glink  
2. Pilot Hedlund

To be handed over to AIR OPS  
immediately upon arrival.

LEG	FROM	TO	G M T		A/B TIME	N M	UPLIFT CAPACITY	UPLIFT USED	NBR PAX	TYPE OF CARGO
			TAKE OFF	TOUCH DOWN						
1	FCUQ	WA	10.30	11 15	0.45					
2	FCWA	WK	12.30	13.00	0.30					
3	FCWK	WA	15.00	15.35	0.35					
4	FCWA	UA	15.45	16.30	0.45					
5										
6										

REASONS FOR DELAY AND CHANGES IN THE FLIGHT ORDER \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SPECIAL REMARKS (Radio and Nav-aids, loading, refuelling, mil.situation, etc)  
\_\_\_\_\_  
\_\_\_\_\_

AIRCRAFT TOTAL FLYING HOURS : 2.35

[Signature]  
CAPTAIN'S SIGNATURE



4.

MISSION ORDER

DATE... 30.07.64.  
 A/C... OTTER  
 REG... LIN 305

Timings: GMT

LEG	FROM	STD	TO	STA	NBR PAX	CARGO LBS	TOTAL WEIGHT	TYPE OF CARGO	REMARKS
1	Lulu	1030	2		4				
2									
3									
4									
5									
6									

REMARKS

Mr Blom + 3.

Lulu - Bakwanga - Kabinda - Bakwanga - Lulu

  
 ADMINISTRATIVE OFFICER

  
 PILOT

(De-Briefing: See Reverse Side)



5.

FLIGHT-REPORT

DATE 31.07.64  
A/C. REG. UN 305  
1. Pilot Slantz  
2. Pilot Hedlund

To be handed over to AIR OPS  
immediately upon arrival.

LEG	FROM	TO	G M T		A/B TIME	N M	UPLIFT CAPACITY	UPLIFT USED	NBR PAX	TYPE OF CARGO
			TAKE OFF	TOUCH DOWN						
1	FCUA	VA	0910	1050	1.40				1	
2	FCVA	LIA	1400	1535	1.35				2	
3										
4										
5										
6										

REASONS FOR DELAY AND CHANGES IN THE FLIGHT ORDER

SPECIAL REMARKS (Radio and Nav-aids, loading, refuelling, mil.situation, etc)

AIRCRAFT TOTAL FLYING HOURS : 3.15

Slantz  
CAPTAIN'S SIGNATURE



5.

MISSION ORDER

DATE... 31.7.64  
A/C... OTTER  
REG... 410 3057

Timings: GMT

LEG	FROM	STD	TO	STA	NBR PAX	CARGO LBS	TOTAL WEIGHT	TYPE OF CARGO	REMARKS
1	Lulu	0900Z							
2									
3									
4									
5									
6									

REMARKS

Mr Blom to Lodja.

ADMINISTRATIVE OFFICER

(De-Briefing: See Reverse Side)

PILOT



GAT/46/64

13 July 1964

To : Mr. F. Scheller, Administrative Officer, Lulusbourg TAG  
Field Office

From : John W. Saunders, Deputy Resident Representative  
(Administration)

Subject : Operation of Otter

1. I shall appreciate your ensuring that the Otter aircraft operated under contract with Transair is used only on the business of the TAG/Special Fund Programme. There are several major tasks :

- a) to fly regularly to points in the region to permit you and senior experts of the participating agencies to visit experts and check on their progress and the security situation;
- b) to transport experts between points in the region - and so far as space remains available, dependents who may have good reason to travel;
- c) to transport equipment and supplies intended for our programmes and also commodities from the Commissary;
- d) to move experts and their dependents in case of emergency;
- e) If space is available and the aircraft is flown on a United Nations mission, the space can be offered to technical assistance and other experts and representatives of non-UN multilateral or bilateral programmes operated by states members of UN or the specialized agencies, when they need to travel on the official business of their programmes.

/...



2. The aircraft should not be used in reconnaissance flights or otherwise in support of ANL operations. The aircraft should be used solely in support of the UN and participating agencies programmes.

3. Please let us have a report by the pouch, as soon as possible after the end of each month, showing how the aircraft was used, giving for each working day of the month :

- a) hours flown (or a statement that the aircraft did not fly);
- b) number of passengers, amount of cargo carried, indicating for which agency (UN or non-UN);
- c) if passengers or cargo not carried, purpose of flight.

The report should be signed by you and the captain of the aircraft.

4. Our funds for the operation of the aircraft are limited. We have contracted to pay for 50 hours per month of flight time whether or not we use them, but for every hour over 50 we must pay extra. Please be absolutely sure therefore that while you use as much as possible of the 50 hours, you do not exceed 50 hours per month. You should cable me for approval of any flight which seems likely to exceed the 50 hours limit.

cc : Mr. Lorenson  
Mr. Saidl  
Mr. Fichler  
Mr. Gencourie



INDICATE  
PRIORITY

LTF		SVC Service	FFFFF Routine	FFF	SSSSS Priority	PRIORITE NATIONS	
-----	--	----------------	------------------	-----	-------------------	---------------------	--

Priorité Nations traffic  
is strictly limited.

