

C. S. O.

TRN/AVI/1#14

0 2 7 0 / R

0

2

FIDS/73

7

0

/

R

(Formerly)

SUBJECT:

FALKLAND ISLANDS GOVERNMENT AIR SERVICE.

Norsemann Aircraft

CONNECTED FILES.

NOT TO LEAVE THE OFFICE WITHOUT H.C.S.'S  
AUTHORITY

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

1611  
5

Number	Office of Origin	Words	Handed in at	Date
59	Mountainhome Ida	83		5.4.49.
o	Nlt Kenelm S. P. Butler Major RS Care Gov F.I. Dependency			
	Port Stanley			

Am very interested, if acceptance and departure immediate impossible  
 plane make air force career regular commission penderg cannot Jeopardize  
 by resigning or taking leave of absence at this time if arrangement could be  
made to join you and retain Air Force active duty status would be ideal  
 wire or write more details how far can I carry this in Washington DC

Housing for family Port Stanley

Charles J Adams

Time

*[Handwritten signature]*

Telegram from Governor to Secretary of State.

30.4.49. 12.00

FIDEP 84. Your FIDEP No. 66 Secret.

SS 162/2  
1. With reference to para. 5 of my FIDEP NO. 75 grateful you approach Air Ministry with view obtaining one Auster Military mark V with spare engine to be delivered to Auster Aircraft Coy, Rearsby, Leicester, by 30th May, 1949 at latest. I am contacting Austers direct in respect of work to be carried out on delivery of aircraft at Rearsby.

2. With reference to para. 4 of your telegram grateful if UK High Commissioner to Canada could assist in following :-

- a) Provision of block purchasing facilities in Canada to cover Norseman Aircraft and ancilliary equipment.
- b) Arrangements for contacts with (1) R.C.A.F. Technical departments (2) Norrdwyn Aircraft Corporation, and (3) Edo Float Company.
- c) Assist in obtaining two pilots and one mechanic on secondment from R.C.A.F., R.C.M.P., or well-qualified civilians, experienced in flying and maintaining Norseman aircraft in Arctic conditions and operating from both skis and floats.
- d) Arrangements for supply of service equipment from R.C.A.F. where necessary.
- e) Arrange for attachment of Hill to Norrdwyn's factory while aircraft is being prepared.
- f) Arrangements for sea transport for Norseman aircraft to Southampton by 15th September at latest, accompanied by Hill, the two pilots and the mechanic.

3. Details of precise date of my arrival in Canada will be forwarded as soon as known together with particulars of other assistance which may be required.

GOVERNOR.

## SPECIFICATION FOR NOORDUYN 'NORSEMAN' F/I.

### GENERAL

The aircraft is required for the transport of personnel and equipment, or alternatively cargo, over distances up to 900 miles in Antarctic regions.

Due to unreliable and rapidly changing weather conditions in these regions it is of the utmost importance that the aircraft should be capable of taking off and landing on either water, sea ice, or snow surfaces, during the course of a single operation. It is obvious therefore that a special type of float will be required, with suitable reinforcement to resist the abnormal shock loads and abrasion, caused by landing on rough sea ice, or similar surfaces.

It is hoped that a 'pontoon'ski' will be already available to meet this particular case.

### ACCOMMODATION

Accommodation is required for Pilot, Navigator/W.O., and four passengers.

The Pilot and Navigators harness should incorporate shoulder straps, and the whole harness be capable of resisting 20 G. in a crash landing. Passenger seats should be of the lightest possible construction, and substantial safety belts provided. These seats should be arranged to allow the maximum space for the stowage of a variety of emergency equipment.

### SPECIAL INSTRUMENTS

A radio compass and radio altimeter will be required in addition to the standard magnetic compass, and barometric altimeter; both installations should be designed for easy removal when not in use.

### RADIO

Communication over a distance of 500 miles is required. When considering the most suitable type of radio, it must be borne in mind that the aircraft will probably operate at altitudes of 4000' to 5000' over most mountainous territory, and well below the level of the highest peaks which rise to 8000'.

It is suggested that the 'Command' <sup>S&R</sup> 1274/N set with trailing antenna may prove suitable.

### POWERPLANT

A cartridge type engine starter is required in place of the standard electric inertia starter, as the former is much lighter, and more efficient.

Oil dilution should be catered for.

Fuel and oil lines must be resistant to very low temperatures. (-25F.)

### LONG RANGE FUEL TANK

It is suggested that the long range fuel tank for approx 140 gallons be fabricated in welded magnesium, for maximum weight economy.

### DINGHY STOWAGE.

A six man dinghy is required to be carried in the aircraft, and stowage for this should be provided in the upper surface of the fuselage as far as possible.

A manual release for this is to be provided in the cabin, for rapid operation in an emergency, by either passengers or crew.

### PONTOON SKIS.

It is recommended that the pontoon skis be of wooden construction, and therefore slightly more robust than equivalent, and somewhat easier to repair in the event of damage.



SKIS.

Normal skis are required for use under reliable snow and ice conditions as they are much lighter than the pontoon ski, thus permitting a useful increase in payload.

These skis must be readily interchangeable with the normal wheel undercarriage.

AERIAL PHOTOGRAPHY.

A camera installation for 'trimetrigon' survey work is to be investigated also the use of the British K.24. camera for normal vertical and oblique photography.

DOPING SCHEME.

Finish in bright orange.

GROUND EQUIPMENT.

One complete set of ground equipment is required, comprising the following items.

Rigging gauges, control surface locking clamps, trestle adaptors, aircraft sling, and seaplane beaching trolley. Engine and aircraft covers.

It is desirable that the engine cover should incorporate a heating trunk to facilitate preheating from a ground heater unit. Alternatively a suitable heating tent will be required. Engine and airframe toolkit; and special jacks.

PACKING FOR SHIPMENT.

Subsequent to flight trials, aircraft should be dissembled with a view to minimising the work of reassembly which will have to be carried out in difficult Antarctic conditions.

DECODE.

TELEGRAM.

From ..... CROWN AGENTS .....

To ..... COLONIAL SECRETARY .....

Despatched: May 5th

19 49 Time: 1700Z

Received: May 6th

19 49 Time: 1000P

Following for Butler from Roberts. Norseman available <sup>(A)</sup> £6000 delivered free onboard ? fitted with new engines 12 months certificate of <sup>air</sup> unworthiness. Can supply in good condition ex Canada approximately <sup>(B)</sup> \$17000 payment to be made in dollars. Further source of supply in continent awaiting details and whether payable in sterling. Air Ministry say space debar instalation 3 K 17 camera in Norseman advise single camera 6 inche lense giving scale 1/22000 at 11000 feet. K 17s not obtainable Royal Air Force supply stores available America 1450 dollars type A 11 vertical mounting 85 dollars.

CROWN AGENTS

P.L.  
W.R.

Freight <sup>to be</sup> charges could have come to

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched: 8th. May 49 Time:

Received:

Time:

FIDEP No 90

FID 162/2

Evacuation Marguerite Bay. My FIDEP No 75 also my No. 551 dated 25th September 1947.

Lieutenant Charles Adams U.S.A.F. ex Ronne Expedition pilot is I understand very willing to join F.I.D.S. for one year 1949/50 as pilot of Norseman and /or Auster. He is serving officer U.S.A.F. and hopes to obtain permanent commission. His knowledge of Antarctic and in particular area of Base E as well as his experience with Norseman would be most valuable in event of having to relieve Base E by air next year but it would be necessary to arrange for his secondment for one year. I shall be grateful to know if there is any political objection to proposal and if not whether it would be of assistance to break my journey to Canada in New York and visit Washington to seek agreement of American Air Force authorities there through Embassy.

GOVERNOR

Cypher  
KSPB

918

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 27.5.49      Time: 1700      Received: 28.5.49      Time: 1000

5

FIDEP No. 83. Secret. Your telegram No. 90. FIDEP.

In view of importance limiting drainage on Canadian dollars which we are assuming it has been suggested a United Kingdom pilot might be suitable and available for task of piloting Norseman.

2. I imagine time factor and necessity of having a pilot trained in Arctic conditions militates against this possibility but I should be grateful you would explore this suggestion when you talk to Canadian authorities.

3. Incidentally who will take over from Canadian pilot Norseman after next season ?

SECRETARY OF STATE

CYPHER  
MMCA.



GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
20	Montrealque	59	1329	31.5.49.

To Nlt K.S.Pierce Butler

Port Stanley Dep. Survey Stanley

Falkland Islands

p.2 Reference your letter 0225 to Norduyn owned by us for supply of Norseman stop Are pontoon skis intended for emergency floatation only or for use as normal seaplane floats stop This information urgently required for engineering stop Delivery information will be subject to seperate communication

Morfett Cancar

Time

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				1st June
To				
MLT	MOFFETT CANCAR MONTREAL			A/C FIDS

1st June

To

MLT MOFFETT CANCAR MONTREAL

A/C FIDS

1 Your telegram 31st May pontoon skis for use as normal seaplane floats  
grateful early information regarding delivery

Pierce-Butler

Time

DECODE.

TELEGRAM SENT.

9  
54A

From GOVERNOR to SECRETARY OF STATE.

Despatched : 1/6/49

Time :

Received :

Time :

FIDEP No 105

6 Your FIDEP No 83 Same paragraph references.

1. I do not agree ; experience in flying in Arctic conditions is essential repeat essential.
2. I will explore but see 1.
3. One pilot will be on 2 year engagement after which any fully qualified pilot will serve.

GOVERNOR

Cypher

WR

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR.

Despatched: June 8th/49 Time: 1700Z Received: June 9th Time: 1000P

9  
FIDEP 94      Your telegram 105, Pilot. I am content to  
leave this matter to your discretion.

SECRETARY OF STATE

G.T.C.  
W.R.



DECODE.

TELEGRAM.

12

From OTTAWA ONTARIO

To GOVERNOR

Despatched: June 20th

1949

Time: 1845Z

Received: June 22nd

1949

Time: 1000P

Unnumbered Following for Butler from Governor begins. Crown Agents telegram stated reconditioned Norseman available price £5000 plus spare engine. By whom was offer made. What quantity petrol is available at Marguerite Bay and what octane.

G.T.C.  
W.R.

Am Gen  
at 13

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed In at

Date

22.6.49

To

HIGHCOMA OTTAWA

Following for Sir G.M.Clifford from Butler begins Norseman offered  
for sixthousand pounds no repeat no spare engine information from  
Shackletons via Crown Agents stop No repeat no 75 or 87 octane petrol  
at Marguerite Bay aircraft must carry sufficient for return flight

DAG

Time



CANADIAN CAR AND FOUNDRY CO. LTD.  
AIRCRAFT DIVISION

JUNE 23/49

PRELIMINARY WEIGHT ESTIMATE  
NORSEMAN V FOR FALKLAND ISLANDS DEPENDENCIES SURVEY

REP. MR. BRUCE HILL.

AIRCRAFT TARE WEIGHT		4464 LBS.
FUEL 120 U.S. GALS - WING - @ 67 GAL		
" 45 FRONT BELLY		720
" 77 REAR "		270
" 38 (280) CABIN	1680"	462
		228
OIL 10 U.S. GALS.		75.
CREW 2 @ 180#		360
PASSENGERS 3 @ 180#		540
RADIO		95
BUSH TYPE SEATS - 3 PEOPLE ONLY		16.
DIRECTIONAL GYRO		4.0
GYRO HORIZON		4.5
NOSE SHUTTER, WINTER		14.0
FLUX GATE COMPASS		10.0
VACUUM PUMP		3.0
VERY PISTOL INST.		8.0
ASH TRAY		.5
SKI (HYD. ACTUATED ARRG) ADD. TO WHEELS		300.0
EMERGENCY GEAR		251.0
DINGHY INST. (DINGBY 73# + 7# STRUCTURE)		80.0
REAR FUEL TANK		21.0 7953.0
LOTTOR INST.		17.0 7970.0



3rd Relief Base etc "25"

A I R M A I L

W/EM2/F.I.D.S.228/1

11th July, 1949

Gentlemen,

We have to request you to arrange the supply of :-

1. Noorduyt "Norseman" Aircraft to the following specification required by the Falkland Island Dependencies Survey.

General

The aircraft shall be equipped for the transport of personnel and equipment in Antarctic regions, and shall have a still air range of 950 statute miles. Provision shall be made for alternative operations from snow and ice, water, or earthen surfaces.

Accommodation

Accommodation shall be provided for Pilot, Navigator/W.O., and three passengers. The Pilot and Navigators harness shall incorporate shoulder straps. Passenger seats shall be of the lightest possible construction, and substantial safety belts provided. The passenger seats shall be arranged to allow the maximum space for the stowage of emergency equipment.

Remarks. It was agreed that three standard 'bush' type passenger seats would be acceptable.

Powerplant.

The powerplant shall meet all cold weather requirements. (Temperatures of -30° F.) The 'Janitrol' heater is not required, and shall be replaced by a straight tailpipe installation.

Remarks. The company stated that with the addition of the 'Winter nose shutter' the standard powerplant installation met all 'cold weather' requirements.

Fuel Tanks.

The following fuel tanks shall be fitted. Wing tanks (port and starboard) capacity 60 U.S. gallons each. - Front belly tank, capacity 45 U.S.gallons, - rear belly tank, capacity 77 U.S. gallons, cabin tank 38 U.S.gallons. Filler caps to be located externally to obviate the danger of spilling fuel inside the aircraft.

Seaplane Floats.

One set of floats complete with attachment fittings, bracing members, and water rudder control system shall be provided. That part of the water rudder control system contained within the fuselage, shall be installed before delivery.

/Skis

The Canadian Car Foundry Co.,  
Aircraft Division,  
Montreal,  
Canada.



26

Skis.

One set of Federal Aircraft hydraulically actuated wheel skis, shall be fitted to the standard undercarriage.

Remarks. It is preferred that the hydraulic system be left intact, when the aircraft is disassembled for shipment to the United Kingdom.

Dinghy Stowage

Stowage for a six man dinghy shall be provided, and a manual release located in the cabin for rapid operation in an emergency by either crew or passengers.

Remarks. It is agreed that a stowage built into the starboard cabin loading door would be most effective.

Radio.

Communication over a distance of 500 miles is required. When considering the most suitable type of radio, it must be borne in mind that the aircraft will be operating at altitudes of 4,000 to 5,000 feet, over most mountainous territory, and well below the level of the highest peaks which rise to 8,000'.

Remarks. It is agreed that the Bendix R.A. 17/B installation would be satisfactory, and Mr. Hill has undertaken to obtain data regarding base operational frequencies, through F.I.D.S. Port Stanley headquarters.

Special Instruments.

The following instruments shall be fitted by Canadian Car Foundry in addition to the standard equipment, and shall be charged for separately. Radio altimeter, directional gyro, gyro horizon, flux gate compass, and radio compass.

Remarks. It is agreed that the best location for the two radio altimeter antenna would be under the port and starboard mainplanes, as a ventral fuselage installation would be susceptible to damage by hummocky ice. It is considered that the Lear radio compass, type A.R.C.10, with a range of 100 miles, would be satisfactory.

Astro Compass.

Astro compass mountings shall be conveniently located, and fitted at the Pilot and Navigators entrances.

Rocket Assisted Take-Off.

Attachment brackets, and firing gear for 'Jato' rocket units shall be fitted.

Aerial Photography.

Provision shall be made for a camera installation for normal vertical and oblique photography.

Remarks. If available a British K.24 camera should be fitted, otherwise an American equivalent will be acceptable.

Doping Scheme.

Finish in bright orange, with upper surface of engine cowling painted black to reduce glare.

Ground Equipment.

One complete set of ground equipment shall be provided, comprising the following items:-

Rigging gauges, control surface locking clamps, trestle adaptors, aircraft sling, airframe & engine toolkit, airframe & engine covers, engine heating tent and seaplane beaching trolley.

/Maintenance

26

Maintenance Instructions.

Two complete sets of maintenance instructions and drawings necessary to effect minor structural repairs, shall be provided.

Breakdown for transport.

As ground personnel will be working under most difficult conditions it is of prime importance that the work of re-assembly be reduced to a minimum. Where practical, equipment should be left in 'situ', and all control connections adjusted and locked.

Provisioning of Spares.

The scale of spares required is tentatively laid down in appendix 'A' of this specification, and is on the basis of 100 hours flying per year, over a period of two years. However further advice is being sought from R.C.A.F. authorities and you will be advised regarding this point in due course.

Delivery date.

The aircraft is to be ready for delivery by the 7th of September, 1949.

Acceptance.

Acceptance shall be subject to inspection by the appropriate department of the Royal Canadian Airforce.

The aeroplane will require to be shipped to Southampton, England and detailed instructions regarding shipment and consignee will be forwarded as soon as possible.

Gross weight to be marked on every package and each case to be crossbanded in "BLUE".

The aeroplane etc. is estimated to cost \$75,000.

2. The shipping mark will follow in due course.

3. Shipment will be arranged on our behalf by Messrs. Furness Withy & Co. Ltd., Furness House, Whitehall Street, New York. Please advise them as soon as the goods are ready for despatch and furnish them with full shipping particulars to enable them to send you shipping instructions which you should await before despatching the goods. As soon as the goods have been despatched you should send Messrs. Furness Withy & Co. Ltd. two copies of your invoice and two copies of the packing particulars showing the number of packages, weights and measurements. Please make out the invoice on your own forms.

4. With regard to payment, we will arrange with the Bank of England to open a letter of Credit with the Bank of Montreal, Montreal, Canada, in your favour, for the estimated sum of Can. \$75,000.00 plus inland freight charges. The Bank will effect payment to you on presentation of two copies of your invoice and packing particulars and a signed copy of an inland freight note evidencing shipment to a port of export with consignment as instructed by Messrs. Furness Withy & Co. Ltd.

5. Insurance against transit risks (if required) will be arranged by the Crown Agents.

6. Please acknowledge the receipt of this order. We understand that the machine is to be ready for delivery by the 7th September, 1949.

7. A copy of this order is being sent to our representative, Mr.A.J.Davis, O.B.E., Bradford Buildings, 1800 K Street, N.W., Washington, D.C., U.S.A. who will arrange for the inspection of the plane and to whom you may refer if necessary. In particular, if an export licence will be required for this order will you please communicate with Mr.Davis without delay.

Yours faithfully,

for Crown Agents.

F.I.D.S. 228/2

The above reference to be quoted on all communications regarding this subject.

JUL 29 1949

CROWN AGENTS FOR THE COLONY.

4, MILLBANK,

LONDON, S.W.1.

To:—

Messrs. R.F.D. Co. Ltd.  
Catteshall Lane,  
GODALMING.

TELEGRAMS: "CROWN AGENTS LONDON."  
"CROWN AGENTS LONDON."  
TELEPHONE: ABBEY 7720.

18 JUL 1949

Order: Mr. F. H. Elliott

Dated 18.7.49

Account

Dept.

TENDER for the supply of:— Dinghy

For Instructions as to tendering see back.

ITEM NO.	QUANTITY	DETAILED DESCRIPTION OF ARTICLES	RATE	AMOUNT
----------	----------	----------------------------------	------	--------

ATTENTION IS DIRECTED TO THE GENERAL CONDITIONS OF CONTRACT ON THE BACK OF THIS PAGE.

FOR ATTENTION OF MR. HALLSTONE

1	Type 6A Dinghy complete (with immersion pack, Emergency Pack for 6 persons)	73 10 0
		50 19 3

Delivery instructions to follow.

As arranged by telephone on 13th July, 1949.

NO TIN LINED CASES ARE  
TO BE SUPPLIED

AB 14

NOTES

(1) and (2) Discounts and trade allowances of every kind to be shown. If these are already allowed for in the price quoted, they must be marked as such (1) and (2).  
(3) Crown Agents claim to be bound on the footing of the most favored wholesale shipowner, and they will decline to deal a second time with any firm that does not so treat them.

(4) An Amex is overleaf.  
(5) If quantity is not stated by us, please, from should quote the quantity by parcel post, sub-divided if necessary.  
(6) Firms may also quote alternatively for delivery at any other port, e.g., Glasgow, Middlesbrough, Swansea, etc., at which they will deliver f.a.b. more cheaply than at other Liverpool or London.

Cost of articles specified on continuation sheet (if any)		N11	
(A) Trade and Shipping allowances	Total £	124	9 3
per cent. on £	— £	N11	
(B) Cash discount for prompt payment	per cent. on £	— £	N11
(C) Cost of packing and delivery f.a.b. LIVERPOOL	£	124	9 3
		2	10 0
(D) Alternative, cost of packing and postage to	£	N11	
Amount payable (including all charges) on receipt of	£	126	19 3
Bills of Lading or Parcel Receipt	£	126	19 3
Post Office Certificate or Posting	£	126	19 3
(E) Alternative, total net cost f.a.b. LONDON (including post rates)	— £	126	9 3

We hereby agree to supply, in accordance with the conditions overleaf, the articles above specified, at the price set against each, and at the total cost shown, which includes all charges (Note D), and to deliver free on board ship or despatch by post within the period stated from the date of order.

