

SECRETARIAT

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TRN/AVI/1#15	270.

(Formerly)

LOCAL AIR SERVICE.  
ORGANISATION.

NOT TO LEAVE G.S.O. WITHOUT G.S.O. AUTHORITY  
CONNECTED FILES.

NUMBER



MEMORANDUM.

No. 20-  
above  
the  
the quoted.



12th April, 1949.

To. The Honourable,

From. Executive Engineer &  
Harbour Master.

The Ag. Colonial Secretary,

Stanley, Falkland Islands.

Stanley.

SUBJECT :-

I have the honour to submit the attached account, written by the pilot, of the Aircraft accident at San Carlos.

Since there is no licenced aircraft engineer in the colony, I have the honour to suggest that the plane be brought into Stanley by the M.V. John Biscoe, that all possible repairs are carried out under the direction of the F.I.D.S. officer B.Hill, The final inspection for airworthiness being left until the arrival of the engineer.

The air service can be carried on meanwhile using the Ambulance model.

C. F. Bunting

Executive Engineer & Harbour Master.

Surely Mr. Hill is fully qualified? It is for him to say whether the 'plane can be repaired in situ and flown in or brought back for repair. We accept his recommendation.

M.C. 14/49



## Notes on administration of the Air Service.

1. Bookings and Flight news. We take bookings in the order in which they are received and try and run them off in the same order. There are certain admitted priorities - urgent medical cases, overseas mail, members of Ex:Co: and Leg:Co: travelling on duty. To these I have added relatives of anyone mortally ill in Stanley who wish to fly in. It is, of course, impossible to fly all bookings off in strict order. If at the top of the list there are people for Port Stephens and Fox Bay and then you get an urgent medical case at Salvador, naturally one includes on the Salvador trip anyone else who is booked for there, irrespective of their position on the bookings list, and anyone who is booked for places near there, such as T.I. or Douglas. Similarly if the first bookings on the list read Port Stephens, Pebble, Fox Bay and Darwin, numbers 1, 3 and 4 will go before 2 because it makes a more economical trip.

We publish the flights on the local wireless the night before. Copies of the programme go to S.P.T. (for broadcasting) and Postmaster (so that he can get the mail ready for the pilot to collect first thing in the morning). It is convenient to publish the names of the passengers too, though there may be exceptions to that rule. If possible we try and publish the flights for the next two days. This gives people a little more time to write mail for the places to which the plane will be going, and also gives passengers more time to organise themselves. The information thus given in advance has often to be altered, but that cannot be helped. For instance you may have a long flight planned (say, Ajax, Port Howard, Hill Cove, Chartres, returning via Goose Green) and then the weather, bad in the morning, clears later and allows a trip to be done but not a long trip such as was originally planned. You then have to decide what is the best trip to run taking into account the time left and the bookings on the list. Naturally the Camp likes to have the latest gen. This can best be given by the R/T. Osborne usually rings up (unless it is obviously a non-flying day) about 0900 and asks for the latest. He is on the air quite a lot during the day and it is a good thing to get out as much information as possible. They have recently installed an R/T set at the hangar, full use of which should also be made. The fullest information to the Camp pays us too, because then they are ready when the plane arrives and time is saved at the stops.

2. Early morning starts. We are always being pressed to do more flying in the early morning, especially in the summer when the best weather is often experienced between 0600 and 0900 hrs. (or so they say). I think Vic finally disposed of this on the Forum which we had on the wireless at the end of April. However, the following points are worth noting. The weather here being what it is and a Met:service being maintained it is stupid to go haring off until you have got the Met:gen. This is not obtainable before 0900 at earliest. Unless you dig Hawkins out of his bed to look at his bit of seaweed. This has been done occasionally when there is an urgent medical flight on, but he cannot be expected to do it as a routine. "Get off from Stanley and do at least part of your trip, and if the weather gets worse lie up at the nearest convenient place. There are lots of good sheltered places". Yes. The answer to that one is that we have only got one pilot and two planes. It is an easy thing to say, but not so darned funny if you have the doing of it. Better to be safe than sorry is a motto which applies with especial force to an Air Service. To take risks is indefensible. We have taken a few, and I expect we shall take them again, but usually in urgent medical cases. It does not do the planes any good to lie out to a buoy - however secure the buoy - in a gale of wind. At winds above their stalling speed (35 m.p.h. for an Auster) they can lift out of the water. If secured to a buoy they would be brought up short and then plunge their nose in. The Norseman has ridden out some very stiff blows at moorings in Stanley Harbour before we had the hangar, but we all had our hearts in our mouths and it did her no good.



3. Freight, and Baggage. We allow 30 lbs baggage per passenger. This allowance is commonly abused. We now have a weighing machine (at the Sullivan Hulk), and we should be more strict about it. As long as there is room in the plane there is obviously no harm in taking it, but the owner should be charged for anything over his 30 lbs at freight rates. One difficulty is that sometimes we start from the Slipway and sometimes from the Sullivan Jetty. As long as we do this, and it is a convenience, we really want two weighing machines. The baggage of people coming in from the Camp can always be weighed here on arrival. Probably if we make an example of one or two people, the rest will learn to be more careful. It is rather invidious for the pilot to have to say to anyone person that they have too much luggage. If weighing were made a drill it would be better.

4. Mails. This is one of our priorities. We first undertook it before we got around to carrying passengers, and you may hear it said that now that we are usually full up with passenger bookings we should not worry so much about mails. I do not agree with this, and I doubt if anyone in the Camp (unless he happens to be in Stanley waiting for a flight out) would agree either. Overseas Mail. First priority after the arrival of the "Fitzroy" from M/V. First we drop the letter mail, West, North Camp, and Lafonia in that order if possible. Then later we try and do the paper and parcel mail for the West, or rather for those places at which the "Fitzroy" did not call on her immediately following Camp trip. The letters we usually drop with the Auster. The West's papers and parcels have to go by Norseman. They pay half freight rate for their bags of papers and parcels. The paper and parcel round can either be done as one (or two) special trips, which means that you can't take outward passengers as well, though you can bring people in from the Camp as the plane's load is lightened by getting rid of the mail. Or it can be combined with passenger flights. It depends largely on how many places the "Fitzroy" called at on that particular Camp trip. The reason why we do the letters separately from the papers and parcels, and do them first, is that the Westers can then have a chance of writing an answer to their letters and getting them down to Fox Bay to catch the "Fitzroy", thus replying to their letters by the same mail. This is often important to them. On the paper and parcel run, if the Norseman cannot get to a particular place (Roy Cove is an example, it is hard to get in there in certain winds) we have an arrangement to drop their stuff at the nearest place we can call (Hill Cove for Roy Cove). This is better for them than the old system when they had to send horses all the way down to Fox Bay.

Local Mail. The Post Office are informed every day where the next day's flight will be going, and they get the mail ready. Letters we always take. Parcels we only take if there is room for them. We have an air freight rate (or air mail parcel rate). Parcels are handed in at the Post Office. We do not give any guarantee that they will be delivered by air, but we do, and should make a point of doing, it if we possibly can.

Medical flights to Lafonia. The F.I.C. now have their own M.O. at Darwin and Lafonia has contracted out of the Government Medical Service. They may still want the plane to bring an urgent medical case in to Stanley (for hospitalization, for instance). The correct procedure in such cases is for the F.I.C.'s doctor at Darwin to ask his head office in Stanley to arrange for the flight. The F.I.C. should be billed for such flights. (Normally medical flights are charged to the Medical Dept.) Incidentally, I don't think we will go to Walker Creek any more. We have been there once or twice on medical flights and they never lay on anything. It is an awkward place. In future I think it might as well be a case of "Goose Green, change for Walker Creek".

Insurance. This is a spot complicated, and I think it would be best if you came and talked to me about it, and we can go through it together.



Y.E.

14-15

In the attached correspondence Mr. Metcalfe asks for a regular once weekly air service to Ajax Bay and, as I understand it, he would be prepared to guarantee the price of one passage each way each week. From his telegram which is attached, he would also guarantee the freight on 100 lbs of bread. On that basis, from the financial point of view, we could afford to run an Auster to him once a week. If he guaranteed us against financial loss on the trip, as he proposes, he could fairly expect in return to have a regular service from us. He suggests a trip every Monday or the first day thereafter in which flying is practicable.

2. Our position is now improved by having more planes, but we still have only one pilot. At present we fly trips as the bookings come in, and usually we are a bit behindhand, that is to say that at any given time we normally have two or three trips to work off. three or four days of bad weather such as we have had recently, or the necessity to drop everything else and fly the overseas mail often puts us even further behindhand.

3. We have so far adopted the method of flying off the trips in the order in which they were booked, and avoiding giving priority. I have always made rather a point of this, and believe that it is sound. If we put on a regular service for Metcalfe every Monday, it might mean that someone whose trip we had been unable to do the previous week would be put back another day.

4. On the other hand the natural development of any air service is from running trips as trade offers to running a scheduled service. We have always known that, once the service established itself in popularity, sooner or later we should have to switch over to regular schedules. The only point is when that day should be.

5. I am averse to starting with a regular service for Metcalfe only. It would evoke the complaint that he was getting priority, and the perfectly correct answer that he was paying for it would not be enough. I am anxious that the air service should do nothing to impair its present popularity.

6. But it is a fact that at present proportionately more of our business comes from the North Camp than elsewhere. I have discussed this question with Butler, Spencer and Smith, and we agreed that it might be worth experimenting with a scheduled flight for the North Camp once a week. Our suggestion is that we announce that there will be a trip round the North Camp once a week, on Mondays or the first flying day thereafter. Bookings should reach my office by the previous Saturday, which would give us time to work out the route over the week end. Metcalfe's offer would ensure us against loss. We would fly to Ajax Bay and to any other place in the North Camp for which bookings were received. North Camp passengers would be asked to arrange their trips to fit in with this, and would be persuaded thereto by the fact that if they asked for a booking at other times of the week they would be told that such bookings would only be accepted if other customers in Lafonia or the West had been attended to. In other words, North Camp would have priority at the beginning of the week, and the rest of the islands would have priority during the rest of the week. For the North Camp trip we should use either the Norseman or the Auster according to the number of bookings we had received.

7. This would represent the first step towards a regular scheduled service, and from this beginning it could be

And cannot afford a second;

Yes, I have always foreseen this contingency.

He has some cases in that the Foreign is of immense importance to the City's future.

Yes - but it should be explained on the Broadcast.



be extended to cover other parts of the islands as and when the time appeared to be ripe. For instance, if the F.I.C. liked to guarantee us, as Metcalfe is ready to do, we could lay on a Lafonia service.

Aqu-

8. I think scheduled flights such as this should have priority over everything except Medical cases. They should rank even above delivery of overseas mail.

9. Would Y.E. approve of our proceeding along these lines, and informing Mr. Metcalfe accordingly?

16.5.50.

Appo

Keep the public informed re.

MC 16/v.



Write  
across

41 Mc 23 0830 14/5 55

bol Sec Pay 60

Require add weekly delivery '50 65

loaves bread from M Gleadell 70

to ajac bay plane stop your 75

Help much appreciated 80

85

Regular Berlin Airlift.

Metcalfe

90

See 16

95

15/5

100



COLONIAL DEVELOPMENT CORPORATION  
(ENGINEERING) LIMITED

19, CURZON STREET  
LONDON, W. 1

Ship Hotel,  
Port Stanley.

May 8th 1950.

The Hon., The Colonial Secretary,  
Colonial Secretary's Office,  
Stanley.

Sir,

I wonder if you will be good enough to help me.

It is my earnest wish that a regular air service between Stanley and Ajax Bay be inaugurated as soon as the float planes are in service. Perhaps a single passage could be booked both ways for Monday of each week, or as soon after that day as the weather made flying possible. It is probable we should always have passengers awaiting these seats and there would frequently be cargo and mail as well.

I am at present in negotiation with the Falkland Islands Company for a weekly supply of vegetables to be collected in Stanley for the Freezer staff. These might well be flown out. *At a price better.*

After the 23rd of this month and until we receive a radio transmitter, by plane will be our only means of receiving overseas cables.

Your comments on my request will be much appreciated.

I am, Sir,

Yours faithfully,

*J. Metcalfe*  
Agent in Charge.

*12*  
9 MAY 1950

*14*

*See 16*

*Reply at 7.*



5

Text of Broadcast made by the C.S. on 1st June, 1950.

(This followed on a discussion broadcast between C.S., Mr. Smith and Flight Lieut: Lewis about the repairs to the aircraft.)

I think this is a convenient opportunity to mention something else about the Air Service which I have been wanting to tell you. As you know, so far we have accepted bookings and then worked them off more or less in the order in which they were received. As far as possible we have worked on the rule of "first come, first served".

But the number of passengers seems to be increasing; and I don't think this is only due to the May holiday. Just at the moment we are lucky enough to have some extra assistance in the way of air staff, but these pilots and mechanics who have helped us so kindly are due to leave on the "Biscote". There is a limit to what our own staff can do, willing and hard-working though they are.

We have therefore been considering how we can economise in the number of flights and yet continue to carry all the people who want to fly. Proportionately more of our customers come from the North Camp at present, and so we propose to fly a scheduled flight once a week for the North Camp. This is how it will work. Barring priority flights such as a medical case, the first trip every week will be for the North Camp. Normally it would be Monday, but if the weather then does not allow of flying, then it would be the first flying day thereafter. We would ask people in the North Camp who wished to fly to try and make their arrangements accordingly. Bookings would be accepted up till midday Saturday, which would give us time over the week-end to work out the route to be flown. The route, the number of trips and the plane or planes to be used would, of course, depend on the bookings received.

In effect this would mean giving the North Camp priority at the beginning of the week. But we should counter-balance this by giving Lafonia and the West priority during the rest of the week. Thus if the North Camp trip had been flown on Monday



and on Wednesday we received a request for two passengers to be flown in from, say, Salvador, we should reply to the effect that it could only be done if there were no other flights outstanding for Lafonia or the West, otherwise it would have to wait until the following week when it would be worked in with the North Camp trip.

Well, that is what we propose to do, as an experiment in the first place to see how it works. I had hoped to start this next week, but we have accumulated a back log of flights because of the repairs and the weather, and these should be disposed of first. So we shall bring this system into force with the week beginning Sunday June the 11th. That is to say that the first scheduled North Camp trip will be on Monday June the 12th, weather permitting.



9th June, 50.

Sir,

4

I am directed to refer to your letter of the 8th of May, 1950, and to confirm that as was announced in my broadcast talk last Thursday, it is proposed to run a scheduled air flight each week, on the first flying day, for the North Camp. This will include Ajax Bay regularly, and will also call at other points in the North Camp if custom offers. In accordance with your suggestion, a single passage each way will be booked for you, and freight within the limits of the plane's capacity may be carried. It is proposed to make the first flight in respect of the week commencing Sunday 11th June.

I am,

Sir,

Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

W. Metcalfe, Esq.,  
Agent in Charge,  
C.D.C. (Engineering), Ajax Bay.

18



Ship Hotel 8  
Sunday, November 4th.

Your Excellency,

I take the liberty of writing to you direct to point out some shortcomings of the Air Service, which have become apparent to my wife and myself during the week we have been waiting for an air passage from Stanley to Hill Cove, and to make some suggestions for its improvement.

The facts are as follows:—

- (i) I booked six months ago our air passage to Hill Cove for the first opportunity after the recent arrival of Fitzroy in Stanley, and our names were at the top of the waiting-list.
  - (ii) For reasons which I do not understand, two Auster flights to Fitzroy and one
- Reply at 9th.



7. Seiseman flight to North Arm were made  
on the day the Fitzroy arrived, Monday October  
29th, carrying passengers whose names were  
below ours on the waiting-list.

(iii) No flying was done on Tuesday. On  
Wednesday both pilots set out in the float  
Auster to drop the West mail, but returned  
about midday with their task not completed.

No flying was done on Thursday, although  
for the last four hours of daylight the  
weather was excellent, and none on Friday.

On Saturday the two pilots went out again  
in the Auster and completed the West  
mail drop, returning about 2pm.

(iv) Informed on Saturday by the Communications  
Dept. that our flight would take place on  
Sunday, weather permitting, we again packed  
our belongings, before breakfast, only to be  
informed, when I rang them this morning



2. at 9.45 am., that there would be no flying  
Today. 10

(1) We have now been kept waiting a week, to the great inconvenience of my employers and ourselves. On every day of the week except one, Friday, there has been good flying weather for a sufficient period to have allowed the Horseman to take us to Hill Cove and return, usually in the early morning or evening.

Surely with two pilots available and with refuelling and servicing difficulties solved by the new hangar and slip-way, a better service can be provided? I respectfully submit the following suggestions: -

(i) That while there are two pilots available, they should work in shifts, one always being on duty during daylight hours, while the weather is fit for flying



or likely to become so.

This is the cause of the 10. bonus per hour flown.

I have always felt that there is something in this.

(iii) That arrangements should be made to receive in Stanley soon after daylight each day reports of actual weather conditions from flight destinations for that day, instead of waiting as at present for routine reports at 8.30 am., by which time the weather is frequently beginning to deteriorate. I am sure that the farms would cooperate in this.

By post?

(iv) That passengers should be informed immediately by the Communications Dept. when a flight is cancelled or postponed.

(v) That efforts should be made to solve any remaining problems, which prevent flights, other than high winds, bad visibility etc. For instance I understand that it is sometimes impossible to launch the



3. aircraft, owing to the state of the tide | 2  
● on the direction of the wind, when it would  
otherwise be possible to fly. Surely this  
can be surmounted?

The Air Service has already brought  
considerable benefits to the farms and to  
the men who work on them. I am  
convinced that with a little reorganisation  
the number of passenger-miles flown can  
be much increased, with a consequent  
great increase in such benefits and  
relief to the taxpayer.

I have the honour to be,

Sir,

Your obedient servant,

W. H. Blake.



CB

With such few good flying days I am of the opinion that unless we are going to expose the Service to criticism we must utilize every opportunity and I direct that where in any week <sup>the planes have not flown for</sup> not more than 3 days than Sunday, if it is fine and if passengers are waiting, must be regarded as a flying day.

2. Another point is that I have frequently emphasized the need to get away earlier - so often the day, which starts fine, is finished by 10.0 dark.

Objections offered are (a) that we can't get reports in from the Camp early enough (b) that the Med. Officer cannot give a forecast before 9.0 a.m. or whenever it is (c) that we couldn't get passengers to turn up for an early start.

(3) As to (a) above, I just don't believe that Fanner would not co-operate



is something which is <sup>so clearly</sup> to their own advantage  
and we must at least ask them to do so?

The Camp is up and about an hour, at least,  
before we are and some system should be  
devised whereby the Settlements which the plane  
is ~~to~~ <sup>scheduled</sup> to visit ~~there~~ (and any others whose  
infirmary may affect the flight) should give  
an early report to the Med. Officer on the R/T.

As to (b) CMO is willing to co-operate  
as required and as for (c) those <sup>persons</sup> who can't  
get up early to catch the plane can be  
left behind and go down to the bottom of  
the list. Early morning starts are a  
commonplace of <sup>air</sup> travel and are no  
more of a hardship here than elsewhere.

This must at least be tried out and  
H/M and CMO must get together and  
make a plan; they should then report to me.

3. Since I spoke to you yesterday  
on this subject I have received the  
attached from Mr. W. Blake and would  
be glad if you will refer it to H/M for his  
comments. It was clear to me when I  
saw him on Sunday that he felt he had



a grievance which I did not pursue. However, that apart, I think that he is trying to be constructive and I am sure that there is room for improvement just as there was over the Philmel and it must be our aim to <sup>remedy</sup> ~~remove~~ any reasonable grounds for complaint.

4. It would be very helpful if, before he leaves, M'Spencer would provide a brief Gazetteer (I suggested this to Col. Butler when I returned in 1949) of the Settlements as a guide to future Pilots; this could be built up and improved over the years. It should show facilities available (buoys, boats, <sup>fuel dumps</sup> landing strips etc.) best methods of approach under varying conditions, and, ideally, should be supplemented with photographs and diagrams. We have one, if not 2, Cameras?

5. Incidentally I should like to know how the checking of FICAS stores is proceeding; with 2 Pilots and 10



16.

many m. flying days it should be  
making good headway. H/M to report please.

Mc. 6/xi

The whole of this afternoon & evening  
have been passed - could they not have been  
utilised or have we no passengers waiting?



13.

H/M.

Attached minute from H.E. passed to you for information and action as indicated.



7.11.51.


Y.E. Attached are notes and a draft to N. Blake, embodying the results of Y.E.'s meeting yesterday with H.P. and the two pilots.




8/10/51.

Fair letter pt.

I would still like to try an early morning start when the winds are favourable because until we have and know that it doesn't work I do not feel 100% sure of the answer. H. Spencer is willing to try and OMC is eager to co-operate.

 8/Xi

 9/11/51.



With reference to H.E.'s minute dated 6th November regarding the operations of the Air Service, most of the major issues raised in this minute were cleared up during an interview with H.E. this afternoon at which Mr Spencer, Mr Halls and Mr Howkins were also present.

Concerning Sunday flying all were in agreement with H.E.'s direction and it was pointed out to him that this in fact was the normal practice. It was also pointed out that last Sunday, which was undoubtedly the day H.E. had in mind when wording his original minute, followed a week in which the pilots had flown on five days, including the previous Sunday.

The second paragraph dealing with early morning flying was discussed at great length, and H.E. agreed that little would be gained by starting earlier unless operations commenced so early as to make the scheme impracticable. The pilots' main objection to this was based on the fact that they would be starting into weather that would be progressively deteriorating, and the risk to the plane owing to its being left at the buoy or in the camp was not worth running. The organisation of passengers in the early morning would also present difficulties, which, although not insuperable, would entail extra expense which I doubt would be offset by any theoretical increase in passengers.

Arising from this discussion of early morning flying, it was agreed by all that evening flying conditions should be made the most of: as a matter of fact I believe this has always been the case with the Air Service, and certainly twice in the past fortnight I have been up to the hanger as late as half past six and on three occasions since I took over have I been there as late as nine at night. H.E.'s postscript has some bearing on this aspect, and the answer on this occasion is that by the time it was obviously fit to fly, the tide had dropped below the launching level. The E.E. will investigate the possibility of lengthening the slipway to obviate this tiresome loser of time.

H.E.'s third paragraph has been dealt with (see attached notes and draft letter to Mr Blake).

This is a very good idea which Mr Spencer will tackle before leaving. Mr Halls is fortunate in having this long turn-over period and he has now had a chance to see all the West settlements and most of the East with Mr Spencer. Our next pilot may not have this good fortune and a gazetteer would be most useful. Mrs Halls will be able to advise regarding the aerial photographs, as she has undertaken this work before. I suggested some time ago that we might one day get round to taking photos of all stations from the air as and when opportunity permitted, as I am sure there would be ready market for these. If we made these photographs pay for the production of really nicely bound loose-leaf gazetteer it would be very pleasant indeed.

Paragraph five: the entering of the stores in a rough ledger is now 60% completed. Like everything else out here, it tends to become a longer task than originally expected, and I gather that today, until I asked the pilots to come up to the office to answer H.E.'s queries, the whole staff were busy counting bolts during working hours!

*John Edwards*



19

NOTES ON MR BLAKE'S LETTER.

(i) While it is true that the Blakes were at the top of the list, a flight the day before they arrived cleared all the waiting passengers in that area of the islands, whereas in the south camp we had a full plane both ways: their trip would therefore have been uneconomical. Also Monday was the perfect day for the Norseman to fly to North Arm and Albermarle, which are tricky places to get to normally, and I consider the pilot's decision to make that run instead with a full load both ways was perfectly correct. Mr Blake's original booking stated he would be arriving on or about the 24th of October. We flew to Hill Cove on the 28th, and it was not our fault that Mr Blake did not arrive until the 29th. Obviously I would have put off the Hill Cove flight on the 28th until after the Blake's arrival had I been able to, but unfortunately we had no other outstanding calls on that day.

(ii) The float Auster does not enter into this, as you cannot fly that distance with two passengers <sup>or even baggage</sup> so we never even thought of using it. The reason why the Norseman flew to North Arm and Albermarle is given above, and I believe I am correct in assuming that we do not guarantee a passenger first flight even if his name is at the top of the list if this is definitely uneconomical.