NR

(Address es)

TAB BUKAVU

(TEXT &amp; SIGNATURE)

insert prefix &amp;/or number as required

USE DOUBLE SPACING.

TAB/490 KUNITZBERGER FROM SAUNDERS. YOUR REPORT OF FOUR AUGUST ON  
OTTER FLIGHTS. EYE NOTICE MISSION ORDER IS NOT COMPLETED AND SIGNED  
BY YOU IN EACH CASE. ALSO HAVE NOT RECEIVED SUMMARY REPORT SHOWING  
HOURS FLOWN OR NOT FLOWN FOR EACH DAY OF THE MONTH SINCE ITS  
ARRIVAL IN BUKAVU. IF NOT FLOWN REPORT SHOULD INDICATE REASON E.G. ENGINE  
TROUBLE, MAINTENANCE, ETC.

T. O. R.

EC/ly  
BY:

T. O. D.

Drafted by : E. CACOURIS  
Authorized : J.M. SAUNDERS  
Date : 12 AUGUST 1964



OPERATION DES NATIONS UNIES  
AU CONGO



APM 450/7  
F. L. K.  
bureau  
9  
8/vm  
UNITED NATIONS OPERATION  
IN THE CONGO

INTER-OFFICE MEMORANDUM

520/1/7 AIR

7 August 1964

AUG - 7 1964

ACTION

TO: Mr. J. Saunders, Deputy Resident Representative  
FROM: A.W. Cooper, Chief, Purchasing and Supply Section  
SUBJECT: HF Radio Equipment on Otter A/C 308  
Ref.: Your BAT/185/64 dated 1 August 1964

(Administration)	
1	HR Saunders
3	
<input type="checkbox"/>	Completed
<input type="checkbox"/>	Acknowledged
<input type="checkbox"/>	No Action Required
INITIALS	

Thank you, your information does in fact clarify the position.

Transair Sweden have been advised of the defects and have promised to take action to have the equipment repaired or replaced.

On behalf of Transair we have requested HQ New York to determine whether any of the communications equipment required is available with UNEF on a purchase basis.

Under the terms of the contract Transair are obliged to effect the repairs and/or replacement of defective equipment and to absorb the costs thereof. However, it will be speedier to obtain from UNEF, if available, than for Transair to purchase through normal commercial channels.

We are liaising with Transair and will advise you when the equipment is again operational.

*A. W. Cooper*



OPERATION DES NATIONS UNIES  
AU CONGO



UNITED NATIONS OPERATION  
IN THE CONGO

AUG - 8 1964

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

ACTION

TAB/BUK/23I/64

Bukavu August 4th, 1964

*These are not answers to the questions. And we need a summary showing the not flown each day.*  
*BOISSON'S satisfactory, as not all we put.*  
*8/viii*

To: Mr. J. SAUNDERS, Deputy Resident Representative  
Leopoldville.

From: H. KUNITZBERGER, Asst. Administrative Officer,  
Technical Assistance Bureau, Bukavu.

Subject: Flight Reports UN - aircraft 308.

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

Please find attached two copies of flight reports concerning UN-aircraft 308, which were undertaken till end July.



# FLIGHT-REPORT

DATE 25. July 1964  
A/C REG. UV-308

1. Pilot SMITH, CHRISTENSEN

2. Pilot PERKIN

MEM. 1. PERKIN

2. SUNDBERG

To be handed over to AIR OPS

immediately upon arrival.

LEG	FROM	TO	G M T		A/B TIME	N M	UPLIFT CAPACITY	UPLIFT USED	NBR PAX	TYPE OF CARGO
			TAKE OFF	TOUCH DOWN						
1	FC2A	FC2A	-	-	05					REC. FLIGHT OVER RUGBYLL.
2	"	"	-	-	04					TECH. TEST.
3										
4	TOTAL TIME ON A/C 25/7-1964 249 hrs.									
5										
6										

REASONS FOR DELAY AND CHANGES IN THE FLIGHT ORDER

SPECIAL REMARKS (Radio and Nav-aids, loading, refuelling, mil.situation, etc)

Radio's: HF u/s, VHF (u/s) VERY POOR.

AIRCRAFT TOTAL FLYING HOURS : 249 hrs.

CAPTAIN'S SIGNATURE

*[Signature]*  
Apt Adm.



MISSION ORDER

DATE.....

A/C.....

REG.....

Timings: GMT

LEG	FROM	STD	TO	STA	NBR PAX	CARGO LBS	TOTAL WEIGHT	TYPE OF CARGO	REMARKS
1									
2									
3									
4									
5									
6									

REMARKS

ADMINISTRATIVE OFFICER

PILOT

(De-Briefing: See Reverse Side)



# FLIGHT-REPORT

DATE 30/7-64  
A/C REG. UN-308  
1. Pilot SMITH-CHN  
2. Pilot SANDBERG

To be handed over to AIR OPS  
immediately upon arrival.

