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LETTER DATED 17 FEBRUARY 1961 FROM THE REPRESENTATIVE OF THE  
CONGO (LEOPOLDVILLE) ADDRESSED TO THE SECRETARY-GENERAL

I have the honour to enclose herewith a copy of a letter dated 30 January 1961 which I have received from Mr. J.P. Martin, an assistant to your Special Representative in the Congo.

I should be very grateful if you would have this communication reproduced and circulated as a Security Council document.

I have the honour to be, etc.

(Signed) Evariste Loliki  
Representative of the Congo (Leopoldville)

ANNEX

I have the honour to acknowledge the receipt of your letter of today's date to the Special Representative of the Secretary-General in the Congo concerning the landing of an Ilyushin 14 aircraft of the United Arab Republic at Lisala on 31 December 1960. I append below replies to the nine questions asked in that communication: these replies supplement the information furnished by the Special Representative in his letter of 14 January 1961 to the Chief of State and in his letter of 20 January 1961 to Mr. Bomboko on the same subject.

Question No. 1. The flight made by the United Arab Republic Ilyushin 14 aircraft which landed at Lisala on 31 December 1960 was not a United Nations flight but, as indicated in the replies to questions 4 and 5 below, a flight connected with the service of a United Arab Republic contingent, under the ONUC flag.

Question No. 2. ONUC had not been advised in advance, as pointed out in the Special Representative's letter of 14 January 1961 to the Chief of State, and it did not subsequently assume responsibility for the flight which, as indicated below, was outside its authority and initiation from the outset.

Question No. 3. The unloading of the aircraft was carried out by soldiers of the United Arab Republic belonging to the ONUC forces in the area, under the supervision of their officers.

Question No. 4. Some of the countries which have supplied contingents to ONUC have found it desirable to carry out flights over the territory of the Republic of the Congo in connexion with the requirements of their contingents. Such flights are, of course, subject to approval by the Congolese authorities. When the Governments concerned have appealed to ONUC to obtain such approval ONUC has gladly used its good offices with the authorities in question, desiring as it does to encourage action that contributes to the welfare of the soldiers in its service. The flights made by a Ghanaian Government aircraft for the benefit of the Ghanaian soldiers of ONUC stationed in Kasai are an example.

Question No. 5. The normal logistic requirements of the contingents are met under ONUC arrangements, but some countries also wish to supply their soldiers with gifts, national foods, recreational equipment, amusements and mail. The flights made for these purposes also carry personnel going on and returning from leave, who would otherwise tax the limited capacity of ONUC air transport still further.

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Question No. 6. The Ilyushin 14 which landed at Lisala on 31 December 1960 went on to Gemena, where it landed on 1 January 1961 to enable the United Arab Republic troops stationed in that town to receive their share of the packages and mail it was carrying.

Question No. 7. ONUC takes no responsibility for this flight, which, as stated above, was made by an aircraft not under its authority.

Question No. 8. As stated in the Special Representative's letter of 14 January to the Chief of State, the United Arab Republic authorities did not apply to the Congolese authorities for the clearance necessary for flights by foreign aircraft over the territory of the Republic of the Congo and their attention has been drawn to this omission by the Secretary-General who has asked them to adhere to the proper procedure in the future.

Question No. 9. The Ilyushin 14 which was wrecked at Lisala following a forced landing in bad weather has been certified beyond repair by ONUC technicians, and all that has been done so far is to collect the parts and materials which are still serviceable. Furthermore, the Ilyushin 14 which landed at Lisala on 31 December 1960 and which had been at Gemena since 1 January 1961 left Gemena airport this very morning after obtaining the permission of the Congolese authorities.

I have the honour to be, etc.

(Signed) J.P. Martin

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