DELIVERY PERIOD 14 Days

for R.F.D. Co. Ltd.

Signature: D. E. Hallstone (D. E. Hallstone - Sales)

Address: Catteshall Lane, Godalming, Surrey.

Dated this 18th day of July, 1949.

Date of Issue: 15 JUL 1949

(This space is for use in the Crown Agents' Office.)

ORDERED

W. Form 50.

See note on order  
to be added to  
Office copy of 5/8

Section  
H. H. Foster  
Duly signed  
5/8



44

# CANADIAN CAR & FOUNDRY COMPANY, LIMITED

GENERAL OFFICES

621 WEST CRAIG STREET, MONTREAL 3

CABLE ADDRESS "CANCAR", MAILING ADDRESS P.O. BOX 160

JULY 25, 1949.

SIR MILES CLIFFORD, K.B.E. C.M.G.  
EAST INDIA CLUB.  
16 ST. JAMES SQ.  
LONDON, ENG.

DEAR SIR MILES:

SUBJECT: FALKLAND ISLANDS DEPENDENCIES SURVEY - NORSEMAN A/C

AS REQUESTED IN YOUR CABLE OF THE 21ST THERE ARE ENCLOSED  
THE FOLLOWING MANUALS:

- ✓ ERECTION & MAINTENANCE INSTRUCTIONS FOR  
AIRPLANES ARMY MODEL C-64A.
- ✓ INSTRUCTION BOOK FOR TA-17A &  
TA-17B TRANSMITTERS.
- ✓ INSTRUCTION BOOK FOR RA-10 RADIO RECEIVING EQUIPMENT.

YOURS VERY TRULY,  
CANADIAN CAR & FOUNDRY COMPANY LIMITED.

*R. J. Moffett*  
R. J. MOFFETT.

TECHNICAL ASSISTANT TO GENERAL MANAGER.

HS/  
ATTACH

AS/F

*Instruction manuals for Norseman Equipment.*

*Please file carefully.*

*In separate folder in F.I.D.S. Office*  
*M.C. 7viii/49*  
*Jul 26/49*



CHATEAU LAURIER  
OTTAWA, ONTARIO

Note for S.F.

33

The conditions as detailed in attached have been embodied in a formal contract drawn up by the Canadian Commercial Corporation and executed on my behalf by the Air Director to the United Kingdom High Commissioner in Canada. MC 28/vii

Points to be included in a contract between  
The Governor of the Falkland Islands <sup>(or his agent signing upon his behalf)</sup> and the Canadian Car & Foundry Company Ltd. of Montreal, Canada.

1. The contract is for the supply of a Norseman aircraft.
2. The supplier: the Canadian Car & Foundry Co. Ltd.
3. The purchaser: the Governor of the Falkland Islands.
4. Or again: the Air Director. <sup>is to be used in cold-weather conditions</sup>
5. The aircraft: the Norseman V which <sup>is to be delivered</sup> in accordance with the specification as detailed in Appendix A attached. ~~Exhibit~~
6. The Royal Canadian Air Force has been appointed as the inspecting authority on behalf of the Governor of the Falkland Islands and the aircraft shall therefore comply in all respects with the inspection requirements of the inspecting authority.
7. ~~More particularly~~, The acceptance tests of the aircraft shall be in accordance with R.C.A.F. specification AIR-31-2 (Issue 6) and the acceptance tests will be conducted by the R.C.A.F.





CHATEAU LAURIER  
OTTAWA, ONTARIO

13. Preservation and crating. Protection for shipment is to be prepared and all surfaces protected against deterioration and corrosion during a prolonged sea voyage (approx 15,000 miles) involving transshipment. This work is to be carried out in close consultation with and ~~under the general supervision~~ <sup>under the general supervision</sup> of the engineering authority, the RCAF.
14. The cited aircraft is to be consigned to the Falkland Islands Dependencies Survey c/o Messrs John Thornycroft & Sons Ltd at their shipyard at Northam, Southampton where it must arrive not later than the 10th October 1949.
15. Payment shall be effected in Canadian dollars by the New York representative of the Crown Agents for the Colonies.
16. Penalty clause - \$500 for each day's delay.
17. Insurance during transit.

inc.

DECODE.

TELEGRAM.

From ELLIOTT

To SECURITY

Despatched: July 29th

1949

Time: 1440Z

Received: July 30th

1949

Time: 1000P

Recable payload Norseman following from Moffatt quote Norseman weight. Standard land plane empty #4414 plus your special and emergency equipment and skis #844 making your aircraft #5258. Total fuel your tank arrangement 1755 leaving 387 for crew of 2 at licensed (K) licensed all up 7400. With 4/5 fuel used outbound additional #700 available for return at licensed all up. Air rescue Norseman frequency operate at 8000 unquote.

ELLIOTT

P.L.  
W.R.

$\frac{f}{t} = \text{lbs. armor du pin?}$

DECODE.

TELEGRAM.

From MOFFATT CANCAR MONTREAL

To SECURITY

*Despatched:* August 2nd 1949 *Time:* 0945Z  
*Received:* August 3rd 1949 *Time:* 1000P

Loop type DF specified your Norelman. Frequency cannot be increased beyond 1100 Kcs without installing separate receiver with increased weight and space requirements. Receiver and DF being installed now.

MOFFATT CANCAR

P.L.  
W.R.

F.I.D.S. 269/2  
Mr. F.K. Elliott  
26.9.49.  
Dept. FIDS. (Dec. Is.)

Copy to: The Secretary,  
F.I.D.S.,  
Port Stanley.

80

Crown Agents' Packing  
Store.

With the compliments of the  
Crown Agents.

73  
We understand that two packages containing clothing is in course of transit to us from an R.A.F. station at Farnborough. It would appear that this clothing consists of the special "cold-climate overalls" which should have been issued personally by the R.A.F. to the two pilots and two mechanics serving with the F.I.D.S.

Immediately these overalls are received, will you please have them packed in a shipping case and marked as follows:-



Reqn.	O. H. M. S.	
269	F.I.D.S.,	5161
	DEC. IS.,	
	via STANLEY.	

Case Serial No.  
inside 8" circle.  
(To be repeated on  
at least 4 sides of  
case).

The case should be cross banded in blue.

It is essential for shipment to be effected in the s.s. "ALCANTARA" closing 19th October, 1949. This is the last shipping opportunity to contact the m.v. "JOHN BISCOE" at Monte Video.

It is believed that the bills for the overalls will be sent direct to the Crown Agents from the contractors who made up the goods.

"G.2".  
15th October, 1949.

JD/PR

M

Falkland Island Dependencies SurveyNoorduyn 'Norseman' F/I.

A meeting was held on Thursday the 23rd of June at the plant of the Canadian Car Foundry Co. (Aircraft Division) Montreal, to formulate a specification for a special version of the Noorduyn 'Norseman' aircraft, as required by the Falkland Island Dependencies Survey, for work in Antarctic regions. Those present were, Mr. Moffett (General Manager) part time, Mr. T. Finlayson (Engineering Supervisor), and Mr. Scott (Chief Test Pilot) part time, all of the Canadian Car Foundry Co., and Mr. E.W. Bruce Hill, representing H.E. Sir Miles Clifford, Governor of the Falkland Islands.

The following specification represents the <sup>considered view</sup> ~~considerations~~ of the meeting, and as such should form the basis of any order placed with the Company.

2. General

The aircraft shall be equipped for the transport of personnel and equipment in Antarctic regions, and shall have a still air range of 950 statute miles. Provision shall be made for alternative operations from snow and ice, water, or <sup>normal (i.e.)</sup> ~~earthen~~ surfaces.

3. Accommodation

Accommodation shall be provided for Pilot, Navigator/W.O. and three passengers. The Pilot and Navigator's harness shall incorporate shoulder straps. Passenger seats shall be of the lightest possible construction, and substantial safety belts provided. The passenger seats shall be arranged to allow the maximum space for the stowage of emergency equipment.

Remarks

It was agreed that three standard 'bush' type passenger seats would be acceptable.

4. Powerplant

The powerplant shall meet all cold weather requirements. (Temperatures of -30° F.) The 'Janitrol' heater is not required, and shall be replaced by a straight tailpipe installation.

Remarks

The company stated that with the addition of the 'Winter nose shutter' the standard powerplant installation met all 'cold weather' requirements.

5. Fuel Tanks

The following fuel tanks shall be fitted. Wing tanks (port and st'b'd) capacity 60 U.S. gallons each. Front belly tank, capacity 45 U.S. gallons - rear belly tank, capacity 77 U.S. gallons, cabin tank 38 U.S. gallons.

Remarks

It was requested by Mr. Hill that the filler cap for the cabin tank at present located in the cabin, be repositioned for external refuelling, thus obviating the danger of spilling fuel inside the aircraft. Mr. Finlayson concurred. *Note. If practicable the internal filler should be retained in addition for use in emergency; if impracticable then the normal arrangement may be adhered to.*

6. Seaplane Floats.

One set of floats complete with attachment fittings, bracing members, and water rudder control system shall be provided. That part of the water rudder control system contained within the fuselage, shall be installed before delivery.



Skis One set of Federal Aircraft hydraulically actuated  
el skis, shall be fitted to the standard undercarriage.

Remarks

It is preferred that the hydraulic system be left intact,  
When the aircraft is disassembled for shipment to the United Kingdom.

8. Dinghy Stowage

Stowage for a six man dinghy shall be provided, and a  
manual release located in the cabin for rapid operation in an emergency  
by either crew or passengers.

Remarks

It was agreed that a stowage built into the starboard  
cabin loading door would be most effective, and Mr. Finlayson undertook  
to prepare a design for this.

9. Radio

Communication over a distance of 500 miles is required.  
When considering the most suitable type of radio, it must be borne in  
mind that the aircraft will be operating at altitudes of 4,000 to  
5,000 feet, over most mountainous territory, and well below the level  
of the highest peaks which rise to 8,000'.

Remarks

It was agreed by Mr. Finlayson, and a radio specialist  
on his staff, that the Bendix R.A. 17/B installation would be satis-  
factory, and Mr. Hill undertook to obtain data regarding base operational  
frequencies, through F.I.D.S. Port Stanley headquarters. *Note. This information*  
*will be telegraphed to the Air Adviser to the United Kingdom High Commissioner.*

10. Special Instruments

The following instruments shall be fitted by Canadian  
Car Foundry in addition to the standard equipment, and shall be charged  
for separately. Radio altimeter, directional gyro, gyro horizon, flux  
gate compass, and radio compass.

Remarks.

It was agreed that the best location for the two radio  
altimeter antenna would be under the port and starboard mainplanes, as  
a ventral fuselage installation would be susceptible to damage by  
hummocky ice. It was considered that the Lear radio compass, type  
A.R.C.10, with a range of 100 miles, would be satisfactory.

11. Astro Compass

Astro compass mountings shall be conveniently located,  
and fitted at the Pilot and Navigators entrances.

12. Rocket Assisted Take-Off

Attachment brackets, and firing gear for 'Jato' rocket  
units shall be fitted, Six cartridges to be provided.

13. Aerial Photography

*on the advice of the Photographic Division RCAF Transport Command*  
Provision shall be made for a camera installation for  
normal vertical and oblique photography. *Note. Three Eagle 5 cameras have been*  
*ordered from the United Kingdom and will be consigned to D.A.S.C. (W/Cdr A.I. Bocking) RCAF*

Remarks

~~If available a British K 24 camera should be fitted,~~  
~~otherwise an American equivalent will be acceptable.~~

14. Doping Scheme

Finish in bright orange, with upper surface of engine cowling painted black to reduce glare.

15. Ground Equipment

One complete set of ground equipment shall be provided, comprising the following items:-

Rigging gauges, control surface locking clamps, trestle adaptors, aircraft sling, airframe and engine toolkit, airframe and engine covers, engine heating tent, and seaplane beaching trolley.

16. Maintenance Instructions

Two complete sets of maintenance instructions, and drawings necessary to effect minor structural repairs, shall be provided.

17. Breakdown for transport

As ground personnel will be working under most difficult conditions it is of prime importance that the work of re-assembly be reduced to a minimum. Where practical, equipment should be left in 'situ', and all control connections adjusted and locked.

18. Provisioning of Spares

~~The scale of spares required is tentatively laid down in appendix 'A' of this specification, and is on the basis of 100 hours flying per year, over a period of two years. However further advice is being sought from R.C.A.F. authorities. As advised by RCAF~~

~~19. Delivery Date~~

~~The aircraft is to be ready for delivery by the 7th of September, 1949.~~

~~20. Acceptance~~

~~Acceptance shall be subject to inspection by the appropriate department of the Royal Canadian Airforce.~~

~~20. Shipment~~

~~The aircraft is to be shipped so as to arrive in Southampton not later than the 10th of October 1949. To be consigned to the Falkland Island Dependencies Survey, C/O John Thornycroft and Sons Ltd., Northam, Southampton, England.~~

~~21. Payment~~

~~To be effected in Canadian dollars by the Crown Agents Representative, New York.~~

Noorduyn 'Norseman' - Emergency Equipment.

<u>Item.</u>	<u>Weight.</u>
1. Ration boxes. -----	100 lbs.
2. Cooking utensils. -----	10 lbs.
3. Thermos flasks. (2) -----	4 lbs.
4. Brandy flasks. (2) -----	1 lb. 8 oz.
5. Personal emergency ration pack. (2)-	1 lb.
6. Cooking fuel container. -----	1 lb 8oz.
7. 'Mets' cooking fuel. (1 box.) -----	1/2 lb.
8. Signal equipment. -----	10 lbs.
9. First aid box. -----	3 lbs.
10. Prismatic compass. -----	6 oz.
11. Two man tent. -----	10 lbs.
12. Three pairs of ski. -----	30 lbs.
13. Ski sledge outfit. -----	12 lbs.
14. Sleeping bags. (2) -----	12 lbs.
15. Ice axes. (2) -----	4 lbs 8oz.
16. Climbing rope. -----	4 lbs 6oz.
17. -45 cal revolver & ammunition.----	3 lbs 8oz.
18. Hunting knives. (2) -----	12 oz.

Total. 209 lbs. --

Rations for app sixty men/days.

Noorduyn 'Norseman' F/I.

Herewith a weight analysis of structural modifications, equipment and fuel required for the following cases.

Case 'A'.

A flight of 900 miles in Antarctic regions, with a crew of two.  
- Pilot and Navigator/W.O.

Case 'B'.

A flight of 500 miles in Antarctic regions, with a crew of two,  
and four passengers.

<u>ITEM.</u>	<u>CASE 'A'.</u>	<u>CASE 'B'.</u>
1. Pontoon skis.( Allowing for removal of u/c wheels and shock absorber struts.) -----	600 lbs.	600. lbs.
2. Normal fuel load of 156 Imperial gallons.---	1170 lbs.	1170. lbs.
3. Additional fuel load of 140 Imp gallons. ---	1050 lbs.	-----
4. Long range fuel tank.(Welded magnesium.) ---	86 lbs.	80 lbs.
5. Crew of two. Pilot and Navigator/W.O. -----	360 lbs.	360 lbs.
6. Four passengers @ 180 lbs each. -----	---	720 lbs.
7. Radio S.C.R. 274.N. or equivalent. -----	45 lbs.	45 lbs.
8. Radio compass, or similar D.F. equipment. --	40 lbs.	40 lbs.
9. Radio altimeter. -----	30 lbs.	30 lbs.
10. Trailing antenna. -----	9 lbs.	9 lbs.
11. Aircraft and engine toolkit. -----	8 lbs.	8 lbs.
12. Navigational instruments. -----	10 lbs.	10 lbs.
13. Engine oil. (16 Imp gallons.) -----	100 lbs.	75 lbs.
14. Emergency equipment. -----	209 lbs.	209 lbs.
<u>Disposal load.</u>	<u>3711 lbs.</u>	<u>3356 lbs.</u>
14. Dinghy and Stowage. (extra) -----	<u>60 lbs.</u>	<u>60 lbs.</u>
	<u>3771 lbs.</u>	<u>3416 lbs.</u>

42

Specification for Noorduyn 'Norseman' F/I.

General

The aircraft is required for the transport of personnel and equipment, or alternatively cargo, over distances up to 900 miles in Antarctic regions.

Due to unreliable and rapidly changing weather conditions in these regions it is of the utmost importance that the aircraft should be capable of taking off and landing on either water, sea ice, or snow surfaces, during the course of a single operation.

It is obvious therefore that a special type of float will be required, with suitable reinforcement to resist the abnormal shock loads and abrasion, caused by landing on rough sea ice, or similar surfaces.

It is hoped that a 'pontoon ski' will be already available to meet this particular case.

Accommodation

Accommodation is required for Pilot, Navigator/W.O., and four passengers.

The Pilot and Navigators harness should incorporate shoulder straps, and the whole harness be capable of resisting 20 G. in a crash landing. Passenger seats should be of the lightest possible construction, and substantial safety belts provided. These seats should be arranged to allow the maximum space for the stowage of a variety of emergency equipment.

Special Instruments.

A radio compass and radio altimeter will be required in addition to the standard magnetic compass, and barometric altimeter; both installations should be designed for easy removal when not required.

Radio

Communication over a distance of 500 miles is required.

When considering the most suitable type of radio, it must be borne in mind that the aircraft will probably operate at altitudes of 4000' to 8000' over most mountainous territory, and well below the level of the highest peaks which rise to 8000'.

It is suggested that the 'Command' 274/N set with trailing antenna may prove suitable.

Powerplant

A cartridge type engine starter is required in place of the standard electric inertia starter, as the former is much lighter, and more efficient.

Oil dilution should be catered for.

Fuel and oil lines must be resistant to very low temperatures. (-25F.)

43

Long range fuel tank.

It is suggested that the long range fuel tank for app 140 gallons be fabricated in magnesium, for maximum weight economy.

Dinghy Stowage.

A six man dinghy is required to be carried in the aircraft, and stowage for this should be provided in the upper surface of the fuselage, as far aft as possible.

A manual release for this is to be provided in the cabin, for rapid operation in an emergency, by either crew or passengers.

Pontoon Skis.

It is recommended that the pontoon skis be of wooden construction, which should prove slightly more robust than a metal equivalent, and somewhat easier to repair in the event of damage.

Skis.

Normal skis are required for use under reliable snow and ice conditions as they are much lighter than the pontoon type ski, and thus permit of a useful increase in payload.

These skis must be readily interchangeable with the normal wheel undercarriage.

Aerial Photography.

A camera installation for 'trimetrigon' survey work is to be investigated, also the use of the British K.24. for normal vertical and oblique photography.

Doping Scheme.

Finish in bright orange.

Ground Equipment.

One complete set of ground equipment is required, comprising the following items:-

Rigging gauges, control surface locking clamps, trestle adaptors, aircraft sling, airframe and engine toolkit, engine and aircraft covers, and seaplane beaching trolley.

Note! It is desirable that the engine cover should incorporate a heating trunk, to facilitate preheating from a ground heater unit. Alternatively a suitable heating tent will be required.

Breakdown for Transport.

As ground personnel will be working under most difficult conditions, it is important that the work of re-assembly and final adjustment, be reduced to the minimum. Where practical equipment should be left in 'situ', and control connections etc, adjusted and locked.

For in  
Cypher or  
Coding Office  
only.

Originators Instructions:  
(Indication of Priority,  
AIDAC, NOTWT  
For Exercise).

INTERCEPT GROUP.

TO:

FROM:

DEF 122 your telegram fidep 270  
following your information begins no  
report to London is needed stop  
Wind can be no higher than at  
Marquette Bay where americans had  
planes in open for whole year secer

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer  
or Coder.Time of Receipt in  
Cypher or Coding  
Office.

Date.

and mail if possible

W/1042  
F.I.D.S. 228/1



Communications to be addressed  
to Crown Agents for the  
Colonies, 4, Millbank, London,  
S.W.1, and the above refer-  
ence quoted.

4, MILLBANK,  
LONDON, S.W.1.

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."  
OVERSEAS: "CROWN LONDON"  
TELEPHONE: ABBEY 7730.

K-10-K9

The Crown Agents for the Colonies  
present their compliments and have the  
honour to enclose the papers mentioned  
below in connection with the indent quoted.

*Indy:*  
Indent No *M. F. Y. Elliott*

Dated .....

Dept. *Reception Island.*

Enclosures.