(iii) Obviously the reason why they returned from the West Mail Drop before completion was that the weather deteriorated: both pilots were sent because this was an excellent opportunity for Spencer to show Halls all the settlements on the West, and was done in accordance with H.E.'s instructions on this subject.

No flying on Thursday evening because it was then too late to contemplate the long haul out to New Island with the mail, including as it did a refuelling halt. Admittedly one could argue that we might have flown passengers in the time, but in that case we should have brought a storm about our ears for flying passengers before mail.

Presumably Mr Blake feels that to knock off at 2 o'clock on a Saturday afternoon is too early. I suggest he tries flying the Auster for five hours as the pilots had just done and see whether he still feels that way.

(iv) I actually informed Mr Blake that I thought it likely that their flight would take place on Sunday weather permitting, but that a definite decision would be made after the pilots returned. On consulting Mr Spencer on this on Saturday afternoon he informed me that as he had flown on five days out of the past seven, he considered that Sunday should be a day of rest. I entirely supported this view, and as I had worked on nine out of the past twelve Sundays was grateful for once that he did not wish to fly. In the flying programme broadcast on Saturday night this fact was announced; i.e. that the next flight would be on Monday. I also rang the Ship Hotel to tell the Blakes this but they were out at the time. I forgot to ring back later it is true, but in any case I do not bind myself to inform individuals about the flying in this way if an announcement has been made on the radio.

(v) If Mr Blake thinks he knows so much about the flying weather, he is undoubtedly just the man we want to fly the aircraft, but until he does so I'm inclined to prefer Mr Spencer's opinion, which does not bear out Mr Blake's statement. In any case he gives away his very selfish outlook on these matters when he states there was time to take him to Hill Cove and return to Stanley. If arranging the programme were only a question of organising one or two passengers for one settlement this task would be easy: unfortunately it is more often than not arranging for between twelve and fourteen.



Continuing to his second set of suggestions:-

(i) You could put the pilots into shifts, but unfortunately the Air Service is not a bus service, and you cannot put the engineers, the office staff and the Alert's crew into shifts.

*See the  
on  
revenue  
earned.*

(ii) The pilots are in fact paid a bonus on the number of passengers flown: on the number of hours would be stupid as it would lead to pilots possibly deliberately leaving stops out one day so that they could slog all the way back along the same track the next day to get in a few more hours - or take to other extremes, flying up and down Stanley Harbour on a day when it is unfit to go anywhere at all.

*I might as  
well  
as  
possibly  
be  
further  
from  
the  
further  
the  
further*

(iii) For reasons given in my reply to H.E.'s minute, early morning flying is opposed by the pilots, and so Mr Blake's suggestions, although possible, would serve no useful purpose.

(iv) This is done by means of the R/T and the box system, but Mr Blake must remember that with the lengthening day this decision is not taken until late in the afternoon very often, and I'm afraid I can see no way round the difficulty of keeping passengers on the qui vive all day at times. If he wants us to fly in the evenings as he says he does, he should realise that the decision as to whether it will be possible or not frequently has to wait until late in the day.

(v) The difficulty of launching with a cross wind has I understand been largely overcome by Mr Spencer (I must confess I'd no idea this difficulty ever existed), but the tides are a different matter. As H.E. said this afternoon, "Who does he think I am? King Canute?". E.E. will advise whether the slip can be extended.

As regards his last paragraph, I agree: but Rome was not built in a day and the figures may interest him: in 1949 we flew 36 passengers; in 1950 this figure rose to 742 and if we keep up the present monthly average 1951 will show a total of 875. In 1952 I hope it will rise still further to 950, which will be just about our maximum capacity. Also with a flying Controller, should he materialise, in 1952 passengers may expect fewer long waits, as the mail flights will not then bog us down.

*While this is quite correct, it should not be given  
in an open file. No*



YE.

Letter to Mr. Blake  
for heading and signature  
A.

W

10/10/51.

CO.

Re-reading the attached  
there is a bit too much  
"qui s'exerce" about it. I  
have stiffened it a little.

McC. 10/10/51



H/M.

Please see attached. Ref:pencil query by H.E.at end of second para of the letter to Mr.Blake. My reason for querying the statement that two passengers could not be flown as far as Hill Cove in the Auster was that I am sure we have flown two passengers to Chartres, which is a very similar distance. As H.E.notes, the difference in the weights of the pilots may just tip the balance, but I would be grateful if you could check this.

2. Ref: para 7 of the letter, I am still not aware that we pay the Pilots a bonus. My impression is that it is one of the pay matters still under discussion.

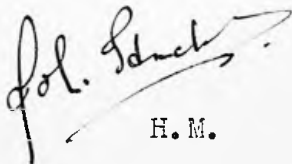


12.11.51.

H.C.S.

I can only quote my own experience in this, which is admittedly short, but on two occasions Halls has been unable to get off the water with two passengers and their baggage aboard, the most recent being on a flight from Fitzroy to Stanley yesterday (Sunday), when he took aboard the dentist and his assistant and about 80 lbs of baggage. As you will recall, there was a fair breeze blowing yesterday afternoon, approximately 20 knots, and this should have facilitated take-off. Nor are either the dentist or his assistant anything like as big as the Blakes - in fact they are both small men. Spencer informs me that a fair load in the float Auster is himself and two passengers without baggage, or one passenger with baggage. Halls is a good deal heavier than Spencer, and the Blakes would have required at least their sixty pound baggage allowance, and in addition the plane would have had to carry extra petrol: on this evidence I still consider that it was fair to say that we could not have done it in one flight. Spencer definitely states that two and their baggage is an overload for the aircraft, which, with extra petrol would have been unreasonable.

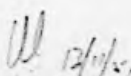
2. Concerning the bonus: nor was I aware that it had been agreed until I saw H.E.'s note in the margin of Blake's letter, which I took to mean that it had been settled. Actually I was under the impression that the idea had been agreed upon, but not on how it was to be divided between the various claimants. I also note that H.E. has added a further marginal note to my comments on Blake's letter in reply to your marginal note above it. We seem to be in an awful muddle with all our pay schemes - I wish none of us had to have any pay at all!



H.M.

12 xi 51

*Office*  
 Pl. refain H.E.'s letter to Mr. Blake  
 as amended - L. H. H.  
 before in file.





With reference the early morning flying experiments, my outline proposals for putting these into effect are as follows:-

(1) The Meteorological Office will give us a forecast at 2200 L.M.T. in the evening, and the C.M.O. has kindly consented at the same time to broadcast to passengers in Stanley and the camp on 4.5 megs and 'alert' advising them that an attempt will be made the next morning (or not as the case may be).

(2) The Air Service will turn to at 0530, and will launch the seaplanes at 0600, provided that the Met. Office has been able to by that time to contact sufficient camp stations to confirm that the attempt is worth while.

(3) Passengers will be taken from the dockyard jetty to the plane by the "Alert" (or motor boat) at 0600.

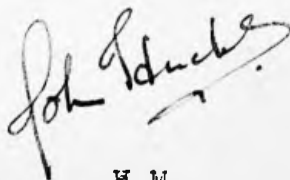
(4) The plane will take off at 0630 approximately.

To implement the above proposals, I would be grateful if the C.M.O. arranges with camp stations that he considers suitable for early morning weather reports between 0530 and 0600, so that the hangar can be given a last minute forecast at 0600. Ideally if a P.B.A. could be effected during the same period, the pilots would then know what winds to expect later in the day, but I realise that this is asking an awful lot of the Met. staff, and could be disregarded during the trials period at any rate.

I assume that the Air Service will have authority to use the telephone before 0800 on the mornings concerned, and I would also greatly appreciate it if the S.P.T. could arrange for announcer to stand by to contact passengers between 0545 and 0600 - unfortunately they cannot all be reached by telephone.

During the trials period the "Alert's" crew will be willing to accept 'time in lieu', but in the event of early morning flying becoming established, overtime rates will have to be arranged.

On days on which the Air Service has been alerted to the hangar at 0530, they will not normally work in the afternoon, unless the plane is still to return from a flight. To get in the same working hours as at present, I think the best system would be 0530 - 0800: 0900 - 1230. Obviously if they get up at 0500 they cannot go on flying into the evening, even if the weather does calm down then, and on the proposals of the C.M.O. it looks as though we shall have to commit ourselves to the early start at 2200 the night before - at any rate we can see how this works out in practice



H.M.



24

GOVERNMENT HOUSE,  
STANLEY, FALKLAND ISLANDS.  
10th November, 1951.

My Dear Blake,

8 Thank you for your letter of November 4th, which I have referred to the Controller of Communications for an explanation and for his comments on the points you raise.

It appears that the reason why you were not flown on the day the "Fitzroy" arrived was that the Air Service was anxious to carry out a flight to North Arm and Albemarle on that day, where there was a full load of passengers both out and in. Both these settlements are difficult of access save in exceptionally good conditions and in consequence the pilot wished to make this flight in the very calm weather on Monday. The Air Service does not guarantee to fly the passenger at the top of the list first if this involves an uneconomical flight, and I gather this would have been the case had you flown on Monday, nor, I think can it reasonably be held to a booking made 6 months ahead. It was unfortunate that the "Fitzroy" did not arrive as scheduled on Sunday, for the aircraft visited your settlement that same afternoon (October 28th) and thus you would undoubtedly have been included had she arrived to time. As regards the Auster flights on the Monday, you will appreciate I am sure that we could not start flying you and your wife out singly with the Auster with so many other passengers waiting, and unfortunately it would be impossible to take you both at once on so long a flight. Added to this is the fact that at the time we only had a very limited fuel depot at Chartres which was being saved for the mail flight.

From Tuesday onwards the attention of the Air Service was directed to the distribution of the letter mail, to which I have accorded priority over passengers. Half of this was delivered on Wednesday before the weather necessitated a return to Stanley, and it was Saturday before there was again a sufficiently long period of good weather to complete this flight. Our new pilot, Halls, has but recently arrived in the Colony, and this mail flight presented him with an opportunity of visiting all the settlements on the West with Spencer before the latter leaves. I consider this most necessary.

Huckle regrets that he should have given you the impression that flying would definitely take place on Sunday last. He feels positive that he qualified his statement to the effect that this would be confirmed after the return of the pilots from the West, and I have confirmed that the announcements on Saturday evening stated that the next flight would be on Monday. This decision was made after he was informed by Spencer that he had been flying on five days out of the previous seven, including a trip on the Sunday before to

W.W. Blake, Esq.,  
HILL COVE.



Hill Cove and two long flights with the mail, both over four hours in duration. Flying in this climate is an exacting and tiring business and I am satisfied that on this occasion it was reasonable for the Service to have a day's rest.

Early morning flying (and no one has pressed harder for this than myself) is regarded by Spencer as being impracticable; it would take too long here to go into all the technical reasons, but I have no doubt that he would convince you as he has very largely convinced me; after all, he has tried it and his conclusion is that it does not pay in the long run. You will appreciate that we have to accept the pilot's decisions regarding the weather, for however much we as individuals may disagree with him, it is he who has to take the responsibility for the passengers' lives. Nor can we afford to run any risks with the Worseman which must not, if this can be avoided, stay the night at a buoy. However we propose to experiment again with some early morning starts and will see how it works out in practice.

Huckle further advises me that were he to operate a "shift" system with the pilots he would require also a relief shift for the engineers and the crash tender. This is true but what carries more weight with me is the fact that as things are now, both aircraft can be operated at the same time, whereas on a "shift" system only one would be in the air at any one time.

We do in fact pay the pilot a bonus based on the revenue of the Air Service, and my experience of professional pilots is that they are only too anxious to log as many flying hours as possible, as employment often depends on this.

Huckle states that whenever possible an announcement is made on the broadcast in Stanley and on the R/T to the camp when a day's flying is definitely cancelled. But frequently no announcement can be made until late in the afternoon, since everyone hopes that the weather will improve. I have asked him to make a particular point of this in future, but it can still only be done over the local broadcast and the R/T as individual calls to passengers would take too long. It is for the latter to keep themselves acquainted with the movements of the aircraft.

I am examining again the possibility of extending the existing slipway to make it possible to launch and beach the aircraft at all stages of the tide. It is of course most aggravating that delays occur (as happened on Tuesday) in beautiful flying weather simply because the aircraft cannot be launched, but I must warn you that the extension of the slipway is no cheap or simple matter, and indeed I do not yet know whether our limited facilities in this Colony will permit of its being done at all. Launching the seaplane in a cross wind is a difficulty that I am pleased to say has



already been surmounted by the Air Service, and it is now possible to do this in any wind in which it is possible to take off.

I have replied to your letter at some length because I appreciate constructive criticism as I am sure do the members of the Air Service. There is often I fear a tendency to feel that undertakings in the Colony are slipping back rather than progressing, so the following figures that I asked Huckle to look up for me may reassure you on this point. In 1949 the Air Service flew a total of 36 passengers, including medical patients; in 1950 the figure rose to 742, while this year if the present monthly average is maintained, we should carry about 875. Next year we hope to reach 950, which at the present rate of bookings appears to represent the maximum potential demand. The service has as you say, been a great blessing to the camp community, in whose welfare I have the greatest interest, and I trust that as teething troubles subside and difficulties are overcome it will become even more efficient.

In conclusion I much regret the inconvenience caused to you and to your employers, albeit you will forgive me for adding that in the absence of the "Fitzroy" the delay, but for the Air Service, must have been a good deal longer.

My best wishes to you both,

(Sgd) MILES CLIFFORD,



FIGAS/18

The Harbour Master's Office, 28  
PORT STANLEY,  
Falkland Islands.

January 18th, 1952.

H. W.  
21/1/52.  
Sir,

I have the honour to submit the following proposals regarding the future of the Falkland Islands Government Air Service.

The most unfortunate ill health of the new pilot, Halls, has reduced the air service flying operations to a complete standstill and has thus brought to our notice very forcibly some organisational short comings.

Perhaps the most glaring of these is the fact that should the pilot fall sick at any time, all flying operations must cease: we cannot always bank on obtaining pilots with such a good general standard of health as Spencer, and the possibility of minor injury must also be borne in mind. For a considerable time H.E. the Governor has advised that a flying Controller of Communications should be appointed, and the present situation shows clearly how essential this is. But behind this lies an even greater difficulty of replacing a pilot here by a man possessing seaplane experience. If there is not a permanent member of the Government staff with sufficient knowledge to convert a pilot to seaplanes in the future, then we may well be faced with the same situation again in three years time.

To meet the present emergency I consider the Government's best plan would be:-

(a) To obtain a new pilot on a three year contract as soon as possible.

(b) To obtain Spencer's services after his leave for the new pilot's conversion.

(c) To send me to the United Kingdom for a Commercial Pilot's Licence immediately Spencer returns to the Colony, or,

(d) if (c) above is too expensive, to obtain a flying Controller of Communications.

The above set of proposals were outlined by H.E. the Governor in conversation, but there is the difficulty that Spencer may be unwilling, for quite justifiable reasons, to return after his leave, in which case the new pilot must be converted to seaplanes before leaving Europe. With this in mind, the Crown Agents should be instructed not to arrange his sailing until after Spencer's intentions are known.

The Government must also face the possibility that it will not be easy to obtain a properly qualified pilot at the salary offered. There is insufficient professional knowledge here to accurately assess this difficulty, but current advertisements in aeronautical magazines advertise posts for pilots with a Commercial Pilot's Licence at over £800 per annum generally. Should Spencer's services only be available for such a short period that there seemed no reasonable hope of another pilot arriving before he left, the only suggestion I can offer is that he should convert me immediately upon my return to the Colony and I should have to carry on as best I could until the next pilot did eventually arrive.



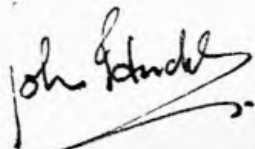
Lastly, as regards (c) above. In your letter of September 24th, 1951, the Government offered to meet half the cost of my flying training. In agreeing to accept these conditions I was of course under the impression that the greater part of this basic training would take place under Halls' instruction here, and that in consequence the cost of United Kingdom training would be comparatively little. I am still of the opinion that this plan could be effected as it would only involve Halls in about ten hours actual flying and he has expressed his readiness to cooperate in this. I would be quite prepared to fly under his tuition. However, should the Senior Medical Officer advise against such a course, I must advise you that I would not be prepared to contribute half the expense of my flying training in England, which would amount to over £500 according to the latest information available in my office.

My personal opinion now is that Halls should instruct me to fly the Auster floatplane as soon as he feels fit enough to do so, and I should then get in as many hours solo as possible on circuits and bumps. After completing two hundred hours solo, I would be prepared to act as pilot in emergency to fetch in urgent medical cases, and I feel confident that I should have reached that state of proficiency before either Spencer returns to the Colony or the next pilot arrives. I cannot stress too greatly how important I feel it is to get a plane flying again for medical cases at least, otherwise much of the hard work and energy expended during the past three years may be undone.

I have the honour to be,

Sir,

Your obedient servant,



Harbour Master.

→ This is  
do here?



Y.E.

28-29. We have telegraphed the C.A.A. telling them to try and recruit a new pilot for us. I think I am right in saying that Mr. Spencer has indicated that he may be prepared to return for a short time after his leave but he does not wish to bind himself until he sees the lie of the land in England. One cannot, of course, blame him for this, which is entirely reasonable from his point of view.

2. Whether or not Mr. Halls can give H/M some flying instruction must depend in the first place on the S.M.O.'s verdict as to Mr. Halls' state of health. But I think I should record my own view that either Mr. Halls gets better and can fly passengers (whether ordinary passengers or someone under instruction) or he does not in which case he should not be allowed to, or asked to, fly anyone at all. I appreciate the offer which the H/M makes, but I just don't think it is right to consider it.

3. Again, if Mr. Halls did give H/M some instruction, I could not recommend allowing him to fly even urgent medical cases without a licence. Once again, I appreciate the spirit in which the offer is made, but I do not think we can approve it. If anything went wrong we should not have a leg to stand on when the enquiry - which would be inevitable - was held.

4. The discontinuance of the Air Service is a great inconvenience to one and all, but I do not think we ought to try and shorten the period of that inconvenience by praiseworthy but "amateur" methods. I feel very strongly that our flying must continue to be done on as nearly 100% licensed methods as we can, otherwise risks will be run which are in my view not justifiable and confidence - a very tender plant - will be impaired.

24.1.52.

*Agree in toto.*

*If Mr. Halls is able to fly again*

*for FICAS there is very advantage in*

*him giving some instruction to his students*

*as this enables the latter to cut down on*

*the instructional period at home. I*

*think, however, that we should provide*

*for the full period of such instruction.*

*£500 in  
1st Estimate.*

*MC 24/*

*PA 19/3*

*15/3/52*



EXTRACT FROM REPORT OF H.M. THE C.A.T. OF 17. 3. 52.

(See list of Informal Meetings with Leg. Co. 20/4/52).

(Original filed in 0068/C - Informal Meetings with  
unofficial Members of Leg. Co.).

Horseman.

Probably as a result of yesterday's mishap, they  
unanimously recommended that one of the engineer's  
should travel with the Horseman - at least until the  
new engine is completely satisfactory.

I disagree

- (a) AS waste of engineer's time.
- (b) Unlike a car, aircraft is inspected every time  
she goes up.
- (c) In only one out of 100? cases of breakdown  
in Camp could the engineer be any use without  
spares and tools.

I would however like Ag. H.M's and F.I.C.A.S. views  
on this.

*Am.*

*Am. Rl*

*26/4*

*H.C.S. Reply overleaf.*



32

H. E. S.

I have consulted the Pilot;

he is of the opinion that to carry one of the Engineers would be of no greater value than carrying any ordinary able bodied intelligent man.

I am of the opinion that divorced from their tools & work shops as they would be in flight their intrinsic value would be no greater than yours or mine.

John P. Oliver

A.H.M. 20/4/62.

G.H. / to see above re p. 31.

22/9/52

See pp. 229

C.S. This file was sent to me direct by the office  
purporting to deal with Pilot's insurance.  
or tell me nothing.

294

PA. 9



Ref : 1A/52/118

Date : 9. August 1952.

C. Longworth-Dames,  
73 Pinner View,  
HARROW.  
Middlesex.

~~SECRET~~  
32A

7 SEP 1952

Colonial Secretary,  
Stanley.

Dear Sir,

List of Civil Aircraft registered in the  
Falkland Islands

In order that I may bring my records to date, I would be most grateful if you would send me a current list of Civil Aircraft registered in the Falkland Islands, showing Type of Aircraft, Constructor's number, Previous registration mark, Owner and address.

Thanking you in anticipation.

Yours faithfully

C Longworth Dames

2.C.S.  
N.A.  
9/9

This was found in b.c. of another file pt  
214 4/12/5



Am.

would you pl. send a reply to be  
made to ⊕ 32A.

For.  
5/12.

H.C.S.

M. H. Bennett is Registrar of Air Craft.  
Should he not correspond with his Registrar General  
in England. And allow same to check up M. C.  
Longworth - Dames? ex dentia to & to reply accordingly  
John P. Oliver  
A. H. M.

P.S. Possible cover name for  
Argentina or U.S.S.R. Intelligence?

A.C.S.

Right use of Nigerian abbreviation or frast.p. N.A meaning  
no action.

32A.

J.P.O.  
6/12

la.

I read to  
mean "necessary  
action" J.



**PRIVATE AND CONFIDENTIAL**

TELEPHONE: AVENUE 7644



**LLOYD'S,**

**LONDON, E.C. 3.**

378

7 NOV 1952

5 SEP 1952

Dear Sir(s),

LLOYD'S CONFIDENTIAL RECORD OF CIVIL AVIATION

The above Record, which is confidential and compiled solely for the private use of Underwriters, Insurance Companies and Brokers subscribing to Lloyd's, is being revised and reprinted.

In order to assist with the preparation of the new edition, I should be grateful if you would be so good as to include on the attached form any alterations or additional information affecting the entry to be made against your name and return it to Lloyd's in the ~~enclosed~~ envelope provided.

A complete list of the aircraft owned by you is particularly requested, and space has been left on the reverse of the form for the inclusion of the details required.

Thanking you for your co-operation,

Yours faithfully,

*A. H. Appleyard*

Principal Clerk.

*Reply at 11.*

PARTICULARS REQUIRED

Lloyd's Confidential Record of Civil Aviation contains a list of owners of civil aircraft throughout the world including scheduled and charter lines, firms operating aircraft for business purposes, Flying Clubs and Flying Schools.

Where available, the following information is shown under each operator:—

1. Name and full postal address with official trading abbreviation, if any, preceded by the year operations are known to have commenced.
2. Telegraphic or cable address and telephone numbers.
3. The names of associated and subsidiary companies.
4. A short history of the concern from its formation and its undertakings, showing whether under Government control, and financial holdings of associated companies, etc.
5. Names of Directors, Management and London representative.
6. Services operated, with a list of places served and the airports used, arranged in alphabetical order under Countries or States.
7. An analysis of the fleet of aircraft owned or operated on the date shown.

*ACS file should now be CONF 10/12/53*



32B.

Hel.

Reverse - we spoke. No trace of  
the submission of similar details from here  
can be traced. We are. Therefore  
send something on the lines of Mr. Dances  
draft at us.

Q  
1872

A.C.S.

"Huckle to be shown."

add. "within the Colony" after mail  
service.

Particulars of Aircraft to be inserted  
on back of form.

(a copy should be kept.)

Off/any pl.

Q  
13/4

13/4



8  
32  
FALKLAND ISLANDS, GOVERNMENT OF THE, Falkland Islands.

and mail service  
operates a passenger, ambulance, /, within the Colony.  
Mr. J.S.R. Huckle, D.F.C.

Acting Controller of Civil Aviation Mr. J.S.R. Huckle, D.S.C.



32j  
10.

Registration Letters and Name, if any	Type and Constructor	Year of build	Service on which engaged
(a) VP-FAA Auster	Floatplane. Auster Aircraft Co., Rearsby, England.	1948	Transport of medical cases, mails and passengers.
(b) VP-FAB Auster	- do -	1948	- do -
(c) VP-FAC Auster	Landplane. Auster Air- craft Co., Rearsby, England.	1949	Not operated.

Number of Aircraft previously owned by Co. → 3

Aircraft on order to be owned by Co: 1 "Beaver" Floatplane



32k. 71

15th April,

53.

