

AIR 71

AIR/7/1

**VOL : 2**

TRN/AVA/1 # 5

**SUBJECT** INVESTIGATION INTO ACCIDENTS

# ARCHIVE

FILE OPENED 8-1-80

FILE CLOSED

CS  
PA  
CS ✓  
DCA  
BU  
FS 1 30/6  
CS

~~CROSSING~~





Director Civil Aviation  
Aviation Dept.  
Stanley

24th December 1979

His Excellency the Governor,  
Government House,  
Stanley

Sir,

I have the honour to report an aircraft accident/incident in accordance with Regulation 5 of the Civil Aviation. (Investigation of Accidents) Regulation, 1959.

The aircraft involved was a BN-2A-27 Islander VP-FAY owned by the Falkland Islands Government and commanded by Capt. J. Kerr.

The accident/incident occurred on December 22nd at 14.50 hours on the completion of landing run at Green Patch.

There were no injuries to persons on board the aircraft.

The nose wheel of the aircraft had been driven backwards, damaging the front bulkhead, foreward undersking and nose-cone.

I am  
Sir  
Your Obedient Servant

DIRECTOR CIVIL AVIATION

✓  
c.c. Chief Secretary

File

2



915623 CAFUND G  
212 CWBOOTH FK

NO 462

FOR MARSHALL FROM CHIEF SECRETARY FALKLAND ISLANDS GOVERNMENT

YOUR REF CE2 491 REF AVIATION HULL AND LIABILITY INSURANCE ON  
OUR ISLAND AIRCRAFT VP-FAY (COVER NOTE NO AD790 18 04).

I HAVE TO REPORT THAT THIS AIRCRAFT WAS DAMAGED ON SATURDAY  
22ND DECEMBER WHEN IT RAN INTO A SOFT AREA ON THE RUNWAY WHILE  
COMPLETING A LANDING AT GREEN PATCH SETTLEMENT. THE NOSE  
WHEEL OLEO LEG WAS BUCKLED AND DAMAGE TO THE BULKHEAD TO WHICH  
THIS IS ATTACHED ALSO OCCURRED. DAMAGE IS BEING EVALUATED AND  
A FULL REPORT WITH PHOTOGRAPHS IS BEING SENT BY EARLIEST  
OPPORTUNITY TO BN AT BEMBRIDGE WHO HAVE BEEN INFORMED BY TELEX.

AIRCRAFT WAS BEING FLOWN BY E ANDERSON SUPERVISED BY J KERR.  
YOU HAVE DETAILS OF BOTH. BOTH FIGAS TECHNICIANS WERE ON  
BOARD BUT THERE WERE NO COMMERCIAL PASSENGERS. NO INJURIES  
WERE SUSTAINED.

A FULL ENQUIRY INTO THE INCIDENT IS TO BE HELD.

GRATEFUL IF YOU WOULD IMMEDIATELY NOTIFY INSURERS ON OUR  
BEHALF THAT WE ARE SUBMITTING A CLAIM AND WOULD APPRECIATE  
CONFIRMATION THAT THIS INFORMATION HAS BEEN RECEIVED.

PARKER

SENT 24 1730 BS

915623 CAFUND G  
212 CWBOOTH FK

28 December

79

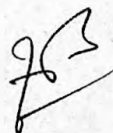
The Director of Civil Aviation  
Stanley

D/O

I acknowledge receipt of my copy of your preliminary report to His Excellency the Governor concerning the Islander incident on 22 December. His Excellency has now appointed Mr Harold Bennett OBE JP as Inspector to enquire into this incident. He is also seeking the agreement of the Commanding Officer of "Endurance" for the appointment of Lieutenant Commander Acland to be Assistant to the Inspector.

I have informed Mr Bennett that Chief Technician Hughes will not be available to give evidence immediately due to his departure for UK and he is quite content that, if required, Chief Technician Hughes can give his statement on his return.

I would be grateful if you could inform Chief Technician Watson that the Inspector will be wishing to take a statement from him in due course.



F E Baker

CHIEF SECRETARY

cc Mr E Anderson

JB

✓  
CS

1. I attach the appointment of Mr Bennett as Inspector to enquire into the accident involving VP-FAY on ~~29~~22 December.

2. The Inspector, or his assistant, Lieutenant Commander Acland (if Captain Endurance agrees to his release for this purpose) will of course need to visit the site of the accident and call witnesses. As well as the Captain in Command, Captain Kerr, and the pilot under supervision, Mr Anderson, evidence from the following should be heard:

- (a) the Manager of Green Patch Farm and any witnesses of the accident;
- (b) Mr Robin Pitaluga;
- (c) Chief Technicians Hughes and Watson;
- (d) Mr D Borland (senior forecaster) or the other forecaster on duty;
- (e) Mr W Felton (acting air traffic controller)

3. Captain Kerr and Mr Anderson should be informed of the appointment of the Inspector. A preliminary report is required from DCA in accordance with regulation 5(ii) of the 1959 Regulations.

  
J. F. P.

cc: Senior Magistrate

24 December 1979

Government House  
FALKLAND ISLANDS

24 December 1979

The Hon H Bennett OBE JP  
Senior Magistrate  
Stanley

Following the notification, in accordance with regulation 4 of the Civil Aviation Regulations, 1959, of the accident which occurred to the Falkland Islands Government Air Service aircraft VP-FAY on 22 December 1979, I hereby appoint you, under Regulation 7, as Inspector to investigate the causes and circumstances of the accident.

I have requested the Captain of HMS Endurance to release Lieutenant Commander Acland to assist you in your investigation.

The dates of the hearing should be arranged between 30 December 1979 and 3 January 1980.



GOVERNOR

PP MODUK NAVY

GRS 165

RESTRICTED

FM PORT STANLEY 241500Z DEC 79

TO PRIORITY MODUK NAVY

TELEGRAM NUMBER MODUK 19 OF 24 DECEMBER

**ACTION  
COPY**

PLEASE TO HMS ENDURANCE

FROM HEGFI

1. OUR BN ISLANDER AIRCRAFT MADE A HARD LANDING IN SOFT GROUND AT THE WEEKEND RESULTING IN SUBSTANTIAL DAMAGE TO FRONT OLEO LEG AND BULKHEAD. THERE WERE NO INJURIES TO PASSENGERS.

2. I INTEND TO APPOINT SENIOR MAGISTRATE BENNETT AS INSPECTOR TO INVESTIGATE THE ACCIDENT UNDER THE CIVIL AVIATION REGULATIONS. I WOULD BE MOST GRATEFUL IF YOU COULD RELEASE LIEUTENANT COMMANDER ACLAND AS AN EXPERT ASSESSOR TO ASSIST THE INSPECTOR. ALL FIGAS TECHNICAL PERSONNEL ARE INVOLVED OR COMMITTED ONE WAY OR ANOTHER.

3. THERE ARE PRECEDENTS HERE FOR THE EMPLOYMENT OF RN OFFICERS ON SUCH TASKS. IN THIS CASE IT WOULD INVOLVE AN ON SITE INSPECTION AT GREEN PATCH FARM WITH THE HEARING OF WITNESSES IN STANLEY DURING PROBABLY NO MORE THAN A MORNING'S SITTING.

4. IT COULD BE ARRANGED TO COINCIDE WITH YOUR VISIT FROM 30 DECEMBER TO 3 JANUARY.

5. GRATEFUL TO KNOW IF YOU CAN HELP. IN THE MEANTIME A MERRY CHRISTMAS TO YOU ALL FROM US BOTH AND ALL HERE AND MY THANKS FOR THE SPEEDY DISPOSAL OF THE EXPLOSIVES.

PARKER

NNNN

SENT 241549Z PJ

RECD 241540Z RJF

Copied  
to CS



215 ROYMAR FK  
215 ROYMAR FK  
22100 RNCWHI G

OUT TLX 003....1724Z B6

PLEASE PASS FOLLOWING TO HEGFI

R 261340Z DEC  
FM HMS ENDURANCE  
TO PORT STANLEY  
BT

UNCLAS  
SIC LBL  
FOR HEGFI

1. HAPPY TO MAKE ACLAND AVAILABLE AS AN ASSISTANT ONLY BUT NOT AS AN EXPERT ASSESSOR AS HIS FIXED WING EXPERIENCE IS LIMITED WITH NONE FROM SMALL GRASS FIELDS.
  2. IF ACLAND CAN BE OF HELP REQUEST A COPY OF CIVIL REGULATIONS CONCERNING INVESTIGATION OF ACCIDENTS BE MADE AVAILABLE ON ARRIVAL.
  3. 30 DEC - 3 JAN WOULD BE CONVENIENT.
- BT



Ref: AIR/7/1

31 December

79

Director of Civil Aviation  
Stanley

When we briefly discussed last Saturday the matter of the Inquiry into the accident involving the Islander aircraft, you drew my attention to the fact that HE's minute concerning the appointment of the Inspector etc appeared to contain a typing error since this referred to the accident occurring on 29th December.

This is simply to confirm that you are, of course, correct. The figure was intended to be 22nd December and I would be grateful if you would amend your copy accordingly.

F E Baker  
CHIEF SECRETARY

CONFIDENTIAL

CIVIL AVIATION (INVESTIGATION OF ACCIDENTS) REGULATIONS 1959

Stanley,  
Falkland Islands.  
3rd January, 1980

Your Excellency,

Report on the accident to Islander Landplane VP-FAY at Green Patch

With reference to your letter of the 24th December 1979 appointing us Inspectors to investigate the cause and circumstances of the accident to the FIGAS aircraft VP-FAY, which occurred on the 22nd December 1979 we have the honour to report as follows:

1. Examination of witnesses -

- (a) On the 31st December 1979 we travelled to Green Patch by Land Rover and examined the following persons:
  - (i) Kenneth John McPhee (Farm Manager)
  - (ii) Marelene Newman (Housewife)
  - (iii) Trudi Lynette Morrison (Land-girl and Storekeeper)
- (b) On the 1st January 1980 the following persons were examined before us:
  - (i) Capt. James Kerr M.B.E. (Director of Civil Aviation)
  - (ii) Eddie Anderson (Pilot Under Training)
  - (iii) Alastair McGregor Watson (Chief Technician)
  - (iv) Walter Felton (Air Traffic Controller)
  - (v) Robin Andreas Mackintosh Pitaluga O.B.E.