*1 copy of Messrs Canadian Fur &  
Furdry Co Ltd quotation dated  
Sept 14th and File No 11-F-7*

*The Secretary  
F.I.D.S.  
Port Stanley  
Falkland Islands.*



Anders. Geo. F. L. 026. d. d. 1860  
Depo. Island and Island Dep.

56. Leadwell St., E.C.3

$$= 6.4$$

## GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
			1200	29/11/49
To	BUTLER, BISCOE			A/C FIDS

FIDS/7366 MONTE C NCAR REQUESTS THAT WE SUPPLY COPIES PHOTOGRAPHS UNLOAD-  
ING AND ERECTING NORSEMAN ETC PLEASE ARRANGE

SEC FIDS

Time

Write  
across

245 Base B, stat 74 1930 22/10/35

See/ids key

Following urgently required for noteman  
please obtain from Montevideo and  
ship by next Biscoe (1) Rotary or Semi  
Rotary fuel pump with Jack pipe to  
fit 40 gallon drums and 50 feet of  
petrol mixing hose to fit

(2) 1 tube Bostick B1

(3) 400 Mushroom Headed Set screws

part number <sup>AN</sup> ~~526~~ 1032

(3/16 inch diameter 5/8 inch long)

American thread stop suggest markable  
consult BSAA for parts

See 67.

Butler

Glennie Head of BSAA.

212045P

Ask BSAA to check with Nascor.

Inc.

(AN 526 Lytlen 1032)

(STACK)

## GOVERNMENT TELEGRAPH SERV

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

1200

23/12/49

To

GLENNIE PSAA MONTEVIDEO  
~~KIENATEXSESE~~

A/C FIDS

- FIDS/73/67 FOLLOWING FROM GOVERNOR FALKLANDS BEGINS PARTS  
REQUIRED URGENTLY NORSEMAN AIRCRAFT MARK 5 CIVIL MODEL STOP  
1. ROTARY OR SEMI ROTARY FUEL PUMP WITH STACK PIPE TO FIT 40  
GALLON DRUMS AND 50 FEET PETROL RESISTING HOSE STOP PARAGRAPH  
TWO TUBE BOSTIC B STOP PARAGRAPH THREE 400 MUSHROOM HEADED SET  
SCREWS PART NO AN526-1032 REPEAT AN526-~~XXXX~~ 1032 (3/16 INCH  
DIAMETER 5/8 INCH LONG AMERICAN THREAD) STOP WOULD YOU PLEASE ~~XXXX~~  
ARRANGE FOR THE SUPPLY OF THE CORRECT ITEMS AND SHIP IN THE  
FITEROY LEAVING ON OR ABOUT JANUARY 1st. STOP REGARDS FOR  
XMAS AND NEW YEAR STOP ENDS

SEC FIDS

Time

M/S.  
J.K.

## GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

69

SENT.

Number	Office of Origin	Words	Handed in at	Date
			1645	23/12/49
To	BUTLER BASE B IMMEDIATE			A/C FIDS

FIDS/74/69 STOP YOUR 212045 P ITEMS REQUESTED THROUGH BSAA  
STOP IF ITEMS NOT AVAILABLE WILL OPERATION BE AFFECTED STOP  
HAVE ITEMS BEEN OMITTED BY CANCAR  
SECFIDS

Phoned to W/T by SECFIDS  
1645P 23 December.

Time



For use in  
Cypher or  
Coding Office  
only.

43

24/12/49

Originators Instructions:  
(Indication of Priority,  
AIDAC, NOTWT  
For Exercise).

INTERCEPT GROUP.

TO:

FROM:

Plane now ready for flight  
test - will be carried out  
as soon as ice in whalers bay  
and port is faster permit

Sutler

242000P

S/7:

27/1

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

Norseman has been flight-tested with  
satisfaction — it would be interesting to know  
whether she took off from floats or skis;  
please ascertain, also duration flight.

mc 28/XII

## GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
283	Base B. Stat	39	1830	24/12
To	Immediate Seaforce			

Your 24/69 stop operation will not repeat  
 not be affected as informed carcar were not  
 asked to provide fuel pump and austers could  
 not provide when asked prior to departure  
 from UK stop belts are required for inspection  
 plates of norseman floats and bag containing  
 one was dropped overboard from biscoe when  
 aircraft assembled - Butler 24/1545<sup>2</sup>

## GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

~~1200~~~~28/12/49~~

To

MOFFATT CANCAR MONTREAL CANADA

A/C FIDS

FIDS/73/71 PLEASE SEND AIRMAIL 400 MUSHROOM HEADED SEIT SREWS  
PART 526-1032 FOR INSPECTION PLATES FLOATS MARKED URGENT FOR  
ATTENTION GLENNIE BSAA MONTEVIDEO

GOVERNOR FALKLANDS

PHONED TO W/T STATION 25th December.

Time

## GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

To GLENNIE BSAA MONTEVIDEO

FIDS/73/72 STOP HAVE REQUESTED MOFFATT CANCAR SEND 400 SCREWS  
AN526-1032 TO BSAA MARKED FOR YOUR ATTENTION IN CASE NO  
SUPPLIES MONTEVIDEO STOP WILL YOU PLEASE ARRANGE TO SHIP NEXT  
FITZROY TOGETHER WITH ANY ITEMS OBTAINED (REQUESTED FIDS/73/69)

GOVERNOR FALKLANDS

PHONED TO W/T STATION 26th December 1949

Time



For in  
Cypher or  
Coding Office  
only.

320

Base B etat 24/23

1730

27/12/49

Originators Instructions:  
(Indication of Priority,  
AIDAC, NOTWT  
For Exercise).

INTERCEPT GROUP.

TO

FROM:

Message by [unclear] tested today  
and [unclear] [unclear] stop!  
We will [unclear] [unclear] reconnaissance  
flights [unclear] in near future

S/7.

28/12

Good news. Suggest you mention  
to McNaughton for news broadcast.

261358

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer  
or Coder.Time of Receipt in  
Cypher or Coding  
Office.

Date.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

1100

28/12/49

To

BUTLER S E

A/C FIDS

FIDS/73/76 STOP YOUR 261358P INTERESTED KNOW WHETHER NORSEMAN  
TESTED FROM FLOATS OF SKIS

SECFIDS

Time

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE.

Despatched : ~~IMQQ~~  
28/1 /49

Time : 1400

Received :

Time :

FIDEP 156 Both aircraft assembled, flight tested and performing satisfactorily. Will be shortly be undertaking ice reconnaissance. Biscoe returning from South Georgia via Signy. Hope to leave in her about 10th.

Governor

GTC  
IUS

*copy in F.I.D.S/74 /71*

77.

For ~~in~~  
Cypher or  
Coding Office  
only.

Originators Instructions:  
(Indication of Priority,  
AIDAC, NOTWT  
For Exercise).

INTERCEPT GROUP.

TO:

FROM:

Shipping Company and Logistic  
Department  
from ~~Master~~ ~~Master~~

Glenn

AS/F

PS

Moffatt previously known when Filzmy is  
leaving? Me. 29/KC.

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer  
or Coder.Time of Receipt in  
Cypher or Coding  
Office.

Date.

DECODE.

TELEGRAM.

From SLADEN

To IMMEDIATE SECFIDS STANLEY

---

Despatched : 18th.1.50 19 Time :

Received : 19 Time :

WAS PETROL PUMP FOR AIRCRAFT PUT ON BISCOE

SLADEN

191230Z

DECODE.

TELEGRAM.

From ELLIOTT

To SECFIDS

---

Despatched : August 8th 19 49 Time : 1725Z

Received : August 9th 19 49 Time : 1000P

Flying officer P.B.St. Louis engaged as Norseman pilot wef 15th August salary £550 per annum and dollars 6.25 per diem while located in Montreal.

ELLIOTT

P.L.  
W.R.

DECODE.

TELEGRAM.

From ELLIOTT

To SECDEF

Despatched: August 8th 19 49 Time: 1440Z

Received: August 9th 19 49 Time: 1000P

Cable registration number for Noresman direct to Moffatt  
Cancar.

ELLIOTT

P.L.  
W.R.

Answer p. 19



GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				9.8.49
To	MOPPATT GANCAH MONTREAL		(A/C F.I.D.S.)	

Nationality and registration marking for F.I.D.S.  
Beresman VP-FAD

SECFIDS

Time

DECODE.

TELEGRAM.

From ..... ELLIOTT .....

To ..... SECFIDS .....

---

Despatched : August 17th                      1949      Time : 1725Z

Received : August 18th                      1949      Time : 1000P

Please ensure material available Deception.Construction  
Noresman raft must be 35 by 13 feet with 80/40 gallon drums.

Elliott

P.L.  
W.R.

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				18.8.40
To	GRAND LONDON	(A/C FIDS)		

20 Following for Elliott your telegram 17th August sent for  
 Norseman stop in ascertaining information from Base & but to use  
 both ships lifeboats lashed together and decked would appear best  
 answer if Norseman cannot be shipped with floats assembled but  
 orders regarding this should be given to Captain now =

Secrlds

Time

TELEGRAM.

*T<sub>0</sub>* SECFIDS

Received: August 23rd 19 49 Time: 1000P

ELLIOTT

P.L.  
W.R.

This is an unparaphrased version of a Secret cypher message and unless marked O.T.P. (One Time Pad) or Publex must first be paraphrased if communicated to persons outside British and United States Government Services.

Any telegraphic retransmission of a telegram marked Publex must be in a One Time System.

## Inward Telegram to Commonwealth Relations Office

ALLOTTED TO WESTERN & U.N. DEPT.  
CYPHER (PUBLEX)

FROM: U.K. HIGH COMMISSIONER IN CANADA

D. Ottawa 23rd Aug., 1949, 11.15 hours  
R. 23rd Aug., 1949, 18.30 hours  
-----

No. 974 RESTRICTED

Your telegram 19th August No. 1075. Falkland Islands.

Please pass following to Colonial Office for Sir Miles Clifford from Air Adviser. UK976. Begins.

Contract now completed by Canadian Commercial Corporation and being forwarded to Canada CAR for signature. *RQT - probably Request*  
(? Reference)  
your signalled approval to Birch's letter O/2458/51 dated 4th August 1949 approving total cost for aircraft dollars 69,254 (sixty nine thousand two hundred and fifty four dollars).

2. Dimensions of packing cases still urgently awaited.

3. Pilot Saint Louis reports progress of aircraft satisfactory but has been unsuccessful in obtaining a ground engineer from Montreal. Recommend therefore one be obtained from United Kingdom sources. Ends.

Copy to:-

Crown Agents  
Colonial Office

Mr. F. Elliott  
Mr. O.E.S. Lloyd



From: Wing Commander S. G. Birch, OBE.

OFFICE OF  
THE AIR FORCE ADVISER TO THE HIGH COMMISSIONER  
FOR THE UNITED KINGDOM

EARNESCLIFFE,  
OTTAWA

OUR REFERENCE 0/2458/51

YOUR REFERENCE

AIRMAIL.

Whitehall 6601

Mr. Moffett.

Dalmonay Court-

Duke Street, St. James's.

(Per Monday afternoon).

4th August, 1949

Dear

Sir Miles,

You will have received a cable from Air Commodore Busk, UK.923 dated 3rd August, 1949, and I attach, as Appendix "A" to this letter, list of prices quoted for the Norseman and for spares and ground equipment.

2. As you will see from our signal Mr. Moffett will be in England for a time after the 6th August and I am sending him a spare copy of this letter and list of quotations. He will be in a position to explain any points you may wish to raise concerning these quotations and if you agree with the total costs as set out and explained by him, the Air Commodore would be very grateful if you would signal your approval and he will then sign the contract.

3. We have had a report from the RCAF inspection people at the plant and they state that the work is proceeding satisfactorily and it is anticipated the aircraft will be ready on time.

4. You will see that the cost of the airplane, as it flies, including the parts and installation necessary for use as a land-plane with retractable skis and provision of floats, amounts to \$57,878.00. There is a further charge of \$1,200.00 for dismantling and crating for shipment, a total of \$2,201.00 for beaching trolley, trestles and ground equipment, and a total of \$4,975.10 for engine and airframe spares. Canadian Car and Foundry have asked for a further sum, not exceeding \$3,000 total to cover provision of miscellaneous cables and raw materials for repair, including bolts, nuts, sheet metal, fabric, dope etc. Thus it would appear that the total cost for everything connected with this aircraft, but not including dinghy, pyrotechnic pistol type M-8, and any other equipment you may be obtaining in U.K or elsewhere, would be \$69,254.10.

5. Air Commodore Busk is away for a week or so but I am keeping in touch with Canadian Car, with the High Commissioner's Office and Canadian Commercial Corporation and will let you know if any difficulties arise and if there is any change in information already supplied to you.

Yours

Sincerely

S. G. Birch

Please acknowledge on my behalf. Inc.

Sir Miles Clifford,  
West India Club, London, S.W.1.

FALKLAND ISLANDS DEPENDENCIES.

Quotation for Norseman Aircraft including  
spares and ground equipment.

Norseman V Seaplane. - Specification No. 29-0001.

1. Norseman V Seaplane equipped with #7170 Edo Floats, in accordance with Standard Specification No. 29-0001 (Ski and Wheel Landing Gear is the subject of Specification No. 29-0018) \$36,900.00

2. Pratt & Whitney R-1340 AN-1 used Engine, having been used for not more than 100 flying hours. 6,000.00 \$ 42,900.00

Extra Equipment. - Specification No. 29-0018.

3. Directional Gyro	168.00	
4. Gyro Horizon	190.00	
5. Vacuum Pump & Installation	140.00	
6. Radio TA17B & RA10DB	1,850.00	
7. Front Belly Tank	330.00	
8. Rear Belly Tank	355.00	
9. Cabin Tank	100.00	
10. Landing Lights	70.00	
11. Power Receptacle	35.00	
12. Winter Nose Shutter	175.00	
13. Dual Controls	155.00	
14. 2 Ash Trays	32.00	\$ 3,600.00

*quoted*

Modifications, etc.

15. Instal 6 Man Dinghy (Customer's supply)	165.00	
16. Supply & Instal Radio Altimeter	945.00	
17. Supply & Instal Flux Gate Compass	2,735.00	
18. Supply & Instal Retractable Hydraulic Actuated Skis	5,210.00	
19. Supply & Instal Main Landing Gear	1,400.00	
20. Supply & Instal Tail Wheel	518.00	
21. Seaplane Fin	87.00	
22. Provision for mounting 2 Astro Compasses	N/C	
23. Provision for Litter Installation	110.00	
24. Pilot & Co-Pilot's Relief System	66.00	
25. Provision for Pyrotechnic Pistol <i>RAF</i>	142.00	\$ 11,378.00

Dismantling & Crating.

26. Dismantling & Crating for Overseas shipment 1,200.00 \$ 1,200.00

Ground Equipment.

27. Seaplane Beaching Trolley	1,100.00	
28. Rigging and ground handling equipment (including trestle adaptors, fire pots etc.)	430.00	
29. Wing covers (Nylon)	517.00	
30. Engine heating Tent	154.00	\$ 2,201.00

Aircraft & Engine Spares.

31. 1 only Propeller, Standard Speed, 2 bladed, Hub No. 12D40-211	577.50	
32. 1 Governor 1M12-G	94.50	
33. 2 only Engine Cylinders complete with Valves, Valve Springs and Rocker Arms, Pratt & Whitney Pt. Nos. 92204 92198	498.75 498.75	
34. 1 only Generator Engine driven, Eclipse 1381, Model 1	235.00	\$ 1,904.50

C/F

\$ 63,183.50



B/F \$ 63,183.50

2 only Magnetos SB9RM-3 @ \$105.00	210.00	
36. 1 only Pump Vacuum, Engine driven, Part No. 3P194F (reconditioned)	42.00	
37. 1 only set ignition Harness complete 47422 @ \$222.60 & 47423 @ \$228.90	451.50	
38. 2 only induction pipes 12961 @ \$6.00	12.00	
39. 1 complete Exhaust Manifold assy. including Exhaust Tail Pipe complete with intensifier tube, part no. 16-420220, including Bulletin E-245.	597.25	
40. 9 only Exhaust Clamps, 05S-42003 @ \$5.50	49.50	
41. 9 only 05-42005 Stub Exhaust @ \$3.25	29.25	
42. 3 sets Spark Plugs, Champion C26S (54 off) @ \$1.75	94.50	
43. 1 only Carburettor NAY9E1 (reconditioned)	157.50	
44. 1 only Altimeter	123.75	
45. 1 only Air Speed Indicator	37.80	
46. 1 only Directional Gyro	168.00	
47. 1 only Bank & Turn Indicator	45.00	
48. 1 only Gyro Horizon	190.00	
49. 1/2 set Aircraft Lift Struts, 05-10006, consisting of 16-10028 & 16-10029, Jury Struts.	232.55	
50. 1 only set Tail Plane Bracing Wires as called up in Report CC-E4/46	48.00	
51. Starter, Jack & Heintz, JH3L	192.50	
52. 1 only Induction Vibrator VJR24-B5	51.00	
53. 1 only Fuel Pump 2PR 400 BRD(recon- ditioned)	42.00	
54. 1 only Oil Separator, Part No.690 Model 1	8.50	
55. 2 sets Brakes H2-99 L & R @ \$144.00 per set.	288.00	\$ 3,070.60

Additional Spares (AGS and raw materials)

56. A sum not exceeding \$3,000.00 for miscellaneous cables, raw materials, nuts, bolts, sheet metal etc.	3,000.00	3,000.00	
			\$ 69,254.10

Reduce total to \$1500

*[Signature]*

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number

Office of Origin

Words

Handed in at

Date

26.8.49

To

CROWN LONDON

(A/C FIES)

20

For Elliott your telegram 17th August left for Horseman stop  
Please obtain with him a 22.5 inch long from H.S. and as many empty  
drums as possible should be obtained in stores on shortage here and  
Reception stop your telegram 17th August frequency and crystals  
confirmed type holder for 2 pin fitting =

SECFIES

Time

OFFICE OF  
THE AIR FORCE ADVISER TO THE HIGH COMMISSIONER  
FOR THE UNITED KINGDOM  
EARNSCLIFFE,  
OTTAWA

*Revision 62*  
*B.H. minutes*  
*from South*

OUR REFERENCE.....

YOUR REFERENCE.....

26th August, 1949.

WITH THE COMPLIMENTS OF AIR COMMODORE C.W. BUSK

Sir Miles Clifford.

*CS*  
*(SF)*

*Report to be prepared by*  
*F.O. St. Louis at end of*  
*season. - 7th 25/11*

*X shd be dealt with early*  
*Y to be R.I.V.*

*Done by C.A. in*  
*London - 26/11*

*15/11*

63

cc: Sir Miles Clifford,  
East India Club  
16 St. James Square,  
London S.W.1.

O/2458/51

26th August, 1949.

Dear

Please see the attached correspondence that I have received from AMTS/CAI. I suggest to facilitate the writing of a report after arrival in the Falkland Islands that while the F.C.A.F. party is cocooning the Horseman that they should prepare for you a questionnaire. This could then be completed after arrival and forwarded to me for onward transmission to AMTS.

The F.C.A.F. have been good enough to undertake this cocooning free of charge purely as a trial and therefore if there is not to be trouble with the Canadian Treasury it is essential that this trial is followed up by a proper report.

X | I have heard from the Governor and he says arrangements are in hand to cover you for flying risks and that a draft contract is in the air mail to me. He also stated that the dinghy, pistol, pyrotechnic and mount were despatched on the 23rd August and they were to be collected from 426 Squadron, Dorval.

I hope everything goes well with you.

Yours

Flying Officer P.B. Saint Louis,  
c/o Canadian Car and Foundry Co., Ltd.,  
P.O. Box 160,  
Montreal, P.Q.

C O P Y

64

Our File 622-38AK(AMTS/CAI)

ROYAL CANADIAN AIR FORCE

25 August, 1949.

A/C C.W. BUSK, CB MC AFC,  
UK Air Liaison Mission,  
Ottawa, Ontario.

Liaison Inspection,  
Falkland Island Dependencies Survey

Attached hereto is copy of correspondence forwarded to the CO 11 TSU in regard to the inspection to be carried out on the above mentioned contract.

As requested, AMC have agreed to cocoon this aircraft after all necessary flight trials and inhibiting has been completed. As the cocooning of this aircraft is in the form of an experiment, AMC have requested that a progressive report be maintained during the transit- receipt and uncrating of the aircraft at destination in order to gain additional knowledge as to the suitability of this method of shipping for future requirements.

It would be appreciated therefore if a report, as requested above, can be forwarded to AFHQ and AMC by the purchasers of this aircraft at a later date.

