



C.S.

①

FM GOVERNMENT HOUSE PORT STANLEY  
TLX 241230Z  
TO IMMEDIATE BRITTEN NORMAN BEMBRIDGE UK

**ACTION  
COPY**

OUR RECENTLY ACQUIRED ISLANDER SUSTAINED DAMAGE ON 22 DECEMBER WHEN IT RAN INTO SOFT GROUND DURING A LANDING RUN. THE NOSE WHEEL OLEO LEG WAS BENT BACK PREVENTING WHEEL TURNING AND THE BULKHEAD TO WHICH THIS IS ATTACHED WAS BUCKLED. A FULL WRITTEN REPORT ACCOMPANIED BY COMPREHENSIVE PHOTOGRAPHIC COVERAGE SHOULD BE WITH YOU EARLY NEXT WEEK.

IT IS ABSOLUTELY VITAL TO OUR INTERNAL COMMUNICATIONS SYSTEM AND TO PUBLIC CONFIDENCE THAT THIS AIRCRAFT BE PUT INTO OPERATION AGAIN WITH THE MINIMUM DELAY, ESPECIALLY AS OUR OTHER AIRCRAFT ALSO CURRENTLY HAVE PROBLEMS.

WHILE WE HAVE EVERY FAITH IN OUR TWO ENGINEERS AND THEIR ASSISTANTS WE JUST DO NOT HAVE SUFFICIENT STAFF TO COPE WITH REPAIRS OF THIS SORT IF THE REST OF THE SERVICE IS TO BE MAINTAINED AT THE SAME TIME. IT WOULD THEREFORE BE EXTREMELY HELPFUL IF YOU COULD URGENTLY SEND OUT A TECHNICIAN TO WORK WITH OURS ON THE REPAIR SCHEME WHICH WE TRUST YOU WILL BE ABLE TO PROVIDE WITH MINIMUM DELAY AND WHICH HE COULD BRING WITH HIM.

SUCH A VISIT WOULD NO DOUBT HAVE EXCELLENT PUBLICITY VALUE AS A GESTURE OF ASSISTANCE TO THIS SMALL AND REMOTE COMMUNITY WHICH WHILE BEING ONE OF YOUR MOST DISTANT AND RECENT CUSTOMERS IS ALSO NUMERICALLY ONE OF THE SMALLEST.

IN VIEW OF THE CRITICAL SITUATION OUR AIR SERVICE IS IN AS A RESULT OF THIS PROBLEM (WE ARE ESPECIALLY VULNERABLE SHOULD ANY EMERGENCY ARISE) WE WOULD BE MOST GRATEFUL FOR ANY HELP YOU CAN GIVE.

GOVERNOR

NNNN

ENT 241430Z

PPY XMAS

GOVERNOR FK

214 GOVERNOR FK  
M

P: CROWN AGENTS

GRS 235  
FM GOVERNMENT HOUSE  
PORT STANLEY  
TLX 241725Z DECEMBER 79  
TO PRIORITY CROWN AGENTS LONDON

CS 2  
**ACTION  
COPY**

FOR BEABEY FROM CHIEF SECRETARY: FOLLOWING FOR YOUR INFORMATION  
IS TEXT OF TELEX SENT TO BRITTEN NORMAN.

OUR RECENTLY ACQUIRED ISLANDER SUSTAINED DAMAGE ON 22 DECEMBER  
WHEN IT RAN INTO SOFT GROUND DURING A LANDING RUN. THE NOSE WHEEL  
OLEO LEG WAS BENT BACK PREVENTING WHEEL TURNING AND THE BULKHEAD  
TO WHICH THIS IS ATTACHED WAS BUCKLED. A FULL WRITTEN REPORT  
ACCOMPANIED BY COMPREHENSIVE PHOTOGRAPHIC COVERAGE SHOULD BE  
WITH YOU EARLY NEXT WEEK.

IT IS ABSOLUTELY VITAL TO OUR INTERNAL COMMUNICATIONS SYSTEM AND  
TO PUBLIC CONFIDENCE THAT THIS AIRCRAFT BE PUT INTO OPERATION  
AGAIN WITH THE MINIMUM DELAY, ESPECIALLY AS OUR OTHER AIRCRAFT  
ALSO CURRENTLY HAVE PROBLEMS.

WHILE WE HAVE EVERY FAITH IN OUR TWO ENGINEERS AND THEIR  
ASSISTANTS WE JUST DO NOT HAVE SUFFICIENT STAFF TO COPE WITH  
REPAIRS OF THIS SORT IF THE REST OF THE SERVICE IS TO BE  
MAINTAINED AT THE SAME TIME. IT WOULD THEREFORE BE EXTREMELY  
HELPFUL IF YOU COULD URGENTLY SEND OUT A TECHNICIAN TO WORK WITH  
OURS ON THE REPAIR SCHEME WHICH WE TRUST YOU WILL BE ABLE TO  
PROVIDE WITH MINIMUM DELAY AND WHICH HE COULD BRING WITH HIM.  
SUCH A VISIT WOULD NO DOUBT HAVE EXCELLENT PUBLICITY VALUE AS A  
GESTURE OF ASSISTANCE TO THIS SMALL AND REMOTE COMMUNITY WHICH  
WHILE BEING ONE OF YOUR MOST DISTANT AND RECENT CUSTOMERS IS  
ALSO NUMERICALLY ONE OF THE SMALLEST.

IN VIEW OF THE CRITICAL SITUATION OUR AIR SERVICE IS IN AS A  
RESULT OF THIS PROBLEM (WE ARE ESPECIALLY VULNERABLE SHOULD  
ANY EMERGENCY ARISE) WE WOULD BE MOST GRATEFUL FOR ANY HELP YOU  
CAN GIVE.

GOVERNOR

FOFI 002/24

CS

OO OTTAWA

GRS 240

OIG

24/12

UNCLASSIFIED  
FM PORT STANLEY 241205Z DEC 79  
TO IMMEDIATE OTTAWA  
TELEGRAM NUMBER 001 OF 24 DECEMBER

**ACTION  
COPY**

DUE TO A SERIES OF MISHAPS WE HAVE RUN INTO AN EMERGENCY SITUATION WITH OUR GOVERNMENT AIR SERVICE WHICH OPERATES TWO DE HAVILLAND BEAVERS AND A BRITTEN NORMAN ISLANDER. WE TELEXED DE HAVILLAND AT DOWNSVIEW, ONTARIO ON 21 DECEMBER (TEXT BELOW) SEEKING URGENT ADVICE WITHOUT WHICH WE CANNOT CONTINUE TO OPERATE ONE BEAVER. THE OTHER HAS VERY FEW ENGINE HOURS LEFT TO RUN AND MEANTIME OUR ISLANDER HAS SUSTAINED DAMAGE YESTERDAY AND WILL BE UNSERVICABLE FOR SOME WEEKS. AS WE ARE ALMOST ENTIRELY DEPENDENT ON THE AIR SERVICE FOR INTERNAL TRANSPORT WE ARE NOW IN A CRITICAL SITUATION DURING THIS BUSY PERIOD ESPECIALLY SHOULD ANY EMERGENCY ARISE.

WE WOULD THUS BE MOST GRATEFUL FOR ANY HELP YOU CAN GIVE BY CONTACTING DE HAVILLAND (WE BELIEVE A MR GILCHRIST COULD ASSIST) AND REQUESTING AN URGENT REPLY TODAY TO OUR TELEX. THIS MIGHT ENABLE US TO GET ONE AIRCRAFT BACK INTO SERVICE ALMOST IMMEDIATELY. THE TEXT OF OUR TELEX TO D. H. WAS AS FOLLOWS:

ENGINE S/NO 42-22340 R985 AT NIL HOURS. AN INCIDENT HAS OCCURED OF PIN HEAD AND ONE LEG FOUND MISSING AS PER D.H.C. T.N.S. NO22 NO TRACE OF PIECES FOUND. DURING 100 HRLY INSPECTION 4 SMALL PIECES FERROUS FOUND IN ENGINE PLUG BUT INSUFFICIENT AMOUNT TO JUSTIFY TOTAL RECOVERY OF PIECES. ENGINE SUFFERED EXTREMELY HIGH OIL PRESSURE DURING LAST FLIGHT. T.N.S. DOES NOT CLEAR ENGINE FOR CONTINUENCE IN SERVICE. PLEASE ADVISE BY TELEX.

PARKER

NNNN

SENT 241332Z PJ  
RECD 241332Z FC

214 GOVERNOR FK

C-53

**ACTION  
COPY**

DOOYWPT CALOND G  
28TH DECEMBER, 1979  
14.47 HRS  
FOR GOVERNOR  
OUR REFERENCE ET8/41/11/76/10  
YOUR REFERENCE GRS 235

SPOKE BAITTEN NORMAN. ARRANGEMENTS IN HAND BUT MUST AWAIT  
PHOTOGRAPHS AND DRAWINGS.  
PROPOSE YOU SENT ME INDENT FOR REPAIR OF AIRCRAFT AT COST.  
PRESUME YOU WILL ACCOMODATE ENGINEER AND PROVIDE TRANSPORT FREE  
OF CHARGE. WOULD ESTIMATE OUTSIDE COST INCLUDING  
ENGINEERS FLIGHT AT £5000.

