

COLONIAL SECRETARY'S OFFICE

File No. 0270/E

0270/E

SUBJECT:

FALKLAND ISLANDS GOVERNMENT AIR SERVICE.

CARRIAGE OF FREIGHT AND PASSENGERS - FARES ETC.

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

0270/E Passengers - fares etc.

Hill Cove 1

June 3rd 1949.

Dear Sir,

I shall be most grateful if you will inform me whether it would be possible for me to hire the Government plane to take my wife and myself from Hill Cove to Stanley and back again after a few days, some time during the next four months; and what would be the charge.

We could pick up the plane at Charters, if the pilot is not prepared to land at Hill Cove.

file 24
file 24

2 I should like to know as soon
as possible so that I can make
arrangements.

Yours faithfully

W. W. Lake.

(W. W. LAKE)

W

Col. Butler
C.C.A.

1-2 f.y.o.p.

W. W. Lake
11/6/49.

Falkland Islands Government Air Service,
Port Stanley.

15th June 1949.

Dear Mr.Blake,

With reference to your letter of June 3rd.1949.

At present,owing to the difficulty of obtaining a licensed engineer,we are unable to operate the aircraft in accordance with the approved maintenance schedules. It has therefore been decided to discontinue temporarily the carriage of passengers until such time as we are able to maintain the aircraft as officially approved. I think you will appreciate the motives which have prompted this decision.

Experimental flying and mail dropping will continue as before,and especially with regard to mail dropping we hope to considerably extend our activities.

At the moment it is not possible to say whether or not the services of an engineer will become available during the next 4 months,but for your information I quote below the conditions under which such a flight would be made.

The charter rates for the Government Aircraft are based on 1/- per mile flown each way. In this case the flight would have to be made to Chartres,as with only one aircraft servicable at present it is not proposed to try out new landing fields. The charge for one flight to Chartres and return to Stanley is £8.

In view of the state of the landing field at Stanley it is considered unwise to land with more than one passenger and it would therefore be necessary to make two flights to bring in your wife and yourself.

In this case a reduction would be made on the second flight and the combined cost of the two flights would be £10.

The return flight to Chartres would be made at the same rate.

Yours faithfully,

Controller of Civil Aviation,
Falkland Islands.

Mr.W.W.Blake.
Hill Cove.
Falkland Islands.

Falkland Island Government Air Service,

Port Stanley.

June 30th 1949

To: F.I.Co.Ltd. Port Stanley.

Dear Sir,

We enclose herewith our account for the delivery of one package by air from Stanley to Chartres.

Yours faithfully,

C.C.A.

FALKLAND ISLANDS

No. A.V.

ADJUSTMENT VOUCHER.

Dr. XIII. MISCELLANEOUS. 6. Local Transport.

£ 18. s. 6. d. -

in the sum of EIGHTEEN POUNDS, SIX SHILLINGS,

being the amount due in respect of passages as per attached accounts.

Cr. IV. HARBOUR & AVIATION. 7. Aviation.

£ 18. s. 6. d. -

in the sum of EIGHTEEN POUNDS, SIX SHILLINGS,

Accepted.....

H. H. Alaridge
Head of Department.

Signed.....

W. H. Butt
Head of Department.

I certify that the adjustment has been made today.

B. H. H. H.
Assistant Treasurer.

Date..... 8/7/49

ADJUSTMENT VOUCHER.

Dr. XVII. POST OFFICE. 4. Carriage of Mails.

£ s. d.
30. 2. -

Cr. IV. HARBOUR & AVIATION. 7. Aviation.

£.
30.

in the sum of THIRTY POUNDS, TWO SHILLINGS,

in the sum of THIRTY POUNDS, TWO SHILLINGS,

being the amount due in respect of carriage of Camp mails as per attached accounts.

Accepted.....
Head of Department.

Signed.....
Head of Department.

I certify that the adjustment has been made today.

Assistant Treasurer.

Date..... 8/7/49

0270/E.

P.S. pl.



23/2/50

North Amn

The Colonial Secretary
Port Stanley

Dear Sir

I along with Ronald Thomson and James Sumner is thinking about hiring the aircraft about the end of the month but first of all we would like to know the rates for the aircraft to come from Stanley to North Amn and back again. I have heard it is 1/6 per mile does that mean 1/6 per person or if there is more than one would it be any cheaper we would be very grateful if you could please let us know something about hiring the aircraft thanking you very much

I remain.