(Sgd.) K.J. Regan, WC  
for A.L. James,  
Air Vice-Marshal,  
for the Chief of the Air Staff.

30 June, 1949.

Commanding Officer,  
No.11 Technical Services Unit, R.C.A.F.,  
Bois Franco Road,  
St. Laurent, Que.

Liaison Inspection  
Falkland Island Dependencies Survey

- 1 Further to telephone conversation between S/L Grant and W/C Regan, the R.C.A.F. Inspection Services have been selected as the agency for the complete inspection of a Norseman aircraft to be selected and manufactured for the Governor of the Falkland Island.
- 2 Attached hereto are copies of the initial agreement between the two parties which is self-explanatory. In regard to paragraph 5 of the agreement it is to be established if the under cabin tanks have the facilities for the refuelling externally or internally as it is a requirement for external refuelling; however, if the normal production is internal, please bring this to the attention of D/AMTS/D for clarification.
- 3 Further negotiations in regard to the purchase of this aircraft will be discussed with the firm by the purchaser and it will be established contractually that the R.C.A.F. Inspection Services is the liaison authority. It is, therefore, requested that every precaution be taken in regard to the latest specification issued in regard to inspection requirements during the complete contract and necessary c of g and test flight requirements are met.
- 4 It has been suggested that after the necessary flight trials have been completed and the aircraft is being prepared for overseas shipment that the aircraft be cocooned. After further discussions with AMC it is agreed that 6 R.D. will cocoon the aircraft prior to shipment. It is requested herefore that AMC be advised in sufficient time to have the personnel and equipment available at Cancar and Foundry at Montreal to carry out this very essential work.
- 5 In conclusion, AMTS AFHQ requests that progress doing this contract be reported weekly and that all engineering requirements be processed through AFHQ in regard to this contract.

(Sgd.) K.J. Regan W/C  
for CAS

cl.  
R/AG  
S/CAI

ONG  
S/F.

22/10.

13.

47

30th August 1949

Commonwealth Relations Office,  
Downing Street,  
S.W.1.

For the attention of Mr. Larmour.

Dear Sir,

We should be grateful if you would arrange for the despatch of the following telegram to the U.K. High Commissioner in Canada:-

"Following for Air Adviser. Your telegram UK976. Begins.

Approve total cost for aircraft dollars 69,254 (sixty nine thousand two hundred and fifty four dollars) subject to reduction of Additional Spares Item 56 as discussed with Moffett.

Para 2. Limiting dimensions crate 30'9" by 9'2" by 9'3". Weight 12,000 lbs."

Yours faithfully,

for the Falkland Islands Dependencies  
Survey.





For use in  
Cypher or  
Coding Office  
only.

1187 1132 London 25 1545 12/9/49.  
Priority Stat.

Originators Instructions:  
(Indication of Priority,  
AIDAC, NOTWT  
For Exercise).

INTERCEPT GROUP.

TO:

FROM:

Have information on oil and greases been  
checked for accuracy and master stop  
if not please advise immediately grades  
and quantities required.

E. Platt

Copy - FIDS 74/48  
JMK

Book or Table to be used for

Cyphering or Coding.

Recyphering or Recoding.

Initials of Cypherer  
or Coder.Time of Receipt in  
Cypher or Coding  
Office.

Date.

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed In at	Date
			12.00	13.9.49.
To	CROWN LONDON	<u>I M M E D I A T E</u>		(A/C FIDS)

FOLLOWING FOR ELLIOTT YOUR TELEGRAM OF 12th HAVE SUFFICIENT  
LUBRICATING OIL AND GREASE FOR EUSTER BUT NORSEMAN'S REQUIREMENTS  
UNKNOWN STOP SUGGEST YOU OBTAIN INFORMATION MOFFAT CANCAR  
DIRECT

SECFIDS

Time

18 Ldn 18 1850 73/9

INTERCEPT GROUP.

FROM:

1200 ft. with a parachute  
 sufficient to land in serviceable  
 condition. If you require  
 more altitude.

Date.

### Recyphering or Recoding.

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
			12.00	14.9.49.
To	CROWN LONDON			(A/C FIDS)

31

FIDS/73. FOLLOWING FOR ELLIOTT YOUR TELEGRAM 13th STOP 30 SERVICEABLE  
 DROPPING PARACHUTES CAN YOU OBTAIN PANIERS SUITABLE FOR CLEARING  
 NORSEMAN DOOR FROM ARMY OR AIR MINISTRY STOP ALSO REQUIRE TWO PERSONNEL  
 PARACHUTES AND RIGHT MAE WESTS

SECFIDS

Time

53  
Mr. Robinson, W. Capt.  
For information and action for payment *File* ✓  
**CANADIAN CAR & FOUNDRY COMPANY, LIMITED** 28/9.

GENERAL OFFICES  
621 WEST CRAIG STREET, MONTREAL  
CABLE ADDRESS: CANCAR; MAILING ADDRESS: P.O. BOX 11

Our File: S-1036

September 14, 1949.

Air Commodore C. W. Busk,  
Air Force Adviser to the High Commissioner  
for the United Kingdom,  
Barncliffe, Ottawa, Canada.

Dear Sir:-

With regard to your letter of August 4, 1949, listing the prices for the Norseman Aircraft, including spares and ground equipment, we are pleased to quote on item 56 against which an estimated figure of a sum not to exceed \$3,000.00 was set up for contract purposes, as follows:-

Spare Parts and Repair Materials for the initial operation of one (1) Norseman V Airplane for the period of one (1) year, as per Report No. 29S-0001 .....	\$1,650.00
Electrical and Electronic Spares for Norseman VP-FAD, as per Report No. 29S-0001, Appendix 1 .....	425.00

This amount includes a spare Battery which is not shown on the Report, but was included in the shipment.

To enable us to make up invoices so that the shipment will not be delayed, we included in item 56 several parts which were added to Report 29-0018 on page 7:-

1 only Float Anchor, Northill 20SS 100 ft. Rope Wing 3/8" Diameter 50 ft. Rope Anchor, 5/8" Diameter 1 only Float Ladder, 29-73020 2 only Canoe Paddles Total for these items .....	\$ 200.00
Making a total for Item 56 .....	<u>\$2,275.00</u>

Complete shipment was made yesterday to the Wharf and invoices are being submitted today to the Furness, Withy & Company, as per the contract.

54

# CANADIAN CAR & FOUNDRY COMPANY, LIMITED

GENERAL OFFICES

621 WEST CRAIG STREET, MONTREAL

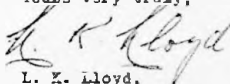
TELEPHONE 4-0000 - CABLE ADDRESS "CANADARY" MAILING ADDRESS P.O. BOX 100

Air Commodore C. W. Busk  
Page 2.

September 14, 1949.

We are enclosing a copy of the latest issue of Report No. 293-0001, for your information.

Yours very truly,



L. K. Lloyd,  
Ass't General Sales Manager,  
Aircraft Division.

C.G. MacLeod/EC

Encl.

THIS AGREEMENT made as of the 26th day of July, 1949.

B E T W E E N:

THE GOVERNOR OF THE FALKLAND ISLANDS, (hereinafter called "the Purchaser") acting herein by his Agent, the Air Adviser to the United Kingdom High Commissioner in Canada

OF THE FIRST PART

- and -

CANADIAN CAR & FOUNDRY COMPANY, LIMITED,  
Montreal, Quebec.  
(hereinafter called "the Vendor")

OF THE SECOND PART

WITNESSETH that it is hereby agreed by the parties hereto as follows:

SECTION 1. SUBJECT MATTER AND PRICE

(a) The Vendor shall sell and deliver to the Purchaser and the Purchaser shall purchase from the Vendor one (1) only Airplane of the type known as the Norseman Mark V, civil model, equipped with No. 7170 Edo Floats in accordance with the Specification designated "Report No. 29-0001" hereto annexed as Exhibit "A", subject, however, to the modifications to such Specifications hereinafter set out. It is understood and agreed that the engine shall be a used engine having been used for not more than one hundred (100) flying hours and known as Pratt and Whitney Type R-1340-AM-1, and that two (2) sets of the operational and maintenance instructions and drawings referred to in the said Specification shall be included in the said sale and purchase.

The price of the Airplane as described in this sub-section (a) shall be the sum of Thirty Six Thousand Nine Hundred Dollars (\$36,900.00) exclusive of the engine and the price of the engine shall be the sum of Six Thousand Dollars (\$6,000.00).

(b) The Vendor shall sell, install in the Airplane and deliver to the Purchaser extra equipment in accordance with the Specification designated "Report No. 29-0018" hereto annexed as Exhibit "B".

The price of the extra equipment as described in this sub-section (b), including its installation in the Airplane, shall be the sum of Three Thousand Six Hundred Dollars (\$3,600.00) allocated as follows:

Directional Gyro	168.00	
Gyro Horizon	190.00	
Vacuum Pump & Installation	140.00	
Radio TA17B & RALODB	1,850.00	
Front Belly Tank	330.00	
Rear Belly Tank	355.00	
Cabin Tank	100.00	
Landing Lights	70.00	
Power Receptacle	35.00	
Winter Nose Shutter	175.00	
Dual Controls	155.00	
2 Ash Trays	32.00	\$3,600.00



(c) The Vendor shall carry out such modifications to the Airplane as are set forth in the said Specification designated "Report No. 29-0018".

The price of the modifications to the Airplane as described in this sub-section (c) shall be the sum of Eleven Thousand Three Hundred and Seventy-Eight Dollars (\$11,378.00) allocated as follows:

Install 6 Man Dinghy (Purchaser's supply)	165.00	
Supply & Install Radio Altimeter	945.00	
Supply & Install Flux Gate Compass	2,735.00	
Supply & Install Retractable Hydraulic Actuated Skis	5,210.00	
Supply & Install Main Landing Gear	1,400.00	
Supply & Install Tail Wheel	518.00	
Seaplane Fin	87.00	
Provision for mounting 2 Astro Compasses	N/C	
Provision for Litter Installation	110.00	
Pilot & Co-Pilot's Relief System	66.00	
Provision for Pyrotechnic Pistol	142.00	\$11,378.00

(d) The Vendor shall sell and deliver to the Purchaser and the Purchaser shall purchase from the Vendor the following ground equipment at a price of Two Thousand Two Hundred and One Dollars (\$2,201.00) allocated as follows:

Seaplane Beaching Trolley	1,100.00	
Rigging and ground handling equipment (including trestle adaptors, fire pots etc.)	430.00	
Wing covers (Nylon)	517.00	
Engine heating Tent	154.00	\$ 2,201.00

(e) The Vendor shall sell and deliver to the Purchaser and the Purchaser shall purchase from the Vendor the spare parts for the Airplane set forth in Exhibit "C" hereto annexed.

The price of the spare parts for the Airplane referred to in this sub-section (e) shall be the sum of Four Thousand Nine Hundred and Seventy-Five Dollars and Ten Cents (\$4,975.10) allocated as set out in the said Exhibit "C", together with a sum not exceeding Three Thousand Dollars (\$3,000.00) covering additional spares (AOS and raw materials) consisting of miscellaneous cables, raw materials, nuts, bolts, sheet metal, etc.

(f) The Vendor shall, after acceptance of the Airplane by the Purchaser in accordance with the terms of this agreement, dismantle the Airplane and prepare the Airplane, extra equipment, spare parts and ground equipment for ocean shipment to the Falkland Islands by way of Southampton, England, which preparation shall include the protection and preservation of all surfaces against deterioration and corrosion in such manner and to such extent as the Inspector shall direct, it being understood that the Inspector may direct vital parts to be "cocooned", in which event any such cocooning shall be carried out by, and at the expense of, the Purchaser. The Vendor shall also pack and crate the Airplane, extra equipment, spare parts and ground equipment for shipment.

The price of the work as described in this sub-section (f) shall be the sum of One Thousand Two Hundred Dollars (\$1,200.00).

## SECTION 2. DELIVERY

The Airplane and all extra equipment, spare parts and ground equipment shall be presented by the Vendor to the Purchaser for acceptance at such time or times as will enable the Vendor, after acceptance and delivery thereof, to dismantle the same and enable the Purchaser to cocoon it and enable the Vendor to prepare for shipment, pack and ship the same on or before the 7th day of September, 1949, or on or before such later date as will ensure its arrival at the destination in England hereinafter mentioned not later than the 10th day of October, 1949, under normal shipping conditions.

Delivery by the Vendor of the Airplane, extra equipment, spare parts and ground equipment shall be made F.O.B. Vendor's plant in the Parish of St. Laurent, Province of Quebec. The Vendor shall cause the same to be shipped within the time hereinbefore in this section provided consigned to "The Falkland Island Dependencies Survey, care of Messrs. John Thornycroft & Sons Limited at their shipyard at Northam, Southampton, England.

## SECTION 3. INSPECTION AND TESTING

The Airplane, extra equipment, spare parts, ground equipment and all modifications provided for in this agreement shall be subject to inspection and test flight on behalf of the Purchaser by the Royal Canadian Air Force (the Royal Canadian Air Force being referred to in this agreement as "the Inspector"). The test flight shall be in accordance with R.C.A.F. Specification AIR-31-2 (Issue 5). It is agreed between the parties hereto that, without limiting any other provisions of this agreement, the Airplane shall comply with the said test flight Specification.

Before offering the Airplane to the Purchaser for acceptance, the Vendor shall conduct a test flight sufficient to assure proper operation of the aircraft in accordance with this agreement. An inspection or inspections and an acceptance test flight or test flights shall then be conducted by the Inspector in order to ascertain that the Airplane complies with the requirements of this agreement.

The Vendor shall bear all costs and expenses incidental to all the above-mentioned test flights and shall protect and indemnify the Purchaser against all liability on account of injuries to or deaths of persons and damage to or destruction of property arising out of or in connection with the operation of the Airplane during all such test flights prior to delivery, except liability on account of injuries to or deaths of representatives of the Purchaser during any of such test flights.

## SECTION 4. PAYMENT

Payment of the sums set out in Section 1 hereof shall be made by the Purchaser to the Vendor in Canadian Funds at Montreal, Province of Quebec, after delivery by the Vendor of the respective items and after acceptance thereof by the Purchaser. It is understood and agreed that the Purchaser has caused a Letter of Credit to be issued by the Bank of Montreal, Canada, in favour of the Vendor providing for payment to the Vendor of the said sums and of inland freight charges upon presentation of:

1. Two copies of Vendor's relevant invoice;

2. Two copies of Vendor's packing particulars; and
3. A signed copy of the relevant inland bill of lading evidencing shipment to a port for export, consigned in accordance with this agreement.

#### SECTION 5. TAXES, DUTIES, ETC.

The amounts herein expressed to be payable to the Vendor shall be deemed to include and cover all applicable license fees and patent royalties and all Dominion of Canada, Provincial and Municipal sales taxes, excise taxes, customs duties, taxes, levies and charges of every description, all of which shall be borne and paid by the Vendor and no addition to the contract prices shall be made in respect thereof.

#### SECTION 6. WARRANTY

(a) The Vendor agrees, represents and warrants that the Airplane, extra equipment, spare parts, modifications, ground equipment and all work delivered under this agreement shall, at the time of delivery to the Purchaser, conform with the Specifications and be free from defects in material, manufacture or workmanship, and that the Airplane shall have a still air range of nine hundred and fifty (950) statute miles.

(b) The Vendor agrees, represents and warrants that the Airplane will be certified by the Department of Transport of Canada prior to delivery thereof by an appropriate Airworthiness Certificate covering use under cold weather conditions, and that to the extent such Certificate does not specifically cover cold weather conditions, the Airplane will meet Royal Canadian Air Force Specifications covering such conditions, and that the Airplane will operate in a temperature of minus thirty degrees Fahrenheit (-30 F).

(c) The Vendor's obligation under the foregoing warranty covering defects in material, manufacture or workmanship is conditioned upon the return of any defective part or parts with all shipping charges prepaid to Vendor's plant in the Parish of St. Laurent, Province of Quebec and subject to reasonable evidence being submitted to the Vendor by the Purchaser that the defect is due to a matter embraced within Vendor's warranty hereunder. The Vendor's obligation is limited to making good at its said plant any such defective part. Such defect must have become apparent, and the Purchaser must have notified the Vendor thereof, within three (3) months after delivery of the Airplane or extra equipment or spare parts or ground equipment to the Purchaser, and the Purchaser shall as soon as practicable thereafter return such defective part as aforesaid. It is understood and agreed that the warranty contained in this Section 6 is in lieu of all other warranties, express or implied, and that this warranty shall not apply if the Airplane, extra equipment, spare parts or ground equipment shall have been repaired or altered outside of the Vendor's plant in such manner as, in the Vendor's opinion, to affect its stability or reliability or shall have been subject to misuse, negligence or accident, unless the Purchaser shall submit reasonable proof that such repair, alteration, misuse, negligence or accident was not the cause of such defect.

(d) The foregoing warranty shall not apply to any parts, accessories or equipment which shall not have been manufactured by the Vendor but shall apply to workmanship incorporated in the installation

of such items in the Airplane. The Vendor shall use its best efforts to secure agreements enforceable by the Purchaser from the manufacturers of such items not warranted by the Vendor, warranting that such items conform to applicable Specifications and are free from defects in material, manufacture or workmanship. The Vendor does, however, hereby warrant that such items shall be in proper operating condition at the time of delivery thereof to the Purchaser.

#### SECTION 7. TITLE TO PROPERTY AND RISKS

(a) Title to and risk of loss of or damage to the Airplane, extra equipment, spare parts and ground equipment covered by this agreement shall pass from the Vendor to the Purchaser upon delivery thereof in accordance with this agreement, it being understood and agreed that acceptance by the Inspector shall be a condition precedent to delivery hereunder.

(b) Upon the delivery of and payment for the Airplane, extra equipment, spare parts, and ground equipment covered by this agreement, the Vendor shall deliver to the Purchaser a Bill of Sale duly vesting in the Purchaser good title to the same, free and clear of all liens, claims, charges and encumbrances of every kind whatsoever, and such other appropriate documents of title with respect thereto as the Purchaser may reasonably require.

#### SECTION 8. PATENT CLAIMS AND ROYALTIES

The Vendor shall indemnify the Purchaser against all claims, actions, suits and proceedings for the infringement or alleged infringement of any patent based upon the use of any invention protected by such patent in carrying out this agreement and in respect of the use by the Purchaser of the Airplane, extra equipment, spare parts and ground equipment, and for royalties or other payments which may be payable in connection with any such patent.

#### SECTION 9. DELAY IN DELIVERY

It is agreed that time is of the essence of this agreement and that if the Vendor shall fail to present the Airplane to the Purchaser within the time provided for in Section 2 hereof, or within such extension of the said time as may be caused by any excusable delay as hereinafter defined, the Purchaser shall be entitled to liquidated damages in the sum of Five Hundred Dollars (\$500.00) for each day of such delay. The Vendor shall not be deemed to be in default under this agreement by reason of any excusable delay. Excusable delay as used herein shall mean any delay in making delivery which results without fault or negligence on the part of the Vendor and which is due to causes beyond the Vendor's control including, without being limited to, delays in the receipt of, or difficulties incurred in the installation or proper operation of articles or equipment furnished by the Purchaser or by the Vendor's suppliers; strikes, riots, fires, failure of transportation, compliance with orders of any Government agency, and any act or failure to act of the Purchaser including delays in the delivery by the Purchaser of any items to be supplied by the Purchaser; provided, however, that nothing in this Section shall relieve the Vendor from using its best efforts to remove such causes of delay and to continue performance with the utmost despatch when such causes are removed.

#### SECTION 10. ARBITRATION

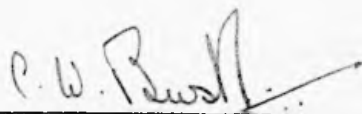
In the event of any dispute between the Parties with respect to anything arising out of this agreement, the matter in

- 6 -

dispute shall be referred for decision to two arbitrators, one to be selected by the Purchaser and the other by the Vendor. In case the two arbitrators so selected cannot agree, they shall select a third and the decision of any two of the three shall be binding upon the Parties hereto. In case the two arbitrators so selected cannot agree upon the selection of the third arbitrator, such third arbitrator shall be appointed by the Exchequer Court of Canada upon a reference being made to such Court. A Party who has not appointed an arbitrator after the other Party has appointed one shall do so within five (5) days after being notified in writing by such other Party to do so, and in default of appointment such other Party's arbitrator may act as sole arbitrator and his decision shall be binding. If the arbitrator of either Party shall fail to proceed with the consideration of the matters in dispute within five (5) days after being required in writing by the other Party's arbitrator to do so, such other Party's arbitrator, if a third arbitrator has not been appointed, shall be at liberty to act as sole arbitrator, and his decision shall be binding, or the other two arbitrators, if a third has been appointed, may forthwith appoint an arbitrator in lieu of the one who has failed to proceed and the decision of two of such three arbitrators shall be binding. The costs of the arbitration shall be in the discretion of the arbitrators, provided, however, that no Party shall be obliged to pay more than its own costs and the costs of the third arbitrator.