REGARDS  
TREVOR BEABSY  
+++  
PLEASE QUOTE CROWN AGENTS REFERENCE ON ALL REPLIES  
++  
916205 CALOND G

214 GOVERNOR FK1

C & W

TO: CROWN AGENTS LONDON  
TELEX NO: 916205 CALOND G

4

FOR BEABEY Thanks yourtel ref ET8/41/11/76/10 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 simple general des-  
cription 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



CABLE & WIRELESS

WIRELESS

KEEPS YOU IN TOUCH

IN TOUCH

CABLE & WIRELESS

CABLE & WIRELESS

KEEPS YOU IN TOUCH



5

0435

MZCZC AT268 LFD252 SSB90  
FKLY CY GBLF 034  
LONDON/LF 34/33 28 1810

ETAT  
CHIEF SECRETARY FALKLAND ISLANDS GOVERNMENT  
PORTSTANLEY

REF CE2/491 YRREF AIR/15/1  
TELEX RE DAMAGE TO BN ISLANDER RECEIVED. ALL DETAILS  
PASSED TO BROKERS FOR ONWARD TRANSMISSION TO INSURERS  
AWAIT YOUR FURTHER ADVICES  
MARSHALL

COL CE2/491 AIR/15/1



copy phoned to DCA f.i.

JS  
F 2/1

C.S.  
6

214 GOVERNOR FK  
214 GOVERNOR FK  
877342 THACK G  
877342 THACK G 30/12/79

ATTN: CHIEF SECRETARY, FALKLAND ISLAND GOVMT.

HERE MSSGE FOR YOU FROM PILATUS BRITTEN-NORMAN

QUOTE

WE ACKNOWLEDGE RECEIPT OF YOUR TELEX ADVISING THE ARRIVAL OF BILL  
HUGHES.

CONFIRM WE WILL MEET HIM AT GATWICK AIRPORT MONDAY 31ST.

REGARDS/WILSON.

UNQUOTE.

++  
877342 THACK G (SENT 1508Z)  
214 GOVERNOR FK

Good.



NNNN  
00 BCNU  
AL

CS

8

M  
214 GOVERNOR FK  
215 ROYMAR FKV  
214 GOVERNOR FKTKS  
214 GOVERNOR FK  
86866 PBNBEM G

ACTION  
COPY

CG

7/i

86866 PBNBEM G  
86866 PBNBEM G  
214 GOVERNOR FK

051253 JAN

ATTEN CHIF SECRETARY  
CC DCA

REPAIR SCHEMES PREPARED. ENGINEER ASSISTANCE AVAILABLE.  
MATERIALS EXPECTED TO BE READY BY WED JAN9TH 80.  
WILL ADVISE YOU SOONEST OF TRAVEL ARRANGEMENTS.

REGARDS BILL HUGHES

MESSAGE WELL RCVD?

86866 PBNBEM G  
214 GOVERNOR FK

TO: PILATUS BRITTEN NORMAN BEMBRIDGE UK

TELEX NO: 86886 PENBEM G

No 10

FOR HUGHES FROM DCA

ARRANGEMENTS

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

~~TELEX NO: 916025 CALOND G~~

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

C & W

10

TO: CROWN AGENTS LONDON  
TELEX NO: 916205 CALOND G

No 18

FOR MISS AGENT OVERSEAS TRAVEL DEPARTMENT MANAGER FROM  
CHIEF SECRETARY FALKLAND ISLANDS GOVERNMENT  
REF YOUR TELEX ET8~~4~~1/11/76/10 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 BRITTON NORMAN AND DEBIT OUR ACCOUNT.

CHIEFSEC

12  
es

**ACTION  
COPY**

GAG  
71

1  
214 GOVERNOR FK  
214 GOVERNOR FK  
916205 CALOND G

BHS 7.1.80 11.08

FOR SECRETARY  
OUR REF ET8/41/11/76/10  
YOUR REF TELEX NO 465

~~XXXXXXXX~~  
SPOKE MR HUGHES AND BRITTEIT  
214 GOVERNOR FK  
214 GOVERNOR FK  
916205 CALOND G

916205 CALOND G

BHS 7.1.80 11.12

FOR SECRETARY  
OUR REF ET8/41/11/76/10  
YOUR REF TELEX NO 465

SPOKE MR HUGHES AND BRITTEN-NORMAN  
INDENT SHOULD READ :  
FOR MATERIALS AND TOOLS TO CARRY OUT ISLANDER AIRFRAME  
REPAIR TO REPAIR DRAWINGS  
NB 03-5939 FRAME 19 REPAIR/REPLACEMENT  
NB 03-5285 KEEL REPAIR  
NB 1303-6115 AVIONICS BAY FLOOR REPAIR. PLEASE  
ALSO AUTHORISE FLIGHT OF BRITTEN NORMAN ENGINEER TO ✓  
OUR OVERSEAS TRAVEL DEPARTMENT  
MANAGER MISS AGENT  
RGDS TREVOR BEABEY

PLEASE QUOTE CROWN AGENTS REF

916205 CALOND G  
320CUF GOVERNOR FKJ8-8 8%9/214 GOVERNOR FK 5 @1:7% @9=34,94 %C

677 sent to DCA  
73

10 January

80

The Director of Civil Aviation  
Stanley

D/10

In the course of the various exchanges of telexes following the reporting of the damage to the Islander, Trevor Beeby of the Crown Agents suggested that we should submit an indent to him for the repairs "at cost", and I asked him if he could consult Britten-Norman in order to specify what the wording for the indent should be.

2. His reply is in the attached telex photocopy. You will note that he is also asking us to authorise the Crown Agents travel department to organise the flight for the Britten-Norman engineer. I have already done this.

3. However, I would now be grateful if you could produce an indent on the Crown Agents for the repairs as suggested by Trevor Beeby and I can then telex him to let him know this is on the way.

4. I have shown the telex to the Financial Secretary who agrees with this course of action and who will request funds to be made available at the next Standing Finance Committee to cover this expenditure. Of course we hope that eventually there may be some insurance funds forthcoming but meantime presumably the Crown Agents will proceed to meet the costs in the first instance.

FB

F E Baker  
CHIEF SECRETARY

\* debiting our account as usual of course!

FS

CS  
ag 14  
10/1

**ACTION  
COPY**

214 GOVERNOR FK  
214 GOVERNOR FK  
916205 CALOND G  
1832 9.1.80 KAB

FOR SECRETARY

YOUR REF CABLE NO 11

MR HUGHES TRAVELLING FLIGHT 993 MADRID TO BUENOS AIRES  
ARRIVING STANLEY FRIDAY 11TH WITH MAJORITY OF REPAIR PACK  
MR DYE OF BRITTEN NORMAN TRAVELLING FLIGHT AR 131 ARRIVING  
STANLEY WEDNESDAY 16TH WITH BALANCE OF ITEMS.

REGARDS  
TREVOR BEABEY /LONDON

916205 CALOND G  
214 GOVERNOR FK

*DCA informed by telephone P.M. Thurs. 10th  
(DCA informing Mr. Hughes).  
Photocopy to DCA pl.  
J.B. 10/1*

CS

15

QIG

R/I

**ACTION  
COPY**

SWBD POS 1 FK  
214 GOVERNOR FK  
214 GOVERNOR FK  
916205 CALOND G

11.1.80/11.17/NC

916205 CALOND G

FOR: SECRETARY

OUR REF: ET8K/41/11/76 10

MR DYE ENGINEER BRITTEN NORHAN AIRCRAFT BOOKED TO ARRIVE  
BUENOS AIRES IN TIME FOR FLIGHT TO STANLEY WED 16TH.

UNDERSTAND ALL FLIGHTS TO STANLEY FULLY BOOKED UNTIL END  
FEBRUARY.

CAN YOU ARRANGE PRIORITY PASSAGE AND INFORM ME BY 12 .00 GMT.  
MONDAY 14TH FEB.

REGARDS  
TREVOR BEABEY

WHEN REPLYING TO CRWON AGENTS PLS QUOTE REF IN FULL

916205 CALOND G

214 GOVERNOR FK

TV

11 January

80

Vicecomodoro E J Canosa  
LADE Office  
Stanley

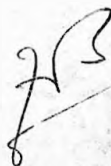
D/V

I refer to our telephone conversation this morning about arranging flights from Buenos Aires to Stanley for the Britten-Norman engineer who is coming to help with the repairs to our Islander aircraft.

His name is Mr DYE.

He will be arriving in Buenos Aires in time to connect with the flight which leaves there for Comodoro and Stanley on Wednesday, 16th January.

As I told you our agents have been unable to obtain reservations for him farther than Buenos Aires and we would be very grateful for any assistance you can give in getting him to Stanley for us.



F E Baker  
CHIEF SECRETARY



17

CS

**ACTION  
COPY**

DIG  
141

214 GOVERNOR FKTKS  
214 GOVERNOR FK  
86866 PBNBEM G

141345 JAN

ATTN BILL HUGHES

YOUR TELEX DATED 13TH RECEIVED.  
WILL BRING CHANNELS

REGARDS  
KEN DYE  
86866 PBNBEM G  
214 GOVERNOR FK

Copy sent to DCA  
14.1.80

(text phoned to Jim  
at 2.40 pm 14.1.80)

File Copy

18



SWBD POS 1 FK  
PLS TLX LDN 86866 FILED BY MR BAKER A/C FIG  
MOM

86866 PBNBEM G F DFGA  
86866 PBNBEM G  
212 CWBOOTH FK

TELEX TO PILATUS BRITTEN NORMAN BEMBRIDGE U.K.