Yours truly
Stanley Sumner.

A.C.S.

If this has been answered we should like copy pl.

Office

Not answered so far as I am aware. Have we pps re here pl

Lt J
1/3/50

C.A.A.

L.B. Rate is still $1/6$ per mile for all miles flown. Pl ask pilot if he is prepared to bring in 2 passengers at a time from North Am. It depends on weight, I expect. If so, please ask him what would be the maximum combined weight & reply accordingly.

6 MAR 1950

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

RECEIVED.

Number	Office of Origin	Words	Handed in at	Date
8	Port San Carlos	23	08.30	4.3.50
To COLONIAL SECRETARY				
STANLEY				

I WOULD LIKE TO RETURN GEORGE MCLEOD TO STANLEY BY AIR EARLY NEXT WEEK
IF CONVENIENT GRATEFUL ADVISE POSSIBILITIES

CALMERON

CCA Col: Butler

HCS

Spencer will not be flying before Friday
and there are already 3 flights waiting.
PGS
Do you wish me to reply please?
HCS 6/3

How do we stand?

6 MAR 1950

CCA 700 please

6/3/50

GOVERNMENT TELEGRAPH SERVICE.

FALKLAND ISLANDS AND DEPENDENCIES.

S E N T.

Number	Office of Origin	Words	Handed in at	Date
			1000	7/3/50
To				
CAMERON PORT SANCARLOS		A/C AIR SERVICE.		

SPENCER AT PRESENT SICK AND EARLIEST POSSIBLE FLIGHT WOULD BE.
13th MARCH IS THIS SUITABLE.

C.C.A.

Time

PS

9

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

7th March

19 50.

The Honourable the Colonial Secretary,
for Controller of Civil Aviation,
STANLEY.

Sir,

Charter of Aircraft.

1. I recently chartered the aircraft to take me to Port Howard p.m. Tuesday 28th February and bring me back to Stanley a.m. Wednesday 1st March. The Pilot was agreeable to staying overnight at Port Howard and I presume if there had been no intervening flight the charge would have been £9.6.0d (plus two days insurance).

Normally, considering the time of my arrival at Port Howard (3.30 p.m.) and departure from (10.0 a.m.) no intervening flight would have been undertaken.

Actually, Mr. Metcalfe wished to be at Port Howard while I was there, so the aircraft returned to Stanley the same evening and brought him over.

I have been charged as follows:-

28.2.50 Flight No.121: From Stanley to Port Howard
and return (for Mr. Metcalfe) ... £9. 6. 0d
1.3.50 Flight No.123: From Port Howard to Stanley ... £4.13. 0d

On the above evidence Mr. Metcalfe will have been charged to date:-

28.2.50 Flight No.122: From Stanley to Port Howard ... £4.13. 0d

I submit that Flight No.122 for Mr. Metcalfe's account should read:-

"Port Howard to Stanley and return ... £9. 6. 0d"

reducing Flight No.121 for my account by half.

Suppose for example that the aircraft takes a passenger to the West this week and brings Mr. Metcalfe back, he will not only have had more time on the West to do his business than I had but the cost to him will be less than to me by reason of his intervening flight.

8 MAR 1950

7th March 1950.

- 2 -

2. Similarly, I chartered the aircraft for the week-end 3rd to 5th February, the Pilot to stay with me at Teal Inlet. On the 5th the aircraft left in the early hours for Speedwell Island via Stanley and returned to Stanley with a hospital case, coming back to Teal Inlet for me on the 6th.

In this case my charter of the plane cost me double what it would normally have done. I have no complaint to make with regard to that occasion - medical cases must always have priority - but could not a fixed daily charge be made for 'demurrage' which would entitle the charterer to the return trip at no extra cost if an intervening flight has to be made?

The whole question is, I agree, a knotty one and I think you will be well advised to publish the exact terms for chartering the aircraft.

I have the honour to be, Sir,
Your obedient servant,

A. G. Barton

MANAGER.

Fw. C.C.A.

0 1/2 Trg.



[15 MAR 1950]

H. C. S.

Mr. Barton has my sympathy as regards both his flights, & personally I consider that he should have been billed only for his flights each way - provided, as he says,

11
that in such cases demurrage is paid.