IN WITNESS WHEREOF this agreement has been executed and sealed on behalf of The Governor of the Falkland Islands by his Agent, the Air Adviser to the United Kingdom High Commissioner in Canada, and has been executed by the Vendor under its corporate seal duly affixed thereto by its officers duly authorized in that behalf.

SIGNED, SEALED AND DELIVERED  
in manner aforesaid on behalf  
of The Governor of the Falkland  
Islands in the presence of:

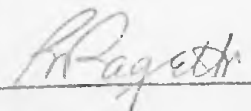
  
The Air Adviser to the United Kingdom  
High Commissioner in Canada

SIGNED, SEALED AND DELIVERED  
in the presence of:

CANADIAN CAR & FOUNDRY COMPANY, LIMITED

  
President

  
Secretary



CANADIAN  
CAR & FOUNDRY  
COMPANY, LIMITED  
INCORPORATED IN  
CANADA



# EXHIBIT "C"

This is Exhibit "C" referred to in the agreement made as of the 26th July, 1949, between the Governor of the Falkland Islands and Canadian Jar & Foundry Company, Limited.

## SPARE PARTS FOR HONSDALE MARK I CIVIL MODEL AIRCRAFT

1 only Propeller, Standard Speed, 3 blades, Hub No. 12D40-211	377.00	
1 Governor LML2-G	94.00	
2 only Engine Cylinders complete with Valves, Valve Springs and Rocker Arms, Pratt & Whitney Pt. Nos 92204	408.75	
92198	494.75	
1 only Generator Engine driven, Eclipse 1361, Model 1	235.00	
2 only Magneto SB9RM-3 @ \$105.00	210.00	
1 only Pump Vacuum, Engine driven, Part No. 3P1947 (reconditioned)	48.00	
1 only set ignition Harness complete 47423 @ \$222.60 & 47423 @ \$238.90	461.50	
2 only induction pipes 12961 @ \$6.00	12.00	
1 complete Exhaust Manifold assy. including Exhaust Tail Pipe complete with intensifier tube, part no. 16-420220, including Bulletin B-245.	597.25	
9 only Exhaust Clamps, OS-42003 @ \$5.50	49.50	
9 only OS-42005 Stub Exhaust @ \$3.25	29.25	
3 sets Spark Plugs, Champion C26S (34 off) @ \$1.75	94.50	
1 only Carburettor NAY951 (reconditioned)	157.50	
1 only Altimeter	123.75	
1 only Air Speed Indicator	37.80	
1 only Directional Gyro	168.00	
1 only Bank & Turn Indicator	45.00	
1 only Gyro Horizon	190.00	
1/2 set Aircraft Lift Struts, OS-10006, consisting of 16-10028 & 16-10029, Jury Struts.	332.55	
1 only set Tail Plane Bracing Wires as called up in Report CO-E4/46	48.00	
Starter, Juck & Heintz, JHE1	192.50	
1 only Induction Vibrator VJR24-95	51.00	
1 only Fuel Pump 2PR 400 HED (reconditioned)	42.00	
1 only Oil Separator, Part No. 690 Model 1	8.50	
2 sets Brakes H2-99 L & R @ \$144.00 per set.	288.00	\$ 4,975.10

### Additional Spares (AGS and raw materials)

A sum not exceeding \$3,000.00 for miscellaneous cables, raw materials, nuts, bolts, sheet metal etc.

3,000.00 3,000.00

107  
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

To

SLADEN KJOHN BISCOE

/C FIDS II B. (a) 3.

YOUR 191230Z STOP PETROL PUMP BOSTIC B AND SCREWS ON BISCOE  
SECFIDS

PHONED TO WW STATION 18th 1950

Time



ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES.  
THE FOLLOWING REFERENCE AND THE  
DATE OF THIS LETTER BEING QUOTED.



113  
4, MILLBANK,  
LONDON, S.W.1

157  
W/EM3 F.I.D.S. 234/6

TELEGRAMS:- { INLAND: "CROWN, SOWEST, LONDON."  
OVERSEAS: "CROWN, LONDON."  
TELEPHONE: ABBEY 7730.

23 FEB 1950

AIR MAIL

Sir,

With reference to your letter No. F.I.D.S./47/38 of 24th January we enclose copies of orders placed on Requisitions 157/1, 157/3 and 157/4 as requested together with a copy of Colonial Secretary's telegram of 30th October, 1948.

Referring also to your letter F.I.D.S./39 of 18th January regarding the alleged short shipment of two fuel pump rack rod throttle controls (F.I.D.S.234/6) Case No. 5071 we would state that according to our records the parts in question were received by our Packing Store from the firm, being checked in on receipt and again on packing for shipment.

In the circumstances therefore we are unable to press a claim for non delivery and we would point out that the cost of the item concerned i.e. item 8 of Requisition 234/1, was only 9d. each.

We are, Sir,  
Your obedient servants,

A handwritten signature in dark ink, appearing to be "M. D. G." or similar, written in a cursive style.

for the Crown Agents.

The Secretary,  
Falkland Islands Dependencies Survey,  
Port Stanley,  
Falkland Islands.

P.S.  
Fili  
28/3

MES

AEK

C O P Y

---oOo---

114

EM.3. F.I.D.S.157/1

COPY OF TELEGRAM FROM PORT STANLEY TO THE CROWN AGENTS

Dated 30th <sup>October</sup> ~~September~~, 1948  
Recd. C.A. 1.11.48

FIDEP THE FOLLOWING ITEMS URGENTLY REQUIRED FOR  
PENNELOPE. ITEM ONE 48 MARINE TYPE ONE WAY SWITCHES  
5 AMPERE ADMIRALTY PATTERN 4755A. ITEM TWO 36 MARINE  
CEILING FITTINGS WITH LAMP HOLDERS PATTERN AS SUPPLIED  
TO MFV 1185. ITEM THREE 72 LAMPS 24 VOLTS 25 WATTS FOR  
ITEM TWO. ITEM FOUR 18 WATERTIGHT 2 PIN OUTLETS WITH  
PLUGS 5 AMPERE. ITEM FIVE 8 DOUBLE POLE DOUBLE THROW  
15 AMPERE IRON CLAD MEMLOK CHANGE OVER SWITCHES.  
PARA 2 IT IS PARTICULARLY REQUESTED THAT THESE ITEMS  
MAY RECEIVE IMMEDIATE ATTENTION AND BE DESPATCHED BY  
AIR FREIGHT TO MONTEVIDEO FOR TRANSHIPMENT TO  
JOHN BISCO DUE MONTEVIDEO 10TH.

P.S.  
Check  
20  
20

4/3/50

INTERCEPT GROUP.

FROM:

The crew of the craft were and stores packed  
 loading stop moremen  
 but delay in  
 because a frame has been  
 of the ice which is  
 to haul it up is up ~~some~~ however  
 we shall run in and stop photographic  
 held up because of weather which  
 but hope to start today or tomorrow  
 Lewis +

Lewis +

Date.

### Recyphering or Recoding.

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
		1200	6/3/50	
To	LOUIS BASE B	A/C FIDS II B. (a) 3.		

73

FIDS/TA FOLLOWING INFORMATION AIRCRAFT CAMERA STOP VERTICAL  
 20 INCH LENS INTERVAL IN SECONDS HA OVER V TIMES POINT 0136  
 WHERE H IS HEIGHT IN FEET A IS LENGTH OF SIDE OF PHOTOGRAPH  
 IN INCHES AND V VELOCITY OF PLANE IN M.P.H. STOP PARAGRAPH  
 2. DETAILS OF ~~XXXX~~ CAMERA NOT AVAILABLE FOR OBLIQUE ANGLES  
 SUGGEST USE SIGHT AND ALWAYS INCLUDE HORIZON STOP PARAGRAPH  
 3. LEFT RING OF KEYS ON HOOK BY MY BED ALSO ALARM CLOCK  
 GRATEFUL YOU BRING BACK IN BISCOE STOP TRUST WEATHER CONDITIONS  
 IMPROVE FOR FLYING

SECFIDS

Time

FIDS/73

30th March

50

H.C.S.

With reference to the two FIDS seaplanes which will be arriving in m.v. "John Biscoe" within the next 10 days.

There are still one or two items which need to be prepared for their arrival, the most important is the provision of a high barbed wire fence around the aircraft shelter and extending to the sea on both sides of the slipway, this fence will need to have one wide gate in it through which a lorry can be driven. I do not consider double apron fencing suitable and recommend a fence 8 feet high with strands at every foot also diagonal strands between posts and several vertical strands. The second priority which is almost as important as the first is the provision of two buoys each attached to one ton sinkers, sited at about 30 yards from the low water mark and 30 yards apart, both should be placed directly off the slipway. I have approached Mr Barton as Admiralty Agent to obtain two rubber buoys from the Admiralty Store, if these are not forthcoming it will be necessary for PWD to make two buoys from oil drums.

112

3. The third requirement is for a raft 25 feet by 12 feet which would be moored off Packs Jetty and which would be used for embarking and disembarking passengers and cargo. This could be constructed of timbers and oil drums and should be planked in. Although this has the lowest priority it will be necessary to provide a motor boat if the raft cannot be made available when once a regular seaplane service is operating.

4. I should be grateful if EE could be instructed to carry out this work as soon as possible in view of their urgency.

*JHP* 30/3

2nd advice copy.

ALL GOODS SHIPPED AT BUYER'S RISK

## CANADIAN CAR &amp; FOUNDRY COMPANY, LIMITED

GENERAL OFFICES, 621 WEST CRAIG STREET, MONTREAL 3

MAILING ADDRESS, P.O. BOX 160, MONTREAL 3

CUSTOMER'S  
ORDER NO. & DATE

REQUISITION NO.

CONTRACT NO.

REFER TO  
INVOICE NO. DM-836

INVOICE DATE Oct. 26/49

VENDOR'S NOS.

SOLD  
TOCROWN AGENTS FOR THE COLONIES,  
FAULKLAND ISLANDS DEPENDENCIES SURVEY,  
4 MILLBANK, LONDON S.W.I., ENGLAND.SHIPPED TO  
AND  
DESTINATION

DATE SHIPPED

CAR INITIALS AND NO.  
HOW SHIPPED AND  
ROUTE

TERMS:

FROM

PREPAID OR COLLECT?

F.O.B.

FIDS 228/1

FOR CUSTOMER'S USE ONLY.

REGISTER NO.

VOUCHER NO.

F.O.B. CHECKED

TERMS APPLIED

PREVIOUSLY APPROVED

CALCULATIONS CHECKED

TRANSPORTATION

FREIGHT BILL NO.

MATERIAL RECEIVED

DATE

SIGNATURE

TITLE

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED

FINAL APPROVED

QUANTITY	DESCRIPTION	WEIGHT	UNIT PRICE	AMOUNT
----------	-------------	--------	------------	--------

For Air Express charges paid British Overseas  
Airways Corporation, on ~~shipments of~~ 2 boxescontaining Electrical & Electronical Spares, ~~shipped sent by air~~  
to Southampton, England, as ~~per receipts attached~~.

&amp; subsequently shipped in "John Biscoe"

No. 73479

(22 lbs)

Shipment Sept. 27/49

\$21.34

" 89139

(3 lbs)

" Oct. 3/49

5.19

Canadian

\$26.53

No. 73479 covered by "John Biscoe" bill of lading No. 8.

" 89139

12.

J.E.

## The Crown Agents for the Colonies.

7307

Special Account (if any)

it (if any) *Falkland Islands*  
*Dependencies*

26/9/49.

Sailed (month and year)

Sept. 1949

[illegible]



With reference to the seaplane slipping arrangements. It is essential that the aircraft should be washed down with fresh water after use and it will therefore be necessary to instal a fresh water tank in the vicinity of the slip and piping to the aircraft shelter.

It will also be necessary to provide additional shelving to carry the Norseman and Auster spares brought up from Dep-  
eption.

If there is likely to be a delay may this work be put out to private contract.

*HRB* 17/4

E.E.

Above. I do not imagine that there would be any difficulty about the extra shelving, if necessary as a contract job. But what about the fresh water and tank? Have we got any spare tanks sculling about? Fresh water is not laid on as far out of the town as that, or was it done for the Army? Grateful if you would advise.



18.4.50.

C.S.

1. Am not sure what Mr Butler means by extra shelving or where?
2. There are still huts available for storage of spares & there is also the garage, which, since F.I.D.F. do not now require the Green Carrier, will be available
3. There is no fresh water out at the Hanga Site
4. Since there is doubt as to whether the Norseman will remain it is hardly worth while laying a special pipe line
5. The requirements for the Auster could be taken up by lorry

*Jeff* 19. IV. 50.

Col: Butler.

Where is the shelving required. Hanger or blast pen?  
How much?

- 2) Would just a tank and a simple pump do. I don't want to go laying fresh water main if it can be avoided.



20/4/50.

142

2 H.C.S.

1. Shelving is required in the hanger workshop similar in size to that already installed.
2. A tank and pump would be suitable provided that at least 20 gals of fresh water per day is available for washing down.

WMB 20/4

E.E.

Above w.r.t. minutes previous page.

Have we a spare tank about which would hold up to 20 gallons?

W

21/4/50

SH

Spoke E.E. He is arranging for a tank or other suitable water storage.

W

5 MAY 1950

H.C.S.

Ly. to EE also arranging for the

## GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number

Office of Origin

Words

Handed in at

Date

26/4/50

To

MOFFAT CANCAR NO TREAT CANADA

A/C FIDS

FIDS/73/143 HORSEMAN FLOATS STOP TRANSON OF FLOAT NUMBER 1453 (17.10.47) model NUMBER 55/71 70a BUCKLED AND CRACKED BOTH SIDES CENTRE STIFFENER CRACKS ALSO EXTEND UNDER FLOAT BOTTOM EITHER SIDE REASON FOR  $\frac{3}{4}$  ONE AND A QUARTER INCHES STOP PLEASE OBTAIN REPLACEMENT TRANSON IF POSSIBLE WITH EXTENDED FLANGES TWO AND A ~~XXX~~ HALF INCHES WIDE FOR UNDERSIDE ONLY STOP SHOULD BE SUPPLIED WITH RIVETS AND REPLACEMENT RIVETS FOR BEACHING GEAR WHEEL ATTACHMENT STOP PARAGRAPH TWO ALSO REQUIRE TWO QUARTZ PLATE CRYSTALS TYPE MX 13A FOR BENDIX TA 17A TRANSMITTER FREQUENCIES TWOTHOUSAND AND FOURTHOUSAND FIVEHUNDRED KILOCYCLES STOP PARAGRAPH THREE GRATEFUL YOU OBTAIN FOR US AND AIRMAIL TO MACLEAN AND STAPLEDON MONTEVIDEO FOR URGENT ONWARD TRANSMISSION BY SS FITZROY LEAVING MONTEVIDEO 13th MAY

Time

BUTLER



147

GOVERNMENT HOUSE,  
FALKLAND ISLANDS.

27/4/50

I am enclosing four copies of  
F/O P.E.St.Louis' report on the cocooning of  
the Norseman aircraft which you asked for.

The result of cocooning the  
aircraft in Canada was excellent and even after  
the long sea voyage all equipment was found to  
be in perfect condition when opened at Deception  
Island.

*Sig. Governor.*

To: Air Vice Marshall A.R.James C.B.  
Air Force Headquarters,  
Ottawa,  
Ontario,  
Canada.

*Norseman*

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
37	Montreal	30/28	11.19	28.4.50
To	Butler Stanley F.Is.			

Reference your 73/143 please confirm frequencies crystals required  
 TA17A cannot operate on two thousand stop Original frequencies three  
 thousand and sixty four hundred information urgent

Cancarnofftt

Time PGS

146  
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				4/5/50
To				
MORFANT CANCAR MONTREAL CANADA			A/C FIDS	
FIDS/73/ 146 YOURTEL 28th REQUIRE ONE CRYSTAL FOR <del>XXX</del> FOURTHOUSAND FIVEHUNDRED KILOCYCLES FIT <del>XXXXXX</del> TA17A BUTLER				
Time				

4/5/50

To

MORFANT CANCAR MONTREAL CANADA

A/C FIDS

FIDS/73/ 146 YOURTEL 28th REQUIRE ONE CRYSTAL FOR ~~XXX~~

FOURTHOUSAND FIVEHUNDRED KILOCYCLES FIT ~~XXXXXX~~ TA17A

BUTLER


Time

S/F

Read with interest; please thank  
PO/St. Louis.  
We are under a debt of  
gratitude to the R.C.D.F. for all  
their care and thoughtfulness.

I would like to see PO/St. Louis  
at his convenience — any time  
that he happens to be free.

MC 25/  
IV.

  
File this copy in FIDIS/73

REPORT ON THE COCOONING OF THE NORSEMAN Mk. V AIRCRAFT VP-FADContents:-

1. Introduction.
2. Condition of cocoons at Southampton.
3. Loading of aircraft aboard S.V. "John Biscoe".
4. Temperature and humidity on route.
5. Conditions of cocoons on route.
6. Condition of components and spares on arrival at Deception Island, South Shetlands.
7. (a) Remarks.  
(b) Suggestions.
8. Opinion of Methods adopted.



# 1. Introduction

One Norseman Mk.V aircraft (VP-~~FAD~~), equipped with ski-wheel and float undercarriage and sufficient spares for ~~one~~ year's operation was cocooned at Canadian Car and Foundry Ltd., St. Laurent by AMC. The aircraft and parts were then crated and shipped to the United Kingdom where they were transferred to the S.V. "John Biscoe" of the Falkland Islands Dependencies Survey.

The following report concerns the treatment of the cocoons en route and the condition of the aircraft and parts after the removal of the cocoons on Deception Island, South Shetlands.

## 2. Conditions of cocoons at Southampton

The conditions of the cocoons on arrival at Southampton was excellent. Unfortunately, two cases containing components and spares had to be broken open to facilitate loading aboard the "John Biscoe". One of these cases contained the floats which were left lying on the docks whilst the smaller items were being loaded.

During this time two holes appeared in one cocoon, caused either by curious spectators or the ship's crew. Both holes were on the bottom, approximately two feet to the rear of the nose of the float.

## 3. Loading aboard S.V. "John Biscoe"

The main case, containing the aircraft itself, was loaded on the starboard side of the forecastle. The floats were secured on top of the hatch, one on each side of the lifting arm of the main forward derrick. The remainder of the components and spares were stores in the hold.

It will be seen from the accompanying photograph that deck space was limited and in order to load the case containing the Auster Mk. V aircraft, (port side of forecastle), it was essential that the smaller Norseman cases be broken up and the contents stored below.



## 4. Temperature and Humidity on route

The following table, as outlined by Flt. Lt. A.N.le Cheminamt, records the temperature and humidity inside the cocoon, the temperature and humidity of the outside air and the position of the ship at weekly intervals.

Date	Position	Free air		Cocoon.	
		Temp.F.	Rel.Hum %	Temp. F	Rel. Hum.%
11 Oct.'49	Southampton	65	100	64	19
17 Oct.'49	31 00N 18 00W	77½	70	75	19
23 Oct.'49	07 00N 28 00W	85	76	88	20
31 Oct.'49	24 00S 41 00W	81	62	72	20
7 Nov.'49	Montevideo	53	46	60	21
14 Nov.'49	Port Stanley	48	38	50	21
21 Nov.'49	Port Stanley	47	36	48	21
21 Nov.'49	59 00S 59 00W	33	31	32	21
1 Dec.'49	Deception Island	44	37	50	21

All readings inside the cocoon were taken from the instrument located inside the engine cowling. The cabin instrument was impossible to read without structurally damaging the case.

#### 5. Condition of cocoon on route

The only cocoons that could be observed were those covering the floats. These were at all times completely exposed to the elements and were subjected to great changes in temperature, tropical rains and heavy salt spray, but at no time was any noticeable deterioration observed.

#### 6. Condition of components and spares on arrival at Deception Island

All components and spares were inspected when removed from cocoons by Sergeants Bodys and Hunt (RAF). They reported all parts to be in excellent condition and entirely free from corrosion.