CONFIDENTIAL

Sir,

32g  
32i-J  
I am directed to refer to your letter of the 5th of September, 1953, and to enclose herewith the completed form regarding aircraft owned by the Falkland Islands Government.

I am,

Sir,

Your obedient servant,

(Sd) J. E. Briscoe

Acting Colonial Secretary.

Principal Clerk,  
Lloyd's,  
LONDON, E.C.3.

Raz



DAY

M. Devereux. (through H.C.S.) 20/11

I mentioned the other day that I would like to commence the compilation of an arid gazetteer of the Fethlands on the lines indicated in this book.

We ought to have something built up for your successors so that they don't have to start all over again the hard way. We have a camera and should

be able to produce the necessary photographs.

DAY  
y, U.S.A.

Please discuss with your colleagues in FIGOS and with H/M as his scheme and let me know what you propose.

the 26/11/53

Seen thank you

7/Devereux

11/6/53

Jim.

Referenced re.

10/7.

By (4th Jan)  
on 10.7.53

H.C.S.

Noted t.g.

10.7.

Spoke H.C.S.  
by one month  
10/7.



H.M.S. BIGBURY BAY

at Port Stanley.

5th July, 1953.

No. 408/A5

Sir,

I enclose notes on aircraft operations which may be of use to the Falkland Islands Government.

It is realized that they may not, in all cases, be appropriate in local conditions, but it is hoped that they will form a basis for a safety and rescue organisation.

I have the honour to be

Sir,

Your obedient servant.

*AWF Sutton*

Commander R.N.

His Honour the Colonial Secretary,  
Stanley,  
Falkland Islands.

*YE*

*Ref: attached*

*Is YE call for this memo?*

*2) It is very thorough, but rather too complicated though Commr. Sutton appreciates that it is only to form a basis.*

*3) I suggest add. with thanks to Mr. Pitt for comments.*

*4) Commr. Sutton was also going to give us some notes on identification of strange aircraft for circulation to firms. I will remind him.*

*Reply 437*



NOTES ON A SUGGESTED SAFETY ORGANISATION FOR FALKLAND ISLANDS  
GOVERNMENT AIRCRAFT.

---

- ✓ (1) One Government Official should be designated "Search and Rescue Officer" and be in charge of the organisation.
- ✓ (2) All settlements should have a copy of the safety organisation for aircraft.
- ✓ (3) All settlements should keep a log of aircraft sightings, and aircraft's course.
- ✓ (4) Before any flight the pilot should be in possession of meteorological information compiled within the last ? hours, giving:
  - (a) Weather actual at departure point, and
  - (b) Forecast for route and destination.
- ✓ (5) He should sign an authorisation form before take off, (which should be retained at the departure station), stating :
  - (a) Weather report has been received and read.
  - (b) Intended route.
  - (c) List of passengers, weight. weight of baggage and freight, all up weight.
  - (d) Amount of petrol carried and estimated endurance.
- ✓ (6) The aircraft should carry :
  - (a) Emergency rations and water.
  - (b) Inflatable dinghy.
  - (c) Lifejackets for each crew member and passenger.
  - (d) Red pyrotechnic signals for distress.
  - (e) Aircraft ground distress code.
- ✓ (7) Radio should be tested before take off and again after take off, an acknowledgement being received either from :
  - (a) Departure point,
  - (b) Stanley, or
  - (c) any other station which will undertake to become radio guard for the flight.
- ✓ (8) Throughout flight the aircraft's position should be reported every  $\frac{1}{4}$  hour by radio. Any station <sup>hearing</sup> the position report should acknowledge it and inform the guard station or Stanley. If no acknowledgement is heard by the aircraft then the positions should be broadcast every  $\frac{1}{4}$  hour, i.e. made twice over. Any station hearing this broadcast message should inform the guard station or Stanley.
- ✓ (9) If the aircraft takes off with unserviceable radio, it should keep to a set route (a series of set routes should be laid down). If it has to fly over the sea. without radio, it should circle a settlement before departing over the sea. It would be best if there were only three or four corridors over the Sound, and agreed routes to outlying islands.
- ✓ (10) On taking off, the departure station should inform the destination station of the time of take off and the expected time of arrival in the following form :

"Goose Green from Pebble. Immediate.  
Aircraft Government Norseman pilot Deverell, passengers Mr. & Mrs. Smith. Master C. Smith, Miss Brown, took off for you at 0900  
ETA 1130. "
- ✓ (11) On arrival at its destination, the aircraft should announce to the guard station :

"Am landing at ..... now. Cease guard for me".
- (12) On the aircraft.....



(12) On the aircraft landing, the destination station should inform the departure station, and also the guard station :

"Immediate. Aircraft Government Norseman landed here 1125".

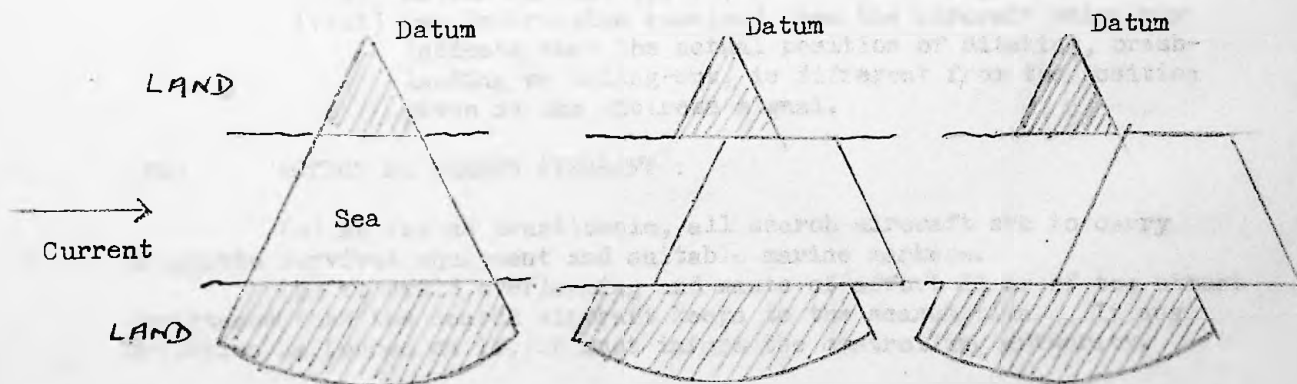
(13) A station from which an aircraft departs should be responsible for keeping in touch with the aircraft, seeing that a guard is kept on its frequency, and for ensuring that it arrives at its destination. If no message as in (11) or (12) is received by the departure station within  $\frac{1}{2}$  hour of the estimated time of landing, it is to signal Stanley radio :

"Emergency. Aircraft Government Norseman was due to arrive Goose Green 1130. Nothing heard".

(14) Aircraft movement signals are to be prefixed "Immediate". Aircraft overdue signals "Emergency".

(15) In the event of an aircraft becoming 1 hour overdue the following action is to be taken :

- (a) Government Stanley is to become co-ordinating authority for search and rescue.
- (b) Stanley asks all stations on aircraft's intended track if they have seen it; if no information is forthcoming, then general appeal for information is made.
- (c) A three mile radius circle round the last sighting position, or the last radioed position from the aircraft, is to be the datum for search operations.
- (d) An area  $20^\circ$  either side of intended track, to a depth of  $\frac{1}{4}$  hours flying time from the datum (normally 25 miles) is to be the search zone.
- (e) Either Stanley or an appropriate settlement in the search zone is to be placed in charge of the detailed search.
- (f) The search is to be started with the datum circle and then continued by searching the complete zone.
- (g) Search parties should be equipped with as much of the equipment listed for "craft attendant on seaplanes" as is practicable.
- (h) If the search is at sea, an estimate must be made of the effects of tides and currents, and as the search progresses the geographical area to be searched will change accordingly. If the area to be searched is partly over land, and partly over sea, the land area will remain stationary, and the sea area will change.



- (i) M.O.H. should issue guidance to settlements on action to be taken in moving personnel from wrecked aircraft, and transporting them..

(16) Assistance by Warships.....



(16) ASSISTANCE BY WARSHIPS AND MERCHANT SHIPS. Warships and Merchant Ships in the vicinity may be requested to take part in the search. A fix or other definite position of a ditched aircraft or dinghy will normally be required before effective assistance can be given by a merchant ship. A distress broadcast to shipping by Stanley W/T should be considered.

(17) The (Meteorological Station ?) is responsible for assessing the probable drift of (a) wreckage  
(b) dinghy.

The factors to be taken into account are surface wind velocity, state of the sea, the tide and ocean currents.

(18) Action by a member of the public observing a crash or an aircraft or flying personnel in distress :

- (a) Give whatever immediate assistance may be possible.
- (b) Radio, telephone or send message to the nearest settlement, or, in Stanley, the police station.

(Note - The above mentioned action should only be taken if personnel are seen to leave an aircraft by parachute or if an aircraft is actually seen to make a forced landing, crash on land or in the sea, or show other unmistakable signs of distress, such as firing red pyrotechnic signals, singly or in succession. Low flying is not, by itself, an indication of distress.)

(19) Reports of aircraft in distress over land or sea, or seen to crash on land or in the sea, should contain as much as possible of the following information:

- (a) If the information is based on a visual report:
  - (i) Type or description of aircraft.
  - (ii) Nature of distress.
  - (iii) Position.
  - (iv) Time.
  - (v) Action already taken, if any.
  - (vi) Origin of report.
- (b) If the information is based on a wireless distress signal, as much of the following information as is known:
  - (i) Type and callsign of the aircraft.
  - (ii) Position and time of position.
  - (iii) Nature of distress.
  - (iv) Intention of pilot, e.g. ditching, crash-landing or baling-out.
  - (v) True course of aircraft.
  - (vi) Altitude of aircraft.
  - (vii) Estimated wind speed and direction at position of aircraft.
  - (viii) Any information received from the aircraft which may indicate that the actual position of ditching, crash-landing or baling-out, is different from the position given in the distress signal.

(20) ACTION BY SEARCH AIRCRAFT :

- (a) As far as practicable, all search aircraft are to carry droppable survival equipment and suitable marine markers.
- (b) To avoid overlapping and waste of effort it is of the utmost importance that the search aircraft keeps to the search plan. If any deviation is forced on it, it must inform the controlling authority.

(21) Ancilliary rescue equipment, which can be carried in the search aircraft and dropped to persons in distress to enable them to survive until final rescue, should be listed and available at .. (the hospital ?)

(22) When personnel in distress are located a search aircraft is :

- (a) to drop a marine marker and a smoke float by day or a flame float by night;
- (b) to drop the survival equipment carried;
- (c) to send a message to the controlling station, giving the position of the distressed aircrew and all other relevant details, using precedence "operational immediate".
- (d) To obtain.....



- (d) To obtain the most accurate fix possible, and to transmit if necessary, a corrected position to the controlling station;
- (e) to keep the distressed crew under observation until recalled, relieved or compelled to return to base, or until a surface vessel arrives;
- (f) to direct any surface craft in the vicinity to the position of the incident by any means at its disposal, e.g. radio, signalling, lamp, etc; if unsuccessful, to guide the surface craft to the scene of the incident by means of the following international procedure:
- (i) Circle the surface craft at least once.
  - (ii) Cross the projected course of the vessel close ahead at a low altitude, opening and closing the throttle or changing the propeller pitch.
  - (iii) Head in the direction in which the surface craft is to be directed.
  - (iv) Repetition of such procedures shall have the same meaning.
  - (v) The ships may acknowledge receipt of the above-mentioned signals by sending a succession of "T's" in the Morse Code, or, by day, by hoisting the answering signal, consisting of a pennant with alternate red and white stripes. A change of heading may be made by the surface craft as an acknowledgement that the direction has been received and will be complied with. If the surface craft is unable to comply, it will indicate the fact by hoisting the international flag "N" or by other visual or radio means.

An aircraft can indicate that the assistance of a surface craft to which the signal is directed is no longer required by crossing the wake of the vessel close astern at a low altitude, opening or closing the throttle or changing the propeller pitch.

(23) ACTION BY FLYING PERSONNEL IN DISTRESS. Flying personnel in dinghies should use some, or all, of the undermentioned methods of attracting attention when search aircraft or surface craft are seen or heard in their vicinity :

- (a) Firing distress flares or cartridges.
- (b) Using the heliograph or the bright bottom of the first-aid tin.
- (c) If the dinghy radio is available, using the signal light, when fitted.
- (d) Flying the international distress signal, consisting of a flag with a ball or anything resembling a ball, above or below it.
- (e) Blowing whistles.
- (f) Striking the special matches which give a greenish flare lasting four seconds.
- (g) Using the fluoresceine dye marker.

(24) The undermentioned methods should be used, in addition to those mentioned in para. 23, sub-paras. (a) to (c) above, after a crash landing in an isolated area :

- (a) Making the aircraft as conspicuous as possible by spreading open parachutes over the wings etc.
  - (b) Lighting signal fires.
  - (c) Improvising conspicuous ground marks in snow, sand, etc.
  - (d) Indicating special needs by the Ground/Air Emergency Signalling Code. (See Appendix C(1).)
- - - - -



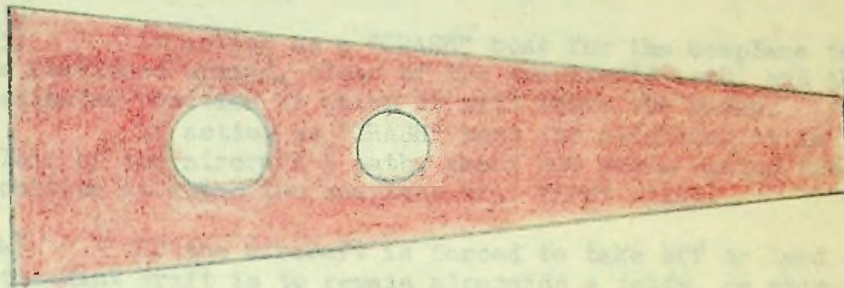
APPENDIX "A".

Signals to be flown when operating aircraft.

CORPEN.

Displayed. Where best seen.

Meaning. Boats are to keep clear. Flying boats or seaplanes are about to land or take off.



(CORPEN).

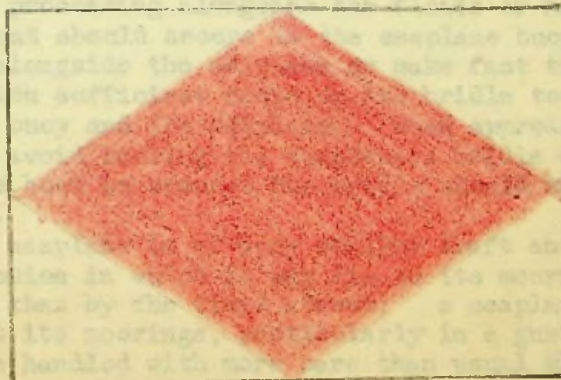
It is the custom - in naval anchorages - for all ships in the landing area to repeat this signal.

=====

FOX.

Displayed. By craft attending on flying boat or seaplane about to land or take off.

Meaning. Am attending on flying boat or seaplane about to land or take off. Other craft should keep clear of me.



(FOX).



APPENDIX B.

INSTRUCTIONS FOR BOATS ATTENDING ON SEAPLANES.

- (1) The attendant craft is to carry the following gear :

First aid outfit.

A "Crash Box" containing wire cutters (long and short handled) shears, saws, axes and hatchets, and leather gloves.

Four 2 gallon foam units (fire extinguishers).

Two chain tailed 9lb grapnels.

- (2) The attendant craft is to fly flag FOX when aircraft are taking off or alighting.

- (3) If acting as a "CRASH" boat for the seaplane taking off it is to be stationed upwind, clear of the seaplane's path, and abreast of the estimated position at which it will leave the water.

If acting as "CRASH" boat for alighting it is to be stationed, clear of the aircraft's path, about 200 yards upwind from the estimated position at which the seaplane will first alight.

- (4) If the aircraft is forced to take off or land at night, the attendant craft is to remain alongside a jetty, or ship, close to the take off/landing area. with her engines running.

- (5) TOWING. When adrift a seaplane usually heads to windward, and drifts to leeward much faster than a boat: a boat intending to take it in tow should therefore approach it from windward. The tow-rope should be bent to the mooring bridle of the seaplane, which in a float plane is usually secured to the forward ends of the floats, and in a flying boat to lugs on the stem or in the head sheets. When close aboard, the seaplane should be fended off by hand and boathooks should not be used for grappling it as they may easily damage its structure. If the seaplane is manned, the tow-rope can be passed from windward on a heaving line; or, if this is not practicable, a grass line may be streamed to leeward of the seaplane so that the seaplane will drift over it and thus enable the tow-rope to be passed on the grass line.

A seaplane under tow may yaw very considerably, and to prevent this steadying lines should be secured to each wing tip and tended in the sternsheets of the towing boat.

A seaplane should be towed at short stay, the length of tow being adjusted so that the bows of the seaplane ride on the third wave of the wash. If towed at long stay the weight of the tow-rope will tend to submerge the bows of the seaplane.

- (6) ATTENDING A SEAPLANE MOORED TO A BUOY. Unless a special dinghy is used for proceeding alongside the floats or hull of a seaplane, an attendant boat should secure to the seaplane buoy and no attempt should be made to go alongside the seaplane or make fast to it. The seaplane should then ride with sufficient scope on its bridle to allow the boat to lie between the buoy and the seaplane. When approaching the buoy care should be taken to avoid fouling the seaplane's bridle with the boat's propeller, and when the boat is secured the bridle should be grappled and stopped to her gunwale.

A seaplane is of very shallow draft and has a large windage area, so the direction in which it may lie to its moorings will be governed more by the wind than by the tidal stream; a seaplane is also liable to yaw violently at its moorings, particularly in a gusty wind. A boat should therefore be handled with more care than usual when securing to a buoy at which a seaplane is moored. She should approach from abeam or before the beam of the seaplane, and then turn up-stream to secure to the buoy. If there is no tidal stream she should turn up-wind to secure.

After securing the boat to the buoy and protecting her stern and quarters with fenders, a stern fast should be passed from the boat to the seaplane so that the boat can be warped close to the plane for the transfer of passengers and cargo by hauling in or veering the boat's painter and the seaplane's bridle.

- (7) RESCUING CRASHED AIRCRAFT.....



(7) RESCUING CRASHED AIRCRAFT. When an aircraft crashes into the water the first duty of the rescue boat is to save the passengers and crew. Modern land planes will probably sink within five minutes of crashing, and speed in rescue operations is therefore essential.

If the occupants have had sufficient warning they will probably have cast off their securing harness, and have released the dinghy which aircraft carry when flying over the sea. They would probably also have inflated their life-jackets and should therefore be floating near the wreckage.

The occupants may, however, be unconscious and either trapped within the aircraft or entangled in wreckage below the surface. The first survivor rescued should, if conscious, be asked the number and probable whereabouts of any other occupants. Passengers and crew are secured to their seats by webbing harness which passes over their shoulders, or by leather belts around their waists; these have quick-release devices, but it is simpler to cut them with a sharp knife. If there is a good swimmer in the boat's crew he should be detailed to take his knife and any suitable tools from the crash box, secure a line around his body with a bowline and pass the end to another of the crew, and then stand by to dive in and rescue anyone trapped in submerged wreckage.

V. unlikely here

If the crashed aircraft is on fire the water surrounding it will probably be so widely covered with burning petrol that the rescue boat cannot approach close aboard. The boat may, however, be able to rescue anyone thrown clear and floating on the fringes of the fire, and for this purpose she should have ready a grapnel tailed with chain. If the fire is small it may be possible to approach the aircraft from up-wind close enough to grapple it and tow it clear of the burning petrol, all available fire extinguishers being played on any burning petrol in the boat's vicinity.

The wreckage of an aircraft may be of great value in determining the cause of an accident; otherwise it is of little value and, unless orders to the contrary have been received, it should be sunk in deep water. Care should be taken to leave no traces of floating wreckage, because these may subsequently be found or washed ashore and lead to unnecessary search or rescue operations. If the wreckage is to be recovered the best places at which to secure the tow-ropes, strops, or slings, are: the propeller-boss, the roots of the main planes, the catapult spools, and the lugs for the mooring bridle (if fitted).

- - - - -



# APPENDIX C (1)

## GROUND / AIR EMERGENCY SIGNALLING CODE

### Meaning.

Symbol (8 feet long or longer).

1.	Require doctor. Serious injuries.	I
2.	Require medical supplies.	II
3.	Unable to proceed.	X
4.	Require food and water.	F
5.	Require firearms and ammunition.	»
6.	Require map and compass.	□
7.	Require signal lamp with battery and radio.	I
8.	Indicate direction to proceed.	K
9.	Am proceeding in this direction.	↑
10.	Will attempt take-off.	I>
11.	Aircraft seriously damaged.	L T
12.	Probably safe to land here.	Δ
13.	Require fuel and oil.	L
14.	All well.	LL
15.	No.	N
16.	Yes.	Y
17.	Not understood.	..
18.	Require engineer.	W

### ACKNOWLEDGEMENT OF THE GROUND/AIR EMERGENCY SIGNALLING CODE.

Ground signals may be acknowledged by dropping communication equipment or by dropping messages. If this is not possible, pilots are to show that they have understood messages by rocking the wings of their aircraft. Failure to rock the wings of the aircraft will mean that the message has not been understood.

- If possible, a space of 10 feet is to be left between the elements of these signals.

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## APPENDIX C (2)

### COMMUNICATIONS BY AIRCRAFT IN AN EMERGENCY

(1) The provision of effective assistance to aircraft and personnel in an emergency depends largely on the receipt of timely and accurate information by the ground organisation. Whenever possible, signals appropriate to the degree of urgency are to be transmitted before the situation has deteriorated to the extent requiring a distress signal (SOS or MAYDAY) and while the aircraft ~~has~~ still has sufficient height to make communications with a ground station reasonably certain. When the captain of an aircraft considers that circumstances warrant the dispatch of "Safety", "Urgency", or "Distress" signals, they are to be transmitted in accordance with the instructions contained in the following paragraphs.

(2) SAFETY - Aircraft not in immediate danger, but in difficult conditions which may lead to an emergency, e.g. uncertainty of position, adverse meteorological conditions which constitute a hazard to the safety of navigation, etc., are to transmit a safety message, preceded by the international Safety Signal TTT (by radiotelegraphy (W/T) ) or Sécurité ( SAY-CURI-TAY - by radiotelephony (R/T) ), transmitted three times before the call and followed by particulars of the navigational or meteorological circumstances :

Radiotelegraphy	Examples	Voice (Radiotelephony)
TTT TTT TTT .. .. .		SÉCURITÉ SÉCURITÉ SÉCURITÉ
H8Y .. .. .		SHAWBURY TOWER
DE .. .. .		THIS IS
PQ6F .. .. .		SOLENT ONE SIX
QFT 5000-6000 FT .. .. .		ICE FORMATION OBSERVED BETWEEN FIVE THOUSAND
QTH 5514N 0345W		AND SIX THOUSAND FEET AT FIVE FIVE ONE FOUR
		NORTH ZERO THREE FOUR FIVE WEST.
K		OVER

The safety signal is to be addressed either to one or more specific stations or to all stations ("CQ" by W/T or "All stations" by voice).

(3) URGENCY - Aircraft in danger and in very urgent need of assistance, which may possibly overcome the danger, e.g. aircraft lost, fuel shortage, partial engine failure, etc., are :

(a) to call the ground station on the frequency in use:

Radiotelegraphy.	Examples	Voice (Radiotelephony)
XXX XXX XXX .. .. .		PAN PAN PAN
Ground station callsign .. .. .		Ground station callsign.
Prosign DE .. .. .		Prowords THIS IS
Aircraft callsign .. .. .		Aircraft callsign.
Text of message .. .. .		Text of message.
(The text of the message is to include the following information -		
(i) Estimated position and time of position.		
(ii) Course (true) and airspeed (indicated).		
(iii) Altitude of aircraft.		
(iv) Type of aircraft.		
(v) Nature of danger and assistance required.		
(vi) Intention of captain of aircraft (e.g. returning to base, etc.) )		
Two dashes, each of about .. .. .		Two periods, each of ten seconds duration,
ten seconds duration.		during which the microphone button remains depressed.
Aircraft callsign transmitted.		Aircraft callsign spoken once.
Prosign K .. .. .		Proword OVER.