TELEX NO. 86866 PBNBEM G.  
FROM. CHIEF SEC FALKLAND IS GOVT.

PLEASE PASS MOST URGENTLY FROM W. HUGHES TO K. DYE WHO IS DUE TO LEAVE FOR FALKLANDS MONDAY 14 JAN. SIDE SKINS REMOVED AND EXTENSIVE DAMAGE TO NB-10-265 AND NB-10-266 REINFORCING CHANNEL FWD KEEL PORT AND STARBOARD. PLEASE DO ALL POSSIBLE TO BRING ITEMS MENTIONED WITH YOU OR MATERIAL FOR LOCAL MANUFACTURE

CHIEF SEC.

13/1/80

86866 PBNBEM G  
212 CWBOOTH FK

CABLE

CABLE & WIRELESS

CABLE & WIRELESS

CABLE & WIRELESS

CABLE & WIRELESS

CABLE & WIRELESS

KEEPS YOU IN TOUCH

KEEPS YOU IN TOUCH

KEEPS YOU IN TOUCH

KEEPS YOU IN TOUCH

KEEPS YOU IN TOUCH

File Copy



19

915623 CAFUND G  
212 CWBOOTH FK

13/1/80

MOST URGENT FROM CHIEF SEC FALKLAND IS GOVT FOR TREVOR BEABEY  
YOUR REF ET8K/41/11/76 10.

WE HAVE TAKEN UP THE MATTER OF DYE'S FLIGHTS B.A. TO STANLEY  
WITH THE LOCAL LADE REPRESENTATIVE (WHO HELPED TO GET HUGHES  
HOME DESPITE FULL BOOKINGS) AND HE IS CONFIDENT THAT HE CAN  
GET HIM THROUGH EITHER ON PRIORITY SEATS OR THROUGH AIR  
FORCE CHANNELS. OUR B.A. EMBASSY WILL ALSO BE ABLE TO HELP.  
WE ARE ARRANGING FOR DYE TO BE MET ON ARRIVAL B.A. BY  
IAN STOCKS OF HOULDER BROTHERS OUR AGENTS THERE AND HE WILL  
FIX TRANSPORT AND ACCOMODATION. WE SUGGEST DYE FLIES TO  
B.A. AS PROPOSED AND WE WILL DO OUR BEST BY THESE MEANS TO  
HIM DOWN ON 16TH OR BY FOLLOWING FRIDAYS PLANE AT LATEST  
CHIEF SEC

SENT 13 1649 BS

915623 CAFUND G  
212 CWBOOTH FK

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

FIFO 002/14

00 BUENOS AIRES

GRS 150

RESTRICTED

DESKBY 151100Z JAN 80

FM PORT STANLEY 152030Z JAN 80

TO IMMEDIATE BUENOS AIRES

TELEGRAM NUMBER 007 OF 14 JANUARY

CS  
20  
AG  
151  
**ACTION  
COPY**

FOR MURRAY: REPAIRS TO ISLANDER AIRCRAFT

1. WE SHOULD BE GRATEFUL FOR ASSISTANCE IN CLEARING VITAL PARTS FOR OUR ISLANDER AIRCRAFT WHICH WAS DAMAGED BEFORE CHRISTMAS. OUR ENGINEER W. HUGES WHO FLEW TO UK TO OBTAIN PARTS FROM MANUFACTURERS WAS STOPPED ON HIS RETURN BY ARGENTINE CUSTOMS WHO DEMANDED US DOLLARS 1600 DUTY. HUGES COULD NOT PAY THIS SUM AND MATTER WAS LEFT IN HANDS OF STOCKS OF HOULDER BROTHERS WHO AS FAR AS WE KNOW IS STILL TRYING TO OBTAIN THEIR RELEASE.

2. A BRITTEN NORMAN ENGINEER K DYE WILL BE ARRIVING IN BUENOS AIRES ON TUESDAY 15 JANUARY BY, WE THINK, AEROLINEAS. HE WILL ALSO BE CARRYING AIRCRAFT PARTS. STOCKS HAS ARRANGED ONWARD FLIGHT BUT IF HE ARRIVES HERE WITHOUT PARTS REPAIR OF AIRCRAFT CANNOT BE STARTED.

3. GRATEFUL IF YOU COULD. IN LIAISON WITH STOCKS, OBTAIN EARLY RELEASE OF IMPOUNDED GOODS AND ENSURE DYE'S SMOOTH TRANSIT.

PARKER

NNNN

SENT 142055Z PJ

RECD 142055Z RD

C.S.

21

One  
is.

V  
214 GOVERNOR FK  
214 GOVERNOR FK  
21666PROBA AR  
214 GOVERNOR FKMHVMMWCVCHP/S 001/15 JAN

**ACTION  
COPY**

OO PORT STANLEY

GPS 31  
UNCLASSIFIED  
FM BUENOS AIRES151730Z  
TO IMMEDIATE PORT STANLEY  
TELNO 5 OF 15 JAN/80.

YOUR TELNO 007: REPAIRS TO ISLANDER AIRCRAFT  
1. STOCKS TELLS US THAT CUSTOMS PROBLEM HAS NOW BEEN RESOLVED  
AND THAT DYE WILL BE BRINGING ALL PARTS WITH HIM ON 16 JANUARY

CARLESS

NNNN

SENT AT 151733Z CD  
214 GOVERNOR FK  
21666PROBA AR

WELL RECD PSE

YES THKS FOR YOUR HELP K  
TKS BYE

T

PIA

Telephone d 15 JCA 10.30 am 23.1

Copy sent ~~to B~~  
23.1.80

CS

22

QC 22/1

**ACTION  
COPY**

214 GOVERNOR FK  
TKS  
214 GOVERNOR FK  
86866 PBNBEM G

22152  
221539 JAN

ATTENTION CHIEF SECRETARY TO GOVERNOR

PLEASE PASS FOLLOWING MESSAGE TO PBN ENGINEER MR KEN DYE:

TRUST REPAIR WORK PROGRESSING WELL. PLEASE ADVISE PRESENT SITUATION  
AND ALSO EXPECTED DATE OF RETURN.

REGARDS  
WILSON  
86866 PBNBEM G  
214 GOVERNOR FK



23

Crown Agents for Oversea Governments and Administrations  
4 MILLBANK WESTMINSTER LONDON SW1P 3JD  
TELEPHONE 01-222 7730 TELEX 916205 TELEGRAMS CROWN LONDON SW1

### TRAVEL NOTICE

MR KEN DYE  
c/o MR T. BEABY  
ETS

YA4/D	Date 14/1/80
Account FALKLAND ISLANDS 249009	
Description of passenger ENGINEER	
Ref. ETS/41/11/76/10	



The following reservation has been made for  
MR K. DYE

Date	From	To	Flight	Class	Depart Local times	Arrive
14 January	London Heathrow	Buenos Aires	AR 131	Y	17.10	07.40 (15/1)
Open	Buenos Aires	Comodoro Rivadavia		Y		
Open	Com. Rivadavia	Port Stanley		Y		
Open	Port Stanley	Com. Rivadavia		Y		
Open	Com. Rivadavia	Buenos Aires		Y		
Open	Buenos Aires	London Heathrow		Y		

The two letter prefix before the flight number designates the airline. Airline designator de-coding is shown overleaf.  
Reporting Time 15.35 hours at London Heathrow Airport, Terminal, Argentine Airlines  
Desk,  
OR ..... at .....

Health Requirements For this journey passengers must hold certificates of vaccination against ~~Smallpox~~  
~~Cholera/Yellow Fever~~  
Other protection is ~~necessary~~/recommended against Smallpox

Passport Requirement Passengers will require valid passports endorsed for all foreign countries.  
VISAS  
Entry .....  
Transit .....

SPECIAL NOTES FOR PASSENGERS to be read in conjunction with notes overleaf.

This notice has been copied to:-  
 ✓ THE CHIEF SECRETARY,  
 PORT STANLEY,  
 FALKLAND ISLANDS  
 HOULDER BROS & CO  
 BRITISH EMBASSY  
 C/O FOREIGN + COMMONWEALTH  
 OFFICE,  
 KING CHARLES ST  
 LONDON SW1  
 MR T. BEABY ETS  
 MR4  
 5 Copies CR

#### NOTES TO ADMINISTRATION

Mr Beaby - Your OS 7 of 8/1/80 refers.

24

File Gpy

OO

SWBD POS 1 FK  
SVP LDN 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 PSE ?