LEG	FROM	TO	G M T		A/B TIME	N M	UPLIFT CAPACITY	UPLIFT USED	NBR PAX	TYPE OF CARGO
			TAKE-OFF	TOUCH DOWN						
1	BUNK.	BENI			2,2				3	
2	BENI	GOMA			1,5				3	
3	GOMA	BUNK.			0,6				6	
4										
5										
6										

REASONS FOR DELAY AND CHANGES IN THE FLIGHT ORDER

SPECIAL REMARKS (Radio and Nav-aids, loading, refuelling, mil.situation, etc)

AIRCRAFT TOTAL FLYING HOURS : 253,3

[Signature]  
CAPTAIN'S SIGNATURE



MISSION ORDER

DATE.....  
A/C.....  
REG.....

Timings: GMT

LEG	FROM	STD	TO	STA	NBR PAX	CARGO LBS	TOTAL WEIGHT	TYPE OF CARGO	REMARKS
1									
2									
3									
4									
5									
6									

REMARKS

ADMINISTRATIVE OFFICER

PILOT

(De-Briefing: See Reverse Side)



UNITED NATIONS  
TAB FIELD OFFICE BUKAVU

Flight Schedule Aircraft ONU 308/De Haviland Otter

Date 30.7.1964 From Kamembe to BENI Time 08.00 - 10.35  
 " " BENI Bathshun 2.2  
 " " Bathshun Goma 1.5  
 Purpose of flight : Goma Bukavu 0.6  
 4.3 hrs.

..... Visite of UN-Experts in Beni Butembo and Inspection of  
 UN Vehicle ONUC 3165 which was left behind in a garage at Beni.

Passenger or Cargo :

1. Kunitzberger ..... Mr. Matheron, US Consul
- 2 Mr. Benny, Transport Officer (PX-Goods approx. 200 lbs.)
- Dr. Moreno, Wife and child (Goma-Bukavu)

Return Date and Time : 30/7-64 17.20  
 Hours flown : 4.3 Total Hours on A/C : 253.3

Remarks : Situation in Beni normal although it was requested  
 from side of the Doctors and Experts to have regular Schedule  
 of Flights which will enable them to receive Mail and Foodstuff.

Remarks concerning A/C : Two keys for A/C were procured and locks  
 fixed. Aircraft can be completely locked now.

Verified correct :

.....  
 Captain of Aircraft

.....  
 Administrative Assistant



BAT/200/64

3 August 1964

Mr. C.Blom, Civilian Affairs Officer, Luluabourg

John M.Saunders, Deputy Resident Representative (Administration)

UN Aircraft Payload

With reference to LEO/ADMIN/CM/F.;5, of 29 July 1964, the normal payload entitlement (1/3 of the aircraft's payload, for your station, will be 3,500 lbs., for the onward flight, and 3,500 lbs., for the return.

The normal payload may be exceeded if favourable flight conditions prevail; however, only the captain of the aircraft may decide whether conditions during a particular day would permit that the normal payload be exceeded.

For your information, the average weight of a passenger (plus his normal luggage entitlement - 66 lbs.-, plus his seat) is 260 lbs. You may, therefore, calculate the total weight of passengers and cargo to be airlifted from your station, based on this average passenger weight, and accept reservations up to the maxima indicated above, without prior clearance with me. If additional space is required, please write or cable me for clearance.

c.c. Mr. Seidl



BAT/199/64

3 August 1964

Mr. B. Bernander, Civilian Affairs Officer, Elisabethville

John M. Saunders, Deputy Resident Representative (Administration)

UN Aircraft Payload

With reference to Leo/ADMIN/CM/F.15, of 29 July 1964, the normal payload entitlement (1/3 of the aircraft's payload), for your station, will be 3,000 lbs.

The normal payload may be exceeded if favourable flight conditions prevail; however, only the captain of the aircraft may decide whether conditions during a particular day would permit that the normal payload be exceeded.

For your information, the average weight of a passenger (plus his normal luggage entitlement - 66 lbs., - plus his seat) is 260 lbs. You may therefore calculate the total weight of passengers and cargo to be airlifted from your station, based on this average passenger weight and accept reservations up to the maxima indicated above, without prior clearance with me. If additional space is required, please write or cable me for clearance.

c.c. Mr. Seidl



BAT/198/64

3 August 1964

Mr. H. Kunitzberger, Administrative Assistant, Bukavu

John M. Saunders, Deputy Resident Representative (Administration)

Un Aircraft Payload

With reference to LEO/ADMIN/CN/P.15, of 29 July 1964, the normal payload entitlement (1/3 of the aircraft's payload), for your station, will be 3,300 lbs.

The normal payload may be exceeded if favourable flight conditions prevail; However, only the captain of the aircraft may decide whether conditions during a particular day would permit that the normal payload be exceeded.

