

CONFIDENTIAL

VISIT OF CANADIAN UNTEA PERSONNEL TO DJAKARTA

Wing Commander Herbert and Flight Lt. Richards, two of the four RCAF officers who operate Otter aircraft in West Irian arrived in Djakarta on November 29, through the courtesy of Indonesian facilities, for a five-day holiday in Java. They were given accommodation in the new Press House adjacent to Hotel Indonesia but they expect to visit Bandung and Jogjakarta before they return to West Irian on December 4.

Wing Commander Herbert is stationed at Kota-Baru (Hollandia) while Flight Lt. Richards is in charge of the Otter detail at Biak.

During a one-hour visit to the Embassy, Wing Commander Herbert and Flight Lt. Richards gave me some of their impressions of West Irian. They said the Canadian personnel have remained in good health and are reasonably contented if not actually enjoying their experience of serving in a primitive part of the world. Wing Commander Herbert has a house in Kota-Baru but I gathered that all other personnel live in military quarters.

It is possible that the report given by the two officers was slightly inhibited by the presence of an Indonesian Air Force Captain who was detailed to be an escort, guide and counsellor during their holiday in Indonesia. Nevertheless, Herbert and Richards appear to be enjoying their experience and I got the impression that the Indonesians have exerted their charm to persuade them of their goodwill, efficiency and competence to take over the new territory.

According to the Canadians, the Indonesians in UNTEA now far out-number all other foreign personnel. They said there were at least 200 already installed and that 300 or 400 more were expected in December. Herbert and Richards stated frankly that they thought major changes would come on the 1st January when the Indonesians would be more fully in control. They indicated that their relations with the Indonesian personnel in West Irian have been excellent and that they have more contacts with them than anyone else. They also gave me to understand that the U.N. Security Force under Brig. Said Khan was effectively installed in all major centres and that no problems had arisen with regard to maintenance of law and order and that the transition from the Dutch to UNTEA administration had been effected smoothly.

I enquired about the Papuan flag situation and was told that in most centres there is a hard core of people who are doing their best to keep the Papuan flag in evidence. Although not permitted to be flown at official premises, the Papuan flag is flown on private cars, bicycles and houses. Herbert and Richards do not, however, think that the Papuan flag issue will become serious although they gave me the impression that they thought the Indonesians might try to deal more firmly with the question after January 1st.

Communications in West Irian remain a major problem. The Canadian officers hinted that the Dutch had removed all the best equipment. Dutch civilians, including technical personnel, are moving out fast and this presents a problem in operating postal and telegraph services. The Indonesians, however, were taking over as rapidly as possible. I wastold that the harbour at Kota-Baru is a good one but most of the harbour equipment which could be moved had been taken away by the Dutch. The facilities at Biak they said suffered from the same situation.

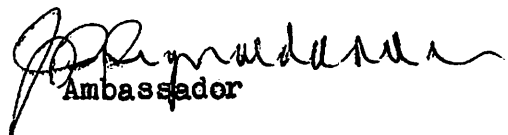
Herbert and Richards said that flying in West Irian is rather hazardous because most of the runways are in poor condition and there are no night landing facilities. The Indonesians are prevented from using some of the better runways because their transport planes are thought to be too heavy. They, therefore, use even poorer runways at their own risk in some of the centres. Weather stations are few in number and pilots can expect little advance warning of weather difficulties. Wing Commander Herbert suggested that the Indonesians had not as yet been able to get permission to bring in personnel to make a major attack on the problem of coping with air traffic.

I enquired cautiously about the destruction of the Dutch Yacht Club which was destroyed by fire three days before the UNTEA take-over on October 1st. The Canadians left me in no doubt, however, that they thought it had been a deliberate decision of the Dutch owners to destroy this private club in order that it should not fall into Indonesian hands. When the fire began no fire services were called out although they were apparently readily available. Herbert suggested that one of the unfortunate aspects of this was that so many Papuans had lost employment. UNTEA apparently had intended to purchase the Yacht Club. Both officers indicated that the destruction of the Yacht Club had left an unfortunate impression in the territory and they thought that many of the remaining Dutch personnel regretted the incident.

Herbert and Richards spoke well of the UNTEA administrators from abroad and claimed that UNTEA was doing its best to find work for those who had previously been in employment.

I enquired about the cholera outbreak to which there have been references in Indonesian papers. The Canadians though that UNTEA was making headway in controlling the epidemic and that the programme of inoculations has been fairly thorough. Unfortunately, however, a number of people who had been given inoculations had developed cholera because the serum apparently had been allowed to deteriorate. They cited two or three instances where the serum containers had been allowed to remain in the open air for three or four days with the inevitable results.

Herbert and Richards suggested that they had encountered some difficulty in keeping the Otters serviced because of delays in obtaining parts and supplies from Canada. I did not get the impression, however, that this had been too serious.


Ambassador

Djakarta, November 30/62

SA to [unclear]

CANADIAN EYES ONLY

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CND EYES ONLY**

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General

F/L Dimond had a number of conversations with Dutch Military and civilian personnel, (several of which are reported in detail), and the general feeling is one of hostility toward the U.S. The Dutch feel the U.S. has completely let them down in West New Guinea. The Civilians are rather dejected over the entire situation and stand to lose a great deal of money by leaving West New Guinea, due to the fact that the Dutch Government is making no compensation for property left behind. Still, virtually all Dutch civilians are departing New Guinea. One reason for this appears to be the devaluation of currency once the Indonesians take over. The Indonesians, apparently, are advertising to the native population the "Favourable" exchange of 4:1 Indonesian currency for Dutch New Guinea Guilders. This appeals to the natives as it appears to increase the value of the Guilder. However, through conversations, it was learned that a bag of rice, which today costs 80 cents, will increase in price "60 times" with Indonesian currency. This will cause dissatisfaction among the natives.