(b) to repeat the urgency message, preceded by the urgency signals "XXX" (three times) or "PAN" (three times), on the M.F.D/F, H.F., and/or V.H.F. emergency frequencies; and

(c) if unable to contact any ground station or do not know what stations to call, to broadcast the message on the international distress frequency (500 kc/s.)

(4) DISTRESS .....



(4) DISTRESS - Aircraft threatened by serious and imminent danger, and in need of immediate assistance, e.g. ditching, crash-landing, or baling-out, are to take the undermentioned action:

(a) If automatic emergency equipment is provided, this is to be switched on before the distress call is transmitted.

(b) If time permits, the distress call, followed by a distress message, is to be transmitted on the frequency in use, by means of radiotelegraphy (W/T) and/or radiotelephony (voice) according to the equipment fitted, as follows :

(i) Distress call

Using radiotelegraphy(W/T)	Using radiotelephony(Voice)
SOS (transmitted three times)	.. MAYDAY (spoken three times)
Prosign DE	.. Prowords THIS IS
Aircraft callsign (transmitted three times)	.. Aircraft callsign (spoken three times)

(ii) Distress call.

Using radiotelegraphy(W/T)	Using radiotelephony(Voice)
SOS (Transmitted three times)	.. MAYDAY (spoken three times)
Prosign DE	.. Prowords THIS IS
Aircraft callsign (transmitted three times)	.. Aircraft callsign (spoken three times)
Text of message	.. Text of message
(The text of the message is to include as much of the following information, in the order given, as time will permit :	
(i) Estimated position and time of position.	
(ii) Course (true) and airspeed (indicated).	
(iii) Altitude of aircraft.	
(iv) Type of aircraft.	
(v) Nature of distress and assistance required.	
(vi) Intention of captain (e.g. ditching, crash-landing, etc.)	
Two dashes, each of about ten seconds duration.	.. Two periods, each of ten seconds duration, during which the microphone button remains depressed.
Aircraft callsign transmitted once	.. Aircraft callsign spoken once.
Prosign K	.. Proword OVER

(c) The distress message should follow as quickly as possible after the distress call. (Ground stations do not answer a distress call but listen out for the distress message which is expected to follow.) In certain circumstances it may be necessary -

- (i) for the distress call and message to be combined in one transmission, or
- (ii) for the text of the distress message to be omitted; or it may not be possible for the aircraft to make any transmission after the distress call.

(5) CANCELLATION OF "URGENCY" OR "DISTRESS" MESSAGES - Once the conditions which led to the transmission by an aircraft of an urgency or distress message no longer apply, it is of the utmost importance to cancel the message. This cancellation must be sent on all the frequencies on which the original message was sent, and must be given the same precedence. The cancellation is to be followed by an amplifying report to the ground control station, using no precedence.

- - - - -



34 Cdr. Sutton who has much experience of these matters told me <sup>he</sup> had it in mind to put some thoughts down for us and I encouraged him to do so as I have long been of the opinion that our Air/Sea rescue arrangements in the event of a crash were woefully inadequate.

Plans have even gone out without W/T equipment which is a great foolishness and for which we would be much condemned in the event of accident.

2. I think that much in this carefully thought out paper can be usefully adopted and wish it to be brought to the early attention of HM and Pilot. Meanwhile please convey my appreciation and thanks to



the Commander for his most helpful proposals which are receiving Command's immediate attention.

3. He informs me that the question of a guide to ancient & shipping identification is in hand.

MC. T<sub>vii</sub>

I assume that plane is able to speak to Settlements, in Transit? Beams w/r apparatus will have the necessary crystals to facilitate this?



37

8th July,

53.

Sir,

33

34

I am directed to refer to your letter No. 408/45 of 5th July, 1955, enclosing notes on aircraft operations in the Falkland Islands and to convey His Excellency's thanks and appreciation of your most helpful proposals which are receiving Government's immediate attention.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell.

Colonial Secretary.

Commander A. W. F. Sutton, R. S. C., R. N.,  
R. N. S. Bigbury Bay,  
STANLEY.



38.

9th July,

53.

The Harbour Master,

The Colonial Secretary,

STANLEY.

34

I am directed to forward to you notes prepared by Commander A. W. F. Sutton, D.S.C., R.N., on the subject of aircraft operations in the Falkland Islands and to request that you will consult with Mr. Devrell and advise this office as soon as possible which of the proposals can be and have been adopted by Falkland Islands Government Air Service.

2. In the meantime I am to ask you to confirm that all planes can speak by R/T to Settlements in transit and that the Beaver W/T apparatus will be suitably adjusted to maintain such communications.

(Sgd) C. Campbell

Reply at 39

COLONIAL SECRETARY.

B.D. 20/7



No. 0270/14

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



# MEMORANDUM.

19th July, 1953

The Hon. Col. Sec.

STANLEY.

Harbour Master.

Stanley, Falkland Islands.

SUBJECT :-

AIRCRAFT SAFETY MEASURES.

Reference your memo. of 9th July, confirmed that all aircraft possess R/T equipment suitable for two-way communication with settlements and that Beaver will be similarly equipped.

A handwritten signature in dark ink, appearing to read "John Luck".

Harbour Master.

*He wished to receive  
his assurance.*

*Thank you.*

*mc 14/vii*

*para 1 of  
Fred for reply to (38) - now with JCS*



~~705~~  
39A

FUTURE POLICY OF F.I.G.A.S.

As H.E. has commented "the Air Service has come to stay", and the present moment appears to be the transitional stage between an experimental amenity and a permanent service: it therefore appears to be an ideal opportunity for laying down future policy - not for a matter of months, but for a period of years.

It is convenient now to discuss all aspects of the Air Service under their separate heads, and this paper is designed as a guide to agenda for a conference regarding future policy to be held while de Havilland's engineer is available in the Colony to lend his advice.

1. COMPLEMENT.

Like every other department in the Government we are seriously understaffed. I doubt if any other similar organisation in the world has so few in its actual staff, and the continual difficulty that has been experienced in completing an inventory, checking stores ledgers and even carrying out essential maintenance is evidence of this.

Our present complement is:-

- $\frac{1}{2}$  a Controller/Pilot
- $\frac{1}{2}$  an Accounts Clerk
- 1 Pilot
- 2 Ground engineers
- 1 Apprentice mechanic

The most pressing need is for a labourer to do odd jobs in the hangar, releasing the engineers to carry on with the actual maintenance. This labourer could also run the crash tender, releasing the "Alert" for her other duties. As this man will have to be good all-rounder, with a fair knowledge of boat-handling, he will not be easy to find; but if none suitable apply, I believe I can obtain one from the R.R.S. "John Biscoe" when she returns to the Colony.

The two 'halves' in the office is also not entirely satisfactory - it will largely depend upon the future policy towards I.C.A.O. whether this is sufficient staff or not. At the present moment Mrs Huckle is dealing with the I.C.A.O. literature, but the Report of the Second Colonial Civil Aviation Conference is rather ominous in parts and should be borne in mind.

2. AIRCRAFT.

The aircraft situation must also be reviewed. The position is that we have:-

- 1 DHC2 (Beaver) on floats
- 2 Auster Mark V on floats
- 1 Auster Mark V landplane

The Norseman may be disregarded so far as flying aircraft are concerned by the conference - her disposal will form a separate heading in the Agenda.

As regards the Beaver: let us not rush into buying two! After all they cost £12,000! We shall require two if the C.of A. cannot be carried out here - that is obvious. But I am of the opinion that provided the engineers are given the time and the equipment, a proper C. of A. can be done in the Falklands. This would mean that for one month in every twelve the Beaver would be out of commission: obviously we should select our least busy month (sometime in the winter), and

/with



39B

with local C.of A's being performed, we could put two float Austers into the air as a substitute.

X | Equipment for complete C.of A's for both the Beaver and the Austers can be indented for. Mr Smith could obtain the necessary 'B' licence during his next leave. The time could be made by employing two labourers at the hangar permanently, instead of the one mentioned in section 1 above. I am convinced that ultimately this solution would prove much more economical than the alternative, which is to have two Beavers and two Austers, one of each to be sent home to England annually for C.of A., returning to the Colony by the same "Biscoe" as they were sent home with.

It must be remembered that Trill's advice on this subject may be prejudiced by the possibility of another sale for his company.

Of the two float Austers, one is in pretty good shape and the other could ultimately be brought back into service if the ground staff had the time to spend upon it. Both aircraft are, however, equipped with the American Lycoming engine for which spare parts are becoming increasingly difficult to obtain. It is possible to modify this particular aircraft to take a British Gipsy Major engine (one of the most reliable ever made in the world) and it is suggested that the best policy for the two float Austers would be to send to the United Kingdom by the next "Biscoe" the F.I.D.S. (yellow) Auster for a complete overhaul and engine modification. The following year the F.I.G.A.S. (blue and silver) Auster could be similarly dealt with. Thereafter C.of A's could be carried out in the Colony or in England as discussed above.

I may add that I have flown the Gipsy Major engined Auster and can assure you that it is altogether more satisfactory than the Lycoming.

Y | The land Auster presents a problem. It has not been flown for 21 months! It would now require several days work to make it airworthy. While admitting that in theory it may one day save a life, equally at the present rate it will be unserviceable when "Der Tag" arrives. The race course is at the moment (and for several months every year) unusable as a strip. In the opinion of the pilot and I, the best thing that can be done is for the aircraft to be converted to an additional float Auster so that it can really be used. The alternative is for it to be sent home for sale, but this particular type is very cheap at home and the sum recovered would certainly not pay for the freight and crating (They are priced at about £100 - £120 without a C.of A.). I am of the opinion now that to retain this aircraft for its emergency value is pointless, as it would probably be unserviceable anyway.

### 3. NORSEMAN.

Most certainly | The disposal of this aircraft is primarily a F.I.D.S. responsibility, but as the Air Service has had so much value from the aircraft it is felt that every effort should be made to assist F.I.D.S. in its ultimate disposal. Trill is to be consulted regarding the latest sale value of this aircraft in Canada, a file on this subject already being in existence and of some interest, although out of date. We shall then be able to estimate the relative costs and revenue. My own opinion is that it will cost more to get it to the knacker's yard than he will be prepared to give us on the carcass. There are however two good engines with the aircraft, and these may have a ready and profitable market value.

If it proves impossible for F.I.D.S. to dispose of the Norseman, then it is suggested that the Colony acquire it as a 'Christmas Tree', paying F.I.D.S. one additional years rent for it complete, or half a years rent for it without the engines. (In suggesting the immediately preceding sentence I have tried to be fair, which is very difficult with one foot in each camp - or is it grave?).



4. CRASH TENDER.

The ex-Base E motor boat will be ideal for the Beaver. It is gradually (Oh! So very gradually) being re-conditioned, and if the seaman-airman-labourer as suggested in section 1 above materialises, it can be made his responsibility. It could then be used as a compulsory water taxi service to the aircraft, which would eliminate one of the office difficulties - namely the weighing of passengers baggage.

The "Alert" is really required for other duties, especially with a warship in the harbour, and in consequence is quite frequently away when the aircraft lands.

5. ROAD TRANSPORT.

Some form of road transport is obviously essential to the Air Service to collect engineers quickly when the aircraft returns out of hours, and also to tow the aircraft up the slipway, which for a variety of reasons has been found the best method of doing this. The Jeep has performed yeoman service, but its days are numbered, the actual number not yet being quite certain, but let us say January, 1955. It was second hand when obtained for the Air Service (ex-Hill Cove) and it is now worth discussing its possible replacement. Personally I would prefer to defer the actual turnover from Jeep to another vehicle until we have a road to put it upon if possible, but this should not prevent a discussion of the future.

*It must have  
a wheel the  
road is finished  
if possible.*

6. HANGAR.

Having discussed the movable items of equipment, let us change to the stationary objects. The hangar is a good thing and only needs minor modifications to make perfect. First priority should be given to the weather-proofing to protect the aircraft and tools. Secondly the workshop should be lined for greater comfort and hence efficiency on the part of the engineers. Consideration should be given to making a dope shop in the opposite corner of the hangar to the workshop so that doping can be efficiently carried out, and a small office should be provided for stores ledgers, log books, etc, where they can be kept free from grease and oil.

*Will that  
be a room for  
these -*

7. SLIPWAY.

After the completion of the proposed extension, this will be as good as anything of its class in the world, and it is pointless to discuss this further.

8. BUOYS AND KELP.

It is intended to organise a more efficient warping buoy system for the Beaver - a comparatively simple matter requiring no outside assistance. Kelp appears to thrive by being brushed regularly with floats! The amount in the mooring area has increased considerably since seaplaning started, and the pilot now frequently experienced difficulty in steering the aircraft in that area. It is suggested that the assistance of a naval diver be obtained, who can walk along the seabed cutting the stuff off at its roots.

*Early pl.*

9. EQUIPMENT.

If it is decided that C.Of A's can be done here, then obviously further equipment must be ordered: but in any case certain additions have been found necessary to avoid long period breakdowns in operations. These include welding equipment, instrument testing equipment, portable electric compressor, vertical bench drill, lanoline spray equipment, sand-blasting equipment and possibly metallising equipment. This however is a matter that so far depends



126  
39d

other decisions that no firm recommendations can be made before they are decided.

10. STORAGE SPACE.

Storage space is required for:-

- (a) Spare parts and equipment which <sup>when an</sup> not in normal use.  
(b) Petrol and oil.

It is suggested that the landplane hangar be used for both, the part allocated being lined and weather-proofed so as to avoid their deteriorating.

*Yes.* Provided that the petrol store in the other part were made burglar proof, no danger is foreseen in making this place into such a store, and it would have the great advantage that it would save the cost of P.W.D. lorries moving petrol from the present depots to the aircraft every few days.

11. SPARE PARTS.

The policy regarding spare parts will depend largely upon:-

- (a) maintenance policy.  
(b) economy.

*Mr. Trade will advise us on this.* Ideally the Air Service should hold spares to meet any eventuality but there is no point in blinking one's eyes to the fact that this would prove very costly, and a decision should be reached as to what scale will be carried and these indented for.

While discussing spares, the Beaver is a Canadian built aircraft, and it is suggested that spares be ordered direct from the makers rather than through the Crown Agents. *They will be so ordered.*

12. AIRCRAFT COMMUNICATIONS AND SAFETY ARRANGEMENTS.

These are at present being considered and improved, and no further suggestions can be made until after the present proposals have been tried.

13. OFFICE.

*Easy done.* I am somewhat diffident about putting forward suggestions upon this subject, but I am forced to protest that the office is far from ideal. The present office was once the 'gash room' of the P.W.D., and has never been repainted or redecorated since I took it over. It has the great disadvantage that I cannot see the "Alert", "Philomel" or the aircraft in the harbour without having to go out of the back door and down onto the jetty. My work is continually disturbed by the telephone ringing with such trivial queries as "Will you let me know when you hear the aeroplane - I'm going in the car to meet Mr So & So". Work at my desk has to stop when someone enters to pay a bill. The employment of a male clerk has at least allowed me to get to my desk without tripping over any of the clerk's suitors - all calling with excellent excuses of course!

*A good idea* However, it is suggested that when the new warehouse is built on the Government jetty, two small offices be incorporated in the seaward end of this building, one to serve as my office, and one for my clerk. I would then be able to superintend the work aboard the ships and boats without a long absence from the office, and by having two offices I would be freer to concentrate upon my work, most of which has to be done in the early morning or the evening these days.

14. LICENCES FOR FLYING PERSONNEL.

It is suggested that a similar arrangement to that made in the case of Mr Spencer be made in the future regarding licences of pilots. In this arrangement permission was granted by the M.C.A. to continue



the renewal of his United Kingdom licence in the Falkland Islands, thus obviating the enecessity of his resitting his examinations upon his return to the United Kingdom. (The Report of the Second Colonial Civil Aviation Conference refers).

15. PERSONNEL.

Considering individuals personally, the office staff are both permanent and so need not be considered. I hope that both engineers will also elect to become permanent staff, as continuity is the thing most lacking so far as I can see in this sort of organisation. That leaves the Pilot and the Apprentice to be considered. The pilot's contract expires in August, 1954, and although he may stay on for a short while again, I consider it unlikely that he will re-engage for a further long tour. He has informed me that permanent flying here is to wearing to be endured for more than two to three years as things are at the moment, and I am inclined to agree with him.

The apprentice mechanic is, I must confess, a worry: we have used the boy for what amounts to cheap labour for three years and we offer him nothing so far as I can see unless we send him to the U.K. I would be personally willing to stand as his guarantor of his passing his examinations, the cost of his course being borne by me should he fail, if the Governmmet were willing to accept this proposal.

NO.

16. GENERAL ROUTINE.

Some considerable improvement is necessary in the general routine of the Air Service as regards flight planning, weather forecasting, notification of passengers and so forth.

One good point to have finally settled is that early morning flying is a complete waste of time and energy. We now know that the flying day must be planned to start at 0830 and end as soon as possible in the evening.

So that everyone can understand the existing system, I will briefly outline the Air Service procedure here:-

(a) Flights are booked in the office in chronological order of receipt in the following manner:-

DATE BOOKED	NAME	FROM	TO	DATE FLIGHT REQ'd
19.7	C.Campbell	Stanley	Ajax Bay	A.S.A.P.
20.7	L.Gleadell	Stanley	New Island	A.S.A.P.
20.7	T.Gilruth	San Carlos	Stanley	A.S.A.P.
21.7	J.Huckle	Stanley	Ajax Bay	A.S.A.P.

Of course our list always contains fifty or more names , but this will serve as an example. As none of these names are marked with any sort of priority, the one at the top of the list is taken, and the flight would be planned to include that booking. Supposing only the Auster was available at this time with its limitation of two seats, then the pilot would probably not elect to take L.Gleadell to New Island as the other passenger, but would select J.Huckle, also bound for Ajax Bay. The return flight would of course pick up T.Gilruth from San Carlos.

It is obvious that with a long list of names in front of one, it is possible to make the most economical use of the aircraft in this manner, and it is also possible to plane several flights in advance, which is what the settlements wish to hear.

Unfortunately these forecasts fall over because passengers cancel their trip after they have been published at times: sometimes bad weather prevents the completion of a flight, and so all flights have to be reorganised and so on. Confusion then reigns supreme and

This must be done if course.



128  
39 F

everyone is miserable. I have left out another source of disruption, namely, mails and medical flights, because it is hoped that by the New Year I shall personally have taken over these and thus release the pilot for the passenger-flying proper.

(b) On the morning of a proposed flight, contact is made with the Met. Office at 0915 - it is pointless to make any earlier contact, for they will not have received and digested the camp weather reports. This means that the decision whether to fly or not is made at approximately 0930 and the passengers leaving Stanley are notified as soon as possible after this. This means that it is 1030 before the plane can take off, for it always takes an average of one hour from the time of notification to the time the passengers arrive at the hangar. 30-40 minutes are taken to reach the office. 5-10 minutes weighing. 15 minutes in the boat.

Above I have mentioned weighing: this also requires attention. We can weigh outgoing passengers baggage easily by forcing them to go through the office to the aircraft. Incoming passengers however escape with their baggage unchecked if the plane arrives back after office hours, and obviously there is no check at all upon people moving between different settlements.

(c) As soon as the plane takes off we notify the settlements to which it is flying if they are still listening on the R/T.

*Could they be asked to do so -*

The above describes some of the difficulties which I feel are not normally realised about our routine operations.

There is one last question to be considered. It is the problem of weekend flying. I feel that there is no difference of opinion regarding the desirability of this in the case of a medical emergency, or on compassionate grounds, such as a relative dying in hospital etc. For other cases there seems to be a mistaken impression that when the weather is bad the Air Service knocks off. This of course is not true, and in consequence weekend flying would merely result in everyone (other than possibly the pilot) working a seven day week for possibly an indefinite period. And of course it is not merely the Air Service involved: the "Alert's" crew are called out: the operator at the W/T station is alerted; and both members of the office staff are required. All these people cannot possibly take a "Day in lieu", so it is felt that with the exception of the cases mentioned above and occasional very special priorities, Sunday should be a day of rest.



Y.E.

39A - 39B  
(117) & (119).

My comments on H.M.'s. notes are as follows:-

(1) Complement. I would suggest F. I.G.A.S. ground staff establishment as

3 Engineers.  
1 Handyman.

N.B. The third engineer post to be filled if possible by a local apprentice who has made good.

When we have the 3 engineers we should take on another apprentice or perhaps two without giving them any guarantee that they can be immediately employed in the Falkland Islands if they become qualified.

(2). Aircraft. I am, like H.M., a little undecided about a second Beaver. Not only is there the question of capital expense but we will also probably find it necessary to increase the administrative staff as well as extending storage, hangar and office accommodation.

I incline towards an establishment of 2 Beavers and a float Auster or 1 Beaver and two float Austers.

I am very much in favour of C/A being issued here if possible, owing to the great expense of shipping aircraft to the United Kingdom.

As regards the Land Auster, I still adhere to my view that this should be scrapped. H.M. tells me that neither he nor Mr. Devrell are keen on flying it and I do not think they should be coerced.

(3) Norseman. This plane has clearly had its day and it is merely a question of disposing of it in the most expeditious manner.

(4) Crash tender. To be put in order as soon as possible and moored at Government Jetty.

(5) Road transport. There appear to be technical objections to some form of winch to haul in the aircraft.

As the engineers are and will be fully occupied, time should be saved by rapid transport from hangar to homes.

Probably a landrover is required with the old jeep being kept at the hangar purely for hauling purposes.

(6) Hangar. I am not very well qualified to comment and would like Mr. Till's opinion.

(7) Slipway. The form of extension has been agreed.

(8) Buoys & Kelp. I will ~~seek~~ <sup>am seeking</sup> Naval assistance - they may be more interested in helping during the summer months.

No one in sight

I think there is not likely to prove very attractive.

I see no reason why but agree that the decision may be left for the present.

They cannot be and if they say that it is an unsuitable risk that is the end of it.

What are they? Not obvious to me.

Yes

Let us avoid completion of the road.

Yes but I do not think there is much to be made of it.

We could wait till the summer.



120  
39g

(9) Equipment. Much depends on whether proper C/A's can be issued here, and, again, Mr. Twill's advice will be useful.

So would I.

(10) Storage Space. As a temporary expedient I see no reason why a small quantity of petrol should not be stored in the landplane hangar with reasonable safety but I would prefer to see a separate petrol store.

(11) Spare parts. These will be ordered direct from the makers.

I don't think that  
exactly suits H.M.'s  
point.

(13) Office. There is clearly a need for improved office accommodation but this is not a first priority. We might move Customs out to ?Gymnasium? and let H.M. overflow.

(14) Licences. The suggested procedure is the best if we are allowed to follow it.

(15) Personnel. I suggested on Aldridge's file that he should either stop his apprenticeship & become a handyman or finish it with the prospect of a Grade II technical post.

After discussion with H.M. I think there is little point in having such a post in the establishment. Unless he is a qualified engineer he could never be trusted to do any job without supervision that couldn't be done by an intelligent handyman.

Not for me moment

H.M.'s. personal suggestion is Quixotic but could not be entertained.

(16) General Routine.

(a) With our variable weather I can see no solution to the last minute changes in schedules and priorities and we can only enlist public co-operation and sympathy by discussion and occasional broadcast talks.

Yes.

The ~~dilemma~~<sup>difficulties</sup> might well be aired in Ex. Co., Leg. Co., and S.O.A. meetings to prevent H.M. and Govt. being "shot at" too frequently.

Agree.

(b) It would assist checking and weighing and also speed up disembarkation if the crash tender could land passengers direct from plane to ~~Public~~<sup>Govt</sup> Jetty.

Yes.

(c) I would support H.M.'s. plea for a ban on Sunday flying except in special emergency - otherwise we may well cause justifiable dissatisfaction among the ground staff.

No I.

(d) I am not satisfied that early morning flying is a waste of time and energy as H.M. says but unless we increase our ground staff and work in shifts we will overwork them unduly.

Pl. arrange to  
be held in my office.

Finally I would suggest a conference with the H.M. Pilot and Engineers prior to Mr. Twill's arrival.

317



OS  
HM

(References to HM's numbered paragraphs).