2. Flight

The aircraft left Stanley at 1408 local mean time for Douglas Station and Green Patch and return to Stanley. At 1430 the aircraft landed at Douglas Station. At 1441 it took off from Douglas Station arriving at Green Patch at 1450.

3. Background

The Islander Aircraft has been operating in the Falkland Islands for less than three months. During this time operations have expanded and there are an increasing number of landing sites in the camp. These are very varied. Some are firm sand, some have a mature grass surface, some have recently been rotavated and seeded and some are not yet complete. There are different methods of marking landing strips. These include the use of weed killer to mark the centre-line, marker boards to mark the edges and forty-five gallon drums to mark both the ends and the edges. Use of radio between the aircraft and the camp landing sites is not standard, but used sometimes by at least one pilot. At Green Patch there are no approach aids, not even a wind sock, and it is understood that this is not unusual. The legal status of the strips is not clear. None are licensed yet, some are cleared for passenger use, some are not. There is a difference of understanding between the pilots and the Green Patch settlement witnesses as to which areas there are complete and fit for aircraft operations. These have not yet been satisfactorily defined.

The whole Islander operation is in its infancy. Captain Eddie Anderson is an Islander rated pilot and has been given as much opportunity as possible to gain experience, including weekend training flights, and when flying with Captain James Kerr has made most of the landings and take-offs. Captain Kerr has approximately 10,000 flying hours and 40 hours on Islanders. Captain Anderson has recently completed training in the United Kingdom and has about 500 flying hours and 50 on Islanders. Captain Anderson had landed on the marked strip at Green Patch twice before. Captain Kerr has seen it often from the air but has not landed at the settlement other than by float plane some distance away.

#### 4. The Accident

The wind was in the northwest variously described between 15 and 30 knots, (30 knots by Captain Kerr). The aircraft approached Green Patch from the west. During the approach Captain Anderson elected to land on rotavated ground, heading into wind, but clear of the marked strip. This decision was endorsed by the aircraft captain, Captain Kerr. The landing run appeared normal to the occupants of the aircraft, apart from a thump from the front of the aircraft noticed by Chief Technician A.M. Watson. An inexperienced witness on the ground reported that the landing appeared bumpy. When the aircraft had come to rest and the engines shut down inspection of the nose wheel area showed damage to the forward bulkhead and surrounding structure.

The site was inspected by us on 31st December 1979, nine days after the accident. A sketch map was made and photographs taken by Lt Cdr DJD Acland and are attached. Distances are accurate to no more than 15% and bearings to no more than 10 degrees. Witness marks of the aircraft landing run were still clear. The ground on which the aircraft landed was dry and fairly smooth with a slight down slope. The area had not been sown with grass and was almost uniformly covered with soft fibrous dark peat. There were however a number of small dips and rises over which the aircraft travelled. Definite determination of how and where the damage was sustained is beyond the experience of this inquiry. However from the witness marks of the nose wheel it seems likely that the nose wheel hit a bump or rut, some of the weight came off the nose wheel, and when the full weight next came on the wheel, the wheel hit a further bump over which it was not able to roll smoothly and damage was done as the wheel dug into the surface. It is stressed that this is opinion based on inexperienced inspection of the ground nine days after the accident.

Mr. R. Pitaluga, who owns a light aircraft, flew to the settlement later in the day to deliver the Islander technical manual and tools. In evidence he expressed the opinion that the marked strip, on which he landed, was in good condition but that the area on which the Islander landed was not fit for aircraft operation. In evidence taken on 31st December 1979 at Green Patch settlement witnesses expressed surprise that the Islander had not landed on the marked strip.

#### 5. Causes

1. The primary cause of the accident was that the aircraft was landed on ground that was not fit for aircraft operation.

2. The decision to land on this ground was made because the pilots did not have sufficient knowledge of the landing area. The decision to land into wind is sound airmanship but, had the pilots known that the ground on which they did land was unsuitable, they could have made a landing on the marked strip because the cross wind on that strip would not have precluded a landing there.

3. The lack of knowledge was caused because there is no standard method of communication between the ground and the aircraft and because accurate notes are not available to the pilots for ready reference.

#### 6. Conclusion

The blame for this accident cannot be attributed to any particular quarter.

As is so often the case, a number of circumstances conspired against trouble free aviation. In all essential detail there was no conflict of evidence.

7. Recommendations

The following recommendations are made:

- JD SA.
- (a) Landing strips should be licensed in accordance with paragraph 68 of the Air Navigation (Overseas Territories) Order 1979. If necessary dispensation should be given to operate aircraft from unlicensed strips where licensing is impractical.
  - (b) The landing strips should be marked both at the ends and at the sides. Oil drums at the sides should be discouraged as they present a particular hazard to aircraft.
  - (c) Accurate information on the nature of strips should be collected and presented in a form for easy reference by pilots.
  - (d) Strip owners and Farm Managers should be encouraged to report improvements, additions and where necessary dilapidations to landing strips for inclusion in the information at paragraph 2<sup>e</sup> above.
  - (e) Wind socks or flags should be provided and maintained at the regularly used strips.
  - (f) Methods to improve communications between aircraft and settlements should be investigated.

We have the honour to be,  
Sir,  
Your Excellency's humble obedient servants.

*J.P. Bennett*

Inspector.

*St. Meland*  
LICOR  
ROYAL NAVY

Inspector.

His Excellency the Governor,

Thro' the Chief Secretary,  
Secretariat,  
STANLEY.

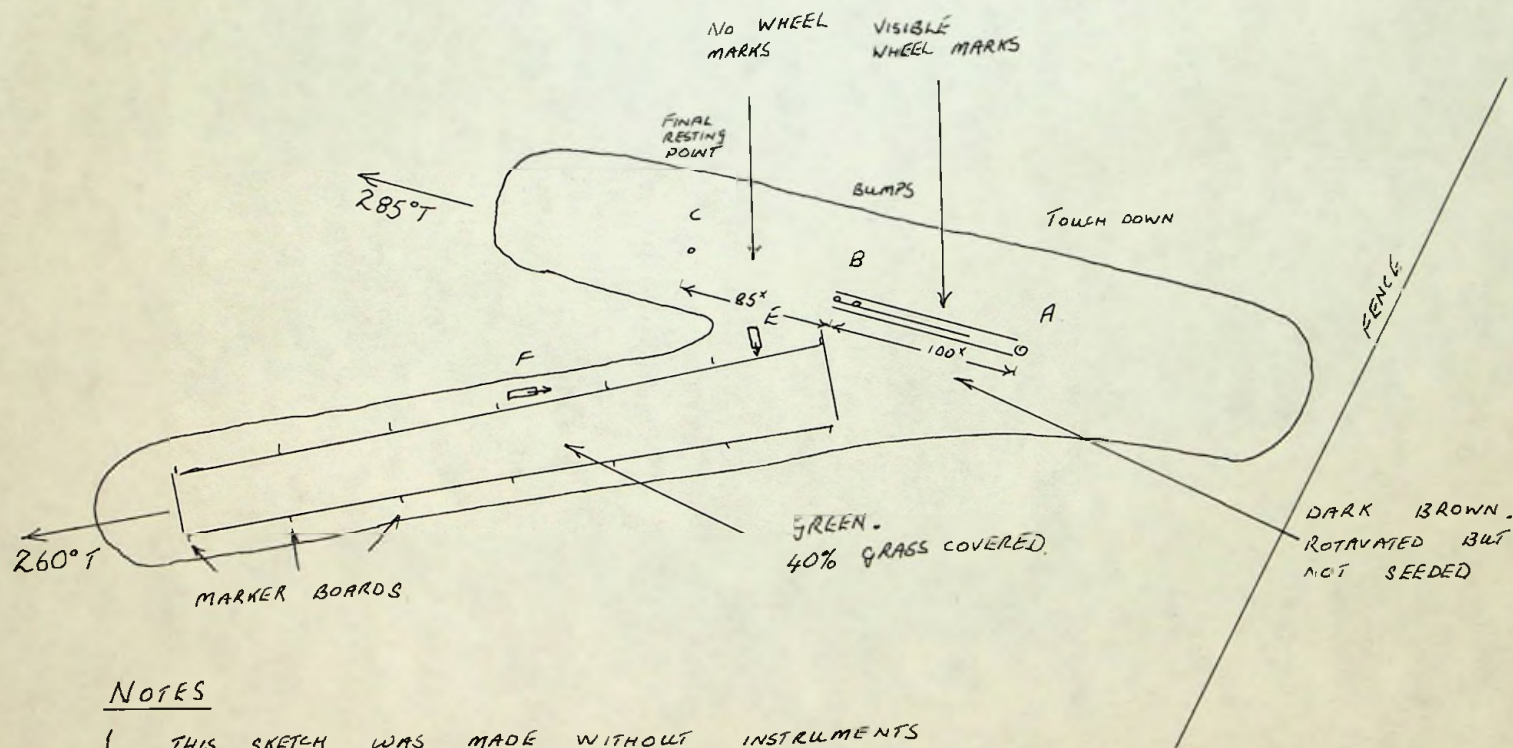
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
# ISLANDER ACCIDENT ~ GREEN PATCH

SKETCH BY LT COL ACLAND, ROYAL NAVY

31 DECEMBER 1979



## NOTES

1. THIS SKETCH WAS MADE WITHOUT INSTRUMENTS AND IS NOT TO SCALE
2.  LANDROVERS AND DIRECTION OF PARKING  
E. MR MCPHEE AND MARLENE NEWMAN  
F. TRUDY MORRISON

0 100 200 300 400  
YARDS

*St. Acland*

2 JAN 1980

~~AIR~~ OBLIQUE FILM REPORT

HMS ENDURANCE

film no.	3340	Instruction <del>no</del>	INQUIRY ORDER.
date / time (z)	31 DECEMBER 1979.	a/c ht.	
target	ISLANDER AIRCRAFT ACCIDENT SITE	location	GREEN PATCH FARM, FALKLAND ISLANDS
camera	PENTAX 35 mm	weather	CLEAR.
lens	50 mm	NEGATIVES RETAINED IN HMS ENDURANCE.	
operator	LT CDR AGLAND		

film :		frame no	location
1.	253	STRIP AND MC SIMON	
2.	277	MARKED STRIP AND A/C LANDING RUN	
3.	285	LANDING RUN FROM TOUCH DOWN POINT (A)	
4	260	MARKED STRIP SURFACE	
5	285	POINTS B & C IN SKETCH	
6.	285	SURFACE AND NOSE WHEEL WITNESS MARKS IN THE VICINITY PT B.	
7	105°	WHEEL WITNESS MARKS LOOKING UP LANDING RUN FROM PT B TO PT A	

Remarks: A landrover and personnel were included in some photographs to provide scale.