Airfields

The following airfields were visited:

1. **Hollandia/Sentani** - This is an old airfield in quite poor condition. KIM pilots state that the field was due to close some time ago for repairs, however, it was kept open when the situation began to deteriorate between the Dutch and Indonesians. Even Dakotas break through the runway in places, but there was no difficulty experienced by the RCAF C-130 crew on this visit. There are only a few administration buildings and control tower and all are in need of repairs.
2. **Mopah** - Near Merauke, this field is also in a poor state of repair. The runway is of pierced steel planking construction. There are few buildings on the field and these are in need of repair. Sanitation is a problem, the water was undrinkable due to contamination. There were a number of Dutch Marines and other soldiers at Mopah. These troops were barracked in the town and were attempting to engage the Indonesian infiltrators para dropped in the Merauke area. There were, reportedly, gun emplacements at the end of the runway but these were not seen.

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CANADIAN EYES ONLY

The ROAF C-130 was located at Mopah for several days and the day before they arrived, a USAF C-130 landed at Mopah. These were flying regular runs from Djakarta to Biak and then to several smaller airfields throughout West New Guinea.

Several days after the ROAF C-130's arrival an Indonesian C-130 landed at Mopah. (about 7 or 8 Sep). This aircraft apparently landed on 3 engines. They spent most of the day tinkering with the aircraft and then departed on all 4 engines. It is not known what they were doing in the Mopah area.

3. Enimapa - This airport was in good condition. There were, once again, very few buildings, however, Dutch Hunter aircraft had operated from here some time prior to the arrival of this crew. There were a good number of defensive positions (sandbag emplacements) around the airfield, presumably for anti-aircraft fire. These guns fired at the Indonesian aircraft involved in para drop operations earlier, however, they stated that they did not hit anything. The Dutch also had a military encampment located in the jungle between the airfield and the town. No idea how many troops located in the area. In the town, many UN troops were seen, including several Swedish, Indian, and Pakistani personnel.

Dutch Military

F/L Simond's impression as to the efficiency of the Dutch Air Force in New Guinea is based upon his contact with them at Biak/Mokmer.

The Dutch at Biak/Mokmer appeared to be quite operational. The Hunter aircraft flew almost every day during his stay. They flew in sections of 3 and the primary task, at this point, appeared to be escorting KIM DC-8 aircraft in and out of Mokmer, and within 100 nm radius. They conducted "SCRAMBLES" from readiness or Alert hangars near the end of the runway and time from climbing in to take-off was approximately 5 mins.

There was also a squadron of Dakota's (6 aircraft) at Mokmer and a squadron of P2V's at Borekoe. The Dutch personnel talked of flying the Hunters to Australia and then sea-lifting from here to Holland.

Indonesian Military

The Indonesian infiltration force, reportedly numbering between 1500-2000 are trained in jungle warfare. Of this force, the Indonesian liaison officer in Hollandia can account for only approximately 1000 men. F/L Simond feels the Indonesians lost approximately 1/3 of their force either due to the drop or to the natives in the jungle. The airdrop itself was poorly operated as the Indonesians did not airdrop their troops in the proper manner. Rather than jumping in groups as is possible with the C-130, they jumped individually, spaced approximately 30 - 60 seconds apart, which resulted in several miles separation on the ground. The jump altitude was 1500-2000 feet.

CONVERSATIONS -

Dutch Inspector of Civil Aviation for West New Guinea

This person is personally responsible for the evacuation arrangements for Dutch dependent women and children. He stated that all dependents would be out of West New Guinea by the end of September. The majority will travel via KIM DC-8 and some will go by sea.

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**CANADIAN
EYES ONLY**

Dutch Civilian at Biak

This man is in charge of native public relations. He sells native handicraft and keeps track of social progress. He states that one entire village in the south area has moved back into the jungle. This is one village he knows of, how many others have done the same he does not know. The natives are afraid of the future under Indonesian administration. He stated he was leaving West New Guinea, immediately.

A Kroondrif Pilot

This pilot passed on the information he received from a missionary in the interior. He operates aircraft into the interior. The missionary was concerned over native activity in the production of weapons. The natives throughout the interior appear to have begun making weapons once more.

All Dutch Military Personnel

All Dutch Military personnel spoken to, voiced the opinion that the natives are definitely anti-Indonesian and the Dutch expect the natives to resort to violence when the Indonesians arrive.

Two Australian Civilians

These men each have timber interests in West New Guinea. One has property on the Island of Japan, the other on an island just off Kaiwana. Both men are leaving West New Guinea. They state that under the Indonesian monetary system they would "lose their shirts". One man had just previously borrowed $\frac{1}{2}$ million dollars from the Dutch New Guinea Government to set up his business. He is leaving this behind and going home.

SUMMARY

Everyone F/L Amend spoke to is leaving the country immediately and they all expect violence from the natives after they leave. The impression he had was that the Indonesians will never have peace and quiet in West New Guinea.

(AG McMillan) F/O
ATC/INT 2

**CANADIAN
EYES ONLY**