2. As regards the last part of ^{his} para. 2, the real trouble is (with due respect to all concerned, myself included!) that we, as amateurs, are trying to run a commercial show, & the problem will become worse when the Noiseman & float-Auster are in operation. I would suggest some sort of Com. to work out the exact terms of charter - the Com. to include two representatives from F.I.C. with knowledge of fares, freights, etc., on Fitzroy.

R.B.

17/3/50.

23rd March, 1950.

Dear Barton,

Thank you for your letter of the 7th of March, about the chartering of the aircraft. May I say first of all that I think there is definitely something in your contention. The charges raised against you are in accordance with our present tariff, but that it is unsatisfactory in more ways than one I have felt for some time. I have been giving thought to the matter, and would also heartily agree with your last paragraph, that the question is a knotty one. Now that the pilot often deems it possible to take 2 passengers, further complications can, and do, arise. If and when we start using the Norseman it will be even more complicated.

I am anxious that whatever system we adopt shall be as simple as possible; and we don't want to do anything which will mean increasing administrative staff if we can help it. The system must be such as will bring in a fair revenue too, and by fair I mean as far as possible fair to Government and the public. Actually speaking I suppose the air service ought to pay for itself no more and no less.

*Yes - but all charges included
i.e. insurance, maintenance
fuel, interest on capital etc.*

I am coming round to the view, myself, that we should have a fixed scale of fares to different places, abandoning the idea that the passenger charters the plane. With one eye on revenue and the other on the plane-using public I think 2/- a mile would be about right, that is 2/- per mile flown by the passenger. At present it is 1/6 per mile for all miles flown. If someone wants to go from Stanley a 50 mile flight at present he may have to pay £7. 10. 0. (if the plane comes back empty) he might pay £3. 15. -. if by good fortune there is a passenger going the other way, and if, in addition, someone shared the plane out with him

The Honourable,
Mr. A.G. Barton, J.P.,
STANLEY.

VP

/he

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he would only have to pay £1. 17. 6. Government's receipts in any case amount to £7. 10. 0. Under the 2/- a mile system the same person would pay £5 under all circumstances, but Government's receipts would vary between £5 and £15. We should of course, have to reserve the right to refuse a trip. To take an extreme example, under the system, I am contemplating (2/- per passenger mile) we could not agree to take a man from, say, Hill Cove to Chartres, if it meant running the plane out to Hill Cove Empty and back from Chartres empty.

If you will let me have your bills for flights 121 and 123 back, I will have them amended. I should be very grateful for your views on the proposed system of charging which I have outlined above.

Yours sincerely,

(Sgd) Michael R. Raymer

Col. Butler.

12-13 for information. We must also get busy on working out a freight tariff against the arrival of the Norseman. Could you let us have the list of charges which you mentioned issued by that English chartering firm (? Lee), with any comments of your own.

27 MAR 1950

H.C.S.

Attached at cover is Air Freight Rates which may prove of value for working out freight charges.

Regarding passenger rates I agree that 2/- a mile flown by the passenger is reasonable and provided that a minimum of 3 passengers are taken I think the Norseman will pay its way. It might be worth considering running a scheduled service perhaps once a month to the West and once a month round the East Falklands both services liable to cancellation or alteration without notice depending on payload for the settlements. This would encourage people to take advantage of the service by arranging passages and freight at fixed times.

28/3

ACS

BU 6/4/50

12

29/3

0230/E 14

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

Stanley

3rd April

19 50.

The Honourable The Colonial Secretary,
for Controller of Civil Aviation,
STANLEY.

Sir,

12 I have read your letter of 23rd March with interest.

The first thing that occurs to me is whether or not the Norseman is going to be stationed here permanently also if the two seaplanes as well as the Auster land-plane are going to be kept in commission. If they are, it will certainly be possible to cater for all tastes but maintenance charges will leap up and I doubt whether a single pilot and engineer could do more than double the present revenue in a full year's working. In this instance I stand to be corrected.

It may have to employ a mechanic as well.
Personally I think the present system of two or more passengers sharing the cost of a flight should be retained up to a point, otherwise there will be no advantage in four or five (Norseman) passengers planning a flight jointly. Each one of them might as well request a solo trip if it is going to cost no more, though Government would certainly intervene and ensure that the service was as profitable as possible.