YES TKS V  
OK TA A LOT  
BIE

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH





D347

FKLX<sup>ZZCZC</sup> CO<sup>GBLF</sup> 088<sup>ATS562</sup> LFF274 TXF437 TX987321  
LONDON/LF TLX 88/81 30 1514

CHIEF SECRETARY SECRETARIAT  
STANLEYFALKLANDISLANDS

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 AVIATIONDEPT LLOYDS

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

CABLE & WIRELESS  
KEEPS YOU IN TOUCH

WIRELESS  
IN TOUCH

WIRELESS  
CABLE & WIRELESS  
KEEPS YOU IN TOUCH  
CABLE & WIRELESS  
KEEPS YOU IN TOUCH  
WIRELESS  
IN TOUCH

26

11 February 80

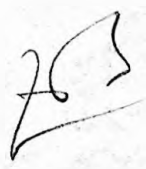
Director of Aviation  
Stanley

D/10

Chief Technician Hughes brought me the attached the other day to discuss the question of reimbursement of Mr Dye's board and lodging while here for the Islander repairs.

He was somewhat upset because the rates he had suggested are apparently considered to be on the high side.

I know that Mr Parker himself told Bill Hughes he was to submit a claim for reimbursement for putting up Mr Dye, and so I will be grateful if you will please submit an AISE for the payment of the attached account as submitted by Bill Hughes and I will explain the situation to Standing Finance Committee.



F E Baker  
ACTING GOVERNOR

TO: CROWN AGENTS LONDON

27

TELEX NO: 916205 CALOND G

No 78

For Beabey from Acting Governor

Further to my telexes replying to your ET8/41/11/76QP of 28 December we are now in process 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 Report 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

25  
F 20/11

AIR/7/1

cc AIR/7/6

20 February

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

1. From Certificate of Registration - Owners Name and Address.  
 ..... FALKLAND ISLANDS GOVERNMENT - STONEY - FOLK IS.
2. From C. of A. and Technical Records - Category of C. of A. \*Private/public transport/restricted/general purpose/normal/special/other.
3. Date of last issue: 5:10:1979 Date of expiry: 12:10:1980
4. Make and exact type of aircraft: PMB ISLANDER - BN-20-27
5. Serial No. 872
6. Reg. Marks VP-PAY
7. Year of manufacture 1979
8. Hours (a) since manufacture 229 (b) since C. of A. Renewal.....
9. Last inspection (a) Type 100 Hour (b) Date 18:12:1979  
 (c) Hours since last inspection 9 Hours
10. At what periods are inspections due 50 Hourly
11. Exact type of engine (a) AVCO LYCOMING O-540-E4B5  
 (a) Ser.No. No.1 L-18406-40A No.2 L-18442-40A No.3..... No.4.....  
 (b) Hrs.since NEW  
 last O/M. No.1 233:55 No.2 233:55 No.3..... No.4.....
12. Exact type of Propeller(s) HARTZELL HC-C2YK-2CUF/PC 2472A-4  
 Serial No. No.1 229:10 No.2 229:10 No.3..... No.4.....  
NU 5222 NU 5239  
 Total hours run since last complete overhaul: NEW  
 No.1 229:10 No.2 229:10 No.3..... No.4.....
13. Hours permitted by Authorities between complete overhauls:  
 Engine(s) 2,400 Hrs. ; Propeller(s) 1500 Hrs.
14. From Crew Licences and Personal Flying Log Books:

Name	Age	Type & No.	Expiry Date	Next Medical Due	Ratings	Endorse ments	Total Hours	Hours on Type
Pilot <u>J. KEAR</u>	<u>57</u>	<u>UK.CPL. 37933</u> <u>Flt. CPL. 5</u>	<u>May 1980</u>	<u>May 1980</u>	<u>1/2. UFI.</u>	<u>Cessna 172</u> <u>Disc 2 BEAVER</u> <u>ISLANDER</u>	<u>10,200</u>	<u>52:00</u>
Copilot <u>E. ANDERSON</u>	<u>24</u>	<u>UK. CPL.</u> <u>121412</u> <u>F.I. CPL 16</u>	<u>June 1979</u> <u>June 1980</u>	<u>FEB 1980</u> <u>FEB 1980</u>	<u>1/2.</u> <u>1/2.</u>	<u>Cessna 150,</u> <u>152, 170, 172</u> <u>175 &amp; 182</u> <u>ISLANDER</u> <u>Disc 2 BEAVER</u> <u>ISLANDER</u>	<u>502100</u>	<u>48:00</u>

15. If accident involves a helicopter or crop sprayer, state total hours of pilot on:  
 (a) Helicopters..... (b) Fixed wing Agric..... Helicopter Agric.....  
 Signature certifying above data is correct [Signature]

16. Any Comments:  
Cpt. J. KEAR in COMMAND, Mr ANDERSON Pilot Flying Under Supervision.

Information Required by

LLOYD'S AVIATION DEPARTMENT

Only the items marked are required

- (\*) 1. Aircraft ownership details from Cert. of Reg. )
- (\*) 2. Airframe, engine and propeller data. )
- (\*) 3. Pilot's Licence details ) As per attached
- (\*) 4. Pilot's personal flying hours ) Questionnaire
- (\*) 5. Written statement signed by pilot or person in charge of aircraft describing circumstances of accident, time and date. )
- ( ) 6. Details of meteorological forecast obtained prior to flight.
- ( ) 7. Flight Plan - Supply copy or relevant details.
- ( ) 8. Details of weather conditions at time of accident.
- ( ) 9. Details of any cost involved in moving aircraft from scene of accident to a place of safety or repair.
- (\*) 10. Your outline proposals for repair.
- (\*) 11. Completed Inspection Report and Repair Estimate Form, 2 copies of which are enclosed. Note: 1 copy to be retained by repairer or yourself, the other to be returned to L.A.D.
- (\*) 12. Was pilot a member of Assured's club or an employee of Assured? Explain relationship of pilot to Assured.
- (\*) 13. What payment was made for use of aircraft?
- (\*) 14. Names of any passengers and their conditions of carriage.
- (\*) 15. Purpose for which aircraft was being flown at time of accident.
- (\*) 16. Details of Third Party damage.
- (\*) 17. Details of any injuries sustained.
- (\*) 18. Details of aircraft's loading.
- (\*) 19. If you consider any party to be responsible for this accident, advise:-
  - (a) What action you have taken.
  - (b) What action you intend taking.
  - (c) Copies of any relevant correspondence holding any other party responsible.
- ( ) 20. Your V.A.T. registered number.

COMMENTS



	State "Repair" or "Replace"	Cost of Part and/ or material needed	Labour Hours Required	Labour Cost	Total Cost For Each Item
<i>Brought forward</i>					
5. PROPELLER(S):					
(a) Manufacturer: Type:					
(b) Pitch: *fixed/variable.					
(c) *Wood/Metal.					
Detailed description of damage:					
6. WING L.H. Detailed description of damage:					
7. WING R.H. Detailed description of damage:					
8. WING CENTRE. Detailed description of damage:					
9. WING FLAPS, *R.H./L.H./CENTRE. Detailed description of damage:					
0. AILERONS, *L.H./R.H. Detailed description of damage:					
1. FIN(S). Detailed description of damage:					
<i>Carried forward</i>					

Delete where necessary.



	State "Repair" or "Replace"	Part and/ or material needed	Labour Hours Required	Labour Cost	Total Cost For Each Item
<i>Brought forward</i>					
12. RUDDER(S). Detailed description of damage:					
13. TAIL PLANE(S). Detailed description of damage:					
14. ELEVATOR(S). Detailed description of damage:					
15. FUSELAGE OF HULL. Detailed description of damage:					
Nose cone landing Port & Stbd distorted	Replace	}			
Nose cone delaminated	Replace				
Port & Stbd skins & Bottom skin torn & distorted	Replace				
Frame stn 19 torn & distorted	Replace				
Frame stn 32.5 Port & stbd distorted	Replace				
Reinforcing channels qty 2 fwd keel torn	Replace				
Port & stbd keel sides torn & distorted	Repair		224		
Avionic bay floor torn & distorted at frame Stn 19	Repair				
HF mounting stiffeners qty 4 distorted	Replace				
Stringer section No 4 Port & Stbd distorted	Replace				
16. LANDING GEAR. Detailed description of damage:					
17. FUEL TANKS. Detailed description of damage:					
18. INSTRUMENTS. Detailed description of damage:					
<i>Carried forward</i>					

Brought forward

	State "Repair" or "Replace"	Cost of Part and/or material needed	Labour Hours Required	Labour Cost	Total Cost For Each Item
19. RADIO. State type:					
20. RE-ASSEMBLY and RIGGING:					
21. MISCELLANEOUS EQUIPMENT, PARTS OR COSTS NOT INCLUDED IN SECTIONS 1 TO 20 (GIVE FULL DETAILS):					
22. (a) TEST FLIGHT FEE: PILOT'S NAME: ..... EMPLOYER: .....					NONE.
(b) FUEL (c) OIL (for engine runs and test flight.)					
23. TOTAL ESTIMATED COST					

24. SIGNATURE: .....  
REPAIRER'S REPRESENTATIVE  
DATE: .....

25. SIGNATURE: .....  
SURVEYOR  
DATE: .....

26. IT IS UNDERSTOOD THAT, UNLESS THE PERSON NAMED AT 25 IS INFORMED OTHERWISE DURING REPAIR WORK, THE FINAL COSTS PARTICULARLY RELEVANT TO LABOUR CHARGES WILL BE IN ACCORDANCE WITH THE FIGURES ESTIMATED HERE.

27. IF ITEMS 3 AND 5 ARE APPLICABLE THE APPROPRIATE SECTION (ENGINE AND PROPELLER DETAILS) OF THE SCHEDULE EC SHOULD BE COMPLETED IN FULL.