Remarks:

*B. Steland.*  
2 Jan 1980.



MT SIMON  
253°T

260°T





CAMERA FIELD OF VIEW - 40°

2.

260° T

285° T





LANDING RUN

285°T





MARKED STRIP

260°T



5





CAMERA HEIGHT 2 ft.





105° T.







ROTAVMED GROUND  
SOME GRASS SEEDD.

26/FI/22  
004

H. H. H. H. H.



INQUIRY INTO ACCIDENT TO ISLANDER (22.12.79) HELD ON 1.1.80

Capt James Kerr MBE (Director of Civil Aviation)

I think that all prior to the period from Stanley is irrelevant.  
(agreed by Inspectors).

The aircraft left Stanley at 13.15 local mean time for Douglas Station and Green Patch and return to Stanley. At 17.40 the aircraft landed at Douglas Station. At 1408 airborne from Douglas Station ..... No, sorry, I must be wrong there ..... 1408 left for Douglas Station; 1430 arrived. 1441 took off from Douglas arriving at Green Patch at 1450.

Prior to the landing we had observed wind conditions at Green Patch and there was a strong cross wind on what is known as the main strip, with the wind advantageous for using the secondary strip. The pilot flying decided, and I agreed, that this was the best approach and made a normal approach, finalising approximately half a mile from the threshold. At both strips a landrover was in attendance. We continued to approach, made a normal landing, rolling as the aircraft lost speed. The nose wheel was near to the ground. Nothing untoward was noticed until after the aircraft had come to a halt. We attempted to turn for the runway and with the use of excess power the aircraft did not move. The engine <sup>WEEAC</sup> stopped and we left the aircraft to investigate the cause. The port wheel had penetrated the surface and caused soil to build up in front of the wheel. This we cleared. Further investigation revealed that the nose wheel had also been damaged. The pilot flying contacted Stanley Tower and advised that the aircraft was damaged and that we should require some assistance to have the aircraft taken back to Stanley.

To this end the Air Traffic Controller alerted Captain Ayers who in turn contacted Mr Pitaluga and asked him if he would carry the tool kit and steering arm from Stanley out to the site.

On board the aircraft at the time was myself in command, Mr Anderson pilot flying, and Engineers Watson and Hughes. There were no fare passengers and the aircraft was carrying approximately six pounds weight of mail.

*Before us:*

*S/S Adland Lt. Col. Royal Navy.*

## QUESTIONS TO CAPTAIN JAMES KERR OBE

- Q Can you say how long the Islander has been here?
- A Since October last - I don't know the exact date.
- Q How many hours have you got with the Islander and in total?
- A 43 hours Islander command. Total 10,250.
- Q How many strips are there here now?
- A Eight settlements with the exception of New Island and West Point have got strips. Some are ones not well used because of softness of terrain. Others are considered in regular use, Green Patch being one, Darwin another, North Arm another. Fox Bay West and East, Chartres, Hill Cove and Pebble Island are in regular use. Teal Inlet is another.
- Q Have you visited all these strips?
- A I have not visited all of them. I have visited the ones we have mentioned. In fact, the first time I used Green Patch was the day of the incident. Most of the strips were visited by Captain Alsop who considered them all fit.
- Q What sort of records are there of these strips?
- A I have the early survey records in the office.
- Q What do they show?
- A The distance of strips.
- Q Are there any discussion notes?
- A There are notes included with these telling of the further works that have got to be carried out. A lot of verbal advice on how to mark. Unfortunately the one at Green Patch has not been marked as advised and on the day in question it was difficult to try and convey any knowledge to anybody.
- Q You don't have any ground communication with stations? VHF?
- A No.
- Q You never talk to them on VHF?
- A No. They have no equipment compatible with the equipment on the aircraft. One of our pilots does use an amateur radio from the aircraft. I never do.
- Q When you are flying in the Islander, do you take it in turns to fly and land?
- A No. At present we have a weekly roster, and one week I am Islander Commander and the next week Ayers. Anderson is Captain under training - under supervision until he accumulates 100 hours. He has about 15 hours to go and we take every opportunity for him to fly in the left-hand seat.
- Q He has been doing most of the landings?
- A Yes. He is in fact an Islander rated pilot - Islander rating on his CAA licence but because of shortage - lack of commanding time, he has to take so much supervision.



Q So actually he is the most experienced Islander pilot?

A Yes, I would say so.

Q On this flight was there any discussion about what runway heading you would use?

A No, just in the settlement.

Q How about visibility and cloud?

A No problem. Wind I would estimate 20-30 knots  
(discussion on lie of strips)  
The other one is 330 - supposed to be north-west but nearer 330.

Lt/C Acland I reckoned it would be 30<sup>0</sup> off the other one. Was the landing ground unusual in any way?

A No, a normal landing ~~ground~~ and not, as suggested by persons higher up, a heavy landing.

Q Had you seen that strip before?

A I have overflowed it many times and it has been laid down for a year, but they are working on it all the time. Should you look at it from the air, the strip we landed on looks in better condition than the one marked.

I do solemnly and sincerely declare that the above statement is true

  
\_\_\_\_\_

*Before us :*

*J.P. Bennett*

*SB Acland Lt Cdr Royal Navy.*  
*1<sup>st</sup> Jan. 1980.*

MR EDDIE ANDERSON (PILOT UNDER TRAINING)

Mr Anderson agreed to sign a declaration but said he would not answer any questions. He had prepared a signed statement which he proposed reading or passing to the Inspectors and that would be all. The Senior Magistrate explained that Mr Anderson was legally bound to answer any questions the Inspectors thought essential. He accepted this. He then read the statement attached, and re-signed it before the Inspectors.

Q Your statement that the markers marked out bad ground. Can you just clear up for me that the bad ground was ~~marked~~ *outside the markers.* *AD*

A That is correct. This had been passed to me by another pilot of FIGAS, Captain Ayers, who had been the only one into Green Patch on a scheduled flight. No cause for me to believe that the area between the markers was the only good ~~part~~ *part of it.*

Q Can you tell us now your total flying hours and your hours on type?

A Total flying experience 460 to 470. On type about 50 hours.

Q When you went to the other places on that day, were they all landings?

A Yes, all landings.

Q Can you count them up?

A (Read out names). Not much passenger - Christmas mail. Very quick. I remember now Green Patch to Stanley was No 13. Some of them ~~were~~ *would only be* half sectors.

Q *How many different strips had you landed on that day* *JPB.*  
A *Was that six or seven landings?*

A *Six or seven.* *JPB.*

Q All ones you had already used?

A Some not accepted for schedule. Douglas has not been accepted as the strip, as in the case of many others, is not accepted. I would accept this more than Green Patch.

Q What is this "acceptance"?

A Nothing to do with ~~it~~ *MEB*. If FIGAS has a scheduled, that is all I know.

Q How do you know what is an acceptable site.

A Presumably it is inspected by someone competent to do so.

Q What are the results of that inspection?

A As a junior pilot all I know is if the list has been made out and publicised as a schedule then I must assume the rest of the machinery has been carried through. It is not my concern.

Q I am not quite clear. As a pilot how do you know where the runway is?

A The strips are marked clearly with end markers and I have been into most of them - in fact all of them now under supervision, and I did see a lot of them initially before they were marked. Green Patch is one. It had been accepted for schedule and I was under the impression it was one of the good ones.

Q How did the strip look from the air.

A The strip we landed on - looking from the air ~~it was the best one.~~ *was the same as all the other Strip Areas*

The Islander Aircraft piloted by self had completed that day a flight to Darwin, Port Howard, Dunnose Head, Carcass Island, Sedge Island, Saunders Island, Hill Cove, Pebble Island, Darwin and returned to Stanley; later taking off for the remainder of the days flying consisting of flight to Douglas Station and Green Patch.

As the aircraft was to be empty of passengers until picking up one at Green Patch, Technicians Watson and Hughes were carried onboard in order that they might observe the aircraft in the execution of a routine type flight to the settlements.

The landing and take-off at Douglas Station were without incident, all marked strips being perfectly sound; as was the case with all the above mentioned strips for the first flight of this day.

The pilot self had been into Green Patch Airfield once in the Islander Aircraft it being piloted at the time By Captain Alsop a visiting expert sent to advise on Islander operation by O.D.A. At this time no strips were in use for scheduled passenger service. Green Patch strip had however been accepted for scheduled landings when the Islander Aircraft commenced passenger service.

The pilot self on arrival at Green Patch observed two strips arranged for best advantage in consideration of varying wind direction. One strip was observed to have a number of small white markers in a bottle neck pattern. The pilot had been advised that these marked off bad ground on the (most) used<sup>?</sup> strip and that in that area landings should be conducted between these sets of markers. One end of these (West) marked an end of this strip, the other end being the confluence of the strips, was unmarked as to indicate the beginning of firm ground.