A The flat rate of 2/- per passenger mile which you suggest is reasonable except that when a passenger is booked, say, from Chartres to Stanley it must be understood that the fare payable by that passenger is based on the actual distance from Chartres to Stanley, regardless of whether the aircraft deviates to Pebble or elsewhere for another passenger booked to Stanley.

I cannot see how flights between one West port and another can be catered for, unless you run 'excursion' trips to pay for the 'dead' mileage. Supposing for example you get a request for a passage from Pebble to Port Stephens and another from Roy Cove to Carcass Island; if the aircraft went out empty from Stanley a considerable loss would result, but if you advertised so many seats at half the normal rate two or three passengers might book for the round trip turning the loss into a profit.

It is indeed difficult to know how to fix a scheduled fare and I am sorry I cannot be more helpful.

4 APR 1950
I return my bills for Flights 91, 93, 121 and 123 as requested.

4. I am, Sir,

Your obedient servant,

A. G. Barton

MANAGER

Mr. Smith (Engineer G.A.S.)

P.9. I have agreed at p.12 that there is substance in Mr. Barton's contention, and he has returned his bill as I asked him to. Would you please amend his bill for flight No. 121 to read £4.13s., and combine flights No. 91 & 93 so that the bill for these two totals ~~£3.9s.~~ £3.9s. Insurance is, of course, unaffected, and remains at 4s. for each flight.

2. Would you please let me have this file back as soon as possible.

10.4.50.

Ind met
20.4.50

050197A

Y.E.

I have discussed with Col. Butler, Mr. Spencer and Flying Officer St. Louis the question of Aircraft fares. We were all agreed that a passenger must pay the same whether he flew in the Norseman or the Auster. They agreed with me that it would be better to have a system of fares for individual passengers rather than one rate for chartering the whole plane. We, therefore, had to arrive at a rate which would allow us to operate either aircraft economically.

2. It is difficult to estimate actual costs of operating the Norseman until we've had some experience, but St. Louis is of opinion that, with receipts amounting to £20 per hour flown, we should cover ourselves. For purposes of estimation we took it that the Aircraft would fly 100 miles in an hour.

3. After doing a lot of sums on the back of envelopes we agreed on the following recommendations:-

- a) Fares to be at the rate of 1/6 per mile per passenger for each mile flown by the passenger.
- b) Charter fee for the Norseman to be at the rate of 5/- per mile for every mile flown by the plane on the charter.

4. It would be at the discretion of Government which plane should be used for any particular flight, and in practice we would not fly the Norseman unless there were a minimum of ~~three~~ passengers. Flying the Norseman at this rate, with four passengers one way and none the other, we might make a slight loss, but present experience suggests that we would normally pick up a passenger or two for the return trip.

5. I am sure it is desirable to lay down definite and clear rates as soon as possible. In addition to the above we would propose a baggage allowance of 30lbs. The question of freight presents more difficulties. We have not got the necessary machinery for weighing and measuring freight in Stanley, and pretty certainly it would not be available in the camp. Nor do we wish to do anything which will make the administration of the air service more complicated and therefore most costly, a consideration which also weighed with us when deciding passenger fares. For our purposes at present the best system is the simplest. The Auster can't take much freight. The Norseman could and the only answer we can suggest is to say that freight will be carried at the discretion of the pilot, and to lay down some simple tariff ~~xxxxxx~~ if something could be arrived at in consultation with the sheep-owners.

6) The rates should be clearly stated to be provisional.

23.4.50.

a lot.

we decide to run the three planes

in sequence by FIDS during the

Ensign's after, deck being modified to

(we may need a mechanism in

in addition to the Ensign? We must have the

latter from the C/A angle. This will again add to cost.

3. Express freight (at Pilot's discretion): we

should devise a simple formula - the charge should

be such as to discourage other than emergency

requirements. I suggest some such rate as

X pence per lb per 10 miles (nearest) with a

minimum charge.

4. I think there is much substance in X as 13 -

of Philance. MC. 24/IV

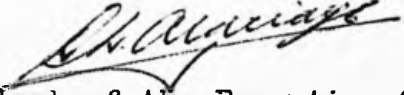
Extract from the minutes of the meeting of the Executive Council held on the 10th of May, 1950.

7. Air Charges. With the increased call on the Air Service the Honourable the Colonial Secretary stated that it would be necessary to reconsider the present charges.