For your information, the average weight of a passenger (plus his normal luggage entitlement - 66 lbs/ -, plus his seat) is 260 lbs. You may therefore calculate the total weight of passengers and cargo to be airlifted from your station, based on this average passenger weight and accept reservations up to the maxima indicated above, without prior clearance with me. If additional space is required, please write or cable me for clearance.

c.c. Mr. Seidl



BAT/195/64

1 August 1964

Mr. C. Richi, Administrative Assistant, Coquilhatville

John M. Saunders, Deputy Resident Representative (Administration)

UN Aircraft Payload

With reference to LEO/ADMIN/CW/F.15, of 29 July 1964, the normal payload entitlement (1/3 of the aircraft's payload), for your station, will be 3,500 lbs. for the onward flight and 3,800 lbs. for the return.

The normal payload may be exceeded if favourable flight conditions prevail; however, only the captain of the aircraft may decide whether conditions during a particular day would permit that the normal payload be exceeded.

For your information, the average weight of a passenger (plus his normal luggage entitlement - 66 lbs -, plus his seat) is 260 lbs. You may therefore calculate the total weight of passengers and cargo to be airlifted from your station, based on this average passenger weight and accept reservations up to the maxima indicated above, without prior clearance with me. If additional space is required, please write or cable me for clearance.

c.c. Mr. Seidl



BAT/194/64

1 August 1964

Mr. A.W.Cooper, Chief, Purchasing and Supply Section

John M.Saunders, Deputy Resident Representative (Administration)

Un Aircraft Payload

With reference to LEO/ADMIN/CM.44, of 29 July 1964, the normal payload (1/3 of the aircraft payload) from Leopoldville will be 3,000 lbs.

If airlift requirements, on particular flights, exceed this limit, please coordinate with Mr. Cacouris for clearance with the field offices.

④



BAT/185/64

1 August 1964

Mr. A.W.Cooper, Chief, Purchasing and Supply Section

John M.Saunders, Deputy Resident Representative (Administration)

HF Radio Equipment on Otter A/C 308

Mr.Tedros has forwarded to me your memorandum 520/1/7 AIR, of 25 July 1964, as there seems to be a misunderstanding on the question.

The ITU expert in Bukavu has been asked by Mr.Kunitzberger to verify the HF Radio Equipment on the Otter, as it was out of order. Such verification is not part of the expert's duties, but the ITU, as well as the ICAO and WMO missions, have offered to assist us in servicing and repairing our telecommunications equipment in the field offices.

The above mentioned expert inspected the radio and Mr. Tedros, on the strength of his report, considered it unserviceable and recommended replacement.

I hope that the above will have clarified the position and I would appreciate it if you would advise me whether, to your knowledge, any action has been or is being taken for the repair or the replacement of the radio.



OPERATION DES NATIONS UNIES  
AU CONGO



UNITED NATIONS OPERATION  
IN THE CONGO

INTER-OFFICE MEMORANDUM

520/1/7 AIR

25 July 1964

TO: Mr. Gabriel Tedros, Chief ITU Mission  
FROM: A.W. Cooper, Chief, Purchasing and Supply Section  
SUBJECT: HF Radio Equipment on Otter A/C 308  
Ref.: Your ITU/ONUC/PROV/866/64 dated 23 July 1964

Transair Sweden, the operating company, has been notified of your communication and will take the necessary action to have the subject equipment made serviceable.

For our future guidance, may I please be informed of your mission's interest and responsibility in this matter - for example, do you have a mandate to inspect our aircraft; are inspections periodical or by request; does the operating company have any obligation to comply with your dictates?

*A. W. Cooper*



File

# ROUTING SLIP

TO

Mr. Saunders

APPROVAL

SEE ME, PLEASE

YOUR SIGNATURE

NOTE AND FILE

NOTE AND RETURN

YOUR COMMENTS

YOUR INFORMATION

FOR ACTION

The arrival of the ship carrying the engine is delayed & is now expected on 9 August.

Thanks

9/6/50

DATE

5 Aug.

FROM

*[Signature]*



became  
many thanks

31 July 64

Mr. Saunders,

P. 1/viii

(1) Mr. Larsson of TransAir is leaving today on 3 weeks leave. Capt. Hakansson will replace him.

(2) The engine of the second a/c was due on 29 July has been delayed & is now expected in Matadi on 6 August.

It If it does, our P. & S. staff will help to get it here quickly and the C-46 would be operational a few days later, but not before the 10th.

(3) The a/c now operating could be made to fly longer hours and at nights, if necessary. ICAO's permission would be sought in that case.

(4) All UNESCO Teachers have been issued tickets to leave and those that may have stayed would be on their own choice. Mr. Hennion doubts that he could get any info about any that might have remained in the Congo but promised to do his best.