LLOYD'S AVIATION DEPARTMENT

QUESTIONNAIRE

- ITEMS 1 - 4 answered on form provided.
- 5 - Captain's report enclosed.
- 10 - Our airframe engineer proceed to BN BEMBRIDGE, with PHOTO-COVER of damage, and consult manufacturerd for repair scheme also obtain services of BN engineer to assist in repair work.
- 11 - Forwarded to BN Isle of Wight.
- 12 - Captain and pilot are employees of owners. Captain is D.C.A./Senior Pilot and pilot flying is junior pilot under supervision.
- 13 - No payment was made for use of aircraft.
- 14 - W. Hughes Airframe Engineer and A. Watson Power Plant Engineer.
- 15 - Crew training flight.
- 16 - No third party damage incurred.
- 17 - There were no injuries to persons onboard.
- 18 - Aircraft Load & Trim sheet enclosed.
- 19 - An enquiry into the accident has been held and investigators do not hold any party responsible for accident.

J. Kerr  
Director Civil Aviation  
Falkland Islands

To Whom It May Concern

On Saturday 22nd December 1979 I was in command of ISLANDER BN2A-27 registration VP-FAY serial No 872 which departed Stanley airport at 14:08 local time on a routine training/mail/freight to Douglas Station and Green Patch arriving Douglas Station at 14:30, Mr. E. Anderson being pilot flying under supervision.

Pre-flight checks were carried out at Douglas Station prior to start up and no faults were found, departing Douglas at 14:40 and arriving overhead Green Patch at 14:47.

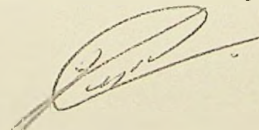
There were no fare paying passengers on board the aircraft, passengers shown in Load & Trim sheet were the Services's Airframe and Power Plant Engineers.

On arriving overhead Green Patch a strong crosswind was observed (30 Kts 60° off the main strip) the pilot flying decided to use the shorter cross strip which was into wind and this decision I agreed with, a normal approach and landing carried out and the nose wheel lowering to the ground as speed decayed. Before coming to a stop at the end of the landing run a bump was felt but no change in the aircraft ground attitude observed.

Landing check completed, power was increased to clear the strip, as this appeared to be excessive to start the aircraft rolling the motors were closed down and cause investigated, it was then found that the nose wheel had been driven backwards, damaging the bottom skin panels and the forward bulkhead. Back tracking the landing run and at a point approximately 60 meters from where the aircraft came to rest the nose wheel had crossed a deep rut which had been filled in with peat mould, this had not been compacted, at this point pieces of the fibre-glass nose cone were found also a deep nose wheel impression in the soft peat mould.

Because of the exposed position of the aircraft and the fact that the nose oleo was undamaged and secure, the engineers onboard secured the nose wheel fore and aft and the aircraft flown back to Stanley Airport and placed in the hangar pending further inspection and final rectification.

Yours faithfully,

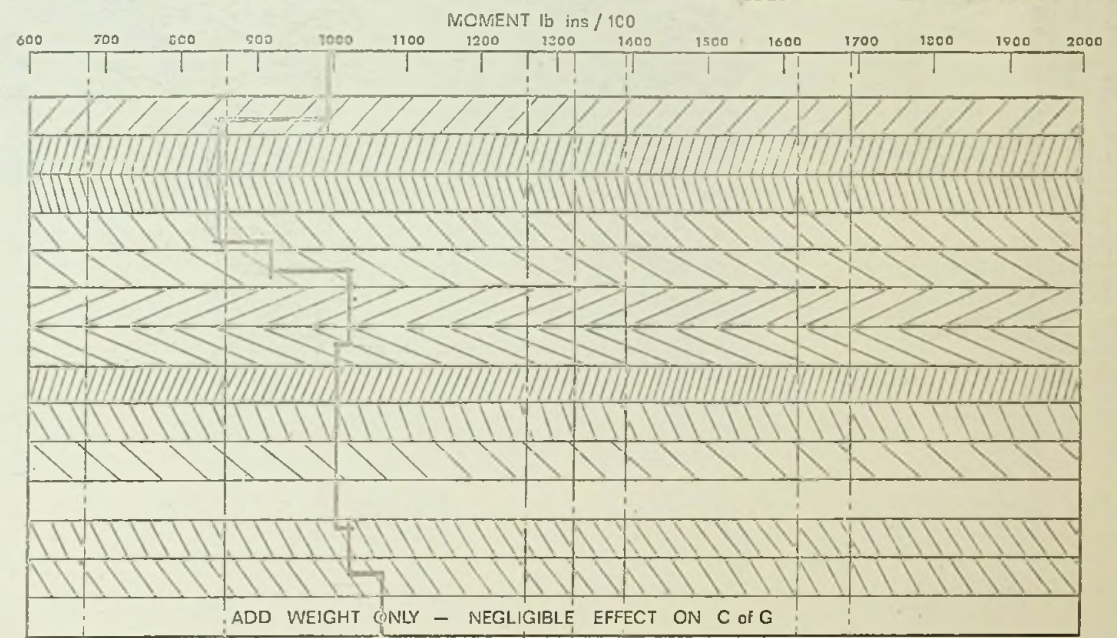


DIRECTOR CIVIL AVIATION

LOAD AND TRIM SHEET

OPERATOR	FAIRFAX 10 COMM MIA SEC.	CAPTAIN	J. HARRIS	AIRCRAFT		DATE		SECTOR	TO	DOWN	LANDINGS
BRITTEN-NORMAN ISLANDER	2A-27	CREW	J. HARRIS	UP-FAY		30-12-77		2	GREEN PATCH	1 1/2	1
									FROM	UP	PASSENGERS
									TOULOUSE STN	1 1/2	09
										SECTOR TIME	09

ROLE	PASSENGERS	FREIGHT
EMPTY EQUIPPED WEIGHT (EEW)	4375	EEW MOMENT/100 991
PILOT / 1st PASSENGER	325	ROW 1 100 lb
PASSENGERS 2/5	—	ROW 2 100 lb
PASSENGERS 4/6	—	ROW 3 100 lb
PASSENGERS 6/7	156	ROW 4 100 lb
PASSENGERS 8/9	160	ROW 5 100 lb
250 lb max	—	Forward BAGGAGE 50 lb
400 lb max	12	Rear BAGGAGE 50 lb
1000 lb max	—	STN. 122 100 lb
820 lb max	—	STN. 162 100 lb
1000 lb	—	STN. 194 100 lb
see box	Wing zero fuel weight 6300	
	90	Fuel Mains 100 lb
Only with Mod NB/M/364 incorporated	132	Fuel Tips 100 lb
	40	OIL
TOTAL PAYLOAD	895	
TAKE OFF WEIGHT	5274	



ADD WEIGHT ONLY — NEGLIGIBLE EFFECT ON C of G

**WING ZERO FUEL WEIGHT**  
 A combination of the equipped empty weight and the fuselage payload (excluding the weight of ALL fuel and oil) must not exceed the value stated in the Flight Manual

**LOADERS CERTIFICATE**

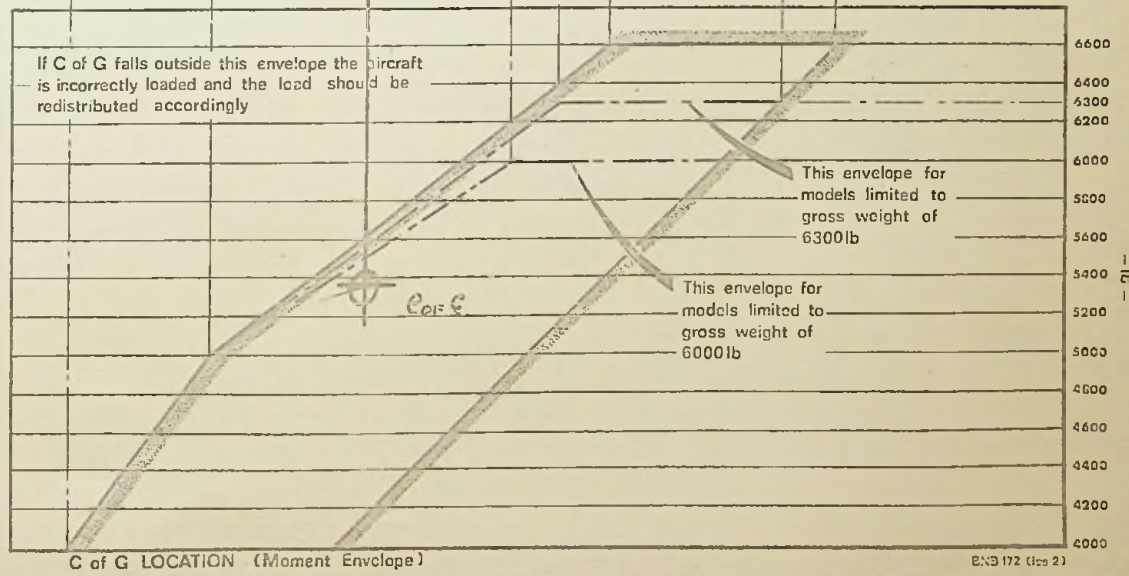
I CERTIFY THAT THE AIRCRAFT HAS BEEN CORRECTLY LOADED ACCORDING TO INSTRUCTIONS

LOADER \_\_\_\_\_  
 DATE \_\_\_\_\_  
 TIME \_\_\_\_\_

- I CERTIFY THAT:-
1. THE LOAD AND LOAD SHEET HAVE BEEN EXAMINED
  2. THERE ARE NIL DEFECTS
  3. THE FUEL QUANTITY IS AS SHOWN AND THERE HAS BEEN NO UPLIFT