1. I am not yet persuaded of the need for  
3 Engineers and I see no prospect, as yet, of a local  
apprentice making the grade; it is a pious aspiration  
but not to be reckoned on just yet. I am unable to  
ignore reports of the Education Dept. at Aldridge and it  
might be as well to put him on the strength as a  
labourer and look around, now, for some bright youth  
as a mechanic whom we could confidently send to  
England for further training. I am not much taken  
with HM's proposal to rob RRS "John Biscoe" - for how  
much of this sort of thing goes on; could not Aldridge  
fill the bill? A competent handyman could be obtained in addition  
if Aldridge is not sufficient of an all-rounder.

2. There is no need for a hasty decision about  
the second Beaver but there are obvious advantages (if  
it is found necessary to have another plane larger than  
the Duster) in having two of the same type. If it is  
uneconomical to maintain the Land Duster and if, as  
HM tells us, it would not be available for use in  
emergency owing to lack of overhaul then there is no  
point in keeping it and it should be 'scrapped' but  
Ex-Co. must be told why: we might be able to sell  
on the Coast (there is a Flying Club in Munkidoo)?  
Should we then ever keep both Float Dusters but  
would have supposed that modification to Gypsy

u p 124

Y p 124



396  
Mojas might be expensive and we should enquire first. Incidentally is there no possibility of selling (or using) the engine out of the DM Tiger moth?

3. Although disposal of the Hasegawa may be a FIDS responsibility the Colony has had the use of it for very little and there is a strong moral obligation to do the best we can for them. The engines should certainly find a market but I cannot see what use the chassis would be to FIGAS as a Christmas Tree. Reconditioned, expensive though it might be, the plane would be of use to some Antarctic organisation and Mr. Groll should be able to give us some idea of the cost.

4. Agree to ex FIDS motor boat but am not clear as to what the Fleet does when there is no warship in; precious little in my experience.

5. A Land Rover, or some such, is required as a general purpose vehicle but we must try and make the present bus last until the road is through. I am not at all convinced of the need for a Jeep for driving purposes and would have supposed that an electric wheel was the answer.

6. I approve H/M's proposals all of which are reasonable.

7. Is it intended to refuel (Atlas Supab proposal) and use the oil barge to make a lee?



8. I don't really think the Navy will mind about the cold. water too much and would like them to tackle this job early.

9 We must await Mr. Eriell's recommendations as to additional equipment required but I am strongly in favour of doing C/A here if it can be done. I have suggested, elsewhere, that a possible alternative to sending mechanics home would be to import a fully qualified engineer every second year for a few months.

10. The land plane hangar provides an answer for storage but not perhaps the best one for aviation spirit. I would like to see a concrete-block building east of the jetty for current stocks. As to

11. spare we must again await Mr. Eriell's recommendations; <sup>Beaver</sup> the spares coming into the plane were advised by Group Capt. Mc Dougall who gave some thought to the matter and may be taken as reasonably comprehensive. I included spare engine and propeller.

12. I would be glad to have a report by the end of September.

13. Your own suggestion offers an solution to the difficulty, but there would be some advantage in W/M's purpose and this may be considered when he and S/W produce the new lay-out which I am awaiting. Meanwhile something might be done



124  
39K.  
to brighten up his present office and perhaps  
also could spare the fuel handyman to  
tackle this? SHW has his hands too full at  
present.

14. Arrangement should continue.

15. We should look well ahead for a  
relief for Mr. Devrell. I appreciate H/H's  
concern for the present apprentice but see my para 1;

16. I still consider 10.30 late to start  
when the best part of the day is so often over  
by then; there are surely <sup>some</sup> ~~many~~ days in which  
it is not even necessary to wait for repairs from the  
Camp e.g. today and yesterday? Generally, I  
agree with your comments.

17. One point that has not been touched  
upon in H/H's very useful minute is the "Gazette"  
and I hope that every effort will be made to  
complete this. And another thing is the question  
of buoys for the Aircraft; unless adequate <sup>in form</sup> and  
properly secured they are a menace and it is  
for consideration whether Philomet should not  
tackle this problem and provide a proper buoy  
at each Settlement?

HC 31 VII

H.C.S. Seen by

HC 21 VII

Can't H/H file his pp. like everyone else instead of  
in the middle?



(File)

439E

CS.

### FIGAS.

I mentioned the following to HM and may have done to you but it should be on record:-

See 0270/H.  
Camp & Stanley  
Landing  
Facilities.

1. BUOYS. It is the duty of the Harbour Department to ensure that an efficient buoy for aircraft is available at each Settlement and this work should be put in hand at once.

2. PETROL DUMPS. At present petrol is stored only at Charlton I believe; this is insufficient and drums should be kept at other strategic points e.g.

B.O.F.



~~14~~ 39m

West Point, Pat Stephens, Mill Cove  
(?) Pat San Carlos and Darwin -  
possibly North Arm.

3. Work is to go ahead  
with the Gazetteer and I wish  
to see the pro forms before I  
leave.

4. If maps are required for  
the Pilots there can be  
prepared by arrangement with  
the D.C.S.

MC 13<sup>th</sup>  
VIII



34 Mr Deverell and I have discussed the accompanying paper by Commander Sutton and have combined together to produce the following comments. We are very grateful to Commander Sutton for the great trouble he has obviously gone to to assist us, and where our opinions differ from his, it is (with one exception) simply because we feel that an organisation on the lines he advocates would be too costly in this rather small community.

As regards:-

1. Yes. This should automatically be the surviving pilot, since he will be the person with most ready access to all the data.
2. Yes. When produced we could roneo a copy and send it to all farms.

No. In an emergency, farms would be contacted withina matter of hours and would still remember any sighting. It is doubtful whether they would have logged it by that time anyhow, and we do not feel that this log would have any practical value.

4. Yes - this is done, excepting when the pilot is caught in the camp overnight. He then sometimes wishes to get away early in the morning before the weather deteriorates and before a forecast is available.
5. We intend to put a board up in the hangar to give the details of (b) and (d) as we consider this would be a good idea. (a) is covered already and (c) is impossible because we have not the slightest idea of the weights of persons embarking at the various stops. The board will look something like this-

DATE.	AIRCRAFT.	ROUTE.	FUEL.	PILOT.
13.7	VP-EAD	Stanley, Pebble, Chartres, Stanley.	80 gals.	Deverell.
13.7	VP-FAA	Stanley, Ajax, Stanley	20 gals.	Huckle.

This would have the advantage that it would be cheap and usable for an indefinite period, whereas books of clearances would be more expensive in the long run.

6. Yes - we shall indent for items not at the moment held.
7. Yes - this is done, Stanley always being the controlling station.
8. Yes - but we do it every half hour. Stepping it up to every quarter would put even more distraction to the office work.
9. It is unfortunately not always possible to keep to set routes owing to the weather conditions. We agree as regards circling the settlement before departing over the Sound, and also as regards the safety lanes, which will in future be kept to. They will be Fanning Head - White Rock Bay, Northwest Isl - Poke Point, Egg Harbour - Hill Gap (over Swan Is) and Wharton Harbour - Great Island - West Island. Agreed routes are not possible to outlying islands without making long diversions at times, and because of weather conditions.
10. Although desirable, this is not practicable, and it has been four better to deal with Stanley direct from the aircraft evrey half hour and before landing and after take off.
11. Does so - to Stanley (see 7 above).
12. The aircraft informs Stanley just before landing. It therefore becomes unnecessary for the farm to do so, and indeed at some farms, the person who operates the wireless also has to row the boat out to the plane, so he could not do it.
14. Not necessary here. Farms are very good about giving priority to aircraft messages. In the roneoed copy of the aircraft safety



41

arrangements to be sent to the farms (see 2 above) we could just put in a reminder about the importance of giving the aircraft R/T priority.

15. Agree entirely, but in (d) for  $\frac{1}{4}$  read  $\frac{1}{2}$  hour (see 8 above).
16. Agree.
17. The surviving pilot, who will have all the relevant data available to him in this office. The met office will of course assist by informing him of the probable wind speed at the suspected point of crash.
18. Agree.
19. Agree.
20. Agree.
21. Agree - the S.M.O. is the best person to decide what equipment should be dropped - no bottles please.
22. Agree - indents for these items will be sent up.
23. Agree.
24. Agree.

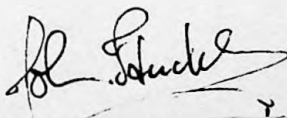
Appendix A. We do not consider this necessary here because of the very small amount of harbour traffic. The pilot scans the selected take off run before opening the throttle, and if any boat is crossing it, he waits until it is clear of his track. It should be remembered that flags flown at the hangar and on the "Alert" would not be seen by boats, even at the Government jetty. No other place would be reasonable to fly the flags.

Appendix B.

- i. Agreed.
- ii. No (see comments to Appendix A).
- iii. Agreed.
- iv. Agreed. We hope to avoid these however.
- v. Agreed.
- vi. No. I am afraid this is where we most definitely disagree with Commander Sutton's notes. I think Commander Sutton must be thinking of either heavier aircraft or heavier boats, for we have experienced very little trouble bringing boats alongside the floats and one must also consider how difficult it would be for an elderly female passenger to climb over the stern of a boat onto the narrow float and walk along the float to the door! And as a matter of fact I doubt personally whether the procedure outlined by Commander Sutton is in fact safer as regards damage to the floats. I believe his system might result in the aircraft suddenly riding up on its bridle and so damaging the nose of the float on the transom of the boat, especially if the latter was sitting back at the time.
- vii. Agreed.

Appendix C.

- i. Agreed.
- ii. Both Devrell and I have had to take exams in this procedure, but until proper R/T procedure is used by the other stations in the Colony, I see no hope of using it here. This remark applies also to iii, iv, and v of this appendix.

  
13. vi. 53.



Yh.

40. Attached

Which they must  
certainly endeavor  
to do: we have been  
too light-hearted in  
the past.

I think H/m + F.G.A. will be doing  
very well if they can put into practice  
+ maintain the procedure in Com. notes.  
It will certainly be a long overdue  
reform.

Yes, this  
should be  
done.

2) As regards Com. para 8 - we hope to  
make matters even safer by W/T that in  
keeping a continuous watch on an emergency  
frequency & Com + F.G.A. are letting me have  
a confirmatory note to this effect.

No.

3) I think Com has gone as far as our  
local resources will permit - we cannot  
for example expect farms to learn any very  
complicated signalling system.

Agree.

4) With regard to the one point in which  
Com disagrees with Capt. Sultors, I  
feel we should continue our present  
system based on practical experience &  
the best of time.

OS.

Agree generally.

20/7

2. The necessary security equipment should be obtained  
without delay.

3. It is most important that W/T sets should be  
100% efficient

4. As a double check I see no reason why  
farms should not notify Slaty when aircraft leave  
a pan area.

5. Please draft letter for me to Capt. Sultors. (Already done).

37

MC 21 VII

ACF Bu. 21.7



0270/L.

43

27th July,

53.

To; The Harbour Master,

From: The Colonial Secretary.

STANLEY.

1. I am directed to refer to your letter of 15th of July, 1953, commenting on Commander Sutton's suggested safety organization for Falkland Islands Government Air Service.

2. Your recommendations are approved in full and I am to request that you will proceed to implement them as soon as possible and prepare such orders for safety equipment as are required.

3. As an additional check it would be desirable if forms could notify Stanley when a ship is to leave or pass over but this may prove to be an imposition on them. You should however take the opportunity of the Annual Sheep Owners Association meeting to obtain representative opinions.

4. My Memorandum of the 9th of July, 1953, and enclosure is returned for your retention.

C. Campbell.

COLONIAL SECRETARY.



0210/11.

No.

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

Red 23/7/53

MEMORANDUM.

22nd July, 1953.

The HOn. Col. Sec.

(Copy to Superintendent P. & T.)

The Harbour Master,

Stanley, Falkland Islands.

SUBJECT :- AIRCRAFT EMERGENCY COMMUNICATIONS CHANNEL.

With reference our conversation on this subject, the following arrangements have been made between this department and the Post and Telegraphic Department. An emergency frequency in the 3 meg band has been established that will be guarded at all times while the aircraft is in flight by an operator at the W/T station. The H.D. will be responsible for informing the W/T station that the aircraft is about to take off, and the pilot will inform them just before his final landing in Stanley. This system will be of great assistance to our office as we shall now only have to switch on the set for routine messages once an hour.

The Norseman radio is now in service again. The Auster radio is being investigated by the Superintendent P & T with regard to the possibility of improving its performance. There are some objections to this set:

- (a-) Its weight is 30 lbs, which is a lot in a light aircraft.
- (b-) Its controls are situated behind the pilot's seat, which is, to say the least of it, inconvenient.
- (c-) Its performance at present is poor, hardly justifying its weight.



45

As regards maintenance, Mr Mercer has kindly directed that one of his mechanics should test the radio before each flight. This brings us in line with standard practice in the U.K. - and is I suppose the only case where we do so conform!

*John Luckes*

Harbour Master.

*Y/E* To see. I will await S/P's report on the Amber set.

*207*

Noted.

2 It looks as if we should try and find a lighter set for the Amber; has S/P any ideas? Mr. Trill may have some.

3 X may well be true but there is little object in saying so. The point is that we are trying to improve in this regard and must keep on doing so. When shall I see the draft Civil Division Order? *inc 24 vii* *Bo.F.*



SP/R

For your comments on (45)<sup>3</sup>

46

28/7

Hon C.S.

I doubt whether we can get a suitable set to operate on u.s. m/f's and yet cover the needs of the Austies, and be less bulky and less weight than the set being used. The Austies is very noisy making it necessary to have a receiver of good design to bring in a fair signal.

I am not at all well acquainted with aircraft sets and would suggest Mr Trill may be able to propose something.

AM SP/R  
2.9.53



#5  
46a.

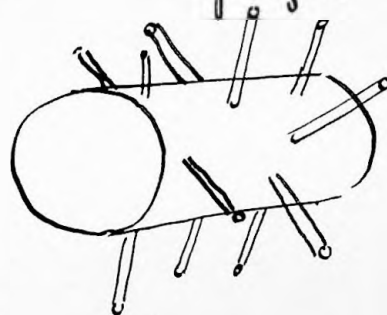
HM

for your comments re (2).

17/8

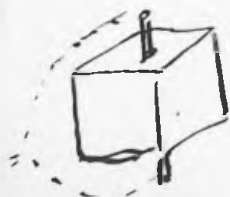
H.C.S. Buoys: We shall require for this 150 fathoms of chain — there is about 30 fathoms available in the department, but the remainder must come from U.K. (W.F.C.) We should get it in six fathom lengths & to avoid C.A. sending the wrong sort we can send them a piece as a sample. We shall also require 28 sinkers made of concrete & reinforced with steel piping which must project outside the concrete.

F.I.C. can supply 50 fathoms approximately.



SINKER.

Please consult Mr. Bawden re this — he mentioned a square block to use with a piece of piping to take the cable



These should be made to weigh one ton each — the Harborman dragged one weighing half a ton quite easily. P.W.D. could doubtless make these & they would be cheaper than anchors.

28 good galvanised steel 40 gallon drums & some rope will complete the requirements for

the buoys. Estimated cost: — £550.

I wish to see each down of it.

KIV B.U. 12.11



446b.

PETROL DUMPS Mr Dewell & I feel that the best sites for additional petrol would be at Darwin & Ajax Bay, (retaining Chartres). These three settlements have the best facilities for refuelling. Points to be considered in this are:-

- (a) Position of settlement on routes - Darwin & San Carlos waters are crossed most frequently.
- (b) Mooring sheltered from prevailing wind - refuelling is difficult if the aircraft is being rocked by sea.
- (c) Availability of labour to assist.

The estimated cost is very little - 10 or so 2 gallon cans, a funnel & 2 or 3 Chamois leathers is all that is necessary. (Say, £25)

app.

GAZETTEER. Now there are two of us flying we should start this. The cheapest way will be for the printing office to produce some blank sheets like the attached for us - they should be of the loose-leaf variety. The details are then filled in by us on the typewriter. Next week I will try an experimental film in the aerial camera to find out what altitude etc photographs should be taken from, & send these to H.E. We may be able to cover costs selling copies to farms.

MAPS. The Admiralty charts are far from ideal. Personal (not Dewell) I would prefer one with a scale of 5 naut. miles to the inch, but there is little point in incurring this expense until we have some accurate contours to put on it.

18. VII.

Agre.



47  
46c.

Photo of  
Settlement from  
500' (?)

Photo of  
Settlement area  
from 4000' (?)

SETTLEMENT. *San Salvador.*  
POSITION. *51° 26' S 58° 22' W.*  
COMMUNICATIONS. *R/T 2.00 + 4.50 mcs.*  
FUEL. *Nil.*  
OBSTRUCTIONS. (a) IN FLIGHT. *R/T masts near manager's house*  
(b) ON WATER. *Clear outside lagoon.*  
MOORING FACILITIES. *Buoy in creek north of jetty around bottom*  
REMARKS. *Motor boat available.*

*Heavy swell develops with winds between  
South + West + land inadvisable.*

*Y.S.*

(15) - (17)

I recommend approval of Mr. [unclear] recommendation.  
2) As regards the cost of the buoys, I recommend  
that after our final meeting discussions with the  
de Havilland Engineers, we should compile a  
PAGAS development plan embracing buildings, equipment  
& materials and <sup>then</sup> decide on a schedule  
of priorities according to ~~cost~~ which will take  
into account cost & availability of labour.

I don't agree. 3) It may be necessary to spread the load over  
a term of years if we are not to dip  
into capital.



46d

4) I feel also that we should get at least an agreement in principle from SEC as soon as practicable.

26/8

A

I agree with (4) but not with (3) — the Colony wants its Air Service to be efficient and can afford to make it so: it cannot, in fact, afford to have it otherwise. We have the money and its expenditure is legitimate on necessary development: we have improvised and 'fudged' for too long and this only leads to more expense in the long run.

B

mc 26 viii

HM (15) (merguez) & above p. 26/8

C

Hbe H.C.S. Hotel ty. Break-down of cost at cover.

ix. D.

HM. Do you discuss with the Provost as in merguez? 46a. 7/9



Cement	£100
Cable & labour.	£250
Drums	£150
Sittings etc	£ 50
Total.	<u>£550</u>

46e.

add to this cost of transport - 20 days  
 for "Philamel" - £500 - this will not  
 of course be charged except in "work done" ledger.



H.C.S.

I have the honour to make the following report on the decisions taken at the conference at Government House on Friday August 21st.

1. Staff of the Air Service shall be increased forthwith by a handyman - I suggest he be called coxswain to make the job sound better. Attached is suggested advertisement which can be broadcast as soon as approved.
2. Long-term complement of aircraft to aim at is 2 Beavers, 2 Auster seaplanes. Future of Norseman and land Auster to await decision of Board on 31st August. Yellow Auster to be shipped to U.K. for refit by "Biscoe" next year. Gypsy Major engines to be fitted to Austers if price reasonable. Attached letter to de Havilland's representative refers. Purchase of Beaver additional to await operational report on first at end of a year's running.
3. Following additions to accommodation to be made at hangar:-
  - (a) External petrol store to be built to incorporate refuelling installation, using if possible steam roller shed.
  - (b) Apron to be built outside hangar.
  - (c) If practicable, hangar roof to be strengthened to lift up to  $2\frac{1}{2}$  tons. If not practicable, jacks for Beaver become essential.
  - (d) Lining of workshop and heating to be put in hand as soon as possible.
  - (e) Drainage and weather-proofing of hangar to be put in hand.
  - (f) Store for spares and office to be built alongside hangar.
4. Additional spares and equipment to await de Havilland's engineer's advice.
5. Application to be made for H.E. to again have a delegation of U.K. powers, regarding aircrew licences - see attached.
6. Paper to be prepared by Air Service giving reasons for being opposed to early morning flying. Parcel freight to be handled by Post Office - see attached copy of Memo to S. of P.&T.

*fol* *Shuck*  
22. VIII.

*Yes* to see - I think  
*Yes* has covered all  
these points in more  
detail in a recent  
summary.

*25/8*

*Yes - except 3 (c) which I  
will go into with Mr. Bird and S/B.*

*P/M @  
26/8*

*Mc 25 VIII*



HCS <sup>24/5</sup>  
(H/M to see)

Fik

# AIR SERVICE (Policy)

We had a discussion on the 22nd and the following conclusions were reached :-

- (1) AIRCRAFT: The ideal fleet is 2 Beavers and 2 Austers, all on floats. Provision of the second Beaver is not urgent, however, and experience will show if it is really necessary at all. There is difficulty in maintaining the land Auster and neither Pilot is willing to fly it: the only two Settlements for which it is required are Pebble and Sea Lion and in emergency the "Philomel" could reach either within thirty hours. The Norseman is no longer an economic proposition; both it and the land Auster are to be boarded (H/M, Fowler, Trill and Lt. Lygo) and we will ask Group Captain MacDougall's advice as to disposal in Uruguay where there is a Flying Club which might provide a purchaser for the Auster, and Doderer's might be interested in the Norseman - or the Uruguayan Air Force! The orange Auster (late FIDS) is to go back to the makers for C of A overhaul when the opportunity should be taken to replace the present Lycoming engine with a Gipsy Major. Might be as well to send the floats with it? And enquire as to possibility of fitting a lighter and better W/I set.

Ex.Co. to be informed.

On agenda for

next meeting



Applies also to blue Auster

- (2) STAFF: Mr Smith when he goes on leave should try to take his B licence and Mr Jones, who precedes him is to try for his A and C licences. Aldridge is to be given a test in November when we should be able to judge as to whether it is worth keeping him on, with a view to sending him to England for further training. Meanwhile a good handyman is to be added to the establishment in order that the ground staff may have more time to devote to the aircraft. If Aldridge fails his test, we must look round for another bright lad to train locally.

On monthly wages.

- (3) MAINTENANCE: The ideal arrangement is to handle full C of A overhauls locally but this will depend on ground staff obtaining the qualifications noted above; the alternative is to send the aircraft home which in the case of the Beaver would be a most expensive business - incidentally, it would compel us to carry a second Beaver!

- (4) HANGAR: I have already directed that the workshop is to be lined out and fitted with an Esse stove; water should be laid on. Petrol must be safely and conveniently stored and the only satisfactory method is an underground tank of, say, 1000 gallons capacity to the east of the hangar - fuelling equipment, not yet ordered, should be provided for this. C of A equipment will also be required and the advice of Mr Trill should be sought in re.



49

A "dope" shop should be provided for the Austers but I am a little doubtful if there will be room for this inside the hangar, as proposed. The floor of the latter needs attention and should be extended beyond the doors to provide an apron on which the aircraft can be manoeuvred. Plans for extension of the slipway have been approved and await execution. The roof of the hangar requires attention as there were a lot of nuts and bolts missing at the time it was erected; this should not be overlooked. Washing-down equipment is said to have been ordered and I would welcome confirmation of this.

- Maine future shop.*
- (5) STORES: The present stores accommodation is quite unsuitable and one of the surplus buildings from PWD Yard should be transferred for this purpose; it should be possible to provide direct access to it from the Workshop which will save a lot of trouble.
  - (6) CRASH TENDER: Available in the shape of the ex Base E motor-boat now said to be in commission again; it is to be provided and is always to carry essential safety equipment. It will be moored at the Government Jetty.
  - (7) BUOYS: Harbour Department is to provide and lay dependable buoys at all Settlements where no such provision has been made.
  - (8) PETROL: Petrol dumps are to be maintained at Darwin and Ajax Bay.
  - (9) LICENCES: We should communicate with the Ministry of Civil Aviation and endeavour to arrange continuity of Pilots' licences whilst serving in the Colony.
  - (10) FARES: No change (and incidentally no reduction consequent on replacement of Norseman by Beaver); we want to keep fares within the pocket of the travelling public and it is to be remembered that any loss entailed in operating the Air Service and the Philomel is a fraction of what would be incurred on the annual maintenance of Camp roads.
  - (11) PARCELS: Parcels should be sent through the post and should be delivered to the hangar by the P & T Department.
  - (12) FLYING HOURS: No firm decision on early morning flying as yet - I still feel, myself, that a 10.30 start is too late. Normally there will be no flying on Sundays; exceptions are Medical, Compassionate and Executive or Legislative Counsellors returning from official duty or coming in to Stanley for that purpose.
  - (13) BILLS: Firm measures are to be taken to ensure the prompt payment of FIGAS accounts (as also "Philomel") and recourse should be had to the Courts in all cases of contumacy or unreasonable delay.
  - (14) SPARES: Col. Regs. notwithstanding, spares for the Beaver (and Norseman as long as we run her) are to be ordered direct from Canada.