The pilot self in consideration of the prevalent conditions and in the absence of any conventional marking to indicate unusable strip commenced final approach to the strip so situated as to give best advantage. It should be noted that an approach to land on the other strip could also have resulted in touch down in the same area.

While on final approach no signal or information by any means, from any source, was received to indicate the unsuitability of this strip.

The aircraft was landed in the conventional manner and in the course of the landing role the nose wheel and associated structure sustained damage as recorded in the aircraft log; this being caused by the nose wheel ploughing into soft cultivated ground.

Technicians Hughes and Watson requested certain items from Stanley which were flown out by a private aircraft. After inspection the technicians cleared the aircraft to fly to Stanley; the aircraft therefore returned to Stanley.

*Eddie Anderson...*

*I do solemnly and sincerely declare that the above statement is true.*

*Eddie Anderson*

Before us:

*J. P. Bennett*

*J. P. Bennett*

LT COL

ROYAL NAVY.

*1st Jan 1980*



Q Was it a marked strip?

A In that context, having been in the aircraft - having to land or being expected to land at Green Patch - I could see that there was possibly not a marked strip. I did not see any markers.

Q How could you take it that it was a sound strip? Had it been an accepted landing strip I would take it that the people at Green Patch would have marked the strip as an alternative.

A I am not sure that I follow your line. Where markers were on one strip, I was given to understand there was bad ground on the outside. That strip had no end markers either, so in point of fact all the markers existing at Green Patch were markers to mark bad ground, no form of runway markers.

Q What are the markers?

A Oil drums painted red and white. In some cases, like Port Howard, they have a centre line clearly marked.

Q Do they put oil drums either end of a prepared strip?

A One that is ready - off the runway. You can see the runway from any direction.

Q Do you like a runway marked with drums?

A In all cases where they have been put down they have been put down sensibly. They are not a hazard.

Q Do you exercise any particular caution?

A Obviously, if it is an unscheduled strip it will have to be a good length. The main limitation we would want to give is length. When we go into these strips we are well aware of our pay-weight, wind conditions, and performance of aircraft, so no problem.

Q You have twice stressed length.

A I think that is probably the reason why so many have not been scheduled yet. A great number have to be consolidated. Some are just prepared ground - Roy Cove is a classic example - nowhere for the Islander. The thing is that people have heard that the Islander can 'turn on a sixpence' and have seen it land in a very short space, and they don't see why such long strips are necessary.

Q What does Green Patch look like from the air?

A It depends of course on conditions. However, I flew over it again yesterday and could see no markers. The day we arrived the white markers were reflected and showed up clearly. The rest showed up as two ..... in contrast to the surrounding ground.

Q Can you describe that contrast?

A Not really. It's difficult to put into words.

Q Do you know what the preparation of the surface is?

A I have never seen it done. I only know they rotovate somehow. I have flown on strips that have been rotovated and are now sound. I am aware of the final product.

Q When you fly with Mr Kerr, do you normally take the landings?

A I fly the aircraft. He is simply there as <sup>CAPTAIN</sup> ~~administration~~. He is there because I need to be under supervision.

Q Would it be inconceivable for him to take the aircraft for a situation he didn't like?

A If he had some reason - if he saw something wrong - he wouldn't hesitate.

Q On this occasion was there anything different about the landing ground?

A The landing ground was not immediately high-drag but, however, ~~when the near ground was reached~~ the nose wheel was pulled down and by the time it was evident that we were in bad ground we had already sustained a jolt and ~~it~~ declined to lift the aircraft off the ground again. The wheel touched and she ran some way with the nose lifted in the air. Eventually the drag was overcome and the nose wheel came down prematurely. We were possibly going faster on the ground than would normally be the case. The aircraft would have got away with landing on cultivated ground but in combination with the soft surface there was a slight undulation which the wheel caught in.

Q What happened to the nose wheel ....

A I can only say that I would assume that at that time it went back into the position it remained in.

Q With respect to the ground, it hit the runway... Was the aircraft solidly on the ground when the wheel hit? There were two holes .....

~~xxx~~ There was another hole on the ground we saw which was marked by a yellow can. How fast were you going then, after the first marking of the front wheel.

\*  
A The aircraft, after the nose wheel hit, was not off the ground. If it had been it would have stayed off the ground.

Q You mean you wouldn't have landed; you would have flown off again?

A Yes. ~~There was a lot of activity on the strip with landrovers afterwards.~~

Q After this bump, how far do you reckon the aircraft ran?

A Well, these are questions that if I had looked at the time I could tell you. ~~xxxxxxx~~ I don't know.

Q When the aircraft finally stopped, which way was it facing?

A Along the line of the runway. Approximately north-west.

Q (Lt/Commander Acland stressed that the questions were more for his personal interest and that Mr Anderson must not feel that he was being pressurised. No statement would be made about what happened on the ground)

When did you make the decision to land in the direction you did.

A Very quickly. Arriving above what I saw to be two strips, and seeing quite simply that the obvious way to come is into the wind and having no information to the contrary, I approached as quickly as it takes to decide. No question of the aircraft not having been built to land on that good peat, because the cross wind capabilities are very good, but one does not do that.

Q Is any measure of control run on a new strip that had not been done before?

A I was never under the impression that I had to land an aircraft on a strip not used before. In no way have I ever had cause to, or had any intention of landing on any strip not landed on or checked out. Often at weekends I have landed on unscheduled strips but they have all been strips used before. I have not made a first landing.

✕ This is all of context. The point being made was that had I known that the area between the white markers was the only good gravel; the Aircraft could have landed in that area in the present condition etc.

⊗ This Statement meant to indicate 1000 ft of good bearing surface at least; the aim being to have up to 18,000 ft of Clear Way.



MR EDDIE ANDERSON (recalled)

Q Just a formality. Did you do the walk round before entering the aircraft?

A That is normal procedure. The pilot taking the flight does the checks.

Q What was the condition of the nose-wheel when you took off?

A The nose-wheel was quite normal.

One other thing; when I said I wasn't able to judge a distance I meant I couldn't do it from memory. I wouldn't like you to think I was flying and couldn't judge distances. It was just that there was a lot happening at the time.

Q When you said the other strips are marked with drums, are they marked with drums from the end?

A Only at the threshold. For example, Lively marked with drums round the sides which I only saw from the air once and refused to fly into it. Jim and John talked to them and they removed the drums.

Q Would you recommend threshold and far end markings?

A In many cases it may begin well near a hedge. It doesn't bring any unusual danger to the strip. Side drums are a hazard.

Q What is your opinion of the side markers at Green Patch. Does it put you off?

A On the contrary. I think they are good markers as side markers, but that marked a part of the strip and I was given to understand it marked bad ground. I could have easily approached that strip and still landed on bad ground.

Obviously side markers are very good. Sea Lions put a very low profile which, if we hit it <sup>would</sup> break up immediately.

Q What would you expect for a take-off length from a field? A still wind take-off?

A From a natural cross-strip like Hill Cove, and no wind, you'd want to see 1,000 feet. That gives you your single engine criteria. Landings shorter. The aircraft can land very short. There is ample length everywhere but the criteria is for length in emergencies.

I do solemnly and sincerely declare that the above statement is true

Eddie Anderson

Before us:

J.P. Bennett

S.H. Adland. LT CDR Royal Navy.  
125 Jan 1950.

CHIEF TECHNICIAN ALASTAIR MCGREGOR WATSON

I did not keep any times because I was on an engineer basis. I talk for myself and Ch/Tech Hughes - we were in together as RAF technicians. We requested permission to board the aircraft on the flight to Douglas Station and Green Patch. Permission was granted from Captain Kerr. The aircraft took off from Stanley normally - no problem at all. We landed at Douglas Station - no problems there at all with the aircraft. The aircraft then approached Green Patch, and I was seated in the rear seat right at the back with Ch/Tech Hughes beside me. We were looking at problems of peat dust getting into brakes - problems on the technical side of flying the Islander. The aircraft touch-down seemed normal to me. I have done a few flights and it touched down normally. Somewhere up the run I heard a 'clonk' from the front of the aircraft, but did not consider that the aircraft had been damaged. At this point I thought it might have been the instrument, which is mounted on rubber mountings to allow it to move rather than hitting the frame. I didn't think anything of it. We came to a halt with the port main under-carriage digging into peat. The aircraft was then shot down and Ch/Tech Hughes and I went out to scrape away peat from the wheels to give him a new track. This was done and I happened to look up at the nose section and noticed it had been damaged. I reported this to Captain Kerr and it was confirmed that the aircraft was damaged. Ch/Tech Hughes was along with us and we both decided we should have to get the aircraft out of the situation and looked at the possibility of a temporary repair to the aircraft to get it to fly out. After a long discussion we decided mainly what to do and a temporary repair was carried out fixing the nose wheel in a straight line and the aircraft was towed some 50 yards from where the aircraft stopped to end of main runway. It was lined up with the centre of the runway as best could be to the satisfaction of the pilot of the aircraft, and then took off without incident or further damage. And that is about what happened. It is what happened.

- Q What direction was the wind.
- A As the aircraft the aircraft was pointing ..... I can't really tell the direction of the wind but to me the wind was not one that was alarming. I don't really know the speed but not an alarming wind to me.
- Q What other landings have you made?
- A I have made a few. I went out with Capt Alsop to Sedge, Carcane, Teal Inlet, one of the San Carlos's. I have probably landed at other ~~places~~ places as well.
- Q Did you get a chance to look at the ground?
- A Yes, I did.
- Q How did the strips compare with Green Patch. Generally were they all out in peat?
- A Some have had a rotovator on, some naturally hard. I landed on a variety of them as a passenger as well as a technician to see what we were up against.
- Q You haven't really had a wet season with this yet?
- A No.
- Q1 Do other farmers put grass on the strips?
- A They seed it. The one at Green Patch is seeded as well. I wouldn't know; it is not my side of the business but I have been told that they were going to seed them.