TAB  
Leopoldville

Leo/Admin/CM.44

29 July 1964

Leo/Admin/CM/F.16

To : All Chiefs of Mission of Specialized Agencies, Senior Consultants of other Technical Assistance Units and Section Chiefs of TAB/SF Headquarters.  
TAB Civilian Affairs Officers and Administrative Assistants in the Field.

From : John M. Saunders, Deputy Resident Representative (Administration)

Subject : U.N. flights *John Saunders*

GENERAL

1. With reference to LEO/ADMIN/CM.26, attached is the schedule of UN flights, which will be put into effect on Thursday 6 August 1964. Weekly flights to and from field stations will be made in accordance with this schedule. Stops at all points indicated will be made, unless the expected traffic would not warrant it.

2. Please note that schedule A is flown regularly every week of the month, except for the period of approximately the last week of the month, when schedule B is flown.

3. The primary use of the air flights will be the transportation of UN personnel and their families, on official travel status, and UN cargo. Maximum utilization of this service will be made and commercial transportation (air or other) will not normally be authorized.

PASSENGERS

4. All requests for authorizations for transportation should be submitted on Travel Authorization forms to Mr E.M. Cacouris, Room 251, Royal, or to the Administrative Assistants in the field stations, for approval and allocation of space. *Amended!*

5. Requests for transportation from non-UN personnel addressed to the field offices should be forwarded to me for approval.

6. Passengers departing from Leopoldville should report at the Sebena Hangar (not the Terminal Building), N'Djili. Please note that no meals will be served during the flights. However, the flight schedules have been prepared in such a way as to allow time for passengers to have lunch in Stanleyville and Luluabourg respectively, if they so wish.

CARGO

7. Requests for transportation of cargo should be submitted on the Application for shipment form (sample attached), in the same way as for transportation of passengers. Copies of this form may be obtained from Room BE-1.



CARGO (cont'd)

8. Whenever personal effects are being shipped as unaccompanied freight, a detailed priced inventory of the contents should be prepared and the material consigned to the Travel Unit in Leopoldville or to the Administrative Assistants in the Field Offices.

MAIL POUCH

9. The mail pouches will be transported exclusively by the UN flights, unless, during a particular week, no such flight is scheduled.

PAYLOAD

10. Field Offices should note that, for planning purposes, they may assume that one third of the payload of the aircraft will normally be reserved for the transportation of passengers and/or cargo originating from their field office. The Field Offices concerned can, without reference to TAB Leopoldville, or prior clearance, give firm acceptance for passengers and/or cargo, up to one third of the aircraft's payload. If the number of passengers and/or cargo expected to be transported exceeds one third of the payload, detailed information should be forwarded to me in advance. We will also advise field stations whenever the payload reserved for them would be used for other purposes. The exact payload entitlement for each field station, for the purposes described above, will be forwarded separately..

11. If no passengers and/or cargo are to be transported from a field station during a particular flight, I and the previous stopover point should be informed in advance, so that stopover of the aircraft may be cancelled.

REPORT

12. A monthly report will be submitted by each field office indicating the number of passengers and/or cargo transported on each flight, giving the name and agency of each passenger, type of cargo in each consignment, and total weight. The report should mention the dates and flight numbers and should include transportation originating in the particular field office. It should reach me by the tenth of the month, following the reporting period, and the first report due should cover the month of August 1964.



FLIGHT SCHEDULE A

Office of the Resident  
Representative - Leopoldville

29 July 1964

	MONDAY		WEDNESDAY		THURSDAY		SATURDAY	
	TAB-1		TAB-2		TAB-3		TAB-4	
LEOPOLDVILLE	D	06.00			LEOPOLDVILLE	D	08.30	
COQUILHATVILLE	A	08.15			LULUABOURG	A	12.15	
	D	09.00				D	14.15	
STANLEYVILLE	A	12.40			ELISABETHVILLE	A	17.00	D 09.30
	D	14.40			LULUABOURG			A 12.15
BUKAVU		16.30	D	09.30				D 14.15
STANLEYVILLE			A	11.30	LEOPOLDVILLE			A 16.00
			D	13.30				
COQUILHATVILLE			A	15.10				
			D	16.00				
LEOPOLDVILLE			A	18.00				

The above schedule "A" will be utilized henceforth, except that, for the below listed weeks, corresponding roughly to the week starting on the last Monday of each month, the following schedule will apply :

FLIGHT SCHEDULE B

	MONDAY		WEDNESDAY		SATURDAY	
	TAB-5		TAB-5		TAB-5	
LEOPOLDVILLE	D	06.00				
COQUILHATVILLE	A	08.15				
	D	09.00				
STANLEYVILLE	A	12.40				
	D	14.40				
BUKAVU	A	16.30	D	09.30		
E/VILLE			A	12.50	D	09.30
LULUABOURG					A	12.15
					D	14.15
LEOPOLDVILLE					A	16.00

This schedule will  
apply for the weeks  
starting on :

24 AUGUST 1964

28 SEPTEMBER 1964

26 OCTOBER 1964

30 NOVEMBER 1964

28 DECEMBER 1964

D = Time of departure (Local Time)

A = Time of arrival (local Time)



TAB/SF - LEOPOLDVILLE  
APPLICATION FOR SHIPMENT

To be submitted  
in triplicate

AIR/SURFACE (strike out the inappropriate word)

DATE.....