CAPTAIN \_\_\_\_\_

† BN 2A-22, 23, 24, and 25 only



AVN/1061/NDNF/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 <sup>F</sup>1061: ISLANDER VP-FAY: 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

Aviation Department

Not Air/7/1. There must be another file with a fair bit of correspondence

32

# Lloyd's

London House,  
6 London Street,  
London EC3R 7AB

TELEGRAMS : LLOYDS LONDON EC3

TELEX : 987321 LLOYDS G

Telephone : 01-623 7100

International : + 44 1 623 7100

EXTENSION 3097

OUR REFERENCE : AVN/MDNF/F1061/SW

YOUR REFERENCE : AIR/7/1

Air/7/6

The Secretariat,  
Stanley, Falkland Islands,  
South Atlantic

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

11th November 1980



Dear Sirs,

Case F.1061 : Pilatus Britten-Norman BN-2A Islander Reg VP-FAY  
Assured : Falkland Islands Government  
Accident : Green Patch, Falklands Islands on the 22nd December 1979

We note from our file that we have not yet received any further information from you regarding the repairs that have been carried out to the above aircraft.

We have spoken to Mr. Ian Marshall at Crown Agents who confirms that his Department has not settled any accounts although we are aware that the invoice for spare parts was sent by Pilatus Britten-Norman Limited to Crown Agents. The possibility of an alternative Department having become involved at Crown Agents is therefore being investigated.

In view of the time that has elapsed we believe that repairs have now been fully completed and even allowing for postal delays you should shortly be in a position to formulate your claim upon Underwriters. In order that our further recommendations may be made therefore we look forward to receiving full details of your claim in due course.

Yours faithfully,

M.D.N. Fisher  
Adjuster

c.c. Crown Agents, 4 Millbank, London SW1 Attn. Mr. Ian Marshall Ref: CE2/491  
Alexander Howden Attn. Mr. C. Jarvis Ref:A7561

# MEMORANDUM

Reference *EIA/42/1*

It is requested that this number and date should be quoted.

Date 18th December 1980

*File early pl*

33

From Ag. Director Civil Aviation

To Chief Secretary

Subject:-

## Insurance Claim for Islander Aircraft

With reference to the question of an insurance claim following the incident that occurred to the Islander aircraft on Friday 12th December, I would like to make the following comments.

We have not yet received any indication of what the cost of the spares may be, but after talking to the technicians and looking at the cost of the spares as a result of the Green Patch incident we have estimated the figure to be about £600 (six hundred pounds).

The next question now of course is do we make a claim or not bearing in mind the risk of the insurance company increasing our premiums which over the next two or three years could amount to the cost of the spares if our estimate is not too unrealistic.

Finally may I suggest that we seek advice on this point from the Crown Agents insurance experts.

*J.B.H.*

Ag. Director Civil Aviation

*Details of damage awaited signed*



34  
AVIATION DEPARTMENT,

Stanley,

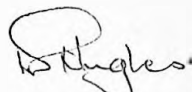
Falkland Islands.

23rd December 19 80  
.....

DAMAGE REPORT

VP-PAY construction No 872 sustained structural damage when the rear fuselage tail bumper made contact with the ground. The extent of the damage is as follows:

1. Tail bumper buckled to port and picketing point distorted.
2. External skin panel between frame 383 and 408 distorted and buckled at frame 390 and 408 attachment points.
3. Frame 408 buckled. Web distortion extends to spanwise stiffener.  
Frame 390 buckled. Web distortion extends to spanwise stiffener.

  
W.S. HUGHES  
Chief Technician

# MEMORANDUM

Referen: .....

Date 23rd December 1980

It is requested that this number and date should be quoted.

From Ag. Director Civil Aviation

To Chief Secretary

Subject:-

Damage Report Tail Bumper

Please find enclosed the statement giving details of the damage suffered by the Islander aircraft VP-FAY on Friday 12th December 1980 signed by C/T M.S. Hughes.

I trust that this will be all the information you require at this time for insurance claim purposes.



Ag. Director Civil Aviation

2276  
23

23rd December

80

Mr. M. Freeman,  
Green Agents,  
6, Millbank,  
Westminster,  
LONDON, SW1P 3JD.

Dear Madam,

"HIGHLANDER" AIRCRAFT VP-FAY

During the course of flying operations on 12th December 1980 VP-FAY suffered structural damage as in the attached report. (2276)

The question I need advice on is whether this constitutes damage for which we could claim insurance. The plane has been withdrawn from service while awaiting spare parts and is likely to be grounded for several weeks after the spares arrive.

If you consider that there is a case for submitting a claim against insurance I should be grateful if you would let me know what documents etc. are required.

Yours faithfully,

ACTING CHIEF SECRETARY

Aviation Department

Air 17/6



36  
**Lloyd's**

London House,  
6 London Street,  
London EC3R 7AB

TELEGRAMS: LLOYDS LONDON EC3

TELEX: 987321 LLOYDS G

Telephone: 01-623 7100

International: + 44 1 623 7100

EXTENSION 3097

OUR REFERENCE: AVN/MDNF/F1061/S

YOUR REFERENCE:

The Chief Secretariat  
Stanley  
Falkland Islands  
South Atlantic



13th April 1981

Dear Sir,

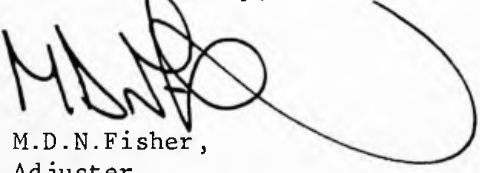
Case F1061 : Pilatus Britten-Norman BN-2A Islander Reg VP-FAY  
Assured : Falkland Islands Government  
Accident : Green Patch, Falkland Islands on the 22nd Nov 1979

---

We refer to our letter of the 13th January and note that we have still not received the final claims cost in respect of the original accident that occurred in 1979.

As we would like to finalise this claim as early as possible please arrange for your detailed statement of claim to be passed to us.

Yours faithfully,

  
M.D.N. Fisher,  
Adjuster

---

c.c. Alexander Howden Attn. Mr C. Jarvis Ref: A7561

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

Tr. Ref AIR/1/4  
My Ref FIA/42/1



(37)

Date 30th June 1981.....

Reference .....

It is requested that this number and date should be quoted.

From Ag. Director Civil Aviation

Chief Secretary  
Toc.c. Financial Secretary

Subject:-

INSURANCE CLAIM VP-PAY

Please refer to your memorandum of 18th March your reference AIR/1/4 and the costs of the spares required for the Islander aircraft as a result of the Port Howard accident amounted to £841.84 (eight hundred and forty one pounds and eightyfour pence).

In addition C/T Hughes and Vernon Steen each worked 8 hours a day for 10 days to complete the repair.

*G.W. Cheek*  
G.W. Cheek  
Ag. Director Civil Aviation

*Action on AIR/7/6*

*JS*

38

Aviation Department

~~Anti~~

Mr F.E. Baker,  
Chief Secretary,  
Chief Secretary's Office,  
Stanley,  
Falkland Islands.



# Lloyd's

London House,  
6 London Street,  
London EC3R 7AB

TELEGRAMS : LLOYDS LONDON EC3  
TELEX : 987321 LLOYDS G

Telephone : 01-623 7100

International : + 44 1 623 7100

EXTENSION 3536

OUR REFERENCE : AVN/AFO/F.3039/Y  
YOUR REFERENCE :

3rd April, 1981

Dear Sir,

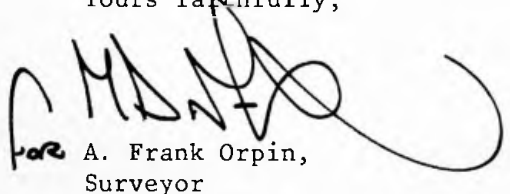
Case F.3039 : Britten Norman Islander VP-FAY  
Assured : Govt. of the Falkland Islands (Dept. of Civil Aviation)  
Accident : Falkland Islands on the 12th December, 1980 (Part Howard)

We thank you for your letter of the 16th March, 1981, and the details contained therein. However we find that the actual documentation form is missing. We would be most grateful if you would complete the enclosed duplicate form and return it to this Office.

In order that we can submit your claim for consideration by Underwriters, we will need the details of the repair carried out and the final cost involved.

We look forward to your earliest reply in this matter.

Yours faithfully,

  
A. Frank Orpin,  
Surveyor

Enc

10 July 1981

Your ref FIA/42/1

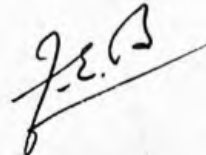
Ag Governor

Ag DCA

INSURANCE CLAIM VP-FAY ACCIDENT: PORT HOWARD 12 DECEMBER 1980

I refer to your memorandum of 30 June reference and subject as above.