Q Where did you sit?

A With Capt Alsop I sat in the right-hand seat.

Q Most of the landings from there.

A Yes. I have landed on a beach at the back of Cow Bay.

Q How did the two compare?

A No difference. The landing was normal apart from the "clunk" that I mentioned.

Q What sort of speed?

A I haven't a clue. With two pilots there, you can't see anything at the front. The landing seemed completely normal to me.

I do solemnly and sincerely declare that the above statement is true

John

Before us:

J. P. Bennett

J. P. Bennett LT COL ROME NAVY

12 Jan 1940



MR WALTER FELTON (Air Traffic Controller)

From take-off period to Douglas Station: took off at 1709 Stanley mean time. Capt Anderson, pilot; Capt Kerr, co-pilot; Hughes and Watson passengers.

1747 airborne from Douglas for Green Patch.

1808 From Islander radio they had a damaged front wheel and could I collect the two mechanics and get the Islander tool kit and draw-bar from the Islander hanger. I was unable to contact the mechanics but Robin Pitaluga had just landed in his Cessna and I asked him if he would kindly take the tool kit and draw-bar to Green Patch. He agreed. Afterwards they returned for the manual which they hadn't asked for at first. They left immediately for Green Patch. Captain Ayers was in contact on 2 metres, he had been informed. I ~~heard~~ more until 20 hours when Capt Anderson called and said he was proceeding on to the runway for take-off.

2034 Ready for take-off Green Patch

2035 Airborne from Green Patch

2036 Requested that I observe if front wheel was straight after he flew over terminal building. He did this; wheel was straight and I informed him. He landed on runway, almost a cross wind. He came in, made a perfect landing. When he touched down, the two main wheels ~~on~~ <sup>on</sup> ~~the~~ <sup>on</sup> ~~runway~~ <sup>on</sup> and out of control. *WHEEL TOUGHER* *TAKE RUNWAY, THE AIRCRAFT OUT OF CONTROL* *WHEEL TOUGHER*

Q Accident return made?

A Yes, by Mechanic Hughes.

I do solemnly and sincerely declare that the above statement is true

H. Felton

Before us:

G. P. Bennett

S. D. McLeod

4 COR ROYAL NAVY.

1<sup>st</sup> Jan 1950.

MR ROBIN ANDREAS MACKINTOSH PITALUGA OBE

The first I knew was after I had arrived in Stanley that same afternoon about half an hour after the accident, when the Air Traffic Controller asked me to fly the tool kit out and one or two other things they needed. I arrived at Green Patch with the equipment at about 1610 and remained there until the Islander took off and flew back to Stanley. When I arrived there she was still where she had come to a halt after landing. I think they had tried to taxi after landing but she was sitting there.

I looked over the airfield afterwards with Jock McPhee, the manager, and I was horrified at the piece of ground they had chosen to land on, especially compared with the marked strip. I was most impressed with the take off that the pilot under training made, and his landing here the same when he got back; the aircraft sustained further damage. Nothing else.

Q. You have flown on all those strips in the area?

A. About half a dozen, but this is the first time I landed at Green Patch.

Q. How does it look from the air compared with those others?

A. The main strip looks quite good; a lot of grass growing. But the one 'under construction' as it were was completely black. I wouldn't have landed on it knowing that it was unchecked and incomplete.

Q. You only land on grass - is the Cessna?

A. Yes.

Q. Is the runway that is marked particularly narrow or indefinite?

A. The one that is marked looks very good. I was impressed from the air and I had no difficulty in landing on it. The cross wind wasn't nearly as strong on that side of the range, about half a mile from Long Island range, but at Stanley side when we left it was still 34 knots.

Q. What was the strength of wind?

A. About 15 knots.

Q. Were the markers quite visible from the air.

A. Equal to others. I have landed on one on a day like that - no problem seeing marks. The runway does not strike me as being narrow. It is certainly one of the longest I have used in the Camp.

Q. When we looked at the ground yesterday, that area on the sketch - the marked strip - this did look particularly green.

(Discussion over sketchmap between Mr Pitaluga and Lt/Commander Acland. unable to follow)

Mr Pitaluga: One thing I would have liked is more markers but I would always land between markers. I have only seen one strip with drums and no centre markings and that is Teal Inlet. Most runways are unmarked. On our own we have strips done with weed-killer. (Inspectors thought this a good idea) It varies from farm to farm but clear markings are essential and it is foolish to land on anything unmarked except in an emergency. The farm people say that it is only in recent weeks they have started working on that strip.

I do solemnly and sincerely declare that the above statement is true

Before us:

R. Bennett

R. Acland

LT COL ROYAL NAVY

R. Pitaluga

Freddie Lynette Morrison - Land girl &  
Storkeeper - morn - On 22<sup>nd</sup> December 1979  
I parked my Land Rover on the North side  
of the air strip at Green Patch facing East,  
about half way down the marked strip.  
The Islander aircraft came from the West  
passing to the South of the airstrip.  
Turned and landed on waterlogged ground.  
into the wind which was North West.  
It was a very lumpy landing. I drove  
down to where the aircraft stopped and  
saw the mechanics inspecting the damage  
to the aircraft. I helped push the tail  
down to lift the nose wheel so the  
mechanics could inspect it. The  
aircraft took off about 2 hours later  
with Edgy flying at Jim and two mechanics  
in the rear seats.

Freddie Morrison,

Before us:

S. H. D. Land.

LT-CAR

ROYAL NAVY

J. Bennett

31. XII. 79,



Marlene Newman - Housewife - woman.  
On 22 December 1979. I and my children  
left Green Patch settlement at 1.30 p.m.  
with Jack McPhee for the landing strip -  
and parked on the North edge close to  
the end of the strip. The wind was 20-25  
knots from the North-East. It was a clear  
day. The aircraft came from the West  
passed behind us and made a right-hand turn  
and landed. I realised the aircraft was  
not making an approach to the marked landing  
strip and said "goodness me! she is not  
landing on the strip". The aircraft came  
down as she usually does. Her wheels  
touched and she taxied up to where she  
stopped. I have seen her land at the  
Settlement three times before. Eddy  
Anderson got out of the left-hand side and  
Jim Kerr out of the right-hand side  
and the two technicians Bill Hughes and  
Alan Watson also got out of the aircraft.  
They all inspected the damage. Eddy  
Anderson went to the rear wheels and removed  
some soil with his hands. The technicians  
went and inspected the front wheel.

M.N.

I have seen Eddy Anderson land at the  
airfield <sup>at least</sup> once before. The first time  
Eddy Anderson landed in the Island  
at landing strip with Andy Olson the  
ground was wetter than on this occasion.

M. Newman.

Before us:

JO Bernath  
Lt Col Route NAVY.

31. XII 79.

4 January 1980

The Hon H Bennett OBE JP

ACCIDENT TO ISLANDER LAND PLANE BF-FAY

Thank you for the very clear report, dated 3 January 1980, on the investigation which you and Lt Cdr Ackland made into the above accident. The attention of those concerned will be drawn to the valuable recommendations made in the report.

Governor

CS

The Inspectors' report into the Islander accident at Green Patch on 22 December reveals lapses in operational management to which prompt attention must be given. In particular a precise evaluation must be made of all airstrips that are likely to be used in the course of operations, and comprehensive notes drawn up for the use of pilots, as recommended by the Inspectors. Their other recommendations must be implemented.

As well as drawing the DCA's attention to the need to review the present arrangements for the operation of the Islander, in readiness for the time it is due to come back into service, I would like consideration to be given immediately to those proposals which have been in discussion for the future organisation and management of the whole of the Government air service.

I suggest copies of the report should be circulated to Mr Robin Pitaluga as the Chairman of the FIGAS Committee, to all Councillors, and to Mr McPhee.

CDA will need to be informed, in suitable terms, of the accident, its causes as discovered by the Inspectors, and the action to be taken to remedy the situation.

A suitably worded summary of the report should also be broadcast.

A handwritten signature in black ink, appearing to be 'J. McPhee', with a long horizontal stroke extending to the left.

4 January 1980



File

4



86277 BNBEMB G  
212 CWBOOTH FK  
TELEX  
-----

FROM CHIEF SECRETARY FALKLAND ISLANDS GOVERNMENT  
TO BRITTEN NORMAN BEMBRIDGE U.K.  
TELEX NO 86277 BNBEMB G

MY TEL 24 DEC ISLANDER DAMAGE.  
WE HAVE DECIDED TO SEND CHIEF TECHNICIAN  
BILL HUGHES HOME WITH THE FULL DAMAGE  
REPORT AND PHOTOGRAPHS. HE WAS ON BOARD  
THE AIRCRAFT AT THE TIME OF THE INCIDENT  
AND THUS KNOWS FULL DETAILS. WE ALSO  
FELT IT WOULD BE USEFUL FOR HIM TO  
RECEIVE BRICING DIRECT FROM YOU ON  
THE REPAIR SCHEME. OWING TO SHORTNESS  
OF NOTICE FOR BOOKINGS WE ARE NOT  
SURE OF HIS FLIGHTS BUT HOPE HE WILL  
ARRIVE GATWICK EARLY AFTERNOON MONDAY  
31 BY BRIT. CAL. BR664 EX BUENOS AIRES.  
MOST GRATEFUL IF IF WERE POSSIBLE FOR  
YOU TO HAVE HIM MET AND ASSISTED WITH  
TRANSPORT ONWARDS.

CHIEF SECRETARY  
F.E. BAKER

DESPATCHED 1109 29TH DEC  
TMC

86277 BNBEMB G  
212 CWBOOTH FK

Ref: AIR/7/1 ✓

31 December

79

Director of Civil Aviation  
Stanley

*DIO*

When we briefly discussed last Saturday the matter of the Inquiry into the accident involving the Islander aircraft, you drew my attention to the fact that HE's minute concerning the appointment of the Inspector etc appeared to contain a typing error since this referred to the accident occurring on 29th December.