CONSIGNOR: \_\_\_\_\_

Person to be contacted  
re this shipment

Name : \_\_\_\_\_

CONSIGNEE: \_\_\_\_\_

Telephone No. \_\_\_\_\_

Earliest date material available for shipment \_\_\_\_\_

<u>No. of pieces</u>	<u>Description of contents</u>	<u>Weight</u> <u>LBS.</u>	<u>Volume</u> <u>Cu.ft.</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

(Signature of Agency Mission Chief, Principal Adviser, or  
Chief of Section)

<u>APPROVED</u>	<u>DISAPPROVED</u>	<u>DATE</u>	<u>INSTRUCTIONS TO CONSIGNOR</u>
_____	_____	_____	Please deliver material to : _____
_____	_____	_____	_____
PRIORITY : _____			on : _____
REMARKS : _____			between : _____
_____			_____ hrs. and _____ hrs.



ADM 4507

Reg.

L.444/64

27 July 1964

Dear John,

TAB Air Transport

..... Attached is a copy of John Saunders' letter of 20 July to Mr. Brown, Assistant Director of USAID, Leopoldville, giving information AID had requested. We understand questions are still being asked from Washington in a challenging way, and have the impression that there is still not complete acceptance of the air transport service plan. It is a little late in the day to be going back over so much history, but since the atmosphere is not altogether encouraging we are doing all we can to supply AID friends here with all the facts and information they need; they in turn seem to be abandoning the slightly neutral attitude they have adopted so far, and seem ready to weigh in on behalf of the plan.

..... Attached also are six copies of the summary statement showing how the necessary savings of \$650,000, in 12 months from 1 July 1964, can be secured from Proag funds. Other copies went today to USAID here, and Stuart Baron will have copies with him when he goes to Washington. All that remains now, is to settle the method of amending the agreement, and I shall write you again about that.

Yours sincerely,

B.F. Osorio-Tafall  
Resident Representative and Director  
of Special Fund Programmes

Mr. John McDiarmid  
Senior Director  
TAB  
New York

cc: Dr. R. Bunche



BAT/149/64

25 July 1964

Mr R.Gorge, Senior Legal Adviser and Political Adviser

John M.Saunders, Deputy Resident Representative (Administration)

UN flights

As you are aware, we have recently inaugurated our TAB flights to and from the field stations and are using a chartered aircraft for this purpose.

The primary usage of the flights would be to carry UN personnel on duty status and UN cargo; they will also transport families of UN personnel, entitled to travel at UN expense, on their way to or from home leave, repatriation, etc.

In addition, we intend to authorize UN personnel and their families to travel by our aircraft for holiday purposes and other private reasons, on a space available basis.

Lastly, we may be required to transport persons not coming under the UN umbrella, but connected with its work, such as experts under bilateral agreements, and, on a reciprocal basis, staff of diplomatic missions, which are providing similar facilities to our own personnel.

Transair, the charter aircraft company, is not required, in accordance with the terms of our contract with them, to cover by insurance the passengers transported.

I wonder whether I could ask you to draft for me a standard document, waiving the UN and its officers from any liability in the event of injury, disability or death resulting from accidents occurring during the transportation of any of the last group of persons.

Q



HBM 14.56/7

ITU/ONUC/PROV/866/64

23 July 1964.

Mr. Cooper, Chief Purchasing and Supply Unit

Gabriel Tedros, Chief ITU Mission

HF radio equipment on Otter aircraft No A/C 308

We have received an urgent request from our expert in Bukavu concerning the HF radio equipment on Otter aircraft No A/C 308

HF Transreceiver model T-22-R  
Serial No 8429 VDC 28 Amps 5  
made by SUN-AIR Corporation

After checking the report on the faults located on the radio equipment we have reached the decision that it is necessary to replace the entire unit either by a new one or reconditioned one. Repair in Bukavu is not possible because of lack of spare parts and even circuit diagrams. Repair in Leopoldville also not possible because for the same reasons and also because the trans-receiver contains common equipment for other equipment and so cannot be removed from aircraft.

In the light of the above can you request the operator of the aircraft to supply a replacement whole unit.



# UNITED NATIONS - NATIONS UNIES

0129 120/1/3 Buk

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.

adm 450/7

N R

(Address es)

TAB - BUKAVU

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING

TAB/404

KUNITZBERGER FROM SAUNDERS. REUR BULE 591 RECOMMENDED  
FLIGHTS FOR JULY AND POSSIBLE DEVIATION FROM TIME SCHEDULE  
APPROVED SUBJECT OF COURSE TO RESTRICTIONS ON USE OF AIRCRAFT  
COMMUNICATED TO YOU SEPARATELY. LIMITED QUANTITY OF C-RATIONS  
MAY BE DELIVERED TO KINDU AND SHABUNDA.