2. We now appear to have most of the information required for the claim to be submitted for consideration. However, I now note, from the last letter from Lloyds Aviation, the Adjusters, that in addition to the final costs of the repair they are also requesting "Details of the repair carried out". I would therefore be grateful if you could consult with the technicians and let me have a brief written description of what was required to make the aircraft fully serviceable after this accident. I can then send this off to Lloyds with the costings and hope that we may then soon get this particular matter settled.



F E Baker

ACTING GOVERNOR

The Secretariat

Stanley

Falkland Islands

39

Ref: AIR/7/6

9 July 1981

Your ref: AVN/MDNF/F 1061/S

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

D10

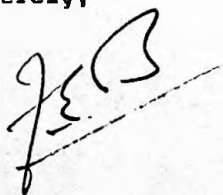
CASE F1061: Drtten Norman BM-2A Islander REG VP-FAY  
ASSURED: FALKLAND ISLANDS GOVERNMENT  
ACCIDENT: GREEN PATCH FALKLAND ISLANDS ON 22 <sup>November</sup> ~~DECEMBER~~ 1979

Many thanks for your letter reference as above of 13 April requesting details of the final claims cost in respect of the above accident.

I must apologise once again for the delay in providing this information but I am sure you will appreciate that we are at the end of a very long line of communication here and some of these figures have had to be obtained from overseas. However I have now received the statement of costs from our Treasury and forward a copy of this herewith.

I trust this will provide the information you need and that we shall soon be in a position to close the file on this matter. Many thanks for all your help.

Yours sincerely,



F E Baker  
ACTING GOVERNOR

cc Mr A Howden, Insurance Brokers Ltd, 22 Billiter St London EC3M 8SA  
(for attention of Mr C Jarvis ref A7/561)

Crown Agents, 4 Millbank London SW1 (Attention Mr I Marshall  
ref CE 2/491)



Case F1061: Pilatus Britten-Norman BN-ZA Islander Reg VP-FAY  
Falkland Islands Government

Accident: Green Patch, Falkland Islands on the 22nd <sup>November</sup> ~~December~~ 1979

Cost of spares, Labour etc. for repair of the Islander aircraft  
resulting from the Green Patch incident.

1. Cost of spares, design work, tools:  
Excess baggage and services of  
Pilatus Britten-Norman Engineer  
Including procurement charges. £2,470.30
2. Repair of oleo leg including  
insurance and procurement. 393.93
3. Manuals for repairs including  
insurance and procurement. 17.65
4. Paint and special tools 450.00
5. Board and lodging for PBN Engineer  
in Stanley 52.00
6. Passages and Houlder Bros. charges  
for PBN Engineer. 1,746.53
7. Hours worked on the repair by  
local staff:  
C/T Hughes 161 x 4.00 $\frac{1}{2}$  = 644.80 $\frac{1}{2}$   
C/T Watson 24 x 4.00 $\frac{1}{2}$  = 96.12  
J Halford 20 x 1.26 = 25.20 766.12 $\frac{1}{2}$
8. Passage Falkland Islands/United Kingdom/Falkland  
Islands Chief Technician Hughes 1,196.54  
£7,093.07





Aviation Department

# Lloyd's

London House,  
6 London Street,  
London EC3R 7AB

TELEGRAMS : LLOYDS LONDON EC3

TELEX : 987321 LLOYDS G

Telephone : 01-623 7100

International : + 44 1 623 7100

EXTENSION 3097

OUR REFERENCE : AVN/MF/F.1061/Y

YOUR REFERENCE : AIR/7/6

22nd July, 1981

Mr F.E. Baker,  
Acting Governor,  
The Secretariat,  
Stanley,  
Falkland Islands,  
South Atlantic.

Dear Sir,

Case F.1061	:	Pilatus Britten-Norman BN-2A Islander VP-FAY
Assured	:	Falkland Islands Government
Accident	:	Green Patch, Falkland Islands on the 22nd November, 1979

---

Many thanks for your letter of the 9th July, 1981 itemising your statement of claim in connection with the above loss.

We confirm that a recommendation has been made to Underwriters for settlement in the sum of £ 7,093.07. Attached at Appendix 1 is a Form of Release which should be signed and returned to this Office in order that your Brokers may arrange collection of the claim from Underwriters.

Yours faithfully,

M.D.N. Fisher,  
Adjuster

Enc



**Crown Agents**



41  
4 Millbank, Westminster,  
London SW1P 3JD  
Telephone 01-222 7730  
Telex 916205  
Telegrams Crown London SW1

The Acting Governor  
The Secretariat  
Stanley  
FALKLAND ISLANDS

CA Ref CE2/491

Your Ref AIR/7/6

4 August 1981

Dear Sir

CASE F 1061 BRITTEN NORMAN BN-2A ISLANDER VP-FAY  
ACCIDENT AT GREEN PATCH FALKLAND ISLANDS ON 22-11-79

We have received notification from our Insurance Brokers that Lloyds Underwriters have agreed to settle your claim in the sum of £6093.07, ie. the total of costs less the policy excess of £1000.

2 This amount will be credited to your account with the Crown Agents in due course.

Yours faithfully

D EDWARDS  
for the Crown Agents

cb

(42)

The Secretariat  
Stanley  
Falkland Islands

Our Ref: AIR/7/6 ✓  
Your Ref: AVN/MF/F. 1061/Y

26 August 1981

Mr M D N Fisher  
Aviation Department  
Lloyd's  
London House  
6 London Street  
London EC3R 7AB

D/O

CASE F.1061: PILATUS BRITTON NORMAN VN-2A ISLANDER VP-FAY  
ASSURED: FALKLAND ISLANDS GOVERNMENT  
ACCIDENT: GREEN PATCH, FALKLAND ISLANDS ON 22 NOVEMBER 1979

Many thanks for your letter referenced as above of 22 July confirming that you had recommended a settlement in the sum of £7,093.07 to your Underwriters.

I return herewith the signed form of release and would like to take this opportunity of expressing our thanks for all your assistance in this matter.

*F. E. Baker*

F E Baker  
ACTING GOVERNOR

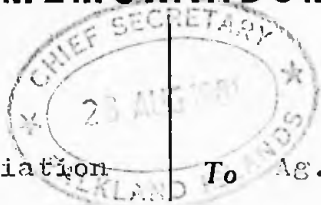
Yr. Ref AIR/7/6  
My Ref FIA/42/1

# MEMORANDUM

43

Reference .....

It is requested that this number and date should be quoted.



Date ..... 26th August 1981 .....

From Ag. Director Civil Aviation To Ag. Governor

Subject:-

Insurance Claim VP-FAY Accident:  
Port Howard 12 December 1980

Please refer to your memorandum of 10th July.

I am enclosing the details of the repair carried out as requested and I would like to apologise for the delay in submitting them.

A handwritten signature in cursive script, appearing to read "G.W. Cheek".

G.W. Cheek  
Ag. Director Civil Aviation

Enc.

The Secretariat  
Stanley  
Falkland Islands

Our ref: A I R/7/6

Your ref: AVN/AFO/S3039/Y

10 July 1981

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

Dear *D/10*

Case F3039: Britten Norman Islander Reg VP-FAY  
Assured: Falkland Islands Government  
Accident: Falkland Islands on 12 December 1980 (Port Howard)

Many thanks for your letter of 3 April, reference as above, concerning the above-mentioned accident.

I am sorry that in our relief at finally being able to send off some information to you we inadvertently omitted the "documentation form".  
---  
However, I now include this and hope that it is in order.

---  
I also now enclose details of the repair carried out and a note of the final costs. I hope that this information will enable the claim to be submitted for consideration by Underwriters and will be very happy to supply any further information which may be required.

*FE*  
F E Baker

ACTING GOVERNOR

Encls

PS Although this letter was originally dictated and typed on 10 July, the Aviation Department have only just been able to provide full details. I must therefore apologise again for the delay.