This is simply to confirm that you are, of course, correct. The figure was intended to be 22nd December and I would be grateful if you would amend your copy accordingly.

*FB*

F E Baker  
CHIEF SECRETARY

916205 CALOND G

212 CWBOOTH FK

TP: CROWN AGENTS LONDON  
TELEX NO: 916205 CALOND G

NO. 465

FOR BEABEY THANKS YOURTEL REF ET8/41/11/76Q OF 28 DECEMBER  
RE REPAIR OUR ISLANDER AIRCRAFT. WE HAVE DECIDED THERE ARE  
ADVANTAGES IN SENDING OUR CHIEF AIRFRAME TECHNICIAN BILL HUGHES  
TO BN WITH COMPLETE REPORT AND PHOTOGRAPHS TO RETURN WITH SCHEME  
OF REPAIR AND SPARES. HE SHOULD HAVE ARRIVED GATWICK TODAY  
31 DECEMBER BY BRITCAL BR664 AND WAS HOPING TO GO DIRECT TO BN  
SUGGEST YOU TRY TO CONTACT HIM AT BEMBRIDGE FOR FULL BACKGROUND  
TO INCIDENT. HE WAS ON BOARD AT THE TIME. REF INDENT YOU  
PROPOSE FOR REPAIR AT COST, GRATEFUL CONFIRM SCPL GENERAL  
DESCRIPTION OF REPAIRS REQUIRED WILL SUFFICE AT THIS STAGE PENDING  
DETAILS OF REPAIR SCHEME BECOMING AVAILABLE. WE HAVE GIVEN  
NOTICE OF AN INSURANCE CLAIM AND AN INQUIRY UNDER OUR REGULATIONS  
IS NOW PROCEEDING.

CHIEF SECRETARY

CORRECTION TO FIRST LINE SIXTH WORD SHOULD READ  
ET8/41/11/76/10 1 RPT ET8/41/11/76/10

DESPATCHED 1508 LOCAL TIME  
TMC

212 CWBOOTH FK  
212 CWBOOTH FK  
916205 CALOND G



CABLE & WIRELESS  
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Air/7/1

7

At the Governor's request an enquiry was made by the Senior Magistrate, Mr Harold Bennett and the Flight Commander of HMS Endurance, Lieutenant Commander Ackland, into the accident in which the Islander aircraft was involved at Green Patch on 22 December. Their report has now been received by the Governor.

It concludes that the blame for the accident cannot be attributed to any particular quarter. The primary cause was that, because of wind conditions, the aircraft was landed on ground that was not yet fit for aircraft operation whereas, had this been appreciated by the pilots, a landing could have been effected on the marked strip, which was in good condition.



At the Governor's request an enquiry was made by the Senior Magistrate, Mr Harold Bennett, and the Flight Commander of HMS "Endurance", Lieutenant Commander Acland, into the accident in which the Islander aircraft was involved at Green Patch on 22nd December. Their report has now been received by the Governor.

It concludes that the blame for the accident cannot be attributed to any particular quarter. The primary cause was that, because of wind conditions, the aircraft was landed on ground that was not yet fit for aircraft operation whereas, had this been appreciated by the pilots, a landing could have been effected on the marked strip, which was in good condition.

The Secretariat  
8th January 1980

Ref: AIR/7/1

8th January 1980<sub>xxx</sub>

The Director of Civil Aviation  
Stanley

D/O

---  
As you no doubt know, the Report on the Inquiry into the Islander incident has now been submitted to HE and he has minuted back to me giving various instructions. One of these was that I should provide you with a copy, which I attach herewith. I also have, should you wish to examine them, the originals of the verbatim statements made by the various witnesses, and a set of photographs taken by Lt Cdr Acland.

He has also asked if a brief note could be broadcast and he has suggested the attached draft which he would like me to clear with you before passing on to the Broadcasting Officer. I would therefore be grateful for any comments you may have on this draft broadcast notice. It would, of course, be very convenient if the broadcast could be included in Pat Watts's programme this evening.

*FE*

F E Baker  
CHIEF SECRETARY

JB



9 January

80

Mr R M Pitaluga  
Chairman, FIGAS Committee  
Gibraltar Station  
Salvador

D/O

---  
As you may have heard on the radio, the Inquiry which HE directed should be carried out on the incident involving the Islander aircraft on 22nd December has now produced its report and I enclose herewith a copy of its conclusions.

I have not included for you copies of the various witnesses' statements as this material is rather bulky, nor have I had made any extra copies of the photographs taken at Green Patch by Lt Cdr Acland. However, should you wish to see any of this material please let me know and I will either send it to you temporarily or make it available for you next time you are in Stanley.

As you can imagine HE has issued some important directives based on the Inspectors' recommendations and we shall no doubt need to consult in the near future with regard to the implementation of some of them.

May I once again take this opportunity of thanking you for your valuable assistance on the day of the incident and for your help in giving evidence to the Inquiry.



F E Baker  
CHIEF SECRETARY

JB

CHIEF SECRETARY'S OFFICE  
THE SECRETARIAT  
STANLEY

Ref: AIR/7/1

9 January 1980

To: All Members of Councils

As you may have heard on the radio last night the Inquiry into the incident involving the Islander aircraft on December 22nd last has now been completed and a report submitted to His Excellency.

2. The Governor has directed that copies of the report should be circulated to all Councillors and I enclose your copy herewith. Because of the bulk of material involved I have not had copies made of all the individual statements given by the various witnesses to the Inquiry, nor have I had additional copies made of the seven photographs of the terrain taken by Lt Cdr Acland. However, should you wish to see any of this additional material please do not hesitate to let me know.

3. You should also know that His Excellency has issued certain important directives as a result of the Inspectors' conclusions and of course these are now being followed up.

F E Baker  
CHIEF SECRETARY

Distribution:      The Hon H T Rowlands OBE  
                     The Hon A B Monk JP  
                     The Hon W E Bowles  
                     The Hon W H Goss MBE JP  
                     The Hon Mrs M Jennings  
                     The Hon W R Luxton  
                     The Hon S B Wallace  
                     The Hon T J D Miller  
                     The Hon D S Evans

ARKH/1



M  
SWED POS 1 FK  
PLS TLX LDNGEEE LD 86886 FILED NEE BY MISS J STEWART A/C FIG

MOM

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DF GA  
86886 OFSHOR G  
212 CWBOOTH FK

X

TELEX

TO: PILATUS BRITTEN NORMAN BEMBRIDGE UK

TELEX NO: 86886 PBNBEM G

NO 10

FOR HUGHES FROM DCA

THANKS GOOD NEWS. IT IS SUGGESTED THAT YOU MAKE  
TRAVEL FOR A FRIDAY ARRIVAL IN STANLEY. IT IS  
AGREED THAT REPAIR KIT BE CARRIED AS EXCESS BAGGAGE IF  
AIRLINES WILL ACCEPT THIS. PLEASE ENLIST AID OF  
TREVOR BEABY CROWN AGENTS FOR RETURN ARRANGEMENTS  
INCLUDING LUGGAGE, FREIGHT AND ADDITIONAL  
PASSAGE IF REQUIRED. ADVISE IAN STOCKS FLIGHT NUMBER  
AND ARRIVAL DATE BA.

CHIEFSEC

NNNN

86886 OFSHOR G  
212 CWBOOTH FK



MR1711

CABLE & WIRELESS  
KEEPS YOU IN TOUCH



CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

916205 CALOND G  
212 CWBOOTH FK

TELEX

TO: CROWN AGENTS LONDON SW1  
TELEX NO: 916025 CALOND G

NO. 11 FOR BEABY

HUGHES ADVISES AIRCRAFT SCHEME NOW PREPARED AND EXPECTS ALL MATERIALS AVAILABLE BY WEDNESDAY 9TH JANUARY. GRATEFUL YOU ASSIST IN OBTAINING RETURN PASSAGES TO CONNECT A FRIDAY ARRIVAL IN STANLEY FLIGHT NO LD 200 EX COMODORO RIVADAVIA. HUGHES HAS BEEN ADVISED TO CONTACT YOU FOR ASSISTANCE.

CHIEFSEC

SENT 8 1118 BS

916205 CALOND G  
212 CWBOOTH FK

916205 CALOND G  
212 CWBOOTH FK

CHIEF SECRETARY'S OFFICE 9 JAN 80 HCW 10 JAN 80

NO.18

FOR MISS AGENT TRAVEL DEPARTMENT MANAGER FROM CHIEF  
SECRETARY FALKLAND ISLANDS GOVERNMENT.

REF YOUR TELEX ET8/41/11/76/10 FROM T BEABY TO ME, WE  
WOULD BE GRATEFUL IF YOU WOULD PLEASE ARRANGE FLIGHTS  
LONDON TO STANLEY AND RETURN IF REQUESTED FOR AN ENGINEER  
FROM BRITTEN NORMAN AND DEBIT OUR ACCOUNT

CHIEFSEC

DESPATCHED 10TH JAN 80 AT 1503 GMY GNT

212 CWBOOTH FK  
916205 CALOND G



25 January

80

Mrs M C Rosser  
Latin American Dept  
Overseas Development Administration  
Eland House Stag Place  
London SW1E 5DH

D/O

Now that our Islander aircraft is flying again perhaps it would be appropriate for me to give you some background information about the incident which caused it to be taken out of service and the subsequent events.

2. The aircraft was returning to Stanley from Douglas Station via Green Patch on 22 December, being flown by Eddie Anderson under the supervision of Jim Kerr. There were no fare-paying passengers on board but, as luck would have it, both our RAF seconded technicians were travelling in the aircraft at the time. A call at Green Patch was scheduled and, due to wind conditions in the area, the pilot decided, with the concurrence of his supervisor, to land on an area which had not hitherto been used, thinking that this was prepared as an alternative strip for these sort of conditions. Unfortunately, as it turned out, the strip in question was not ready for use and, although the landing itself was quite successful, the aircraft appears to have run into a soft patch causing damage to the front landing wheel and those parts of the air frame to which it is attached. With the assistance of the two technicians and personnel from the settlement it was possible for the aircraft to be got into a temporarily serviceable condition there and then to enable it to be flown back to Stanley that same afternoon.