#### 7.(a) Remarks

1. The crating of the aircraft as shown in the maintenance handbook provides a small door through which it would be possible to read the instruments placed in the cabin. Since this crate was lacking such a door, and the wings obstructed the view from a hole in the side of the crate, it was, ~~impossible~~, impossible to obtain readings of the cabin temperatures and humidity.
2. On removing the fuselage cocoon the instrument for measuring temperature and humidity was found to be unserviceable. On closer inspection it was apparent that the wire securing the instrument to the door had inadvertently become entangled in the mainspring of the humidity indicator.
3. It is deemed unnecessary to cocoon component parts e.g. floats, which have already received anti-corrosive treatment by the manufacturers.
4. Consideration should be given to the additional weight of cocoons where little manpower and no mechanised equipment is available.
5. On the windscreen there was a small amount of cocoon spray which was difficult to remove.

## 7. (b) Suggestions

1. Cocoon should be clearly marked to prevent rough handling.
2. Each individual cocoon should be marked showing contents.
3. Heavy cocooned parts should be marked at strong points for slinging purposes.
4. Nuts and bolts should be securely attached to their relative component parts.
5. Bags containing screws, nuts, washers etc. should not be placed in a position where they might be confused with silica gel bags.
6. Adhesive tape used to hold paper padding under the cocoon should be of a material less adhesive, or instructions attached as to the proper method of removal.

## 8. Opinion of methods used.

Comparing the two aircraft on arrival at Deception Islands, it was instantly obvious as to the advantage of the cocooning method for shipment. The Auster aircraft, although extremely well crated, did have traces of corrosion on important surfaces, the control cables being particularly susceptible.

On the whole, the cocooning method of shipment seems imperative where aircraft have to be moved over long distances where regular servicing is not available.

*L. Saint-Louis 2/0*

16k  
H.C.S.

Your minute at 143 T.Y. To EE also making arrangements for shelving please? This is becoming rather urgent as the hanger is strown with very valuable stores which cannot be effectively stowed and are likely to deteriorate if not stowed in shelves.

gffs 5/5

E.E.

Above. Grateful if you could arrange when possible.



9 MAY 1950

H.C.S.

1. noted and will carry on as soon as possible.
2. Have no money noted for this but have a little to spare ex Slipway - The shelving will be cash tinker but the labour to transport etc will have to pay for. - Doyon agree pl

gffs 10.5.50.

E.E.

I think it would be justifiable to use Slipway money.



12 MAY 1950

H.C.S.

noted up and will proceed accordingly

gffs 13. V. 50.

Col: Fuller.

Above fr.



gffs 16/5

16 MAY 1950



GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed In at	Date
23	Montreal	17	1124	9-5-50
To Le Butler Stanley				

Crystal available eleventh and May miss boat stop Remainder already ~~shipped~~  
shipped

Cancan Moffett

Time

N.P.

# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
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23/5/50

To

CROWN LONDON

A/C FIDS

FIDS/73/156 AIRCRAFT INSURANCE STOP YOURTEL TO COLSEC DATED 15th MAY STOP BOTH NORSEMAN AND AUSTER SEAPLANES SHOULD BE INSURED AGAINST TOTAL LOSS ALSO NORMAL ACCIDENT STOP NORSEMAN CARRIES EIGHT PASSENGERS STOP ALL AIRCRAFT WILL BE FLOWN BY SPENCER BUT NORSEMAN MAY BE FLOWN BY ST LOUIS UNTIL 11th JUNE STOP GEOGRAPHICAL LIMITS NOT REPEAT NOT EXTENDED BEYOND THOSE OF LANDPLANE AUSTER STOP PARAGRAPH TWO DEPENDENCIES WILL PAY FOR INSURANCE OF FIDS AIRCRAFT AND RECOVER LOCALLY FROM COLONY STOP PLEASE ASCERTAIN PREMIUM FOR INSURANCE IF BOTH FIDS AIRCRAFT WERE TO BE MAINTAINED IN STORE PORT STARLEY AND NOT FLOWN STOP PRESENT VALUE OF AIRCRAFT NORSEMAN TWELVE THOUSAND AUSTER TWO THOUSAND STOP PRESENT LIFE NORSEMAN 38 HOURS SINCE NEW AUSTER 40 HOURS SINCE LAST

Time G OF A

SECFIDS

## NAVAL MESSAGE.

Revised 57  
December, 1935.

S. 13205.

For use in  
Signal  
Department  
onlyOriginators Instructions:  
(Indication of Priority,  
Intercept Group, etc.)

Codress/Plaindress

No. of  
Groups:

TO:

FROM:

Type  
A 3

1	2	3	4	5
6	7	8	9	10
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25
26	27	28	29	30
31	32	33	34	35
36	37	38	39	40
41	42	43	44	45
46	47	48	49	50

System

P/L Code or Cypher

Time of  
Receipt      Despatch

Operator

P.O.O.W.

Date

Write  
across

158  
before quoting maintenance on  
Store underwriters require detailed  
information of storage rig whether  
moored on water under cover if  
on land structural details of  
Storage building whether craft dismantled  
in any way also nature of  
cover desired i.e. fire only, fire  
and storm etc. crown

55

60

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105

110

115

120

125

130



159  
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number

Office of Origin

Words

Handed in at

Date

10/6/50

To

CROWN LONDON

A/C FIDS

FIDS/73/159 AIRCRAFT COMMENCED OPERATIONS TO KEYYH MAY STOP  
HOBSTMAN V2-PAD AUSTIN VP-PAC STOP PLEASE INSURE BOTH AGAINST  
TOTAL LOSS STOP PARAGRAPH TWO STORED DISMANTLED IN STEEL AND  
CONCRETE BUILDING INSURED AGAINST FIRE ONLY.

SECFIDS

Time

in  
r or  
ng Office  
ty.

330 Base B etat 81 1230 29/12/49

Originators Instructions:  
(Indication of Priority,  
AIDAC, NOTWT  
For Exercise).

INTERCEPT GROUP.

TO:

FROM:

at  
Your flight 1230 Stop Both aircraft tested on  
Plants Stop conversion to SKI wheels is ~~not~~  
Major Modification and Should only be ~~undertaken~~  
undertaken if float landing definitely impossible.  
Stop Base to Report show Break up of bay ice.  
and in many places where Seaplane landing  
Should easily be effected stop there is no  
suitable runway at that Deception for at least  
take off with full load stop further  
tests and ice break flights will be made in

Book or Table to be used for

Initials of Cypherer  
or Coder.

Time of Receipt in  
Cypher or Coding  
Office.

T

Cyphering or Coding.

Recyphering or Recoding.

weather improves

Butler

290330Z

MC.

77  
GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
			1400	30/12/49
To	<u>IMMEDIATE</u> MOFFATT CANCAR MONTREAL CANADA			A/C FIDS

FIDS/73/79 MY FIDS/73/71 FITZROY LEAVING MONTVIDEO FOR STANLEY  
JANUARY THIRD

XX GOVERNOR FALKLANDS.

Time

# INVOICE.

(First Advice Copy)

80

## THE CROWN AGENTS FOR THE COLONIES

Dr. to Messrs. R.F.D. Company Limited  
of (full address) Catteshall Lane, Godalming, Surrey.

Date 16th August, 1949.  
Crown Agents' Reference W/AM, F.I.D.S. 228/2

Indent No. Authority - Mr. P.K. Elliotts.

Special a/c (if any)

Department

Shipped by S.S./M.V.

or Date of Posting

By road

9/8/49.

Contractor's Reference No. 02764

*Sent to Canada and packed in the  
Norwegian Armistice*

To be filled in by Contractor

Item Nos.	Quantity	Description of Article in wording of Tender	Weight				Rate						
			T.	c.	q.	lb.		£	s.	d.	£	s.	d.
		Serial No. 60000											
1	1	60 Type Dinghy Complete with:-						73	10	0			
		1 CO2 Cylinder MK 1. 2 lbs 3 ozs.											
		1 G Type Operating Head											
		Weather Canopy and Mast											
		1 Pair Breast Type Bellows											
		1 Set Leak Stoppers											
		1 Temporary Repair Outfit											
		1 Bellows Bag											
		1 Pair Glove Type Paddles											
		1 Fishing Kit											
		1 Drogue											
		1 Rescue Line Outfit											
		1 Floating Sheath Knife											
		1 Inflatable Cushion											
		1 Valise Type 'H'											
		-----											
2	1	Emergency Pack for 6 Persons complete with:-						50	19	3			
		3 Rations Type C											
		3 Tins Water 16 oz. round											
		1 First Aid Outfit											
		1 Torch Signalling											
		1 Box Matches											
		1 Viscose Compressed Sponge											
		1 Compass											
		4 Sea Markers Fluoresceine											
		6 Desalting Units											
		18 Signal Distress											
		1 Heliograph 4 inch											
		1 Whistle											
		1 Cup Raler											
		1 Emergency Pack Type C.											
(Delivery to: W/Omr. E. Beaton,			Special Delivery					2	0	0			
P.O. Box 14, Hill Street, Walsby													

C O P Y

CANADIAN CAR &amp; FOUNDRY COMPANY, LIMITED.

621, West Craig Street, Montreal 3.

Montreal - October 3rd, 1949.

VIA AIR MAIL.

Crown Agents for the Colonies,  
Falkland Islands Dependencies Survey,  
4, Millbank,  
London, England.

Letter W/EM2 - F.I.D.S.  
No. 288/1.

Dear Sirs:-

We shipped by B.O.A.C., 1 Box containing Aircraft Radio & Spares, weighing 22 lbs, consigned to Falkland Island Dependencies Survey, Southampton, England. Box left Montreal Airport on September 29th covered by Flight No. BO 602-148, Consignment No. BO 73479. Will you kindly contact B.O.A.C. and arrange to have shipment transferred to proper vessel for furtherance to Falkland Islands.

We are shipping today via B.O.A.C., 1 parcel of Radio Tubes, weighing 2-3/4 lbs consigned to F.I.D.S. c/o John Thornycroft & Co., Southampton, England also for furtherance to Falkland Islands.

The above material was short on original shipment consisting of 3 cases Norseman Aircraft & Spares, weighing 19,075 lbs, forwarded to yourselves per S.S. "BEAVERHOLEN" which vessel sailed from Montreal on September 17th, 1949.

Yours very truly,

CANADIAN CAR &amp; FOUNDRY COMPANY LIMITED

Sgd. D.W. Miller,

Traffic Manager.

ALL GOODS SHIPPED AT BUYER'S RISK

## CANADIAN CAR &amp; FOUNDRY COMPANY, LIMITED

GENERAL OFFICES, 621 WEST CRAIG STREET, MONTREAL 3

MAILING ADDRESS, P.O. BOX 160, MONTREAL 3

Sheet 1

CUSTOMER'S  
ORDER No. & DATE

REQUISITION No.

CONTRACT No.

SOLD

TO

SHIPPED TO  
AND  
DESTINATION

DATE SHIPPED

CAR INITIALS AND NO.

HOW SHIPPED AND

ROUTE

TERMS: Sight Draft against letter of  
Credit on Bank of MontrealREFER TO  
INVOICE No.

INVOICE DATE

VENDOR'S NOS.

STL-4508

Sept. 15/49

S-1036

CROWN AGENTS FOR THE COLONIES,  
FAKLAND ISLANDS DEPENDENCIES SURVEY,  
4 MILBANK, LONDON, S.W.I., ENGLAND.

above, Southampton, England.

FROM St. Laurent

PREPAID OR COLLECT?

F.O.B. Our Works

S/S "BEAVER GLEN"

127 - 98

QUANTITY One Noorduyt "Norseman" Aircraft and Spares

UNIT PRICE

AMOUNT

Item#

CASE NO. 1

- 1 - Norseman V Seaplane equipped with #7170 Edo Floats, in accordance with Standard Specification No. 29-0001 (Ski and Wheel Landing Gear is the subject of Specification No. 29-0018)

Airplane Ser. No. N-29-45 - Engine Ser. #P.327609

Prop. Ser. No. 10492 CPL

\$36,900.00

- 2 - Pratt & Whitney R-1340 AN-1 used Engine having been used for not more than 100 flying hours.

6,000.00

## EXTRA EQUIPMENT - SPECIFICATION #29-0018

3	- Directional Gyro	(	168.00
4	- Gyro Horizon	(	190.00
5	- Vacuum Pump & Installation	(	140.00
6	- Radio TAI7B & RAL0DB	(	1,850.00
7	- Front Belly Tank	( Installed	330.00
8	- Rear Belly Tank	( on	355.00
9	- Cabin Tank	( Aircraft)	100.00
10	- Landing Lights	(	70.00
11	- Power Receptacle	(	35.00
12	- Winter Rose Shutter	(	175.00
13	- Dual Controls	(	155.00
14	- 2 Ash Trays	(	32.00

## MODIFICATIONS, ETC.

15	- Install 6 Man Dinghy (Customer's supply)	165.00
16	- Supply & Install Radio Altimeter	945.00
17	- Supply & Install Flux Gate Compass	2,735.00
20	- Supply & Install Tail Wheel	518.00
22	- Provision for mounting 2 Astro Compasses	N/C
23	- Provision for Litter Installation	110.00
24	- Pilot & Co-Pilot's Relief System	66.00
25	- Provision for Pyrotechnic Pistol	142.00

## DISMANTLING &amp; CRATING

26	- Dismantling & Crating for Overseas shipment	1,200.00
----	---	----------

## GROUND EQUIPMENT

28	- Rigging & ground handling equipment (including trestle adaptors, fire posts etc.)	430.00
29	- Wing covers (Nylon)	517.00
30	- Engine heating Tent	154.00
	TOTAL CASE NO. 1	\$53,482.00

## CASE NO. 2

21	- Seaplane Fin	87.00
27	- Seaplane Beaching Trolley	1,100.00
	TOTAL CASE NO. 2	\$1,187.00

## CASE NO. 3

- Supply & Install Retractable Hydraulic Actuated Skis  
Supply & Install Main Landing

Propeller

See Sub 112040-21

FOR CUSTOMER'S USE ONLY		
REGISTER NO.	VOUCHER NO.	
F.O.B. CHECKED		
TERMS APPROVED	PRICE APPROVED	
CALCULATIONS CHECKED		
TRANSPORTATION		
FREIGHT BILL NO.	AMOUNT	
MATERIAL RECEIVED		
DATE	SIGNATURE	TITLE
SATISFACTORY AND APPROVED		
ADJUSTMENTS		
ACCOUNTING DISTRIBUTION		
AUDITED	FINAL APPROVAL	

ALL GOODS SHIPPED AT BUYER'S RISK

## CANADIAN CAR &amp; FOUNDRY COMPANY, LIMITED

GENERAL OFFICES, 621 WEST CRAIG ST. MONTREAL 3

Sheet 2

MAILING ADDRESS, P.O. BOX 160, MONTREAL 3

CUSTOMER'S  
ORDER NO. & DATE

Letter W/EM2-F.I.D. 226/1

REFER TO  
INVOICE No.

STL-4508

REQUISITION No.

INVOICE DATE

Sept. 15/49

CONTRACT No.

VENDOR'S No.

S-1036

SOLD

CROWN AGENTS FOR THE COLONIES,  
FALKLAND ISLANDS DEPENDENCIES SURVEY,  
4 MILBANK, LONDON, S.W.1., ENGLAND.

TO

SHIPPED TO  
AND  
DESTINATION

above, Southampton, England.

DATE SHIPPED

STL-3979

FROM St. Laurent

PREPAID OR COLLECT?

CAR INITIALS AND No.

F.O.B. Our Works

HOW SHIPPED AND

B/S "BEAVER GLAN"

ROUTE

TERMS:

Sight Draft against letter of

Credit on Bank of Montreal

127 - 96

FOR CUSTOMER'S USE ONLY

REGISTER NO.

VOUCHER NO.

F.O.B. CHECKED

TERMS APPROVED

PRICE APPROVED

CALCULATIONS CHECKED

TRANSPORTATION

FREIGHT BILL NO.  
MATERIAL RECEIVED

AMOUNT

DATE

SIGNATURE

TITLE

SATISFACTORY AND APPROVED

ADJUSTMENTS

ACCOUNTING DISTRIBUTION

AUDITED

FINAL APPROVAL

QUANTITY

DESCRIPTION

WEIGHT

UNIT PRICE

AMOUNT

Item#

33	2	Engine Cylinders complete with Valves, Valve Springs & Rocker Arms, Pratt & Whitney Pt. Nos. 92204 & 92198	498.75 ea.	997.50
34	1	Generator Engine driven, Eclipse 1381, Model 1		235.00
35	2	Magnetos SB9RM-3	105.00 "	210.00
36	1	Pump Vacuum, Engine driven, Pt. #3P194F (Reconditioned)		42.00
37	1	Set ignition Harness complete 47422		222.60
		47423		228.90
38	2	Induction pipes 12961	6.00 "	12.00
39	1	Complete Exhaust Manifold Assy. including Exhaust, Tail Pipe complete with intensifier tube, Part No. 16-420220, including Bulletin E-245.		597.25
40	9	Exhaust Clamps, 05S-42003	5.50 "	49.50
41	9	05-42005 Stub Exhaust	3.25 "	29.25
42	54	(3 Sets) Spark Plugs, Champion C26S	1.75 "	94.50
43	1	Carburettor MAY981 (reconditioned)		157.50
44	1	Altimeter		123.75
45	1	Air Speed Indicator		37.80
46	1	Directional Gyro		168.00
47	1	Bank & Turn Indicator		45.00
48	1	Gyro Horizon		190.00
49	1	Set Aircraft Lift Struts, 05-10006, consisting of 16-10028 & 16-10029, Jury Struts		232.55
50	1	Set Tail Plane Bracing Wires as called up in Report CC-14/46		48.00
51	1	Starter, Jack & Heintz, JH31		192.50
52	1	Induction Vibrator VJR24-B-5		51.00
53	1	Fuel Pump 2PR 400 BRD (reconditioned)		42.00
54	1	Oil Separator, Part No. 690 Model 1		8.50
55	2	Sets Brakes H2-99 L & R	144.00 Set	288.00
56	1	Kit - consisting raw-material AN Standards B" Standards extra for 1 years maintenance Norseman Mark V Aircraft as per Report 298-0001, copy attached.		2,275.00
		TOTAL CASE NO.3	\$13,860.10	\$63,529.10

Cartage, our Plant to Montreal Wharf via:

Brocklesby truck, 16 hours @ \$9.00 per hour... 144.00

Release Note No. 10196.

\$68,673.10

CASE MARKINGS:-

Reqn  
226

F.I.D.S.

C/O ROYAL MAIL  
SOUTHAMPTON

C A

Gross Weight  
Contents

@ Can \$3.0775 =

EXEMPT FROM TAX

£22,314 - 11 - 6



Write  
across

28. Fleet London 138/135 1730 14/6 55  
 Defends by. 60  
 Your telegram 14/6/35 proceeding arrangements to cover 65  
 aircraft against total loss for 12 months at approx- 70  
 imately 15 percent with return if laid up in accordance 75  
 your advice of 1 percent per month on expiring 80  
 subject no claim and minimum retention by under- 85  
 writers if 10 percent stop cannot effect separate 90  
 fire insurance for laying up during currency 95  
 total loss policy neither will underwriters permit 100  
 cancellation any unexpired portion total loss 105  
 policy for purpose of taking out fire insurance 110  
 during laying up period stop do not expect to 115  
 be able to arrange short periods total loss 120  
 cover at less than 10 percent stop please 125  
 telegraph under what circumstances and length 130  
 of periods it is anticipated aircraft will 135  
 be stored dismantled and or otherwise 140  
 up so that we may finalise on best possible 145  
 terms - Crown 150



161

To: Mr.V.Spencer, Pilot, F.I.G.A.S.  
From: Assistant Secretary F.I.D.S.

I was informed that Mr. Atkins commenced his duties at the Aircraft Slipway as Watchman on 15th May, 1950, it would appear that this was incorrect and that Mr. Atkins actually started duty on the 8th May 1950.

Please confirm that the latter date is correct so the necessary payment adjustment can be made

*J. W. H. H.*

14.6.50

*May 8th 1950 is the correct date*

*W. H. H.*  
*15/6/50*

*A/SF*

*a voucher has been prepared accy*

*J. H.*  
*16/6*

# GOVERNMENT TELEGRAPH SERV

COOK ISLANDS AND DEPENDENCIES.

S E N T

162

Number

Office of Origin

Words

Handed in at

Date

16.6.50

To

CROWN LONDON

A/C FIDS

FIDS/73/162 EXTXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX YOU TEL 14th 160  
 INSURANCE COVER  
 XXXXXXXXXXXXXXXX FOR STORAGE NOT REQUIRED STOP COLONY WILLING PAY  
 FIDS DIFFERENCE BETWEEN COST INSURANCE FOR ST/ORAGE AND TOTAL  
 LOSS COVER STOP PLEASE AIRMAIL COST INSURANCE FOR STORAGE SO THAT  
 CASH ADJUSTMENT CAN BE MADE HERE BETWEEN COLONY AND DEPENDENCIES

END FIDS

Time

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

SENT.