51  
H.M.

As at D on 46D pl.

VP  
for CS.

9/9/53.

H.C.S.

Yes. He agrees we shall need a heavy block - in point of fact the half-ton one which the naveseaman dragged was almost identical to his design.

The reason why my design was round was because I intended to utilise the old 80 gallon whaling drums from Engineer Point to save making a mould. By this means several sinkers can be made at the jetty at the same time. The pipes will stop any tendency to roll or slide.

10.1x

Yes

(46) A

pre see (46) and (51).

10.1x

Seen - good enough.

MC 10.1x

10.1x

10.1x

11.1x

H.C.S. Seen by.

12.1x.



H.C.S.

The following are my notes made at the conference at Government House last night.

Extracted to  
0270/5/IV  
Aircraft

Ex. 100  
0270/R/II

1. The recommendations of the Board of Survey on the aircraft were accepted by H.E., and a decision on trial maintenance schedules was reached. This was that a corrosion check inspection should be carried out at 25 flying hours ( $\pm 10\%$ ), or at one month if the aircraft has not flown 25 hours in that month. The normal 50 hour inspection is to be carried out at 50 hours flying time ( $\pm 10\%$ ) or at two months if the aircraft has not flown 50 hours in two months. This maintenance schedule to be adhered to for the time being to prove whether modification is necessary.

Government to approach de Havilland's sales representative in South America as to possibility of sale of Norseman parts there.

Possibility of shipping Norseman parts to Montevideo by warship to be investigated.

→ Extracted to 0270/R/II - Norseman.

Extracted to  
0270/H  
Landing facilities

2. The oil barge and the wreck near the slipway are to be removed by the R.N. if possible.

0270/J/IV

3. Decision regarding purchase of second Beaver to await operating experience.

Extracted to  
0270/A -  
Staff. Copy  
N. Aldridge's  
notes

4. It was agreed that the establishment of the Air Service so far as ground staff is concerned should be two engineers, one to hold a 'B' licence and one to hold 'A' and 'C' licences, one handyman (to be designated coxswain) and one labourer or apprentice.

5. No decision was reached regarding Nigel Aldridge. This subject to be re-opened and examined.

Extracted to  
0270/C/IV  
Equipment & stores

6. The hangar development is to continue on the lines proposed: the dope shop to be internal if possible (hangar to be measured to ascertain if it could contain internal dope shop, two Beavers and two Austers). Strengthening of the hangar roof to await expert advice.

7. The draft list of spares and equipment prepared by the engineer was approved by H.E. and is to be indented for. Jacks are to be ordered for the Beaver in view of the decision regarding the hangar roof strengthening.

Extracted to  
0270/H  
Landing facilities

8. The extension of the slipway is to be examined by H.E. and S/W as this does not appear to be settled as to the method of extending.

0270/H

9. The possibility of using a winch to haul aircraft up the slipway is to be borne in mind, but no action at present, and enquiry should be made as to suitable type.

10. Mr Fowler will examine for the air service the possibility of obtaining a light trans/receiver for the Auster in Canada. It was suggested that enquiries be made in the U.K. at the same time.

It was agreed that the aircraft should use an emergency frequency in the 3 meg band for communications and should cease using 4.5 megs.

Extracted to  
0270/L -  
Communications  
with Aircraft



3. ix.

Extracted to  
0270/L - Communi-  
cations with  
Aircraft.

4. I think this fairly represents what was agreed on - I cannot however recall the final decision marked X1.

79



Pro Extract to relevant  
files, plus H.M.'s minute.

CS

52

I confirm general sense of H/M's notes  
on attached.

Extracted to  
0270/R/II

Extract to

0270/R/II  
4 by early

A

Extracted to 0270/H  
Landing Facilities.

B

Extracted to 0270/C/II  
Equipment & Stores

F

Extracted to 0270/C/II  
Equipment & Stores.

G

Extracted to 0270/H  
Landing Facilities.

H

1. I would like to see a list of the  
Naseman parts for disposal - floats, 2 Engines  
and (?) 2 propellers should fetch something.  
Mr. Fowler tells me that some of the instruments  
would be of use for the Beaver but recommends  
that they be reconditioned before storage.
2. Capt. Mac promises to deal with the  
oil barge before the 'Vernon' leaves
6. The work shop has been lined out to  
FIDS handyman and the next thing is to get  
the machine fitting shop moved up for FIGAS  
stores leaving the Land Buster hangar for PWD  
who need it badly for storage of timber for  
which purpose it should be very suitable.
7. To SFC as soon as possible.
8. I have discussed with S/W who confirms  
that the only way his Department can deal with  
this is by laying down bags filled with concrete  
and ramming them into place with heavy mauls.  
This will have to be done at extreme low water  
and bags should be filled and ready some



54  
55  
days beforehand so that the full period of the  
low tide can be taken advantage of. There are  
still quite a number of rocks to be shifted.

Extracted 6  
0270/H -  
Landing Facilities |

9. I have written about this and am  
personally of the opinion (and always have been)  
that an electric crane is the proper solution;  
Mr. Foster is equally convinced.

mc Σ  
IX-33

File

W. E. M.



55

*Group Captain Edward Mole, B.Sc., A.F.R.A.S.*

AVIATION CONSULTANT

REPRESENTATION & AGENCIES  
EVALUATIONS & SURVEYS  
SALES & SPARES PROCUREMENT  
MAINTENANCE PLANNING  
AIR CHARTERS ARRANGED

31 DOVER STREET,  
PICCADILLY, LONDON, W.1.

GROSVENOR 5902  
CABLES: CRAFTAIR

30th July, 1953.

The Colonial Secretary,  
Port Stanley,  
FALKLAND ISLANDS.



Dear Sir,

56 I have recently established myself as an Aviation Consultant in London, and am taking the liberty of enclosing a brochure outlining my proposed activities and background experience.

I intend to specialise in representing overseas clients' interests over here by undertaking negotiations on their behalf with the British authorities, by obtaining technical information that they may require, by the selection and procurement of aviation equipment for their purposes or by exploiting their products within the British Commonwealth. I would be most grateful if you would bear my name in mind and put me in touch from time to time with any airlines or aviation concerns in the Falkland Islands, should I be able to assist them with their problems in this way.

Your co-operation in this matter would be very much appreciated.

Yours faithfully,

A handwritten signature in dark ink, appearing to read "E. L. Mole".

(Group Captain E. L. Mole).

Am.  
17

24/9.

H.C.S.

"\*\*\*"

16 26. IX

As I thought Pa. 2. 19. 53



56  
**Cp. Capt. Edward Mole**

B.Sc., A.F.R.Ae.S.

**AVIATION CONSULTANT**

31, DOVER STREET, LONDON, W. 1.

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*Information, advice and assistance on all aspects of aviation.*

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*Market development for aviation products.*

*Procurement of aviation equipment and spares.*

*Evaluations, surveys and reports.*

*Air charters and ferry flights arranged.*



## Group Captain Mole establishes Consultancy Practice

REPRINTED FROM

*FLIGHT*

22nd May, 1953

**R**ECENTLY back from the Bahamas, where he was Director of Civil Aviation, G/C. Edward Mole, B.Sc. (Eng.), A.F.R.Ae.S., is now beginning new activities as an aviation consultant in London. His aeronautical experience is extensive, having begun as a Scientific Officer at the Royal Aircraft Establishment in 1928 and been followed by 21 years' flying and technical duties in the R.A.F. Early in the war he became Assistant Director of Repair and Servicing, Air Ministry, and spent six months in the U.S.A. planning maintenance arrangements for American aircraft supplied to the R.A.F. In 1942 he went to M.A.P., where he was in charge of the technical development of military transport gliders that ultimately played such an important part in the final phases of the war in Europe. In 1945 he was attached to B.O.A.C. as manager of their Development Flight for post-war transports, and subsequently he was posted to Transport Command as Chief Engineer Officer. Three years later he was appointed R.A.F. representative on jet engine development at the National Gas Turbine Establishment, and on his retirement from the Service in 1950 he accepted the Colonial Office Bahamas appointment mentioned above.

G/C. Mole's practical flying experience is extensive: he has handled 115 different types, including jets, and has had considerable route-flying experience with B.O.A.C. and Transport Command. Another of his interests is private flying and gliding (he held several British gliding records in pre-war days), and he was recently elected chairman of the technical committee of the Popular Flying Association.

In his new sphere of activity, he states, this extensive background of technical and practical experience will be available to further the interests of clients both at home and abroad. His offices are at 31 Dover Street, Piccadilly, London. W.1 (Grosvenor 5902).





Pa.  
Q.  
29.9.



PRIVATE AND CONFIDENTIAL

TELEPHONE: MINING LANE 7644



LLOYD'S,

LONDON, E.C. 3.

11 SEP 1953



Dear Sir(s),

LLOYD'S CONFIDENTIAL RECORD OF CIVIL AVIATION

The above Record, which is confidential and compiled solely for the private use of Underwriters, Insurance Companies and Brokers subscribing to Lloyd's, is being revised and reprinted.

In order to assist with the preparation of the new edition, I should be grateful if you would be so good as to include on the attached form any alterations or additional information affecting the entry to be made against your name and return it to Lloyd's in the envelope provided.

A complete list of the aircraft owned by you is particularly requested, and space has been left on the reverse of the form for the inclusion of the details required.

Thanking you for your co-operation,

Yours faithfully,

*A. H. Appleyard*

Principal Clerk.

*Reply Oct 59*

PARTICULARS REQUIRED

Lloyd's Confidential Record of Civil Aviation contains a list of owners of civil aircraft throughout the world including scheduled and charter lines, firms operating aircraft for business purposes, Flying Clubs and Flying Schools.

Where available, the following information is shown under each operator:—

1. Name and full postal address with official trading abbreviation, if any, preceded by the year operations are known to have commenced.
2. Telegraphic or cable address and telephone numbers.
3. The names of associated and subsidiary companies.
4. A short history of the concern from its formation and its undertakings, showing whether under Government control, and financial holdings of associated companies, etc.
5. Names of Directors, Management and London representative.
6. Services operated, with a list of places served and the airports used, arranged in alphabetical order under Countries or States.
7. An analysis of the fleet of aircraft owned or operated on the date shown.



58

H.M.

Wd. you please complete forms at h.c.

W. H. for B.S.  
26/11

Record

Returned from B.M. & posted



29th October,

53.

CONFIDENTIAL.

Sir,

54  
60-61

I am directed to refer to your letter of the 11th of September, 1953, and to enclose herewith the completed forms regarding aircraft owned by the Falkland Islands Government.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell.

Colonial Secretary.

Principal Clerk,  
Hoyd's,  
LONDON, E.C.3.



FALKLAND ISLANDS, GOVERNMENT OF THE, Falkland Islands.

Operates a passenger, ambulance and mail service, within the Colony.

Controller of Civil Aviation: Mr. J.C.R. Huckle, D.S.O.





7662

27th November, 53.

Superintendent Post & Telegraphs.

Harbour Master.

(Copy to Hon. Col. Sec.)

CHANGE OF POSITION OF HARBOUR DEPARTMENT OFFICE.

It is hoped that the work on the new office for this department in the new building on the Government Jetty will be completed by the end of next week and the changeover will be made some time during the following week (December 7th - 12th). I would therefore be grateful if you could arrange to have the telephone system altered to the new office as convenient to you during next week. In this connection, while I was on leave the telephone to the hangar was altered so that it is now passed through a sort of sub-exchange in my office. Although this system has some advantages, it is not always very satisfactory, and in view of the recent recommendation of the Board of Enquiry into the fire at the hangar that a second phone should be installed, I would be grateful if at the same time you could also arrange for a second line to run between the exchange and the hangar - to be fitted in a different part of the hangar to the existing phone box. There is a surplus phone box in the landplane hangar available for this.

It will also be necessary to put the R/T set into the new office. It looks as though it will be necessary to set up two new masts for this, one on the Government Jetty and the other near the jetty head. If you can provide the necessary materials, I can supply labour in "Philomel's" crew



463  
to erect these. I hope it will be possible to use the old Norseman  
R/T set in the new office, and so release the camp R/T set at present in  
use, if this arrangement is suitable to you.

*for F. H. C. K.*

Harbour Master.

*Q  
30/11/12  
1/12*



64  
File.

BOF (Temporary)

CP.

EXTRACTED TO OGBW/C-  
M.V. PHILOMEL - VOYAGES,  
PASSAGES & FREIGHT

What arrangement  
did we finally come to  
about the proposal that  
F.I.C. should act as  
agents for Philomel?

1. W/M tells me that  
he is hard-pressed to  
keep up with his office  
work; we cannot justify  
the employment of a second

RIV 64



66  
clerk for this Department, nor does  
he ask for one, but if there is  
any way in which we can  
ease his burden we should do  
so as we do not want to  
discourage him from flying.

3. One thing he suggested,  
which might help (I may  
already have mentioned this)  
is if his clerk was empowered  
to deal with local purchases  
up to a limit of £5 out  
of which he has at the  
moment to deal with  
himself.

MO 5/iii

KIV 64



C.I.

(64)

Do you see any objection to  
the suggestion?

12/2

H.C.S.

I cannot believe that local purchases  
can take up the time of H.M. to the  
extent that appears to have been suggested.

I see every objection to what amounts to  
delegation of responsibility by a Head of Dept  
to a junior officer.

C.I. 9.

18/2/54

I have conferred with Mr. that it is  
not the volume of <sup>his</sup> work which worries him  
but delays when he is off the top. If  
however there is urgency the Clerk can  
refer to the Secretariat.

9/25

P.A.



File

67

H/M

## Gazette.

How is the above getting  
on? May I see any  
pages which are complete?

2. How are we progressing  
and laying  
with distribution of aircraft  
mornings?

3. When panels are available  
K.I.V. hangar.

huc 6/ii



68

H.C.S.

I have not yet had any sheets from the printing office (requested four months ago - but they were busy).

Following settlements have been photographed :- Bluff Cove, Fitzroy, Island Harbour, Seal Tulet, Douglas Station, Salvada, Rincon Grande, Port Louis, Johnsons Harbour, & - the first roll of film is now ready for developing.

With our very heavy passenger bookings this will take a long time to complete + we shall be open to criticism if we go away on photographic flights with a long waiting list.

JH 21.2.



A.

69

HM - You have time to reply to para 2  
of this memo.

②  
12/12  
B.

67 H.C.S. / Ref. para 2. The plan is to utilise the old 80 gallon  
whale oil drums rusting away near Engineer Point - these will  
be filled with concrete, have a couple of pipes put through  
them to give holding power & then have chain with a fatig  
gallon drum buoy attached. I had hoped to put FIGAS  
crosswain onto this work during December, but the pressure  
of work at the hangar has stopped this to date, & the  
"Philanel's" crew are also fully occupied.

LF

HM - Could any of the ~~two~~ 'FIGAS in passage' help  
us? If so pre spk early & Quitt and  
SF.

②  
16/12

SF Above -

We want to make cement anchors for  
aircraft buoys to be placed at camp  
stations - it is really navy work  
but as usual we are handicapped  
by labour. Would any R.A.F. be  
interested in volunteering to help? - if  
so could you pre inform Harbormaster  
direct - this would take priority over  
cementing the pegs survey pegs.

②  
24/12



70.

H.C.S.

A

We spoke. I will arrange with H.M.

24/4

26/4

By 1 month

By 26/4/52.

By 1 month.

By 26/4

H.M.

(69)

B

Camp Troops — we seem to be getting no further and as they are presumably an urgent necessity & definitely insurance against damage to the plane could you please consult with H.M. & see if you can get them done by contract.

26

H.C.S.

C

Sack Baines gang would do this for us — but they are at present "on the Public Jetty". When "Philander" returns the E/R staff will be on to fitting the new heat exchanger & in consequence we could use the deckhands for a week. I think this would be best.

26

By 2 weeks.

D

27

27

By 22/7

Meeting H.M. 17th Nov } Paid amount

ACB

Be call a meeting of yourself H.M. & H.C.S. at ~~last~~ ~~this~~ ~~work~~ consider a notice putting this work out to contract. H.C.S. will have to help over specifications & ~~pro~~ to must presumably supply cement.

12-10-52

26



A

71

L.B.S.

70 D. As a contractor wd. have to borrow the cement mixer from P.W.D., B.V. is supplying two men, who, assisted by one from "Philomel" will make the anchors. When ready "Philomel" will transport and lay them at Camp Stations.

B.V. 2 weeks

W 28/7

B 18/7 B.V. 11/8

AGP Be put out of Hon. has salvaged the drums etc.

11/8

C

L.B.S.

B. This is "Alet's" first job when weather breaks pt.

W 12/8

B.V. 1 week.

13/8 B.V. 20/8

D

B.V. 1 week.

20/8 B.V. 27/8

Spoke H. Dept. - "Philomel" <sup>did</sup> might collect the drums today 1/10/54 (amended later)

W 1/10

B.V. 10/10



A.B.S.

A

71. spoke Dept - drums were transported on  
1st Oct. but no further action has been taken; pl.

Bo. Schwesky for document  
with sig 11/10

11/10

(71) B

BU 16/10

Ag. Lo

Journal to drums this to day - what  
is the position?

H.E.S.

C

I agreed with H/M. to take over as soon as he  
obtained the drums, but have not yet received information  
as to the drums having been landed.

ag. SW  
24. 18/10.

A.B.S.

D

Harkon is now contacting SW. pl.

18/10

E

AC2 What is the position?

By. week. 19.10

27/10

BU 27/10

F

spoke SW. He hopes to complete job with  
Pear. cutters on wet days

28/10

BU 28/11



17th November,

54.

To: Harbour Master,

From: Colonial Secretary.

STANLEY.

F.I.G.A.S. Jeep.

Superintendent of Works reports that you have no further use for the F.I.G.A.S. jeep and that it could be transferred to the Public Works Department.

My recollection of the F.I.G.A.S. transport arrangement is as follows:-

- (a) It is dangerous and possibly injurious to the plane to taxi up the slipway.
- (b) A vehicle tow is preferable to a winch.
- (c) The jeep should be repaired and used solely for hauling.
- (d) A landrover should be obtained and used as a general runabout. It should not be used for towing as the load puts an undue strain on it.

2. The main difficulty seems to be a jeep chassis. If one can be obtained then it seems you should retain the jeep. If one cannot be obtained then Public Works Department could weld the existing chassis sufficiently strongly to enable it to run about but not to haul.

3. Please let me have your views.

(Sgd) C. Campbell.

Colonial Secretary.

Copy to Superintendent of Works.

BU 29/11

Reply on 0150/11 where jeep is being boarded.

BU 72 15/12 enquiry pers.

CC/JC

act.

72. Spoke SW. Work not completed pt.

WD 15/12

*[Signature]*  
15/12



74

RECORD OF MEETING HELD AT GOVERNMENT HOUSE  
ON FRIDAY, 22ND JULY, 1955.

---

PRESENT: His Honour the Officer Administering the  
Government.  
The Acting Colonial Secretary.  
The Harbour Master.  
The Pilot.

The purpose of the meeting was to discuss Colonial  
Air Regulations governing safety measures and their application  
locally.

2. The following matters were discussed:-

- (i) Weighing of Aircraft. No facilities are available and the cost of equipment is high. The object is to find the centre of gravity at the empty weight. The Harbour Master is satisfied that the weighing of the aircraft is NOT a major factor in ensuring the safety of the aircraft and passengers.
- (ii) Certificate of Maintenance. Although not issued, at present, arrangements are to be made to print the forms which will then be brought into use to conform with regulations. When the aircraft is weatherbound overnight in the Camp it should be inspected by an Engineer before flying. This precaution cannot be observed and the aircraft is flown into Stanley. If the pilot is ever in doubt about the performance of the aircraft, passengers are not carried until it is inspected.
- (iii) Air/Ground Radio Contact. The pilot always ensures that the radio is working before he takes off.
- (iv) Loading. The pilot supervises the loading of the aircraft and ensures that the weight is properly distributed.
- (v) Landing and Taking Off. The pilot does not indulge in unsafe flying and would not land or take off at any settlement unless he were sure that conditions were favourable. This applies particularly at Roy Cove and Port Howard on an East/West approach.
- (vi) Defect Book. This requirement is to be brought into operation without delay.
- (vii) Training. It was agreed that the pilots should have a refresher course when on leave.
- (viii) Weather Minima for Take-off and Landing. It was agreed that a weather minima should be drawn up for each settlement and that it should include a list of known hazards. Arrangements should be made when the aerial survey takes place to photograph each settlement from the air.

/according to regulations,

now in operation  
21/8. A.



76

(ix) Intoxicated Passengers. It was agreed that any passenger who became intoxicated during a flight should not be allowed to travel by air again and that any incident of this nature should be reported to the Colonial Secretary who would take the necessary action.

no one available at present  
C.I.O. is investigating  
possibility of using Smith or  
Fox Bay.

(x) Pre-flight Action. It was considered that an adequate and accurate pre-flight weather report was essential, particularly before flying to the West. Early steps are to be taken to investigate the possibility of stationing a qualified observer on the West Falklands.

0270/H/10

(xi) Fire Precautions. Consideration was given to circular despatch No. 375 of the 18th April, 1955, from the Secretary of State. It was agreed that a demi-official letter should be addressed to the Colonial Office pointing out the impossibility of meeting all fire precaution requirements.

HH will prepare.  
S.

Re. attach 0270/H/10

B.W. 25/9.  
C 15/10



SENT

Number

Office of Origin

Words

Handed in at

6-10-55

To

~~HIS HONOURS/ THE OFFICER ADMINISTERING THE GOVERNMENT, FOX BAY HCS/C~~

BECAUSE OF CERTAIN DIFFICULTIES INVOLVING USE OF GOVERNMENT VESSELS  
IN AIR SURVEY HAVE DEFERRED <sup>h</sup>2 AIR/HARBOUR MATTER.

TREES

Time

SGT/IMR



Copy in 664  
"Philomel"  
P/ in 664

4th October,

55.

From: The Colonial Secretary,

To: The Harbour Master,

Stanley.

I am directed by His Honour the Officer Administering the Government to inform you that for administrative reasons it has been decided, as a temporary measure in the first instance, to divorce the Harbour Department from the Air Service. The reasons for this action are that:-

- (i) there are now three aircraft operating,
- (ii) there will shortly be added responsibilities in connexion with the Air Survey, and
- (iii) the student pilot is now approaching the final stages of his local training.

2. As from Monday, 10th October, 1955, your duties as Harbour Master will be transferred to the Collector of Customs who will, from that date, administer the votes under Head VI - B and be responsible for the operation of the m.v. "Philomel".

3. The clerk attached to the Harbour and Aviation Department should be instructed by you to refer aviation matters, including correspondence and accounts, to you and to refer to the Collector of Customs all matters concerning the Harbour Department. The Master and crew of the m.v. "Philomel" are to be informed by you, prior to the 10th October, that they will from that date receive their instructions from the Collector of Customs.

4. I am to request that early action be taken on paragraph 3 and that you will acknowledge the receipt of this memorandum as soon as possible. When your acknowledgement is received, a public announcement in the terms of paragraph 1 will be made.

(Sgd.) S. G. Trees

Acting Colonial Secretary.

Copies to: Collector of Customs,  
Acting Col. Treasurer,  
Auditor.

*Handwritten:* Air Service

*Handwritten:* 664



0270

31st December,

58

To: Director of Civil Aviation,

From: Colonial Secretary,

Aviation Department,

STANLEY

All members of the staff of the Aviation Department are to be congratulated on the very successful flying before and after the holidays, particularly with regard to the very much appreciated mail drop on Christmas Eve.

(Sgd.) A. G. Denton-Thompson.

COLONIAL SECRETARY

AGDT/NF

for  
3/11/58



17th February, 59.

TO: The Chief Meteorological Officer,

FROM: The Colonial Secretary.

STANLEY.

I was in the Air Service Office on Thursday the 12th of February when the Director of Civil Aviation rang through to the Meteorological Office at twenty minutes past nine for advice and information on the weather.