3. After thorough examination it was obvious that "Category 3" damage had been sustained and it was therefore necessary to obtain an approved repair scheme from Pilatus Britten-Norman before the actual repairs could be undertaken. We decided to send Chief Technician Bill Hughes (our airframe specialist) to Bembridge with full photographic and written details of the damage in order to ensure that as clear a report as possible was furnished to the manufacturers. (He had, of course, also been on board at the time of the incident). This action appears to have paid off well and he returned in very good time, closely followed by a technician from Britten-Norman, Ken Dye, provided at our request. We had a certain amount of difficulty with their travel arrangements etc, but that is purely incidental.

4. Within an hour of his arrival in Stanley Bill Hughes was at work on the Islander and, indeed, when Ken Dye arrived he was equally swift off the mark. The repairs were completely effected in very good time and the aircraft was flight-tested last Tuesday afternoon (22 January). It is now back in service and appears to be functioning well. Bill Hughes tells us that, as is usual in these cases, the part of the aircraft which sustained damage has, in fact, been strengthened considerably over and above the original specification as a result of the repairs.

5. The aircraft is of course fully covered by insurance and we cabled immediately following the incident to give notice that we would be making a claim. Trevor Beabey of Crown Agents was also kept informed throughout. The claim is now being processed and DCA is providing the insurers with the latest information although, of course, the final costs of the repair may take some little time to calculate.

6. In accordance with Civil Aviation Regulations 1959, DCA made notification to the Governor of the accident and HE accordingly appointed Harold Bennett and Lt Cdr Acland (Flight Commander from HMS Endurance) to investigate the

/causes



25 January 1980

-2-

causes and circumstances of the accident. They carried out a very thorough investigation, taking evidence from all witnesses and visiting the scene of the accident. For your information I attach the last three sections of their Report - concerning the causes of the accident, their conclusions, and recommendations.

7. We are now in process of implementing the Inspectors' recommendations and will keep you in touch with progress on this.



F E Baker  
CHIEF SECRETARY

EXTRACT from

The report on the accident to Islander Landplane VP-FAY at Green Patch

5. Causes

1. The primary cause of the accident was that the aircraft was landed on ground that was not fit for aircraft operation.

2. The decision to land on this ground was made because the pilots did not have sufficient knowledge of the landing area. The decision to land into wind is sound airmanship but, had the pilots known that the ground on which they did land was unsuitable, they could have made a landing on the marked strip because the cross wind on that strip would not have precluded a landing there.

3. The lack of knowledge was caused because there is no standard method of communication between the ground and the aircraft and because accurate notes are not available to the pilots for ready reference.

6. Conclusion

The blame for this accident cannot be attributed to any particular quarter. As is so often the case, a number of circumstances conspired against trouble-free aviation. In all essential detail there was no conflict of evidence.

7. Recommendations

The following recommendations are made:

- (a) Landing strips should be licensed in accordance with paragraph 68 of the Air Navigation (Overseas Territories) Order 1979. If necessary dispensation should be given to operate aircraft from unlicensed strips where licensing is impractical.
- (b) The landing strips should be marked both at the ends and at the sides. Oil drums at the sides should be discouraged as they present a particular hazard to aircraft.
- (c) Accurate information on the nature of strips should be collected and presented in a form for easy reference by pilots.
- (d) Strip owners and Farm Managers should be encouraged to report improvements, additions and, where necessary, dilapidations to landing strips for inclusion in the information at para (c) above.
- (e) Wind socks or flags should be provided and maintained at the regularly used strips.
- (f) Methods to improve communications between aircraft and settlements should be investigated.

21 January 1980

SO

CHIEF SECRETARY

DIRECTOR OF CIVIL AVIATION

## ISLANDER ACCIDENT: INSURANCE

I have received a telegram from Lloyds, who have been instructed to investigate the claim in respect of the accident to VT-WAY, asking for the following material as soon as possible:

1. photographs of damage;
2. repair estimate;
3. Pilot statement, and statement of pilot in command;
4. Pilot's licence details and flying experience; and
5. Confirmation that all aspects of airworthiness were in order.

2. I shall be grateful for the above at an early date to send to the Lloyds Inquiry Department. If you have difficulties over any of the items please let me know.

D R Morrison  
for CHIEF SECRETARY

JB

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ZCZC ATS459 HCC730 TX987321  
FKLX HL GBLA 115  
LONDON/LA TLX 115/111 18 1055 P1/50

LT  
CHIEF SECRETARY SECRETARIAT  
STANLEY FALKLAND ISLANDS

RE ISLANDER VT-FAY WE INSTRUCTED BY INSURERS TO INVESTIGATE LOSS  
TO ABOVE AND HAVE SPOKEN TO CROWN AGENTS AND ALSO RONDACK AT  
PILATUS BRITTEN NORMAN STOP WE UNDERSTAND THAT BN ENGINEER IS  
ARRIVING SHORTLY AND SPARES ALREADY IN YOUR POSSESSION STOP  
WE AWARE THAT

COL LT VT-FAY

HCC730 TX987321 LT CHIEF P2/61

POSTAL DELAYS MAY HOLD US CORRESPONDENCE BUT BASICALLY  
WILL REQUIRE FOLLOWING STOP 1 PHOTOGRAPHS OF DAMAGE STOP 2  
REPAIR ESTIMATE STOP 3 PILOT STATEMENT STOP 4 PILOTS LICENCE AND  
FLYING EXPERIENCE DETAILS STOP 5 CONFIRMATION THAT ALL  
ASPECTS OF AIRWORTHINESS WERE IN ORDER AND WOULD BE GRATEFUL  
STOP IF THESE COULD BE SENT TO US SOONEST REGARDS  
BILL FISHER LAD LLOYDS

COL 1 2 3 4 5

NNNN  
ZCZC ATS470 HCR098 TX987321 D211  
FKLX CO GBLA 033  
LONDON/LA TLX 33/32 21 1035

CHIEF SECRETARY  
SECRETARIAT  
STANLEY FALKLAND ISLANDS

REOURCAB 18/1/80 HERE CORRECTION TO LINE 2/3  
TO ABOVE AND HAVE SPOKEN TO CROWN AGENTS AND ALSO RON DACK  
AT PILATUS BRITTEN NORMAN STOP ETC  
LLOYDS

COL 18/1/80 2/3



AIRTEL

49





EXTRACT taken from minutes of the Standing Finance Committee  
meeting of 19.1.80

4.0 Repairs to Islander Aircraft.

4.1. The Committee noted that the spares for the Islander Aircraft had now been received and that the repairs were now being carried out and were well advanced.

AIR/114B

4.2. A claim was being submitted to the Insurance Company and the outcome would have to await figures for the total final costs of repairs etc, being available. These should be known soon.

Aviation Department

Chief Secretary,  
Secretariat,  
Stanley,  
Falkland Islands.  
South Atlantic

17th January 1980



EARLY

# Lloyd's

London House,  
6 London Street,  
London EC3R 7AB

TELEGRAMS: LLOYDS LONDON EC3  
TELEX: 987321 LLOYDS G

Telephone: 01 623 7100  
EXTENSION 2097

OUR REFERENCE: AVN/1061/MDNF/SW  
YOUR REFERENCE:

Dear Sirs,

Case F1061: ISLANDER VP-FAY  
Assured : Falkland Islands  
Accident : 22nd December 1979

We have received instructions from your Underwriters through the Lloyd's Brokers to investigate and Report to them on the above-mentioned accident. To accomplish this, please forward to this Office the items marked on the enclosed list, at the earliest possible opportunity, quoting our letter heading and case number in particular.

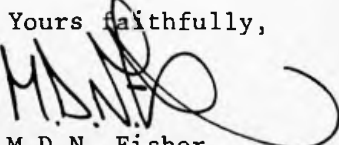
You will appreciate, of course, that Underwriters will not be in a position to consider your claim until replies are received here from you.

Written repair estimates must be produced by Repairers and submitted here for approval, before any repair work may proceed. Please ensure such estimates and work necessary to compile the estimate, are carried out with the knowledge and approval of the person in this Department, dealing with this case.

All enquiries and work are being carried out at this stage, without prejudice to Underwriters' liability. We are sure that you realise this at this point in time.

Comments as requested in our cable please supply the attached information in order that we may submit our report to Underwriters.

Yours faithfully,

  
M.D.N. Fisher  
Adjuster  
-----

ARR 15/1

Encs: Aircraft documentation form; Info. list; Sched X1 Repair Est. (2 copies)

TO: LLOYDS LONDON

TELEX NO: 987321 G

No 45

For Fisher from Chief Secretary Falkland Islands Government

Many thanks your telex of 19 Jan re claim<sup>N.F. 1061</sup> on BN Islander

aircraft VP-FAY. Information requested is being obtained from

DCA and will be forwarded soonest. We have now also received

your letter ref AVN/1061/MDNF/SW of 17 Jan on the same subject,

to which reply will be despatched by next mail Wednesday

30 Jan. You will of course be aware that in the circumstances

it was absolutely essential for repairs to be undertaken as

quickly as possible and that our Chief Airframe Technician

went to BN and returned accompanied by one of their technicians

with repair scheme and materials for this purpose. Final costs

are not yet available but will be forwarded in the near future.

CHIEFSEC

*JS*

Director of Civil Aviation  
Stanley

210

ISLANDER ACCIDENT+ INSURANCE

I refer to Doug Morrison's memo of 21 January on the above subject. The Lloyds' telegram which he mentions has now been followed up by a letter from Mr M D N Fisher who, apparently, is an Adjuster in their Aviation Department and is dealing with our claim.