Number	Office of Origin	Words	Handed in at	Date
				22.6.50

To MOFFATT CANGAR MONTREAL CANADA A/C AIR SERVICE

URGENTLY REQUIRED FOR NORSEMAN SIX PLUGS FLOAT PIPE DRAIN STOP ~~AND~~  
 TWO WING TANK FUEL GAUGE GLASS TUBES ~~AND~~ SEALING WASHERS STOP  
 ONE LANDING LAMP GLASS STOP GRATEFUL YOU OBTAIN AND AIRMAIL MACLEAN  
 STAPLEDON MONTEVIDEO FOR ONWARD TRANSMISSION BY ~~EXX~~ SS FITZROY  
 LEAVING MONTEVIDEO 9th JULY

BUTLER

Time

164

501VABZ

CS

What is happening

about insurance on

the 2 F105 aircraft?

Genl. should point the

difference between


"Storage insurance" and

operational costs.


164

Y.E.

Reference attached. We have sent to the C.AA asking them for details of the difference between "storage" insurance and "operational" and on receipt of their reply we will refund from Colony to Dependencies the difference.

  
3.7.50.

Thank you  
inc. 9/vii

 4/7

ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES.  
THE FOLLOWING REFERENCE AND THE  
DATE OF THIS LETTER BEING QUOTED.



166

4, MILLBANK,

LONDON, S.W.1.

S6/271/19

TELEGRAMS (INLAND: "CROWN SOWEST LONDON."  
OVERSEAS: "CROWN LONDON."  
TELEPHONE: ABBEY 7730.

25 JUL 1950

Sir,

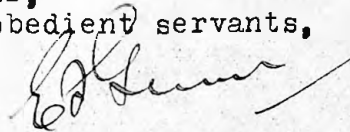
We have the honour to refer to correspondence resting with your telegram FIDS/73/162 of the 16th June and to enclose copies --- of the cover-debit notes giving details of the insurances which we have arranged in respect of the Norseman and Auster aircraft numbers VP-FAD and VP-FAC respectively. The premiums shown which we have paid to our brokers will be found debited in our Falkland Islands account for 1st July.

The significance of the initial enquiry as to the cost of fire insurance when the aircraft were stored was not at first appreciated by us and you will observe from the "total loss" debit note that provision has been made for a return of premium of one per cent per month in the event of the planes being dismantled and stored in a steel and concrete building and covered against fire and explosion only. Such return of premium would be made on expiry provided there was no claim in the policy. The underwriters would, however, retain a minimum premium of ten per cent.

In the light of your later advices we now assume that the storage insurance quotation was required merely for the purpose of ascertaining the respective liabilities for premium of your Administration and the Colonial Government. Whilst we are unable in the absence of firm business to obtain a reliable quotation, from enquiries which our brokers have made it would seem that the rate of premium for twelve months fire and explosion cover on the conditions stated would be 10s.6d. per cent per annum. We trust that this will be sufficiently reliable for your purpose.

A copy of this letter is being sent to the Colonial Secretary for his information.

We have the honour to be,  
Sir,  
Your obedient servants,

  
for the Crown Agents.

The Secretary,  
Falkland Islands Dependencies Survey,  
Port Stanley,

JK1.

FALKLAND ISLANDS.

HVC

*Extracted from 39/260*

12. Insurance Float Planes.

Reference letter S6/27/19 dated 25th July 1950 from Crown Agents; in the 4th paragraph they quote "the rate of premium for 12 months fire and explosion cover in the conditions stated would be ten shillings and six pence per cent per annum". Please ascertain whether this means 10/6d. per 100 shillings or per £100.

56/27/19  
MORICE, TOZER & BECK, LTD.

INCORPORATING  
MILSTED, COTTON & CO.

INSURANCE BROKERS

TELEGRAMS: INLAND: TOZER, CANNON, LONDON  
FOREIGN: TOZER, LONDON  
TELEPHONE: MANSION HOUSE 9132 (10 LINES)

No. 75426/50

Renewal of No.

27, CLEMENT'S LANE, 167

LOMBARD STREET,

LONDON, E.C.4.

AND AT LLOYDS

The Crown Agents for the Colonies,  
4, Millbank,  
LONDON, S.W.1.

23rd June 1950.

*Atk: S. M. L. F. I. D. S. 4/13/159 dt. 10/6/50*  
*and 4/13/162 dt. 10/6/1950.*

In accordance with your instructions we have effected Insurance for your account as follows,  
and we debit you as below:

£ 14,000 AIRCRAFT INSURANCE TOTAL LOSS ONLY. Lloyd's Form.

12 months @ 13. 6. 50 inclusive.

On Hull and Machinery -

(1) NORSEMAN (Marks V.P. - F.A.D.) £ 12,000

(2) AUSTER (Marks V.P. - F.A.C.) £ 2,000

Assured: Crown Agents for the Colonies.

Excluding Third Party and Passenger Liability.

It is understood and agreed that the term "Total Loss" shall be deemed to mean 85% or more structural damage.

Geographical Limitation: Falkland Isles.

Premium:—

Agreed to return 1% per month on expiry provided no claim and Underwriters retain minimum of 10% when seaplanes dismantled and laid up in steel and concrete building and covered against fire and explosion only.

£14000 @ 15% - £ 2100. 0. 0d

Policy & Stamp Duty 1. 0d

£2100. 1. 0d

Lloyds

The Orion Insurance Co. Ltd.  
Aviation & General

*See refund at 1/88*  
For MORICE, TOZER & BECK, Ltd.,

Information: As per letter dated 25.5.50.

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.—Please examine the above carefully, and if incorrect return it immediately for alteration.

8/24/19  
MORICE, TOZER & BECK, LTD.

INCORPORATING  
MILSTED, COTTON & CO.

INSURANCE BROKERS

TELEGRAMS: INLAND: TOZER, CANNON, LONDON  
FOREIGN: TOZER, LONDON  
TELEPHONE: MANSION HOUSE 9132 (10 LINES)

No. 75425/50

Renewal of No. 75425/50

27, CLEMENT'S LANE,  
LOMBARD STREET,  
LONDON, E.C.4. 168

AND AT LLOYDS

with - Secretary F.I.D.S. 73/159 d.d. 10/6/1950  
old 73/162 d.d. 16/4/1950  
The Crown Agents for the Colonies,  
4, Millbank,  
LONDON. S.W.1.

23rd June 19 50.

c/o: Falkland Islands.  
In accordance with your instructions we have effected Insurance for your account as follows,  
and we debit you as below:

100% AIRCRAFT INSURANCE Lloyd's Form

12 months @ 20. 5. 50 inclusive.

Auster Float Plane - Marks V.P - F.A.C. (2 Passengers)

Norseman Float Plane - Marks V.P. ) F.A.D. (8 Passengers)

Geographical Limitations: Falkland Isles.

Assured: Crown Agents for the Colonies.

Third Party Limit £5,000 per aircraft.

Premium: £ 7. 10. 0d in full per aircraft

Legal Liability to Passengers -

Limit £2,500 per seat.

10 Seats @ £10 per seat - £ 100. 0. 0d

2 Aircraft @ £7.10.0d

each

10 Seats @ £10 each

Policy & Stamp Duty

Premium:—

£ 15. 0. 0d

100. 0. 0d

1. 6d

£115. 1. 6d

Insured with:—

Lloyds

For MORICE, TOZER & BECK, Ltd.,

E. & O. E.

This Insurance excludes the risks of War and Civil War unless specifically stated to the contrary and is subject to the usual printed clauses and conditions on the policies of the underwriters and/or Companies with whom the Insurance is effected.

N.B.—Please examine the above carefully, and if incorrect return it immediately for alteration.



# GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				21.8.50.
To	CROWN, LONDON			A/C FIDS

FIDS 73/169 YOUR LETTER S6/271/19 DATED 25th JULY GOVERNOR HAS  
INSTRUCTED THAT TOTAL LOSS COVER BE CANCELLED AND REBATE OBTAINED  
STOP WHAT IS THE APPROXIMATE CURRENT SECONDHAND VALUE OF MACHINES  
ENGLAND

SECFIDS

Time

MLO

Write  
across

68	7 Ld	63/61	1220	26/8/55		
	Secfils	Pay			60	
Your	telegram	filed	9/3/169	We are	65	
arranging	cancellation	total	loss		70	
cover	float	planes	but	underwriters	75	
enquire	reason	for	cancellation		80	
for	rebate	purpose	pressure	planes	85	
remaining	in	service	for	present	90	
that	cover	for	third	party	risk	95
and	legal	liability	of	passenger		100
Should	continue	please	telegraph			105
information	on	above	points			110
Stop	will	report	as	early	as	115
possible	regarding	secondhand				120
values						125
		Crown				130
		1				135
						140
						145
						150

171

GOVERNMENT TELEGRAPH SERVICE,

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
				28.8.50.

To

CROWN, LONDON.

A/C FIDS.

FIDS 73/171 INSURANCE FLOAT PLANES PREMIUM CONSIDERED  
 EXCESSIVE AND GOVERNMENT CARRYING TOTAL LOSS RISKS STOP  
 THIRD PARTY AND LEGAL LIABILITY OF PASSENGERS SHOULD CONTINUE

SECFIDS

Time

MLO

Copy to : C.C.A.

Communications to be addressed to The Crown Agents for the Colonies, Millbank, London, S.W.1, and the above reference quoted.



TELEGRAMS {INLAND: "CROWN SOWEST LONDON."  
{OVERSEAS: "CROWN LONDON."  
TELEPHONE: ABBEY 7730.

ATR MAIL.

*Opened 21 SEP 1950  
in error*

Sir,

We have to refer to an Auster Aircraft modified and fitted with floats under the above reference, also to your telegram FIDS 83/169 dated 21st August 169 requesting the second-hand value of this machine and to enclose for your information copy of a letter dated 4th September received from the Auster Aircraft Co. in which they express their views on this subject.

2. Similar information has been requested from the Canadian Car Co., with reference to the Norseman Aircraft supplied under reference FIDS 228 but so far no reply has been received. We will continue to press them for a reply and inform you of the result in due course.

We are, Sir,

Your obedient servants

*[Signature]*  
for THE CROWN AGENTS.

The Secretary,  
Falkland Islands Dependencies Survey,  
Port Stanley,  
Falkland Islands.

DCG.

WDF.

*K + Fm 73.  
B.u.*



Communications to be addressed to The Crown Agents for the Colonies, 4, Millbank, London, S.W. and the above reference quoted.

4, MILLBANK,  
LONDON, S.W.1.

TELEGRAMS (INLAND: "CROWN SOWEST LONDON."  
(OVERSEAS: "CROWN LONDON."  
TELEPHONE: ABBEY 7730.

17 NOV 1950

AIR MAIL.

Sir,

With further reference to your telegram FIDS 75/139 of 21st August and in continuation of our letter dated 21st September ref. H/2/FIDS 130 we now enclose for your information 172 copy of a letter dated October 20th from the Canadian Car & Foundry Co. Ltd. in which they comment on the secondhand value of Norseman aircraft.

2. Mr. A.J.E. Davis to whom the letter is addressed is our representative in America and he informs us that it is very difficult to obtain a reliable estimate as it seems aircraft change hands at widely differing prices. It is hoped however that the information provided by the firm's letter will be helpful.

We are, Sir,  
Your obedient servants,

for THE CROWN AGENTS.

Secretary,  
Falkland Islands Dependencies Survey,  
Fort Stanley,  
Falkland Islands.

DOG.  
B22

JHM.

COPY LETTER FROM CANADIAN CAR & FOUNDRY COMPANY LIMITED, TO THE CROWN AGENTS.

321 West Craig Street,  
Montreal 3.

Your Ref. EM2/F.I.D.S.228.

October 20th, 1950.

A.J.E. Davis Esq.,  
Representative in North America,  
Crown Agents for the Colonies,  
P.O. Box 380,  
Benjamin Franklin Station,  
Washington, D.C.

Dear Mr. Davis:

Re: Falkland Islands Norseman Aircraft.

I must apologise for delayed acknowledgement of your principal's letters to which you have reference in your letter of the 13th instant.

In their letter of September 1st they asked for a second hand value and also enquired if we would be prepared to make an offer for the aircraft; their letter of September 13th referred only to the question of evaluation.

May I advise that we are not interested in the purchase of the aircraft, and insofar as the appraisal of the aircraft is concerned, this is somewhat difficult to determine on a basis of a market price. There are numerous used Norseman aircraft offered for sale at a variety of prices both here in Canada and in the U.S.

However for book value assessment purposes a rate of annual depreciation should be sufficient, and in this respect many of the commercial operators of Norseman equipment use a rate of 25% per annum. 1X

If we can be of further assistance to you please do not hesitate to call upon us.

Very truly yours,

(Sgd) H. Murray Semple.

Sales Manager,  
Aircraft Division.

*EM2*  
HMS:FB.

177

Y.E.

We now have a reply from the Canadian bar and Foundry Co. re the price of a secondhand Norseman, which is not very helpful. Now, I suggest that the price is fixed at \$8000 for both float planes and all spares etc.

JH  
17/1

CS.

Reverse is not particularly helpful. The

total cost is shown on p. 86 to which must be

added fig. to U.K. which is stated to have been

of the order of £950; the hydraulic wheel skis

and possibly some other items of special equipment

of no interest to Army can be deducted from this figure.

What do you propose that the latter should offer for both planes and all spares or they stand?

Mc 17/1

Communications to be addressed  
to the Crown Agents for the  
Colonies, 4, Millbank, London,  
S.W.1, the above refer-  
ence quoted.



4, MILLBANK,  
LONDON, S.W.1.

TELEGRAMS (INLAND: "CROWN SOWEST LONDON."  
(OVERSEAS: "CROWN LONDON."  
TELEPHONE: ABBEY 7730.

12 JAN 1951

Sir,

We have the honour to refer to  
your telegrams FIDS 73/169 and 171 of  
the 21st and 28th August, respectively,  
and to inform you that Underwriters  
have agreed to cancel the insurance of  
Government owned aircraft against total  
loss as from midnight 23rd August and  
to allow a return of 70% of the  
premium thereon.

The appropriate refund, amounting  
to £1470 has now been received through  
our Insurance Brokers and this sum will  
be found credited in our December 1950  
account with the Falkland Islands  
Government from whose funds the premium  
was originally paid.

We have the honour to be,  
Sir,  
Your obedient servants,

for the Crown Agents.

The Secretary,  
Falkland Islands Dependencies Survey,  
Port Stanley,

JK1.

FAULKLAND ISLANDS.

HVC



Y.E.

It is difficult to suggest a fair price, and I think that whatever figure we decide on must be arbitrary. I have asked the F.I.G.A.S. personnel and they cannot say what a new standard pattern Norseman would cost - we might have worked out a figure from that. They do tell me that we are reasonably well off for engine spares, but that we have very little in the way of air frame spares. We have not got a complete spare engine, and the normal practice is to fit a new engine after x flying hours. (x = 600, I believe).

2. Mr. Spencer mentioned to me that he believed Y.E. had an offer of a second hand Norseman in Canada in 1949 at £6,000. It was not suitable for the particular purpose which Y.E. then had in mind (relief of Base "E") so was not taken up. If this is correct it might suggest a guide for valuing this one.

3. My own feeling is that £8,000 is a little on the high side, and I would suggest say £7,000, but perhaps Y.E. can recall the offer mentioned in para 2 above.

19.1.51.

1. The way to get the actual valuation of a standard Norseman is to deduct from 85-86 all those items which are not essential for normal commercial flying; i.e. to reduce it to what we would have asked for had we (Col. Gurd) been placing an order. Then deduct those items which are missing from this list - it may be that some of them are <sup>there said to be</sup> missing (I did not incidentally hear of this till last night) were landed at The Canteen with Base E stores. FIGAS should consult SF in re. Finally the adjusted figure should be calculated at the rate of exchange which we should have enjoyed had CD representation caused out his instructions and divide this figure by 2 in accordance with X on 176; it is true that the plane is not quite two years old (we could if necessary defer the purchase until it is i.e. August) but against that is the depreciation during from expense in the Atlantic and, unrelated, on the return voyage.

See also p. 11, ...

179  
2. I cannot recall the exact figure  
but believe that it was <sup>about</sup> £8,000 - it had recently  
and CQAA  
been completely overhauled/it had various special  
filaments including a new engine fitted and a  
spare. It had some of our special cold weather  
modifications and by the time we had purchased  
(I do think etc)  
and fitted these we would have spent very nearly  
the same and the RCAF technical staff advised  
against it.

3 I will reconsider after action on para 1. We  
shall in any event require to get S&S's approval.

4. We must have a spare engine (new? reconditioned?)  
and should place an order for this and for any essential  
spares before this matter of aircraft disappears entirely;  
my information is that CanCar have given up the  
Norwegian business. We should write and ask what  
the position is exactly as regards availability of essential  
spares before we make a bid.

M.C. 19/

M<sup>r</sup>. Spencer }  
M<sup>r</sup>. Smith }

H.E.'s minute above. Would you please advise me  
on para 1 (as far down as Y) and also consider para 4.  
How long before we ought to have a new engine - about  
the essential spares should we have?

20/1/51

180  
Ref. Para 1.

Items which are now standard are now indicated in the list of equipment supplied with the Norseman. at present with C.C.A. The list also states which items are missing altogether.

Ref. Para 4.

A list of spares is in course of preparation. Incidentally a circular from "VENDAIR" of Croydon, confirms that Pratt & Whitney R.1340 engines, of the type fitted in the Norseman, are available in the U.K., though of course these particular motors may not be a good investment. They would need inspecting & would have to undergo a "major" inspection - a 600 hour - but new ones may be available elsewhere in the U.K.

Suggest that the R.C.A.F. be approached for spares if they are abandoning the Norseman. Possibly an entire airframe, ex-military & without C.A.A., could be obtained cheaply & cannibalized for spares. Spares should also be available from many sources, other than the motor, in Canada, if operators are changing over to Beavers, as reported.

VAB.

22. 1. 51.

23/1/51

Y.E.

Minutes from p.178. First two pages of list at back cover shows the cost of the Norseman. Those items with a cross in red are the ones which I am advised would not have been necessary on a standard model. The items crossed through in pencil are missing, and Mr. Spencer has been unable to trace. The last item, "Kit", is very incomplete, so I have reckoned 1,000 dollars for it instead of 2,275. I make the cost of the items to be excluded \$ 13,713. This leaves a price of \$ 54,960, which at the old rate of exchange (4.02 to the £) = £13,647. That divided by two = £6,824. ? Call it £7,000.

I could find a fair offer. H.C.  
+ £500 for parts.

2. Mr. Spencer has minuted above regarding the purchase of spare engines and parts. If we can get an a spare one in proper condition from U.K. it should be cheaper than getting one from Canada and will save dollars. (We could perhaps ship it out per Biscoe next year. There is no great hurry because the present engine has'nt done 200 hours yet, and it goes to 600 before it needs changing).

3. I would suggest that as soon as Mr. Smith has got his list of essential spares required, which list he is preparing, we should write to the R.C.A.F. (does Y.E. know someone to whom we could address ourselves?) and ask them the best way of getting them.

Yes - Air Vice Marshal Jones. RCAF will help I am sure. H.C.

181

J.E.'s

last minute on reverse draft to S/S at cover.  
As the mail will be going out shortly a savings  
yes will suffice?

W

24 JAN 1951

I have expanded <sup>a little (to fortify argumentation)</sup> and have asked for a  
graphic reply. I presume Finance Committee  
are unlikely to offer any objections?

M.C. 25/1

Final draft at cover is amended.

W

26 JAN 1951

12  
**GOVERNMENT TELEGRAPH SERVICE**  
**FALKLAND ISLANDS AND DEPENDENCIES.**  
**SENT.**

Number	Office of Origin	Words	Handed in at	Date
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25.1.54.

To

( R.P. 60 words )

MACDONALD BROTHERS AIRCRAFT LTD WINNIPEG CANADA.

PRIORITY REPLY URGENTLY REQUIRED.

EXPERIENCING SEVERE CORROSION ON EDO TYPE FLOATS FITTED TO NORSEMAN  
OPERATING IN SALT WATER STOP GRATEFUL ADVISE PRIMER AND DOPES  
RECOMMENDED AND SPECIFICATION NUMBERS STOP

COLONIAL SECRETARY

Time

~~NAME~~

DECODE.

TELEGRAM.

From W. E. Robinson chief engineer MacDonald Bros. Aircraft Ltd

To The Colonial Secretary.