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

BY:

EC/JS/c

Drafted by :

Authorized :

Date :

E. Cacouris

John M. Saunders

21.7.1964



JUL 18 1964  
ACTION

TLX BUKAVU 104 104 18 0905Z

ETAT PRIORITE

ONUC

LEOPOLDVILLE ;

BULE 591 SAUNDERS FROM KUNITZBERGER REUR TAB 390 AND CIVOPS 1268.

RECOMMENDED FLIGHT SCHEDULE FOR A/C 308 TIL END JULY : MONDAY 20

JULY BUKAVU GOMA BENI AND RETOUR ON JULY 21 CONTACT BY ROAD WITH BUTEMBO WILL BE MADE FROM BENI. ESTIMATED FLIGHT

P2 ;

HOURS FOUR.

JULY 29 BUKAVU SHABUNDA KINDU PUNIA WALIKALE BUKAVU. ESTIMATED FLIGHT HOURS SIX. PLEASE AUTHORIZE DEVIATION FROM DATE IN CASE OF NECESSITY. A/C WILL BE TRANSPORTING FRESH SUPPLY AND PX MARCHANDISE TO DOCTORS AND EXPERTS IN OUTSTATIONS AND P IF IN MEAN TIME AUTHORIZED C-RATIONS

P3/4;

TO KINDU AND SHABUNDA "

COL 591 390 1268 308 20

INCOMING TELEGRAM DELIVERED TO:		
S.R.S.G.	<input checked="" type="checkbox"/>	C.I.T.
CIV. OPS.	<input checked="" type="checkbox"/>	C.P.A.
C.A.O.	<input type="checkbox"/>	PUB. WR.
C.F.A.	<input type="checkbox"/>	W.H.O.
C.P.O.	<input type="checkbox"/>	W.M.O.
C.F.O.	<input type="checkbox"/>	W.E.F.A.R.
C.PROC.	<input checked="" type="checkbox"/>	W.M.O.
C.G.S.	<input type="checkbox"/>	W.E.F.A.R.



TLX BUKAVU 104 104 18 09052

ETATPRIORITE

ONUC

LEOPOLDVILLE ;

BULE 591 SAUNDERS FROM KUNITZBERGER REUR TAB 390 AND CIVOPS 1268.  
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DISETO DOCTORS AND EXPERTS IN OUTSTATIONS AND P IF IN MEAN TIME  
AUTHORIZED C-RATIONS

P3/4;

TO KINDU AND SHABUNDA "

COL 591 390 1268 308 20 21 29 "



CIVOPS/1268

3 July 1964

Mr H.Kunitzberger, Administrative Assistant, Bukavu

J.M.Saunders, Deputy Resident Representative (Administration)

Stationing of Otter aircraft

As you are aware, an Otter aircraft will be stationed shortly in your area. A schedule of regular flights will be prepared in accordance with your recommendations.

Mr Seidl is being recruited and will have the technical responsibility for the operation of the UN aircraft.

You will be responsible for making the arrangements for the flights, in accordance with the requirements and taking into consideration the schedule that will be established.

You will be responsible also for generating the requests which will be addressed to the captain of the aircraft in writing. Initial certification of the services rendered will be made by you.

c.c. Mr Seidl



INDICATE  
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Priority Nations traffic  
is strictly limited.

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CVR

(Address to)

TAB LULUABURG VIA THE 538  
TAB BUKAVU VIA THE 538

(TEXT &amp; SIGNATURE)

insert prefix &amp;/or number as required

USE DOUBLE SPACING

TAB/190

SCHALLER KUNITZBERGER FROM SAUNDERS

TWO OTHER AIRCRAFT DEPARTING LEOPOLVILLE 0500HRS SATURDAY 11 JULY

ETA LULUABURG 1200HRS. ONE WILL BE STATIONED IN LULUABURG.

SECOND WILL DEPART MONDAY 13 JULY 0500HRS 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 MILES FLOWN.

AIRCRAFT WILL NOT REPEAT WILL NOT BE UTILIZED TO ASSIST AND IN

MILITARY OPERATIONS.

PLEASE PROVIDE TRANSPORT TO CHIEF FROM AND TO AIRFIELD ON TEMPORARY

BASIS. NO FINANCIAL OR OTHER ADMINISTRATIVE FACILITIES ARE TO BE

PROVIDED BY US TO TRANSFER PERSONNEL. HOWEVER, YOU MAY WISH TO

ASSIST THEM IN FINDING ACCOMMODATION.

cc : Mr. Schaller (Libg) (By Pouch)  
Mr. A.M. Cooper

T.O.R.

T.O.D.