2. There was no Forecast available at that time. I should be grateful to know at what time the senior staff are supposed to be on duty at the Meteorological Office and whether arrangements could not be made to have a Forecast available when, at that time of the morning, the Pilots require Meteorological assistance.

3. Would you please consider this point and let me have your views.

(Sgd) A. G. Denton-Thompson.

COLONIAL SECRETARY.



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

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



MEMORANDUM.

19th February 19 59

Chief Meteorological Officer,

Stanley, Falkland Islands.

Colonial Secretary,

Stanley.

SUBJECT :-

71. Reference is made to your memorandum of the 17th February.

The duty forecaster should be in this office every morning, except Sunday, at 9 a.m. On the morning in question, the 12th February, I was duty forecaster and the fault was mine. There were several reasons for my lack of punctuality, although none could be regarded as a valid excuse.

In future care will be taken to see that a duty forecaster is available at 9 a.m. prompt.

*81*  
*Fair enough.*

*P.A. Banning*

*20.2.59*

*P.A. Banning*  
Chief Meteorological Officer



82.  
POELMAN AIRCRAFT CO., INC.  
New Orleans Airport  
WH 4-5555



Government of the Falkland Islands  
Dept. of Civil Aviation  
Port Standley  
Falkland Islands

Gentlemen:

As you may know Poelman Aircraft Company is the largest distributor of seaplanes in the United States. We are interested in contacting private and commercial seaplane bases in your country where there are facilities for docking and refueling.

Please mail us the names and addresses of these bases and if possible the names of the operators. We would like to have this data for general flight information and for sales contacts.

Thank you for any information you can give us.

Sincerely,

Charles Lopez  
Poelman Aircraft Company

Reply at 80



83

DCA

82 furnish material for a reply  
to be sent.

D.P. for C.S.  
8/4/59

A.E.S. / Re 82885.

84

- 1) Falkland Islands Government Air Service,  
PORT STANLEY.
- 2) Land locked, salt water landing area, minimum  
manoeuvring lengths - 1,300 yds - on N.E., S.E.,  
S.W. & N.W. hdgs.
- 3) Mooring facilities only, available for heavy etc.  
Slipway facilities <sup>for</sup> Beaver type etc only.
- 4) Fuel available - 80/87 Oct. South American Spec.  
Lub. Oil - Aero Shell 100.
- 5) No permanent Radio Aids to Navigation Available.  
V.D.B. service can however be provided at 1 hour  
notice.
- 6) Local air/ground communications on 3440, 4675  
and 5580 Kc's

*[Signature]* Ac1 55  
9/4/59 Draft of 28/10/4/59



Ref: 0270

11th April, 1959

Sir,

82 I am directed to refer to your letter (undated) seeking information regarding the seaplane service operated in the Falkland Islands and to inform you that the Falkland Islands Government is the sole operator. It operates a non-scheduled internal service with Beaver aircraft carrying passengers, mail and freight.

2. Further information is as follows:-

Operator	Falkland Islands Government Air Service, Stanley, Falkland Islands.
Base	Land locked, salt water landing area, minimum manoeuvring lengths - 1,300 yards - on N.E., S.E., S.W., and N.W. landings.
Mooring facilities	Mooring facilities only, available for heavy aircraft. Slipway facilities for Beaver type aircraft only.
Fuel	Fuel available - 80/87 Oct. South American Special Lubricating oil - Aero Shell 100.
Navigation Aids	No permanent Radio Aids to Navigation available. N.D.B. service can, however be provided at 1 hour notice.
Communications	Local air/ground communications on 3440, 4675 and 5580 K/cs.

I am,  
Sir,  
Your obedient servant,  
(Sgd.) J. Bound.

for  
COLONIAL SECRETARY

C. Lopez, Esq.,  
Palman Aircraft Co., Inc.,  
New Orleans Airport,  
WH 4-5555

JK/TF

15/4/59



No.

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



## MEMORANDUM.

30th, June, 19 59.

The Honourable,

The Acting Colonial Secretary,

STANLEY.

From:- Director of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT:- Aircraft Component Renewals.

During the recent C. of A. overhaul it was necessary to replace the following aircraft components:-

- |                                     |             |
|-------------------------------------|-------------|
| 1 - Battrey, Heavy Duty. 24v.       | cost \$ 200 |
| 1 - Fuel Tank, Centre.              | " N.K.      |
| 2 - Blade Assemblies, Water Rudder. | " \$ 130    |
| 1 - Post Assembly, Water Rudder.    | " \$ 60.    |

2. As all items being replaced are rather costly I feel that they should be charged to the Aviation Renewals Fund, I am therefore to request that authority be granted for the purchase of the above items and charge to be made against Renewals.

C.I.  
On Approval, P.

2/7/59.

Director of Civil Aviation.



Mr. G. A.,

I have discussed this with J. C. G.  
and he now thinks that he will have  
sufficient money on his material sale. He  
was under the mistaken impression that his  
rate was for £1,000 whereas it is worth  
£1,500. H. F. A. M.

L. G.

3/7/59

12  
Q



X. H.

91  
If they would only  
guarantee the "co-operative"  
hostesses the airlines  
would do much  
better.

I saw Williamson (SAS) today & he almost talked me into flying to U.K. next year on one of their DC 8's (jet) wh. they hope to bring into operation in 1960 - 22 hours from Montevideo.

We had a flip around the island laid on for him tomorrow & he seemed quite enthusiastic about it when he left me. However after visiting the Hanger he is 'rather busy' tomorrow! Perhaps he expected a four engined aircraft!! DCA has however told him that he is welcome to a flight any time should he so desire - the best we can do I fear.

\* Alfie Williamson L. (Scandinavian Airlines System representative in Montevideo)

We have made the offer - I think it will be a pity if he does not go - but he has seen something of the camp which I was anxious for him to see. 6/4/59

2/3/59



893.

Aviation Department,

Stanley, Falkland Islands.

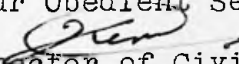


....7th...April,.....19.60.

Sir,

I have the honour to request that consideration be given to the Aviation Department remaining in the present office. My reasons for this are as follows:-

- (a) A radio watch is maintained during flying, also a listening watch when weather is doubtful, this could be a nuisance to other occupiers in near vicinity.
- (b) Field of vision is limited to a northerly direction only, this is not a good thing, since it is quite often necessary to advise aircraft of best approach routes in bad visibility, for this a good all round view is necessary.
- (c) From the present office the aircraft can be observed right on to the slipway, my clerk is also in verbal contact with the Alert crew should this ever be necessary.
- (d) In the event of the aircraft operating from the mooring, a boatman is required, this invariably occurs during the normal lunch period. To date this duty has been carried out by my clerk.
- (e) I have no objection to Air Service bills being paid in at the Treasury.

I am, Sir,  
Your Obedient Servant,  
  
Director of Civil Aviation.

The Honourable,  
The Colonial Secretary.  
STANLEY.

Copy at 26.



J.E.

I am inclined to agree that for airplane operations in our particular circumstances the D.C. ID's office is in the right place, and I am doubtful about compelling him to move.

The only snag about his present office is the inconvenience to the public in winter - but then apart from Government and F.I.C. there are not many people who fly so far as Stanley residents are concerned and then it is only payment is involved.

Whether C.T. no. 1 are much in favour of the idea of payments in the Treasury in our particular circumstances. We must have someone in the D.C. ID's office and if we take accounting away or some of it we get the extra work from a job being done in two offices on the Aviation side here who have to do with the Treasury - which is a pretty busy office - even more to do.

✓ I am inclined to I.S. d. 1 so far as aviation is concerned - and take up the present vacant space downstairs in the Penthouse by moving the Audit clerks from their much too dark an office upstairs?

25.

C.F.T.  
14.4.60.

HCS.

I agree. DCA has put up cogent reasons for staying where he is.

JAH - 28.4.60.



3rd May 1960

Sir,

Your letter of the 7th April refers.

In view of the reasons which you have put forward in your letter under reference, it is agreed that it would be more satisfactory to leave the Aviation Department office in its present building on the Government Jetty.

No arrangements for the payment of Air Service bills at the Treasury are at present contemplated.

I am, Sir,

Your obedient servant,

(signed A.G. Denton-Thompson)

Officer Administrrating the Government

c.c. Sup. of Power & Electricity  
Sup. of Public Works

The Director of Civil Aviation,  
STANLEY.

AGDT/MS

P.A.  
2  
3.5.60.





CS. Noted. For discussion  
16/12/64 97  
AVIATION DEPARTMENT.

Stanley,

Falkland Islands.

9th. December, 1964.

Dear Sir,

Report on Discussion with H.E. the Governor.

On Friday 27th. November 1964, Mr Campbell and I had a general discussion on Air Service matters with His Excellency the Governor.

The subjects which were discussed and which I was requested to discuss further with you were, aircraft and staff problems.

Dealing with the staff question first, H.E. is not very happy about the present system where only one pilot is available for duty when the second pilot is on leave in the United Kingdom and sickness or accident could put the service out of action for an indefinite period. To overcome this possibility the only solution would be to increase the aircrew staff to three, thereby ensuring that there are two resident pilots at all times.

One may then ask would there be sufficient work for three pilots when all are resident in the colony. As far as flying is concerned this would depend entirely on bookings and aircraft availability, one must bear in mind the portion of each year when only one aircraft is available when the other is on major overhaul for C. of A. renewal, total period annually being three to four months, it would then appear extravagant to have three pilots. However to balance this, on present leave conditions full pilot establishment would only be available for six months in any one year.

A third pilot can always be gainfully employed in the office in the capacity of radio operator and air controller, this would be a much more satisfactory system than the present arrangement, the duty pilot having full knowledge of the requirements of the pilots in the air.

Should an increase in pilot staff be viewed favourably by Council the problem of recruitment would then arise, and personally I do not think that this could be done easily from overseas, especially at present salaries and conditions of service, local recruitment would therefore seem to be the answer. Unfortunately no training facilities now exist here and one would have to be prepared to accept failure even if a selected trainee appeared suitable in every respect.

The full course of flying instruction and ground training lasts one year and costs £3,000. To this must be added a return passage to the United Kingdom and a small salary whilst in training, total probable cost would then be in the region of £4,000. To warrant such an outlay government would have to receive an assurance from the candidate that he would remain in government employ for a period of seven years.

On the point of engineers, I mentioned to H.E. that rumor has it that the engineers of this department have been authorised to retire at the age of fifty. I have had no official advice on this matter and would be grateful if you could advise. Assuming the rumors to be correct it will be a question of two replacements and if the trend of local recruitment is to be maintained then action will have to be taken fairly soon because the minimum time to qualify as an aero engineer, at an approved training unit is two years should the student have no previous experience, a part trained engineer can qualify in one year, he would come under the second category and I feel he should be given the chance of becoming qualified, that is if he is prepared to have a go.

I have no information on cost of such training but this could be easily found out as both flying and engineering are provided by the same company at Scone in Scotland. (Airwork Services Training.)

The second major point discussed was aircraft, here we have one aircraft which is fairly new, at least the fuselage, and will be capable of service for some time yet. The second machine however is now in its 12th year of service and has during this period operated in some rather rough

/conditions



conditions and always from salt water. The fuselage has completed some 3,650 hours, this may not appear to be very much but the actual number of landings can be multiplied three fold and frequently in heavy swells, the undercarriage being of the rigid type the shock of each landing is automatically felt throughout the whole fuselage, which is now showing definite signs of wear and tear not to mention the ever present corrosion.

At the time of purchase the estimated life of the machine was given as ten years, and was based on the rugged type of operations carried out here, this period has now been exceeded. No doubt the engineers would be loathe to condemn this machine on the other hand it is becoming more expensive to maintain each year, today is a good example, a front fuel tank was found to be leaking, investigation revealed two cracks where the holding down straps had rubbed through the tank, this could be a costly repair.

A workshop overhaul could be carried out but with packing and freight charges to and from Canada it could well be that the cost of overhaul would exceed the cost of a new unit, on top of which we could not expect the same life as for a new unit.

The problem is when shall this replacement be made, both Campbell and I are of the opinion that the sooner the better, and what will the replacement be. For the internal service a larger aircraft is desirable but not as large as the Otter.

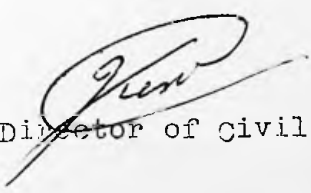
DeHavilland now produce a Mark III beaver which has an extended fuselage accomodating two/three more passengers making total seating ten against our seven. This model is powered by a turbo propellor and I feel would be ideal for our purpose, the advantages are:-

- (a) Increased payload.
- (b) Increased range.
- (c) Increased engine life between overhauls.
- (d) Reduced fire risks through using kerosens fuel.
- (e) Reduced fuel and oil costs.
- (f) Interchangeability of Airframe spares already held.
- (h) Double door fitted for improved stretcher handling.
- (g) Reversing propellor giving improved water handling.
- (i) DeHavilland claim a 30% reduction in operating costs.

A conversion kit is being manufactured to convert the standard petrol beaver to turbine power, because of this it would appear that all other components of the aircraft such as wings, struts, control surfaces and undercarriage are the same as the petrol beaver. Since we already have three sets of each it is just possible that we could renew the old aircraft by purchasing a fuselage, power plant and propellor only, it would be advisable to seek advise on this point from DeHavilland.

The only snag we can see is that pilots and engineers would have to receive instruction on the new type power plant, this I think DeHavilland would be only too willing to do.

Campbell and I are at present knocking our heads together on the external project and as soon as we get all the information required will forward as detailed report as possible.

  
Director of Civil Aviation.

The colonial secretary,

PORT STANLEY.



0270

17th December, 64.

To: Director of Civil Aviation,

From: The Colonial Secretary,

STANLEY.

Local Air Service Organisation

97 Your letter of the 9th December, refers.

You do not report on hangar space. Will a new type Beaver fit into what we have? Will any other extra facilities be required?

Please let me have a reply as soon as possible and not later than the 23rd December.

(W. H. Thompson)

COLONIAL SECRETARY

Reply at 99

Pa



No.

MEMORANDUM

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

21st. December, 1964.

To: The Colonial Secretary,

From: Director of Civil Aviation.

PORT STANLEY.

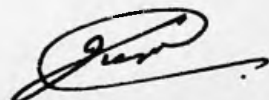
Stanley, Falkland Islands.

SUBJECT :- Local Air Service Organisation.

98 Reference your Memorandum 0270 dated 17th. december, 1964. Unfortunately we have no dimensional diagram of the new beaver seaplane, however the turbo landplane is 4' 11" longer than the petrol landplane. The petrol seaplane is 2' 5" longer than the landplane, the reason for this being that the seaplane floats extend this distance ahead of the engine which would not be the case in the turbo aircraft because 30" of the increased length is forward of the undercarriage pick up points. From this I calculate that the overall increase in length of the new seaplane to be 2' 6" and as the wing spans are the same I do not foresee any difficulty in housing.

2. As far as I can see the only additional requirements would be engine slings and tools, propellor tools and a quantity of spares for both, engine and propellor.

3. I enclose de Havilland brochure on the turbo-beaver and a News sheet which may be of some interest to you, I would be grateful if you could return same at your convenience.

  
Director of Civil Aviation.



Ref: 0270

6th January, 1965.

From: The Colonial Secretary,  
STANLEY

To: All Members of ~~Executive~~  
and Legislative Council

As you know the aircraft of the Falkland Islands Government Air Service have been in use for a very long time, and one of them has reached the end of its reasonable life. The Director of Civil Aviation says we can keep it in the air for a little longer. The question of a replacement grows nearer every day, and we must face the problem of finding funds for a new aircraft.

The attached correspondence is forwarded for your general information.

It is important that we consider providing for a third pilot. We have no guarantee that our present pilots will remain with us and should one of them go sick for any long period we come back to the old 'one pilot two plane' system which is far from satisfactory.

The Director of Civil Aviation has also produced details of a plane called the "Twin Otter" which has the advantage of sufficient range to reach Punta Arenas.

I shall be obliged if all members of Council will do their utmost to familiarise themselves with the aviation problem in the Colony in readiness for the discussions yet to come.

*W. H. Thompson*

COLONIAL SECRETARY

WHT/IM.

*sent to all Members  
by 12.1.65.*



30th December, 1964.

From: Director of Civil Aviation,  
STANLEY

To: The Colonial Secretary,  
STANLEY

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External Air Service - Punta Arenas

Mr. Campbell and I have given this subject quite a bit of thought since mentioned by you and we are both of the opinion that such a service is definitely possible, whether this could be made to pay however is an entirely different matter.

2. Before any such service could be started permission to operate would have to be obtained from the Chilean licensing authority and we must be prepared to grant reciprocal licences permitting Chilean aircraft to operate to the Islands.

3. A direct communications system with Chile would also have to be established to advise aircraft movements and obtain up to the minute weather information.

4. We would suggest a service with waterborne aircraft, the reasons for this being:-

- (a) No landing grounds would have to be prepared here.
- (b) Such an aircraft could be used to supplement the internal service if required, especially with heavy mails.
- (c) We already have a vast experience on water handling.
- (d) The effective range of a seaplane can be increased by at least 100 nautical miles when west bound by re-fueling at a far west port.

5. The straight line distance between Stanley and Punta Arenas is just under 500 nautical miles, to accomplish this distance and operate in accordance with Civil Air requirements and bearing in mind that no alternate landing grounds would be available on the Eastern seaboard of South America, the aircraft range would have to be not less than 700 miles and preferably 1,000 miles, this would ensure that the aircraft could return to the Falkland Islands should a landing not be possible on arrival at Punta Arenas or proceed beyond to an alternate landing ground further West.

6. The sea leg, coast to coast, is approximately 500 miles therefor in the interests of safety the aircraft should have not less than two engines and be equipped with radio navigational aids.

7. The DeHavilland Aircraft of Canada are at present developing a twin version of the Otter which has a greater maximum weight and range than the standard version. The prototype is due to fly in mid 1965 with production models for delivery in 1966. The aircraft is offered in a variety of undercarriage configurations including float and I think this aircraft would be well worth while investigating further as it is not too large and appears to offer all we would require.

(Sgd.) J. Kerr

Director of Civil Aviation



21st December, 1964.

From: Director of Civil Aviation,  
STANLEY

To: The Colonial Secretary,  
STANLEY

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Local Air Service Organisation

Reference your memorandum 0270 dated 17th December, 1964. Unfortunately we have no dimensional diagram of the new Beaver Seaplane, however the turbo Landplane is 4' 11" longer than the petrol landplane. The petrol seaplane is 2' 5" longer than the landplane, the reason for this being that the seaplane floats extend this distance ahead of the engine which would not be the case in the turbo aircraft because 30" of the increased length is forward of the undercarriage pick up points. From this I calculate that the overall increase in length of the new seaplane to be 2' 6" and as the wing spans are the same I do not foresee any difficulty in housing.

2. As far as I can see the only additional requirements would be engine slings and tools, propellor tools and a quantity of spares for both, engine and propellor.

3. I enclose DeHavilland brochure on the turbo-Beaver and a News Sheet which may be of some interest to you, I would be grateful if you could return same at your convenience.

(Sgd.) J. Kerr

Director of Civil Aviation

Copied IM



101

Aviation Department,  
Stanley,  
Falkland Islands.

9th December, 1964.

Dear Sir,

Report on Discussion with H.E. the Governor

On Friday 27th November, 1964, Mr. Campbell and I had a general discussion on Air Service matters with His Excellency the Governor.

The subjects which were discussed and which I was requested to discuss further with you were, aircraft and staff problems.

Dealing with the staff question first, H.E. is not very happy about the present system where only one pilot is available for duty when the second pilot is on leave in the United Kingdom and sickness or accident could put the service out of action for an indefinite period. To overcome this possibility the only solution would be to increase the aircrew staff to three, thereby ensuring that there are two resident pilots at all times.

One may then ask would there be sufficient work for three pilots when all are resident in the Colony. As far as flying is concerned this would depend entirely/bookings and aircraft availability, one must bear in mind the portion of each year when only one aircraft is available when the other is on major overhaul for C. of A. renewal, total period annually being three to four months, it would then appear extravagant to have three pilots. However to balance this, on present leave conditions full pilot establishment would only be available for six months in any one year.

A third pilot can always be gainfully employed in the office in the capacity of radio operator and air controller, this would be a much more satisfactory system than the present arrangement, the duty pilot having full knowledge of the requirements of the pilots in the air.

Should an increase in pilot staff be viewed favourably by Council the problem of recruitment would then arise. Personally I do not think that this could be done easily from overseas, especially at present salaries and conditions of service, local recruitment would therefore seem to be the answer. Unfortunately no training facilities now exist here and one would have to be prepared to accept failure even if a selected trainee appeared suitable in every respect.

The full course of flying instruction and ground training lasts one year and costs £3,000: to this must be added a return passage to the United Kingdom and a small salary whilst in training, total probable cost would then be in the region of £4,000. To warrant such an outlay Government would have to receive an assurance from the candidate that he would remain in Government employ for a period of seven years.

On the point of engineers, I mentioned to H.E. that rumour has it that the engineers of this department have been authorised to retire at the age of fifty. I have no official advice on this matter and would be grateful if you could advise. Assuming the rumours to be correct it will be a question of two replacements and if the trend of local recruitment is to be maintained then action will have to be taken fairly soon because the minimum time to qualify as an aero engineer, at an approved training unit is two years should the student have no previous experience, a part trained engineer can qualify in one year, Reive would come under the second category and I feel he should be given the chance of becoming qualified, that is if he is prepared to have a go.

I have no information on cost of such training but this could be easily found out as both flying and engineering are provided by the same Company at Scone in Scotland. (Airwork Services Training).

The second Major point discussed was aircraft, here we have one aircraft which is fairly new, at least the fuselage, and will/capable of service for some time yet. The second machine however is now in its 12th year of service and has

during/.....



during this period operated in some rather rough conditions and always from salt water. The fuselage has completed some 3,650 hours, this may not appear to be very much but the actual number of landings can be multiplied three fold and frequently in heavy swells, the undercarriage being of the rigid type the shock of each landing is automatically felt throughout the whole fuselage, which is now showing definite signs of wear and tear not to mention the ever present corrosion.

At the time of purchase the estimated life of the machine was given as ten years, and was based on the rugged type of operations carried out here, this period has now been exceeded. No doubt the engineers would be loathe to condemn this machine on the other hand it is becoming more expensive to maintain each year, today is a good example, a front fuel tank was found to be leaking, investigations revealed two cracks where the holding down straps had rubbed through the tank, this could be a costly repair.

A workshops overhaul could be carried out but with packing and freight charges to and from Canada it could well be that the cost of overhaul would exceed the cost of a new unit, on top of which we could not expect the same life as for a new unit.

The problem is when shall this replacement be made, both Campbell and I are of the opinion that the sooner the better, and what will the replacement be. For the internal service a larger aircraft is desirable but not as large as the Otter.

DeHavilland now produce a Mark III Beaver which has an extended fuselage accommodating two/three more passengers making total seating ten against our seven. This model is powered by a turbo propellor and I feel would be ideal for our purpose, the advantages are:- )Y

- (a) Increased payload
- (b) Increased range
- (c) Increased engine life between overhauls
- (d) Reduced fire risks through using Kerosens fuel
- (e) Reduced fuel and oil costs
- (f) Interchangeability of Airframe spares already held
- (g) Reversing propellor giving improved water handling
- (h) Double door fitted for improved stretcher handling
- (i) DeHavilland claim a 30% reduction in operating costs.

A conversion kit is being manufactured to convert the standard petrol Beaver to turbine power, because of this it would appear that all other components of the aircraft such as wings, struts, control surfaces and undercarriage are the same as the petrol Beaver. Since we already have three sets of each it is just possible that we could renew the old aircraft by purchasing a fuselage, power plant and propellor only, it would be advisable to seek advice on this point from DeHavilland.

The only snag we can see is that pilots and engineers would have to receive instruction on the new type power plant, this I think DeHavilland would be only too willing to do.

Campbell and I are at present knocking our heads together on the external project and as soon as we get all the information required will forward as detailed report as possible.