47  
Case 3039: PILATUS BRITTEN-NORMAN BN-2A ISLANDER Reg VP-FAY

ASSURED: FALKLAND ISLANDS GOVERNMENT

ACCIDENT: Port Howard, Falkland Islands on 12 December 1980

STATEMENT OF COST OF SPARES, LABOUR ETC FOR THE REPAIR OF  
ISLANDER AIRCRAFT RESULTING FROM THE ABOVE ACCIDENT

1. To procurement, purchase and freight of spare parts required as per attached schedule	£841.84
2. To labour	
(a) Chief Technician W Hughes	
80 hrs at £4.00½ per hour	£320.40
(b) Technician V Steen	
80 hrs at £2.50 per hour	£200.00
	_____
TOTAL	£1,362.24



F E Baker  
ACTING GOVERNOR



**Pilatus Britten-Norman Ltd.**  
 Cambridge Airport • Isle of Wight • England, PO13 1PE

Telephone: Cambridge 2511/5  
 Telex: 26777  
 Cable: BRITNOR CAMBRIDGE

COPY TO CONSIGNEE  
 006667

A member of the Dornier-Bühler Group

INVOICED TO:

RELEASED TO:

SHIPPED TO:



Crown Agents  
 4 Millbank  
 London  
 SW1P 3JD

Falkland Islands Government  
 Air Services  
 Falkland Islands  
 Isles Malvinas

Falkland Islands Government  
 Air Services  
 Falkland Islands  
 Isles Malvinas  
 c/o HOULDER BROTHERS  
 25 De Mayo 489  
 Buenos Aires

ISSUED UNDER CIVIL AVIATION AUTHORITY APPROVAL No. 5A1 T23W04

DATE	YOUR ORDER No.	S.N. REF.	TERMS	CONSIGNMENT No.				
19.12.80		80/18267		18267 18878				
ITEM No.	CODE No.	CAGE No.	PART No.	ISSUE No.	DESCRIPTION	QTY.	BATCH No. / TEST REPORT INCOMING APPROVED CERTIFICATE	INSPECTORS STAMP
1			NB11-411	3	Channel	1	IAP29890	
2			NB11-412	3	Channel	1	IAP29889	
3			NB11-413	1	Angle	1	IAP29895	
4			NB11-407	3	Angle	1	IAP29891	
5			NB11-117	6	Frame	1	A56557	
6			NB11-119	13	Frame	1	IAP23167	
7			NB11-533	30	Skiff	1	IAP23392	
8			NB11-551		Tail Bumper	1	A59263	
9			NB11-789	2	Doubler	1	IAP23094	
10			NB11-787	1	Doubler	1	IAP23893	
11			NB11-887	1	Stiffener	1	IAP23896	
12	220033030		SP71-303		Rivet	50	IAP19815	
13	220033049		SP71-304		Rivet	50	A38338	
14	280234044		SP85-404		Rivet	100	A57392	
15	280234053		SP85-405		Rivet	100	IAP23952	
16	280234062		SP85-406		Rivet	100	IAP23405	

Part 1: unless otherwise stated above, the whole of the above-mentioned parts have been manufactured/checked/inspected/modified/checked and inspected in accordance with the terms of the contract/order applicable thereto and conform fully to the standards/specifications quoted herein and the requirements of the Civil Aviation Authority.  
 \* Delete where inapplicable

J. A. EADES  
 Director  
 (Authorized Signatory)

SIGNED: *Eades*  
 For and on behalf of PILATUS BRITTEN-NORMAN LTD.  
 DATE: 19<sup>th</sup> Dec. 1980







# Pilatus Britten-Norman Ltd.

Cambridge Airport - Isle of Wight - England, PO25 5PR

tel: 05277 82277  
cable: BRITNOR CAMBRIDGE

COPY TO CONSIGNEE

006669

A member of the Cessna/Beech Group



ISSUED UNDER CIVIL AVIATION AUTHORITY APPROVAL No. 141/204/88

INVOICED TO  
Crown Agents  
4 Millbank  
London  
SW1P 3JD

RELEASED TO  
Falkland Islands Government  
Air Services  
Falkland Islands  
Isles Malvinas

SHIPPED TO  
Falkland Islands Government  
Air Services  
Falkland Islands  
Isles Malvinas  
c/o HOULDER BROTHERS  
25 De Mayo 499  
BUENOS AIRES

DATE: 19.12.80.      YOUR ORDER No.      B.N. REF.: 80/15267      GOVERNMENT No.: 15267

ITEM No.	CODE No.	CASE No.	PART No.	ISSUE No.	DESCRIPTION	QTY.	BATCH No. / TEST REPORT INCOMING APPROVED CERTIFICATE	INSPECTORS STAMP
17	280236059		SP85-605		Rivet	50	A39600	
18	254401105		MK1000-3		Anchor Nut	20	IAP23492	
19	254454104		MK3000-3		Anchor Nut	12	IAP21059	
20	201003037		A102-3D		Bolt	8	IAP23984	
21	201003040		A102-4D	RM21	Bolt	8	AS7826	
22	201123017		A113-1D		Bolt	4	IAP24367	
23	350003393		46049		Bush	8	IAP27047	
24	350003504		45363		Bush	4	AS7687	
25	273000227		45347		Thrust Washer	8	IAP27047	
26	350002270		46357		Shim	4	AS5919	

A.O.C.

Unless otherwise stated above, the whole of the above mentioned parts have been manufactured/modified/inspected/conditioned/finished and supplied in accordance with the terms of the contract/order applicable thereto and conform fully to the standard specifications quoted herein and the requirements of the Civil Aviation Authority.

SIGNED: J. A. EADES  
For and on behalf of PILATUS BRITEN-NORMAN LTD.  
DATE: 19th Dec. 1980

45

Manufacturer: Pilatus Britten Norman Ltd.  
Constructors No: 872  
Model No: BV2A-27  
Owner: Falkland Islands Government  
Registration: VP-PAN  
Date of Accident: 12th December 1980

The following repairs were carried out to the area of the rear fuselage at STN 390.6, STN 408.45 and supporting structure to make the aircraft airworthy once again.

1. The lower skin between STN 352.4 & STN 408.45 was removed to facilitate replacement and access to the frames at STN 390.6 and STN 408.45.
2. STN 390.6 and STN 408.45 were repaired in accordance with Pilatus Britten Norman repair drawing No NR 03 H 4577.
3. The lower skin between STN 352.4 & STN 408.45 was replaced together with the supporting stiffeners and tail bumper attachment angles.
4. The tail bumper was replaced.
5. Following the repair the finish to the lower fuselage between STN 352.4 and STN 408.45 was restored.

The above repairs were carried out using new parts supplied by Pilatus Britten Norman Ltd on Approved Certificate No 006667, photo-copies of which are attached for reference.

AIRCRAFT DOCUMENTATION

44

1. From Certificate of Registration - Owners Name and Address.  
 ..... FALKLAND ISLANDS GOVERNMENT STANLEY FALKLAND ISLANDS .....
2. From C. of A. and Technical Records - Category of C. of A. \*Private/public  
 transport/~~xxxxxxx~~/~~general purpose/normal/special/~~other. PASSENGER FREIGHT & MAIL
3. Date of last issue: 24 March 1980 ..... Date of expiry:.....
4. Make and exact type of aircraft:..... Britten Norman Islander BN 2A-27 .....
5. Serial No..... 872 .....
6. Reg. Marks ..... VP-FAY .....
7. Year of manufacture 1979 .....
8. Hours (a) since manufacture. 350.00 ..... (b) since C. of A. Renewal. 77.35....
9. Last inspection (a) Type. 50 hr inspection: AM PBM ..... (b) Date... 20 November 1980..  
 (c) Hours since last inspection ... 30.25 .....
10. At what periods are inspections due ... 50 & 100 hourly AM Islander Maintenance...  
 Schedule
11. Exact type of engine (a) Lycoming D-540-F4C5 .....
- (a) Ser. No. No.1 STBD L-18404-40A No.2 L-21434-40A No.3 ..... No.4 .....  
 (b) Hrs. since (new) STBD (new) PBR -  
 last O/H. No.1 350 No.2 77 No.3 ..... No.4 .....
12. Exact type of Propeller(s) HARTZELL HC-C2YK-2CUF .....
- Serial No. No.1 STBD AU5222 No.2 Part AU6112 No.3 ..... No.4 .....  
 Total hours run since last complete overhaul:  
 No.1 STBD 350 No.2 Part 77 No.3 ..... No.4 .....
13. Hours permitted by Authorities between complete overhauls:  
 Engine(s) ... 2000 ..... ; Propeller(s) ... 1500 .....
14. From Crew Licences and Personal Flying Log Books:

Name	Age	Type & No.	Expiry Date	Next Medical Due	Ratings	Endorsements	Total Hours	Hours on Type
Pilot	25	Commercial Pilot 121912 FI 17 Commercial	1989	February 1981	ONE2 Floatplane BN2A Islander		1050	120
Copilot								

15. If accident involves a helicopter or crop sprayer, state total hours of pilot on:  
 (a) Helicopters..... (b) Fixed wing Agric..... Helicopter Agric.....

Signature certifying above data is correct ..... *J. E. Baker* ..... *CS.*

All of the details on this face of the page required.

Aviation Department

# Lloyd's

London House,  
6 London Street,  
London EC3R 7AB

TELEGRAMS : LLOYDS LONDON EC3

TELEX : 987321 LLOYDS G

Telephone : 01-623 7100

International : + 44 1 623 7100

EXTENSION 3097

OUR REFERENCE : AVN/MDNF/F3039/SW

YOUR REFERENCE :

Mr. F.E. Baker,  
Acting Governor,  
The Secretariat  
Stanley,  
Falkland Islands.

19th September 1981

AIR/7/6

Dear Sirs,

Case F.3039	:	Britten Norman Islander VP-FAY
Assured	:	Govt. of the Falkland Islands (Dept of Civil Aviation)
Accident	:	Falkland Islands on the 12th December 1980

-----

We refer to your letter dated the 10th July together with enclosures which have enabled us to submit a report to Underwriters.

We note that the claim presented amounted to £1,362.24 whereas the policy excess appears to have been increased to £2,500 although we have asked your Brokers whether in fact it has subsequently been reduced.

We have notified Underwriters that the labour claim only constitutes actual labour costs and does not appear to carry any loading to cover overheads. We believe that a true commercial rate would be three times that actually charged to Underwriters. All the facts are now being placed before Underwriters by your Brokers and they will no doubt contact you once Underwriters decision is known.

Yours faithfully,

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