BY:

EL/cw

Drafted by :

Authorized : E. Cascuria

Date : J.P. Saunders

10.7.1964



BFOT/dmp

L-424/64

21 July 1964

TO: Dr. Ralph J. Bunche, Under-Secretary  
for Special Political Affairs

FROM: B.F. Osorio-Tafall, Resident Representative of the  
TAB and Director of SF Programmes

SUBJECT: Our cable T-79

.....

Further to my cable T-79, I am pleased to attach copies  
of the memorandum sent to Mr. J. Kunitzberger, Administrative  
Assistant, TAB Field Office, Bukavu on the operation of Otter.




BAT/98/64

Mr A. Cooper, Chief Purchasing and  
Supply Section  
E.M. Gacouris, Administrative Officer  
Operation of Otter aircraft

20 July 1964

... Further to my memorandum BAT/61/64 of 17 July 1964, attached  
are copies of two cables, BULE 572 and 590, from Mr Kunitzberger, on  
the subject, for your records.





Cleared by Mr. Cooper

BAT.106/64

20 July 1964

Dear Vincent,

RAF Air Transport

In reply to your telephone enquiry:

- (a) The job of bringing two C.47s. up to the proper level to achieve certification for use in our proposed air transport project would have been very expensive and time consuming. The reasons are given in the first paragraph of the attached copy of a memorandum of 16 June 1964 from the aircraft inspector (FAA) Mr. Koehler to the UN Air Commander.
- (b) The technical reasons for preferring the use of the C.46 type are also given in the attached copy memorandum.
- (c) In the negotiations now going on in New York, agreement has been reached with Transair that a standby C.46 will be maintained. There will not be any extra cost for the standby unless we require it be flying at the same time as the first C.46 - in all other circumstances its flight hours are reckoned against the contracted total of 100 hours per month. This arrangement meets the points in Mr. Koehler's paragraph (b).
- (d) Our negotiations with Air Congo were continued for a long time, and when time ran out on us, Air Congo's quotation was still \$54,000 higher (for 12 months of operation) than that of Transair. The Air Congo figures were for operation of two C.47s. at 50 hours each per month minimum while that of Transair was on the basis of one C.46 at 100 hours per month minimum. I should add that we were still discussing with Air Congo various conditions, on which they had not finally stated their position, which could easily have raised our true operating costs by substantial amounts over the figure then under discussion. In brief we had to compare a fixed comprehensive cost figure from Transair, which was reasonably near our own estimates of what the cost would be, with a still uncertain final figure from Air Congo, which at the best would still be a minimum of \$54,000 over the Transair figure.

Mr Vincent Brown  
 Assistant Director  
 USAID  
 Leopoldville

..//..



- (e) In respect of the smaller aircraft we had asked Air Brousseau for quotations on use of their own aircraft, of size comparable to that of the Otters. They replied that they were not in a position to base any aircraft in Lulusbourg or Sukawa because of their existing commitments. Several weeks of discussion had yet in any case produced a clear-cut quotation from them for operation of our Otters, since they would not quote a single figure in which all costs were included. They seemed to prefer separate charges for a variety of different costs, e.g. per diem for pilots, so that it would have been impossible for us to calculate with reasonable certainty, and in advance, the total limit of our commitments for 50 flying hours per month. But at our last discussion their basic figures were still \$46,000 higher than those of Transair for operation of the Otters.
- (f) I might add that in 1962 our predecessors had begun to negotiate a contract with Air Brousseau for use of a Beechcraft based in Stanleyville. In the end a contract was not signed, but the Air Brousseau asking price at that time was \$189 per flying hour between 06.00 hours and 16.00 hours, plus parking charges of \$8 per hour and overnight parking of \$20.
- (g) The question on operational aircraft presumably arose because the words "not operational" was taken to mean "not fit to fly", whereas they were intended to mean simply that the aircraft were parked on the ground and not being used in regular flying operations. I understand that in fact 6 of the 11 awaiting disposal are probably in a state such as would permit them to fly tomorrow. I am sorry that we did not make this point clear in our original message.

Yours sincerely,

John M. Saunders  
Deputy Resident Representative

cc: Mr. Osorio-Tafall  
Mr. McDiarmid



UNITED NATIONS - NATIONS UNIES

ONG 130/1/3 Buk  
Adm 450/7  
Priorité Nations traffic  
is strictly limited.

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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(Address es)

ONUG BUKAVU

(TEXT & SIGNATURE)

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USE DOUBLE SPACING

TAB/408 KUNITZBERGER FROM SAUNDERS. REUR BULE 593. AAA

PURCHASE OF TWO KEYS FOR OTHER AIRCRAFT AUTHORIZED.

BBB PHOTOCOPY PAPER WILL BE SENT NEXT POUCH.

c.c. Mr Cooper

Mr Manson (with copy of BULE 593) - Please supply photocopy paper

1250 x 100 - 11 - 63

T. O. R.

T. O. D.

EC/hy

BY:

Drafted by :

Authorized :

Date :

E. CACOURIS

J. M. SAUNDERS

20 JULY 1964