(Sgd.) J. Kerr

Director of Civil Aviation

The Colonial Secretary,  
STANLEY



102  
H.M.S. Protector,  
Port Stanley.  
27th January 1965.

STUDY OF D. H. TWIN OTTER AIRCRAFT FOR FALKLAND ISLAND OPERATIONS

The De Havilland Twin Otter has not yet flown and therefore no guaranteed specification has been issued. The estimated performance has only been given for the landplane version. However, the anticipated problems are given in question form with answers where possible.

Q.1. What additional Pilot qualifications will be required?

A.1a. Since the Twin Otter weighs only 10,000 lbs, the existing Commercial Pilots<sup>license</sup> will meet the requirements. However, a twin engined endorsement and type endorsement will be required. A course to qualify pilots for these will be given by De Havillands at little or no cost above the purchase price of the aircraft. A clause to this effect and to include ground crew training and licensing should be included in the contract of purchase.

1b. Instrument rating qualification would probably be required for the long Punta Arenas flight. This will have to be checked against current regulations.

Q.2. Is the Twin Otter suitable for local operating and for emergency or mail flights to Punta Arenas ?

A.2a. From the piloting aspect the aircraft would be a great improvement over the existing Beaver or the Turbo Beaver. Sea handling would be improved allowing operation at higher wind speeds than now limit flying and there is the obvious advantage of twin engined safety. The cruising speed is higher and therefore more flights could be made daily.

2b. The distance to Punta Arenas from Stanley is 560 nautical miles. The estimated range of the landplane version with eight passengers is just over 700 miles operating at the best range height of 10,000 feet. This would be insufficient reserve against the normal headwind on this route, and the range of the floatplane version would be even less. However, auxiliary long range tanks can be supplied and these would give sufficient range for the Punta Arenas flight but at a further reduced payload.

Q.3. What additional facilities would have to be provided at Stanley?

A.3. A homing aid will have to be provided if the Punta Arenas flight is contemplated. The range height of the Twin Otter is 10,000 feet and the range of a gas turbine powered aircraft decreases considerably at low altitudes. The aircraft, therefore may well have to fly in or above cloud and will require homing.



Twin Otter Study continued.

Q.4. Would the Twin Otter be economical in use in the Falkland Islands?

A.4a. No present aircraft could operate without subsidy in the Falkland Islands. Both the initial cost and operating cost of a Twin Otter will shock anyone used to operating a piston engined Beaver.

Gas Turbine engines are extremely expensive items and the cost of operating any twin engined aircraft is much more than a single engined aircraft. The Twin Otter could operate economically if the utilisation (flights per day) and load factor were high; but how many flights are going to carry fourteen passengers or the equivalent in freight? Charter costs will be prohibitive. If these high load factors are not possible for the majority of flights the subsidy required may well be considered exorbitant and the Turbo Beaver would be a better proposition.

4b. De-icing equipment must be provided in the aircraft if long flights are contemplated and the cost of this and of the provision of homing equipment must be considered.

The above gives ideas on the main problems of operating Twin Otters. One point De Havillands have not mentioned in their brochure is whether their engines are anti-corrosion treated. Experience with the Wasp turbine powered helicopter showed that engine performance quickly deteriorated with the onset of compressor corrosion caused by the salt laden air. Similar trouble will be encountered here in the Twin Otter or Turbo Beaver unless the engines are specially treated against salt corrosion. This treatment is not normally applied to gas turbinised aircraft engines so this will have to be investigated before a firm order is placed.

*R. Edwards.*

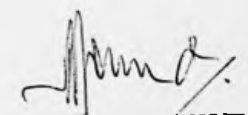
Lieutenant, Royal Navy.

Note. The D.C.A. agree with the above & points out that the Otter is only for consideration if an external service <sup>is</sup> started. The Beaver is a preferable aircraft for internal services.



EXTRACT FROM MINUTES OF MEETING NO. 1/65 OF EXECUTIVE COUNCILHELD ON THE 16th & 17th FEBRUARY, 1965.S  
1/30270 &  
22504. REPLACEMENT OF AIRCRAFT (Memo 1/65)

The report prepared by Lieutenant R. R. Edwards of H.M.S. Protector was examined and Council advised that the cost of providing an external air service was too great to warrant further consideration at present. Council advised that the possibility of converting the present aircraft to turbo propellor should be investigated.

  
CLERK OF COUNCIL

BU 31.3.65

By 23.4.65

Sa



12th August, 1965 108

Thank you very much indeed for sending out  
by hand of Miss Battick the very interesting Aero Review  
for May, 1965.

I will be writing to you further about aircraft  
by the next mail.

ln

Sir Vivian Fuchs.



0270

109

23rd August,

65

To: Acting Director of Civil Aviation,

From: The Colonial Secretary,

Stanley.

I attach copies of publications sent to His Excellency the Governor by Sir Vivian Fuchs.

You will see His Excellency's attached note. Please act accordingly.

(W.H. THOMPSON)

COLONIAL SECRETARY

LS

Pag



No.

MEMORANDUM

110

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

August 26th. 1965.

The Hon. Colonial Secretary.,

From. Acting D.C.A.

Stanley.

Stanley, Falkland Islands.

SUBJECT :-

Aircraft replacement.

I have read the enclosed publications with great interest and have no reason to doubt that the turbo porter is a very fine aircraft, with a performance that compares very favourably with the D.H.C. Beaver.

However with regard to the possibility of this aircraft as a replacement for our own beavers I am afraid I will take a lot of convincing that this would be a wise move. It is my view, and I know the view of the D.C.A. that if and when F.I.G.A.S. beavers have to be replaced the D.H.C. Turbo prop beaver will be the ideal aircraft.

I have no doubt that the turbo porter would do all that was asked of it here in the Falklands, but before it is considered as a replacement aircraft I feel the following points should be considered.

1. F.I.G.A.S. have in stock at the moment a spare holding running in to many thousands of pounds. The greater part of these spares are interchangeable with the new D.H. Turbo prop beaver. Any change in aircraft type would leave us surplus spares which would be most difficult to dispose of.
2. It would seem that the turbo porter was designed in the first instance as a land plane and the float version has just developed. If this is the case I could well foresee considerable corrosion problems operating from salt water.
3. It is noted that the turbo porter is capable of seating up to 10 passengers as opposed to the turbo prop beavers 9. We feel this benefit could well be overlooked as a 9 passenger aircraft would suit our needs admirably.

?  
this means a 9  
seater more  
suitable than a 10 seater

However I repeat that I am sure this is a first class aircraft and could replace our beavers when the time comes but we in F.I.G.A.S. would still favour the Turbo beaver.

I have been unable to find in the publications the first cost. It would be interesting to compare the two figures.

*MS Smith*

ACTING D.C.A.



0270/11

CS

111

51  
7/15

3 September, 1965

file

b.c.

By the last mail I acknowledged the pamphlets you very kindly sent me regarding the Pilatus Turbo-Porter.

Kerr is still away on leave but the papers have been read with great interest by the other members of the Government Air Service here, and they are obviously of the opinion that the Turbo-Porter is a very fine aircraft with a performance that compares very favourably with the D.H.C. Beaver.

However, both they and I know that it is Kerr's view that if and when our Beavers have to be replaced it should be by the D.H.C. Turbo-prop Beaver.

We have in stock at the moment many thousand pounds-worth of spares and I am told that the greater part of these are interchangeable with the new Turbo-prop Beaver. A change in aircraft type would leave us with surplus spares for which it would be rather difficult to find a home.

From the papers you have provided it would seem that the Turbo-porter was designed in the first instance as a land plane and that the float version has developed from it. If this is so I gather that there might well be considerable corrosion problems arising from operation on salt water.

I expect that there is an answer to both these points and when you come to Stanley I should very much like to discuss the matter further with you, and we could bring Thompson and Kerr into our discussion.

Meanwhile, thank you again very much for your interest in our needs here. As I have said in earlier correspondence I am very anxious that we should keep abreast of modern developments so that when the time does come to replace our aircraft we do not make the mistake of going for something which is already obsolescent.

LA

Sir Vivian Fuchs

1a



C.S.

F.I.G.A.S.

I had a talk with Mr Kerr on 22nd November and the following points emerged.

1. Mr Kerr said that he was uncertain as to what precisely had been said by my predecessor regarding the retirement age of Smith and Jones. Early this year you showed me a file on which I think it was quite clearly recorded that the two engineers would be permitted to retire on their fiftieth birthdays, i.e. H.D. Jones on 4th January, 1969, and M. Smith on 26th June, 1969. I suggest that Mr Kerr be shown the minute if it is appropriate to do so.
2. We discussed replacements for these two men. Mr Kerr thought that one possibility was T. Reive, the Hangar Assistant. His name has already cropped up in discussion between you and me and I think that it was felt that he might have difficulty in passing the necessary written examination, although he is apparently competent from the practical point of view. Mr Kerr thought that 18 months training at the Airwork School, Scone, might be appropriate. I would like to discuss with you the plans we should be making for securing replacements for Smith and Jones. I understand from Mr Kerr that Jones wishes to postpone his departure on leave at the end of his tour in order to do a long final tour and not return.
3. On the question of aircraft, Mr Kerr stated that turbine fuel is more economical than Avgas and that gas turbine helicopters are likely to be used by Protector in future. If the Navy need to build up a stock of fuel for their helicopters in Stanley, it could be helpful if our Air Service used the same fuel. I think with Mr Kerr fresh back from leave it would be a good idea if he were now to get to work on a paper which could form the basis for an Ex.Co. policy decision regarding ultimate replacement of Beaver aircraft. I think that we need to have a plan in mind and we need to guess at the financial year when we shall have to bear heavy expenditure on replacements. The answer may of course be to continue replacing bits and pieces of the present aircraft. This is a point of view which should be argued out and a firm decision taken.

24/11/65

I gather from Mr Kerr that Mr McDonnell  
of the Harlands may visit the Falklands early  
in 1966. Have you any news of him?

3.30. 22nd. Auxiliary books.

Per. I would like to have some Edwards  
address at once



# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

PI677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
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Stanley

2.12.65

To

COMMANDING OFFICER HMS PROTECTOR

HOA/c

Governor would like to have benefit Edwards advice at a meeting to discuss replacement Beaver aircraft to be held Government House 3.30 pm December 22nd if it be convenient to you would be grateful his attendance

Thompson Colonial Secretary

*Reply at 115*

LS

Time



2nd December,

65.

To: The Director of Civil Aviation,

From: Colonial Secretary,

STANLEY.

Replacement of Aircraft.

A discussion will be held in the Conference Room at 3.30 p.m. on the 22nd December. In addition to yourself Messrs Campbell, Smith and Jones are to attend.

COLONIAL SECRETARY



DECODE.

No. 3.

TELEGRAM.

4/115

From ..... Commanding Officer, H.M.S. Protector

To ..... Colonial Secretary, Falkland Islands.

Despatched : ..... 19 ..... Time :

Received : ..... 4th December, 19 65 ..... Time :

14/12

113

Your 02 NFT quite convenient Edwards will attend meeting 1530 December 22nd.

CO Protector

See 120

P/L : LS



No.

MEMORANDUM

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

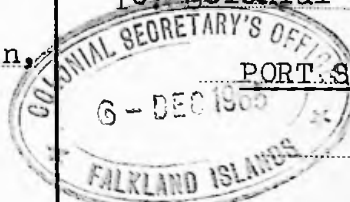
4th. December, 1965.

To: Colonial Secretary,

From: Director of Civil Aviation,

PORT STANLEY.

Stanley, Falkland Islands.




SUBJECT:-

Replacement of Aircraft.

With reference to your 0270 dated 2nd. December, 1965 on the above subject, the date selected for the discussion unfortunately is in the middle of one of the busiest periods of the year for this department.

2. On the day in question there are twenty-three inbound bookings mostly from West Falkland and a similar number for the following day, in view of this I would be much happier if the discussion could be rearranged for a date outside the known busy period which commences on December 15th and continues to the end of the month.

  
Director of Civil Aviation.

Reply at 14/12



No.

MEMORANDUM

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

117  
13th. December, 19 65.

To: colonial secretary,

PORT STANLEY.


From: Director of Civil Aviation.

Stanley, Falkland Islands.

SUBJECT:- Replacement Aircraft.

118-  
119.  
During our meeting this morning I mentioned a letter which had been received from Dehavilland, Canada during my leave of absence, this letter is enclosed for your information and inclusion in your file.

I would be grateful if a copy could be made and returned to me for filing and future reference.

  
Director of Civil Aviation.

Enclosed copied to DCA



118  
THE DE HAVILLAND AIRCRAFT OF CANADA, LIMITED

DOWNSVIEW, ONTARIO

CABLES  
"MOTH" TORONTO



SHIPMENTS  
WEST TORONTO

March 22, 1965.

Director of Civil Aviation,  
Aviation Department,  
Stanley,  
Falkland Islands.

*Handwritten initials: J and GH*

Dear Sir:

This will acknowledge with many thanks and reply to your letter of February 1st, which seems to have been greatly delayed in the mails as we received it only a few days ago. We are, indeed, very pleased to hear from you and of your possible interest in the Turbo-Beaver as replacement for your current Standard Mark I Beaver.

It is true that, when the Turbo-Beaver project was just getting underway, we felt that it would be practical and economical to offer a turbine kit which would permit conversion of any serial number of a standard airplane to turbine power, and this was given some early publicity. However, as work proceeded on the project and more and more changes to the standard airplane were introduced by necessity, the chances of making a practical conversion arrangement deteriorated and the economic advantage to the operator of such an undertaking faded entirely because of:

- a) the high cost of the conversion kit, including engine and propeller,
- b) the difficulty in marketing to advantage the redundant portions of the standard Beaver, and
- c) the generally high resale value of piston engine Beaver aircraft as complete and flyable units.

While it is still possible to convert a piston engine Beaver to Turbo-Beaver configuration, this operation requires pretty sophisticated shop facilities, and,

*See 119*

*Copied Roden.*  
*ALM*



unless an operator has these along with a fairly large fleet of Beavers to convert, along with an opportunity to readily dispose of the redundant material, it is not a practical or economic proposal.

The suggestion which you advance involving the supply of a new Turbo-Beaver fuselage complete to which the wings of your present standard Beaver would be attached in the Falklands, in our view is not really practical either, because:

- a) there are some changes in the wings themselves that would have to be accomplished by modification,
- b) we could not supply an export certificate of airworthiness with the aircraft, unless it was flown here with its final wing installation complete, and
- c) the standard Beaver fuselage, including piston engine and propeller, but without wings, would be difficult to sell to your advantage.

We have given this matter a great deal of consideration here and feel that, even though your Beaver has suffered fairly serious salt water corrosion in the fuselage, a market could be found for it at a reasonably good price, which could be applied against your purchase of a completely new Turbo-Beaver and that in the long run this would give you much greater satisfaction from every point of view. Certainly we could give you some assistance in finding a sale for your present standard Beaver (as a land-plane) as we have many enquiries all the time for used Beaver aircraft and some of the prospective purchasers are in a position to accomplish quite extensive repair and renewal work. We have in mind in this case Aerial Agriculture of Australia, a company which would considerably modify the Beaver aircraft anyway for its own use and which could accomplish in this process renewal in respect to the corrosion damaged portions of the aircraft fuselage.

In view of the foregoing, we are supplying with this letter as Appendix A. a suggested specification quotation for a Turbo-Beaver on the basis of CIF Montevideo, Uruguay as a landplane.



This is being done on the assumption that you would retain your present standard floats and purchase a very simple kit for modification of your float undercarriage to suit the Turbo-Beaver. This kit is only a change of the two front struts and bottom end fittings for same.

In this specification quotation, we have recommended only the special order equipment deemed necessary for your operations. The radio installation is also only a suggestion and can be modified in accordance with your actual needs, and we would be glad to hear from you after you have had a chance to consider this proposal. Please note that all prices quoted are in Canadian Dollars and that the Canadian Dollar presently is at a 7-1/2 % discount to the U.S. Dollar.

The Turbo-Beaver has been accepted with great enthusiasm in Canada with three aircraft already in full service and five more to join them before the end of June. At present, our Turbo-Beaver production is completely sold out until September of this year, but we are increasing the production rate in the fall and should be in a position to offer delivery on shorter lead time towards the end of the year. At present, on a "subject to prior sale" basis, we have one aircraft available in September and two in October. These could be ready for shipment from Toronto in the months indicated.

Though we could at extra cost provide the services of both an engineer and an instructor pilot in the Falkland Islands for a short period to provide "training on type" for your personnel, it is suggested that you consider an alternate plan of sending personnel to Canada. At the present time, the Canadian Department of Transport is insisting that maintenance engineers have a week's course on the PT6A-6 engine before endorsing their licenses for the Turbo-Beaver. While it is appreciated that your regulations in this connection may not follow the same line, it does seem to us that at least one of your engineers would be much more competent and confident, if he took some training here on the aircraft and Hartzell propeller, and the engine course which is offered free of tuition charge by the United Aircraft Co. at Hartford, Conn. (even though the engine is made by United Aircraft of Canada, Limited, at Montreal). It seems to us that in the case of the pilot also there would be advantage in him coming with the engineer to us so that he could have an engine course of a little different character and on the airframe, with training aids available as well as doing some flying on both Turbo-Beaver landplane and seaplane.



We will look forward to hearing from you further in due course and will be prepared to deal promptly with any questions you have or any requests for additional information.

Sincerely yours,

THE DE HAVILLAND AIRCRAFT OF CANADA, LTD.

A handwritten signature in dark ink, appearing to read 'D.L. Buchanan', written in a cursive style.

D.L. Buchanan  
Director - International Sales.

DLB:jtc

P.S. The Turbo-Beaver is priced on a different basis than the standard Beaver in that much of what was treated as special order equipment in the standard Beaver is included as standard equipment in the Turbo-Beaver. This will be apparent when you study the specification quotation provided.



DHC-2 MARK III Turbo-Beaver Specification Quotation.

Falkland Islands.

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DHC-2 Mark III Turbo-Beaver Landplane licensed for  
5,100 lb. - 2,313 kg. all up weight with the follow-  
ing Standard Equipment: \$ 97,150.00 Cdn.

Power Plant

PT6A-6 Canadian Pratt & Whitney Engine  
Vacuum Pump  
200 amp. Electric Starter-Generator  
Hartzell All Metal Reversing and  
Feathering Propellor with Governor  
and controls  
Engine Tool Kit  
Engine Intake Plug

General

Steerable Tailwheel  
Pilot Controllable Rudder Trim  
Camera Aperture/Cargo Drop Hatch  
Navigation & Landing Lights  
Instrument Lights  
Wing Tip Fuel Tanks  
Rubber Lined Fuselage Fuel Cells with  
bag type Front Cell  
Fuel Low Level Warning System  
Fuel Low Pressure Warning System  
AN3150-2 Heavy Duty Battery  
External Starter Receptacle  
DeHavilland High Lift Flaps  
All Metal Structure  
Anti-corrosion protection throughout  
interior during construction  
Exterior painted any two standard  
colours of customer's choice



Cockpit

Adjustable Pilot Seat  
Throw-over Control Column  
Hydraulic Brakes operated from  
pilot's rudder pedals  
Cockpit Light  
Clock  
Magnetic Compass,  
Artificial Horizon  
Directional Gyro  
Air Speed Indicator  
Sensitive Altimeter  
Rate of Climb Indicator  
Turn & Bank Indicator  
Outside Air Temperature Gauge  
Gas Generator RPM Indicator  
Propellor Pitch Indicator  
Turbine Inlet Temperature Gauge  
Oil Temperature Gauge  
Oil Pressure Gauge  
Vacuum Gauge  
Fuel Contents Gauges  
Emergency Fuel Shut-Off  
Hydraulic Flap Controls  
Cockpit and Cabin Heating System  
Hand Fire Extinguisher

Cabin

5 Individual Passenger Seats  
(c/w cushions and safety belts)  
1 Rear Hammock Seat for 3 persons  
(c/w cushions and safety belts)  
Cold Air Ventilators  
Cargo Tie-Down Rings  
Three Ash Trays - one on control  
column and two on cabin walls  
Fibreglass insulation

SPECIAL ORDER EQUIPMENT

Instruments  
C2-CF-261

Removable Co-Pilot rudder pedals  
installed -

32.00 Cdn.



C2-FF-1401	Provisions for Double Stretcher, c/w all fixed fittings and pre- fitted loose fittings in bag, ex- cluding stretchers	371.00 Cdn.
<u>R a d i o</u>	Radio Compass ARC type 21A A DF 3 Band 190-1750 kcs installed complete	4,432.00 Cdn.
	VHF Communications ARC type 210 360 channels band 118 - 135.95 mcs installed complete	4,986.00 Cdn.
	HF Communications Northern 414 6 channels, 2 to 13 mcs, 36 watts installed complete	<u>2,020.00 Cdn.</u>
1 - Turbo-Beaver Landplane	FAF Downsvlew,	\$ 108,620.00 Cdn.
	Dismantling, inhibiting and packing landplane for export shipment, in- cluding provision of packing case (case size 34' x 8' x 8', weight appr. 7,800 lb)	<u>2,580.00 Cdn.</u>
1 - Turbo-Beaver landplane	packed for export shipment fob Downsvlew	111,200.00 Cdn.
	Rail freight to St. John, N.B., ocean freight from St. John, N.B. to Montevideo, Uruguay, and marine insurance estimated	<u>5,034.00 Cdn.</u>
1 - Turbo-Beaver landplane	CIF Montevideo	\$ 116,234.00 Cdn. =====

Quotation valid for 60 days.

Date: March 19, 1965.

DLB:jt



119.  
THE DE HAVILLAND AIRCRAFT OF CANADA, LIMITED

DOWNSVIEW, ONTARIO

CABLES  
"MOTH" TORONTO



SHIPMENTS  
WEST TORONTO

March 24, 1965.

Director of Civil Aviation,  
Aviation Department,  
Stanley,  
Falkland Islands.

Dear Sir:

118  
In my letter to you of March 22nd, reference was made in the first paragraph on page 3 to the use of your standard Beaver floats on a Turbo-Beaver aircraft.

Since the front fuselage attachment point in the Turbo-Beaver is in a different position relative to the floats, it is necessary to have a kit consisting of part numbers CT2-UF-1005-501 and CT2-UF-1003 in order to adapt standard Beaver floats for Turbo-Beaver use.

The price of this unit is Can. \$ 700.00, fob Downsview, and there should be no charges for CIF as the kit could easily be accommodated inside the crate in which the Turbo-Beaver would be shipped from Toronto to Uruguay.

Sincerely yours,

THE DE HAVILLAND AIRCRAFT OF CANADA, LTD.

DLB:jt

D.L. Buchanan -  
Director - International Sales.

Copied to D.C.A.



# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			14.12.65
To				
etat CO HMS PROTECTOR				HQA/c

1/5  
Yourtel 4th December grateful inform Edwards meeting on Beaver aircraft  
has been delayed until late January but will be glad of opportunity to  
put him in picture before then

Thompson Colonial Secretary

LS

Time



0270

14th December, v

119  
12  
65

To: Director of Civil Aviation,

From: The Colonial Secretary,

Stanley.

Replacement of Aircraft

116

Your memorandum of the 4th December, refers.

The meeting has been put off until late January.

(W.H. Thompson)

COLONIAL SECRETARY

LS



Notice from the Aviation Department

It is regretted that due to illness it will not be possible to attend to cash transactions in the Aviation Department until further notice. In the meantime payment of Air Service accounts will be accepted at the Treasury.

18th January, 1966

Copy to DCA

61  
gh



# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

PI677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
	Stanley			19.1.66

To

etat HIGHCOMA RRS JOHN BISCOE

HOA/c

Discussion on replacement aircraft stop Have agreed with Kerr that in view my absence for much of this year that better value will be obtained by delaying meeting until Protectors March visit stop Understand this likely to suit Edwards and will arrange with CO Protector accordingly stop Message from Lady Haskard that fishing arranged and shepherd available Swan Inlet house to be picked up as guide stop CDW grant approved for power station ESRO extensions

Thompson Colonial Secretary

Time

LS

Buse 6/2/66 (117)



124

4th April, 66

To: Director of Civil Aviation,

From: The Colonial Secretary,

Stanley.

Air Service and Air Field

Please let me have your reports on these not later than the 6th April 1966. These reports are now required by London.

S.  
W.

COLONIAL SECRETARY

Bu 7.4.66

PA