---

Despatched: 26th January, 19 51. Time: 1355

Received: 27th January, 19 51. Time: 0900

182 Re telegram 25th January remove finish and inactivate corrosion with ten percent chromic acid solution applied with stiff fibre brush wipe off and rinse with fresh clean water allow to dry, check all rivets apply two coats zinc chromate primer specifications an - p - 656 finish with two coats aluminized lacquer make from two pounds extra fine aluminum powder thoroughly mix with two parts lacquer thinner and add to one gallon of exterior clear lacquer berry brothers 507 alternative finish spar varnish mixed with one and three quarter pounds fine aluminized bronze powder per gallon thinned as required aircraft should be flushed with fresh water after each days operation literature on complete protection forwarded airmail today.

W. E. Robinson Chief Engineer,  
MacDonald Bros. Aircraft Ltd.

SAVING TELEGRAM.

From: The Officer Administering the Government of the Falkland Islands.

To: The Secretary of State for the Colonies.

Date: 26th January, 1951.

No. 29. SAVING.

Purchase by Colony of Norseman and Auster Aircraft from FIDS.

As you are aware the Colony has been using the Norseman and Auster floatplanes for the operation of its internal air service, and has been paying the Dependencies a hire charge. This was the most logical arrangement at the time since I was then uncertain whether FIDS might require the planes again for use in the Antarctic and it did not therefore seem wise to dispose of them; at the same time it gave the Colony an opportunity of discovering whether it would be better to operate its internal air service with floatplanes in addition to or instead of land planes without incurring the heavy expenditure entailed in buying a floatplane.

2. It now seems certain that FIDS will not again require the planes down South and it has been proved that they are more suitable than landplanes for use in the Colony. I therefore think that the moment has come when the latter should buy them off FIDS.

3. Assessment of fair secondhand price is difficult. Original cost of Norseman to FIDS was £22,500. This high price was due to the Crown Agents representative's failure to settle the account before devaluation and included the purchase of several items of equipment, such as for instance wheel skis and navigational aids which were needed for its emergency role at Base A but which would not have been bought had the original purchase been made for purposes of operating in the Colony. After deducting these items and allowing for depreciation on the scale quoted to the Crown Agents by the manufacturer I estimate that £7,500 would be a fair price for the Colony to pay. For purposes of comparison it may be of interest that when I was considering the original purchase in 1949 an offer was received through the Crown Agents for a second hand Norseman with a spare engine for £6,500, and I was advised not to accept it. Should FIDS have to dispose of it elsewhere I am certain that they would not get as much as this. For the second hand float Auster I consider £500 a fair price; this figure is based on current quotation for second hand Austers in Aviation journals; I should add that this model has not stood up well to its use in the Antarctic.

4. I should accordingly be grateful for your approval for the sale by Dependencies to the Colony of these two aircraft and such spares as were supplied with them at a total price of £7,500 and would appreciate a telegraphic reply.

GOVERNOR.



186  
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number

Office of Origin

Words

Handed in at

Date

26.1.51.

To

URGENT

MACSTAPLE MONTEVIDEO.

HOA/C

Grateful you obtain and despatch by next Fitzroy following items  
urgently required for Government Air Service stop Bracket a bracket  
ten gallons zinc chromate primer specification number AN/TT/P/656  
stop Bracket b bracket ten gallons aluminised lacquer specification  
number AN/TT/L/51 stop Bracket c bracket five gallons cellulose  
primer stop if unable to obtain these or any of these items please

Time so advise me earliest

COLONIAL SECRETARY.  
*also filed on 1/25/51*



189

MACDONALD BROS. AIRCRAFT LIMITED

STEVENSON FIELD

P.O. BOX 2860

WINNIPEG, CANADA



January 26, 1950.

Colonial Secretary,  
Port Stanley,  
Falkland Islands.

Gentlemen:

Enclosed please find literature covering the treatment of corrosion applicable to Seaplane Floats as requested by your telegram RAA473 38, dated the 25th of January 1951.

We hope this information will assist in solving your corrosion problems on the Norseman.

Yours very truly,

MACDONALD BROTHERS AIRCRAFT LTD.,

*L. Stopforth*  
L. Stopforth,  
Engineering Department.

*file letter  
which I wish to  
acknowledge  
from literature  
to Mr. S. - the*  
LS/dr

*h/k*

190.

A.

✓ AS7 }  
AT. }

188 f.

17/2/51.

B.

H.E.S.

Re page 188. The cost of the insurance was £2100 - 1 - 0 and the repair £1470, showing a loss of £630 - 1 - 0. I have discussed with H.E., who is of the opinion that F.I.G.A.S. should pay to F.I.D.S.  $\frac{2}{3}$  of the amount. May I therefore bill F.I.G.A.S. for £420 - 0 - 8. please ?

Wk  
17.2.51.

C.

AS7 Right ho. I shall have to go to Finance Office for extra money, so the bill will not be set straight away.

17/2/51.

A/T(FIDS)

Please see pages 188 and 190. I was under the impression that the original premium of £2100 - 1 - 0 had been paid from F.I.D.S. funds, but this apparently is incorrect. However will you please make the necessary adjustment between F.I.C. A.S. and F.I.D.S., so that the two organizations pay  $\frac{2}{3}$  and  $\frac{1}{3}$  respectively of the loss of £<sup>630</sup>620 - 1 - 0.

J.W.M.  
19/2/51

ASL

this will be done

J.W.M.  
8/3/51

630.  
210.  
210.0

184  
GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

SENT

Number

Office of Origin

Words

Handed in at

Date

29.1.51.

To

ROBINSON CHIEF ENGINEER MACDONALD BROS AIRCRAFT LTD WINNIPEG CANADA.

MANY THANKS FOR YOUR MOST HELPFUL TELEGRAM

COLONIAL SECRETARY

Time

MAMA.

105/73.  
DECODE.

192  
TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR.

Despatched : 22.2.51.      Time : 2325.      Received : 23.2.51.      Time : 0900.

184      No 36.      Your telegram No 29 Saving. Purchase of Aircraft.      184

Your proposal under consideration.      Will telegraph you as soon as possible.

SECRETARY OF STATE.

G. T. C.  
S. S.

193



ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES.  
THE FOLLOWING REFERENCE AND THE  
DATE OF THIS LETTER BEING QUOTED.

4, MILLBANK,

LONDON, S.W. 1.

FM2/F.I.D.S.228

TELEGRAMS { INLAND: "CROWN SOWEST LONDON."  
OVERSEAS: "CROWN LONDON."  
TELEPHONE: ABBEY 7730.

AIR MAIL

29 JAN 1951

Sir,

We have the honour to refer to your letter F.I.D.S.43/53 dated December 22nd concerning the second-hand value of a Norseman aircraft and note that you make reference to our letter FM2/F.I.D.S./180 which dealt more particularly with Auster aircraft, and we would refer you to our letter of the 17th November, 1950, under reference FM2/F.I.D.S.228/1 which, with the enclosures from our Washington representative, gave all the information we could then collect regarding this matter. 72/175

2. Your further enquiry under reply was referred to Washington and a telegram just received suggests we draw your attention to the 25% annual depreciation considered a reasonable basis of assessment by the Canadian Car & Foundry Company. We accordingly telegraphed to you as follows:-

"YOUR LETTER F.I.D.S. 43/53 DECEMBER 22ND NORSEMAN AIRCRAFT SUGGEST YOU ASSESS DEPRECIATION ON BASIS 25% PER ANNUM SEE OUR LETTER F.I.D.S. 228/1 DATED 17TH NOVEMBER OUR WASHINGTON REPRESENTATIVE TELEGRAPHS CONDITIONS UNALTERED."

3. Referring to our previous letter we note the difficulty our Washington representative experienced in obtaining any reliable guide as to value, and his telegram referred to above suggests that these conditions still prevail.

4. It is hoped in the circumstances the 25% annual depreciation figure will provide an adequate basis for the purposes of your estimate.

We have the honour to be,  
Sir,  
Your obedient servants,

for the Crown Agents.

The Secretary,  
Falkland Islands Dependencies Survey,  
Port Stanley,  
Falkland Islands.

JC

DECODE.

No 62.TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 7.6.51. Time: 2230. Received: 8.6.51. Time: 0900.

192

No 105. My telegram No 36. Purchase of Dependencies Aircraft by the Colony.

34

You will probably wish to reconsider matter in the light of development about policy for F.I.D.S. since your telegram No 29 Saving was sent. If you advise however that these aircraft are still of no, repeat no, foreseeable use to survey I would be ready to approve your proposal.

182

Reply at 200

SECRETARY OF STATE.

G.T.C.  
S.S.

155  
JE

1. 194, ref: 184. JE wanted to see that after  
overhaul the FIDS float Austin might be needed  
down South again. I had forgotten about the  
last line of para 3 on 184!

2) The Colony no longer requires the FIDS float  
Austin. One on float Austin should be ready for  
service very shortly. On the other hand it would  
I am sure be very much to the Colony's advantage  
to buy the Harman off FIDS.

9/6/51.

CS

The position is that we cannot use either  
aircraft in the Dependencies next season (i.e. 1952)  
and the H.O. will be stationed at Hope Bay. This  
means that neither plane would go down till  
1953 when the hangar will have been built at Deception.



but by then the Nasoman will have been in operation for 4 years - including one Antarctic season - and she is too unsuited for use on that particular job (it would involve building up a large store of petrol etc. amongst other things) for which the Duster is better suited and is also easier to maintain. The trouble is that the Duster will be equally old and as noted in para 3 of 184 has not proved altogether satisfactory.

3. I think  $\therefore$  that Colony should take over the aircraft at the proposed valuation although we do not really need the Duster except for communication. If it could be completely overhauled, equipped with necessary spares and brought up to C/P standard we could let O'air have it back if required at the same figure i.e. £500. To send it back to the makers for overhaul would cost as much as a new plane. Please consult with Engineer and if you are both in agreement with the above perhaps you will draft a reply on these lines to 194.

Mc. D/vi.

We spoke and while the above can stand I will investigate alternative models - I'll have a new tractor (? Chicomulco) which, suitable to flint a sk. might be a b

157

Harbor master.

From p. 144. It shows view of New Haven  
and Smith on the points raised in H.E.  
minute.

11 JUN 1951

H.C.S.

The float Auster V.P.F.A.C. is at the moment  
in a very bad condition and to bring  
it up to C.O.A. standard will require a  
great deal of work and maybe a large  
number of spares will be required. Of course  
if the job is done in done by us it will  
take a long time as we have the other aircraft  
to maintain.

W. B. 6.51.

H.C.S. It is rather difficult to suggest a suitable type of aircraft without  
knowing the routes on which it would be used. If, as I imagine, being  
based at RAAF Pearce it would mean flights in excess of 50 miles over  
the sea, I don't think many pilots would care to tackle the job on one engine,  
particularly in that area where no search or rescue services exist. If it has  
to be done, then the faster the better. The standard Chipmunk would not  
take a stretch, but could possibly be modified. Percival's built a Proctor  
VI on floats which would be more the type than the Auster, but would  
of course need more maintenance. I do think that something with a cruising  
speed of 140 mph or more is needed, a 100 mile flight in wind conditions such  
as South is a feat of navigation in an Auster, if it  
is a land devoid of land.

Y.E.

Please see minutes by Messrs Smith and Spencer at p.197. My own feeling is that the float Auster which we (Colony) have been hiring from FIDS has had its time. Its six months down South took a good deal out of it, and for most of the time it has been in use here it has had to be left out in the open. It could be patched up, but I do not feel that it would be fair to our ground staff to ask them to recondition it for service down South, with the limited facilities at their disposal. Equipment for use down South must be in absolutely first class condition, and I don't think we can restore this Auster to that condition short of sending it home and having it virtually rebuilt and re-engined, and that would cost more than it would be worth.

2. I recommend buying a new plane for FIDS, and if something can be found which will do the job I would prefer not to buy another Auster. The considerations which Mr. Spencer puts forward must be given due weight. But I should be sorry to see FIDS having to buy a twin engined plane. Even the Norseman is bigger than is required for the job down there, and a twin engined machine would be a much greater expense - and a recurring expense too. Single engined planes have been used in the South, and not only by FIDS, with success. I think this is a matter on which we should take professional advice, both as to the size and type of the aircraft. As the expanded FIDS programme brings H.M.C. more closely into the picture (they will probably have to pay for the plane - at least I hope so) it might be possible to get the R.A.F. interested. This might provide them with an opportunity of trying out some plane of theirs, modified if necessary, under extreme low temperature conditions. If they are less sticky than the Navy they might even produce the personnel to operate it.

3. I would recommend the Colony buying the present FIDS float Auster, and using it as a stand-by or as spares, preferably the latter. In view of its condition I am not sure that it is worth £500. The two land models we bought for the Colony cost £300 each first price. The final bill was much larger than £400, but that included a lot of spares. The point is that the Colony does not now urgently need this FIDS float Auster, even for its spares value. I do think Colony might as well buy it, but I would feel that £350 more nearly represents its value to the buyer.

*I accept the view about the unsuitability of the present FIDS Auster but I am not disposed to haggle over the price of the latter if bought by Govt who have done well enough out of it. We should make it clear that we are simply taking it over for cannibalisation.*

15.6.51. *2. I will take up the question of a new type with RAF. Mr. Lewis was very pleased with the Auster's performance - it is its durability which is, I think, in question.*

*Please now draft reply to 196*

*With good reason*

199

JE

Draft at cover s.f.c.

JE

[16 JUN 1951]

Issue as amended pt. I have mentioned the  
Marguerite Bay Order as the Handheim people used two of  
these machines and may be able to confirm our doubts.  
I rather think they were offered to us last year (instead of  
being used again this) and there may have been some reason  
for it? I have no questions about its performance for  
at Marguerite Bay it proved much better than its American  
equivalent, an L 52; I believe they (Dunkens) have  
just produced a new and more robust model.

the 16/vi

JE

SAVING TELEGRAM.

From: The Governor of the Falkland Islands.  
To: The Secretary of State for the Colonies.  
Date: 18th June, 1951.  
No. 110 COLONY.

194

Your telegram No. 105. Purchase of Dependencies Aircraft by the Colony.

1. I do not think that either of the aircraft at present owned by the Falkland Islands Dependencies Survey will be suitable for service down South in the capacity which is desired. The Norseman was admirably suited to the purpose for which it was bought, the relief of Base "E", but is too big for the work now in view. It would be expensive in maintenance and running costs, would require a large supply of petrol which would have to be taken down and would mean the building of a larger hangar than need be the case if a smaller plane is used. I estimate that its maintenance would necessitate a ground staff of two.

2. A small single engine plane, adaptable to floats or skis is what is required. The Auster now owned by F.I.D.S. meets these requirements, but I am advised, that even when overhauled it will not be in sufficiently good order to send down South, where it is essential that all equipment should be in first class condition. It has now seen eighteen months service, including six months in the Antarctic exposed to the weather and a further twelve months here only partially protected until the new hangar was completed and it has developed several weaknesses. This type of plane, if in first class condition, can do the work, but even so experience suggests that its durability is open to doubt (the Marguerite Bay Auster was too short-lived to check on this) and I hope when in England next month to seek expert advice with a view to discovering if there is now available a type of aircraft of similar performance but more robust.

184

3. I can only therefore confirm the recommendation in my Saving Telegram No. 29. The Auster will be cannibalised.

GOVERNOR.

DRE.

*Handwritten note:*  
HCS  
you will need  
will about in HCS  
downer, pl? *[Signature]*

201

S/7

So as not to get the wires crossed, perhaps you would like to note this for H.E.'s dossier, since it is a FIDS matter. "Biscuit for South". The relevant parts are those marked x on pages 157, 198, 199 & 200.

21/6/51

3/10/51

Following Extracted from Telegram 64 (Colony) dated 25/7/51 (filed in 74/134)

"As regards the Workman, in view of the possibility that it might be required for service in the Dependencies at a later date, it was agreed that it should continue to be hired by the Colony at the same rate as Libato."

H.C.S.

you called for the file su.

Cd  
17.10.51

CLOSED



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

It is requested that, in any reference to this memorandum the above number and the date may be quoted.



MEMORANDUM.

12th February

From. The Harbour Master

Port Stanley.

The Hon. Colonial Secretary

Stanley, Falkland Islands.

SUBJECT :- URGENT SPARE FOR THE NORSEMAN.

I have the honour to request that the following urgently required spare part be ordered from Canadian Car and Foundry Co. Ltd., Aircraft Division, Montreal, Canada.

One fuel pipe from fuel selector cock to fuel strainer complete with union nuts and fittings for Norseman aircraft.

I would be grateful if this indent could be sent by cable with the request that the spare be despatched air mail, as the Norseman will be unserviceable until this part is obtained.

AES

Action accordingly fl

*John Gluck*  
Harbour Master.

U

14/2/52.

Spoke Mr. <sup>who</sup> is enquiring about possibility of connecting Da Capo at Mexico - had in mind

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES.  
**SENT.**

Number	Office of Origin	Words	Handed in at	Date
				15.2.52.
To	CANCAR	MONTREAL		
			(H/O ACCOUNT)	

Please consign earliest air mail marked urgent via Maclean Stapledon  
Casilla de Correo<sup>193</sup>/Montevideo one fuel pipe from fuel selector cock to  
fuel strainer complete with union nuts and fittings for Norseman aircraft.

COLONIAL SECRETARY  
FALKLAND ISLANDS.

Time



19th February, 1952.

Dear Sir,

His Excellency has been advised by Captain Ievers, commanding H.M.S. "Burghead Bay", that your Department might be able to assist him in obtaining the services of an ex-officer (short commission) of the Air Branch of the Navy as Pilot to the Falkland Islands Government Air Service.

This Service, established in 1948, operates Norseman and Auster float planes to the various Farm Settlements in the Islands varying from 15 minutes to, say, 70 minutes from Stanley, flying on an average of three days a week. The Service is employed for mail dropping, bringing in emergency sick cases to Hospital, and normal passenger work, so that the possession of a valid commercial licence is necessary.

The Service, which has been most successful, was inaugurated by Lieut. V.H. Spencer (RNVSR) whose contract has expired; an engineer and mechanic are carried on the staff.

The emoluments of the post are £720 x 30 to £840 p.a.; the cost of living is lower than in England. The climate is temperate and healthy.

If your Department should know of any ex-officers who might be interested in the appointment I am to request that you will be kind enough to direct them to the Crown Agents for the Colonies, 4 Millbank, where further particulars may be obtained.

The Secretary to  
The Second Sea Lord,  
ADMIRALTY, S.W.1

FOR THE ZOO

ALL GOODS SHIPPED AT BUYER'S RISK

# CANADIAN CAR & FOUNDRY COMPANY, LIMITED

GENERAL OFFICES. 621 WEST CRAIG STREET, MONTREAL 3

MAILING ADDRESS, P.O. BOX 160, MONTREAL 3

CUSTOMER'S

ORDER No. & DATE CABLE OCT.30/51

REQUISITION No.

CONTRACT No.

F-110  
SOLD  
TO

CROWN AGENTS FOR THE COLONIES,  
FALKLAND ISLAND DEPENDENCIES SURVEY,  
4 MILBANK, LONDON, S.W.1. ENGLAND.

SHIPPED TO  
AND  
DESTINATION

MACLEAN & STAPLEDON, MONTEVIDEO,  
URUGUAY.

DATE SHIPPED

STL-787

FROM ST.LAURENT

~~PAID FOR~~ COLLECT?

CAR INITIALS AND No.

F.O.B. OUR WORKS

C

HOW SHIPPED AND  
ROUTE

AIR MAIL

TERMS

CASH ON RECEIPT OF INVOICE

108-98

REGISTER

F.O.B. CHECKED

TERMS APPROVED

CALCULATIONS CHECKED

TRANSPORTATION

FREIGHT BILL NO.

MATERIAL RECEIVED

DATE SIGNA

SATISFACTORY AND

ADJUSTMENTS

ACCOUNTING DISTR

AUDITED

QUANTITY	DESCRIPTION	WEIGHT	UNIT PRICE
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ITEM

1	ONLY	S 8491	GASKETS	@ .85	EACH
2	"	S 8498	"	@ 4.10	"
1	"	50286	"	@ 3.80	"
4	"	50010	"	@ .34	"

PLUS AIR MAIL AND REGISTRATION TO MONTEVIDEO  
RECEIPT ATTACHED

1 PARCEL GROSS WEIGHT 1#

EXEMPT FROM T

S/F

211

This file was not  
defaced in Secretariat  
but by someone in  
Communications Dept.

However as Morten  
papers etc. are a bulky  
commitment, I have removed  
outstanding order correspondence  
to one of four files.

17.7.

S

PA  
Please close file  
F.H.E.

Ch. O'Brien  
S.E. VOL. II

17/6/52.

PA.