2. I forward his letter herewith from which you will see that they require a certain amount of further information in addition to that requested in Doug Morrison's memorandum.

3. I would be grateful if you could give priority to the provision of this information. I realise it will cause some inconvenience to you and your staff but, quite obviously, the sooner we are able to provide full details the sooner we shall be able to get our insurance claim processed.

4. I have also telexed Mr Fisher to tell him that we are providing the information requested as soon as possible and have pointed out to him, (although I think he must already be aware of this) with regard to paragraph 3 of his letter, that our situation demanded that repairs should be undertaken immediately, and that we sent Bill Hughes to UK specifically for this. From certain remarks in his earlier telex it is obvious that he has been in touch with Trevor Beabey and the Pilatus Britten-Norman staff, and I am therefore confident that he will know the background of this. However, I thought it wise to bring it to his attention on paper since our circumstances are obviously rather different from those with which he normally finds himself dealing.

5. If I can be of assistance in providing any of the information requested, please do not hesitate to telephone.



F E Baker  
CHIEF SECRETARY



File Gpy

00

SWED POS 1 FK  
SVP LON TLX NR 987321 G FILED BY MISS J STEWART ACCOUNT FIG  
THANKS  
MOM

987321 LLOYDS G  
DF GA  
987321 LLOYDS G  
212 CWBOOTH FK

TO: LLOYDS LONDON  
TELEX NO: 987321 G

NO 45 FOR FISHER FROM CHIEF SECRETARY FALKLAND ISLANDS  
GOVERNMENT MANY THANKS YOUR TELEX OF 19 JAN RE CLAIM  
NO. F1061 ON BN ISLANDER AIRCRAFT VP-FAY. INFORMATION  
REQUESTED IS BEING OBTAINED FROM DCA AND WILL BE FORWARDED  
SOONEST. WE HAVE NOW ALSO RECEIVED YOUR LETTER REF AVN/1061/  
MDNF/SW OF 17 JAN ON THE SAME SUBJECT, TO WHICH REPLY WILL  
BE DESPATCHED BY NEXT MAIL WEDNESDAY 30 JAN. YOU WILL OF  
COURSE BE AWARE THAT IN THE CIRCUMSTANCES IT WAS ABSOLUTELY  
ESSENTIAL FOR REPAIRS TO BE UNDERTAKEN AS QUICKLY AS POSSIBLE AND  
THAT OUR CHIEF AIRFRAME TECHNICIAN WENT TO BN AND RETURNED  
ACCOMPANIED BY ONE OF THEIR TECHNCIANS WITH REPAIR SCHEME  
AND MATERIALS FOR THIS PURPOSE. FINAL COSTS ARE NOT YET  
AVAILABLE BUT WILL BE FORWARDED IN THE NEAR FUTURE.

CHIEFSEC

NNNN  
UU  
RECEIVED OK-PSR ?

YES TKS V  
OK TA A LOT  
ZIE



D347

ZZCZC AT5562 LFF274 TXF437 TX987321  
FKLX CO GBLF 088  
LONDON/LF TLX 88/81 30 1514

CHIEF SECRETARY SECRETARIAT  
STANLEY FALKLAND ISLANDS

RE ISLANDER VP-FAY MANY THANKS YOUR TELEX OF 25TH  
STOP WHEN FORWARDING INFORMATION REQUESTED IN OUR LETTER  
PLEASE ALSO PROVIDE BREAKDOWN OF COSTS INCURRED AS WE HAVE  
TO JUSTIFY TO UNDERWRITERS THAT YOUR CHIEF ENGINEER TRAVELLING  
TO UK WITH PHOTOGRAPHS WAS IN FACT MOST ECONOMIC METHOD OF

COL 25TH

LFF274 TXF437 TX987321 CHIEF PAGE2/31

HANDLING THIS CLAIM STOP IF ADDITIONAL COSTS WERE INCURRED  
IN ORDER TO REDUCE AIRCRAFT DOWN TIME THIS WE REGRET IS NOT  
COVERED UNDER THE POLICY STOP REGARDS  
BILL FISHER AVIATION DEPT LLOYDS

*Note Action continues on*

*Accident File AIR/7/6 23*

WIRELESS  
CABLE & WIRELESS  
CABLE & WIRELESS

TO: CROWN AGENTS LONDON

TELEX NO: 916205 CALOND G

No 78

For Beabey from Acting Governor

Further to my tēlexes replying to your ET8/41/11/76QP of 28 December we are now in proceēss of finalising the information for the accident claim on Islander VP-FAY damaged on 22 December 1979. This is being forwarded to Mr MDM Fisher of Lloyds Aviation, London House, 6 London Street, London EC3R 7AV. However we were unable to complete for him Lloyds Schedule XI (Inspection Reportt and Repairs Estimates) as we do not yet have costings for the spares provided by Britten-Norman and the other associated costs. We have therefore sent this Schedule to Britten-Norman, listing the parts provided by them with a request that they fill in costs and forward direct to Mr Fisher. However, since we have issued an indent on you for the repair, I have suggested to Britten-Norman that they might wish to contact you about this. Grateful for your comments

BAKER

2/3  
20/11

AIR/7/1

cc AIR/7/6

20 February

80

Britten-Norman (Bembridge) Limited  
Bembridge Airport  
Isle of Wight  
England

Dear Sirs,

REPAIRS TO ISLANDER AIRCRAFT VP-FAY DAMAGED IN  
ACCIDENT ON 22 DECEMBER 1979

I refer to our previous correspondence and telexes on the repairs to Islander VP-FAY which was damaged in an accident at Green Patch, Falkland Islands, on 22 December 1979, and take this opportunity of adding my thanks to those of Mr Parker (who recently retired as Governor) for all your assistance in this matter.


I now write to ask if you can help with a further matter concerning this accident. We are, as you will be aware, in process of establishing the information for an insurance claim arising from this accident, and have been asked by Lloyds (Mr M D N Fisher of their Aviation Department) to provide the usual facts and figures relating to the claim. Unfortunately we are not able to complete the details required by Lloyds Schedule XI, "Inspection Report and Repair Estimate" and we would be very grateful if you could perhaps fill in the details on the enclosed schedules relating to the cost of replacement parts and labour provided by you.

It occurs to me that, since we have issued an indent on the Crown Agents to cover the cost of repairs, it might be desirable for you to contact Trevor Beabey of Crown Agents with regard to this.

When the details are available could you please forward the schedules direct to Mr M D N Fisher at Lloyds Aviation, London House, 6 London Street, London EC3R 7AV, quoting the Case No F1061, and his letter to us, Ref AVN/1061/MDNF/SW of 17 January.

Many thanks again for all your help.

Yours sincerely,

  
F E Baker  
ACTING GOVERNOR

cc AIR/15/1  
AIR/7/6



AVN/1061/NDNE/SW

20 February

80

Mr M D N Fisher  
Lloyds Aviation  
London House  
6 London Street  
London EC3R 7AV

Dear Mr Fisher

REF CASE NO 81061: ISLANDER VP-MAY: ASSURED: FALKLAND ISLANDS  
GOVERNMENT: ACCIDENT: 22 DECEMBER 1979

Many thanks for your letter of 17 January on the above subject which you followed up with a telex dated 30 January in reply to my telex No 45. I must apologise for the fact that it has taken some time to produce the information required and, indeed, this is not even complete yet. Our Director of Civil Aviation has been able to produce a certain amount of it but we have had to send the forms dealing with "Inspection Report and Repair Estimate" (Schedule XI) to Pilatus Britten-Norman with a request for them to cost the replacement parts etc. We have asked if they will forward these forms direct to you when they are completed, and I hope that you will soon, therefore, have the full information required on this.

We are also still awaiting some information on other costs, for example the point you mentioned in your telex of 30 January concerning the costing incurred in sending our Chief Technician to Bembridge and bringing out one of Britten-Norman's technicians to work on the aircraft in Stanley. As soon as these are finally available I will forward them with the necessary breakdown and explanation.

Many thanks for your assistance with this and I trust you will understand that, in our somewhat unusual position at the end of a rather long chain of communication with UK, it is not always easy for us to produce the facts and figures which are required with the speed which we would wish.

Yours faithfully



F E Baker  
ACTING GOVERNOR

cc AIR/15/1  
AIR/7/6

DCA to name  
JCS  
29/III

29/III

# Lloyd's

Aviation Department

The Secretariat  
Stanley, Falkland Islands  
South Atlantic

Attn. Mr. F.E. Baker - Acting Governor

London House,  
6 London Street,  
London EC3R 7AB

TELEGRAMS: LLOYDS LONDON EC3  
TELEX: 987321 LLOYDS G

Telephone: 01 623 7100  
EXTENSION 3097

OUR REFERENCE: AVN/MDNF/F1061/S  
YOUR REFERENCE: AIR/7/1



20th March 1980

Dear Sir,

Case F1061 : Pilatus Britten-Norman BN-2A Islander, Reg VP-FAY  
Assured : Falkland Islands Government  
Accident : Green Patch, Falklands Islands on the 22nd December 1979

Many thanks for your letter of the 20th February 1980 which has enabled us to submit a report to Underwriters. We have now received a copy of the estimate submitted by Pilatus Britten-Norman Limited together with a copy of Invoice No. 1240 raised to Crown Agents.

X / We note that Mr K.L. Dye travelled to the Falkland Islands and spent a total of ten days supervising repairs. We believe that in the long run it is reasonable to recommend the cost of this to Underwriters as being a valid part of the claim.

Obviously you have some incidental expenses of your own, particularly in connection with the labour provided in the Falkland Islands and we look forward to receiving details of these. In addition we are aware that your own Chief Engineer travelled to the Isle of Wight but at the present time cannot see that this was totally necessary. We therefore await your own comments on this before making a closing recommendation to Underwriters. Y1

Yours faithfully,

M.D.N. Fisher,  
Adjuster

c.c. Crown Agents, 4 Millbank, London, SW1. Attn. Mr. Ian Marshall. Ref: CE2/491