Council advised that in respect of flights by the Auster aircraft a charge at the rate of 1/6 per passenger mile should be made, and a similar charge for the Norseman provided a minimum of four passengers is carried. Council also advised that a fair charter rate for the Norseman would be 5/- for each mile flown.

X Council further recommended that air freight be accepted by the Post Office for carriage by the Norseman when convenient and advised that the charges to be made should be twice those of the local parcels post rate. Parcels in excess of 22 lbs should be charged special rates by weight or measurement as to which the Acting Postmaster should be instructed to submit recommendations.

His Excellency concurred and ordered accordingly.


Clerk of the Executive Council.

PUBLIC NOTICE

It is notified for public information that a revised scale of passenger fares for the aircraft will come into force on Monday next, the 15th of May. With effect from that date each passenger will be charged at the rate of one shilling and sixpence for each mile of his actual journey. Children under 12 months will be carried free of charge. The mileage will be reckoned as the shortest distance between the point of departure and the point of arrival. Government reserves the right to refuse a flight if it would be obviously uneconomic.

The fee for chartering the Norseman aircraft will be five shillings for each mile flown by the plane during the course of the charter, with a minimum charge of £10. The capacity of the Norseman is 8 passengers or 2,000 lbs. weight. The compulsory insurance fee of 4/- per passenger per flight would be added in every case.

On all flights individual passengers will be restricted to 30 lbs. of baggage each.

Urgent medical cases, delivery of overseas mail and members of Executive and Legislative Councils flying on duty will be given priority.

Except in priority cases the air service will not operate on Sundays.

The above rates are provisional and will be reviewed after six months.

Rates for express freight will be published shortly .

Note by the Controller of Civil Aviation on the new scale of aircraft fares.

It has been suggested that you might like to hear a few words about the new rates for aircraft passengers. The present system whereby we charge 1/6 per mile for each mile flown by the plane on any one trip, and then divide out the cost between the passengers, is becoming too complex to work out. We ^{WANT} want to keep whatever system we use as simple as possible, and that for two reasons. Firstly, if it gets too complicated we should probably be forced to employ extra staff to work out the bills and accounts. That would mean that the air service would cost more and we should have to raise our charges to try and recover the extra cost. Secondly, it is better that passengers should know in advance exactly what any particular flight will cost them, and under the present system they don't. They have to wait till afterwards, when it is seen how many people have been carried on the trip.

2. We have considered the question carefully and have come to the conclusion that the fairest and simplest way is to charge each passenger a definite amount per mile for each mile that he flies in the plane. The mileage would be reckoned as the shortest distance between the two points. Suppose for example that the plane starts from Stanley with two passengers, one of whom wishes to go to Douglas Station and the other to San Carlos. The first passenger would be charged for the trip to Douglas and the second passenger for the trip to San Carlos, both judged by the distance direct from Stanley.

3. We have decided to put the rate at 1/6 per mile per passenger. The service has not been operating ~~for~~ long enough yet for us to be able to say definitely whether it will pay its way with charges at this rate. Now that the float Auster is in operation we should be able to get more

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Flying done and be able to go to a number of places which we could'nt touch with the land plane. At any rate we are going to try it at 1/6 per mile for the next six months. At the end of that time we shall have to cast up our accounts and see what the answer is. If we find that we are running at a loss we should have to consider raising the charges. It is not the intention that the service should be run at a ~~large~~ profit, but it should be so run as to cover all its expenses.

4. It is hoped to have the Norseman in operation next week. It seems that it would not be an economic proposition to operate her with less than four passengers aboard. So we would expect to use her when we had that number of passengers for a particular destination or for different destinations in the same direction. In such cases the individual passengers would pay at the same rate, that is 1/6 permile for each mile they flew. In addition the Norseman would be available for charter outright. In this case the rate would be 5/- per mile for each mile flown by the aircraft during the course of the charter.

5. You may remember that in the public notice we said; "Government reserves the right to refuse a flight if it "would be obviously uneconomic". Let me take an example to show you what is meant by that. It is an ~~obviously~~

Supposing someone asked for a flight from New Island to Weddell. If it could be fitted in with another flight from Stanley to Weddell, or even to Fox Bay, it could be done. But if it meant going out empty from Stanley to New Island and coming back to Stanley empty from Weddell, we could not afford to do it; at 1/6 a mile from New Island to Weddell our receipts would not pay for the petrol.

6. In conclusion perhaps it would be useful if I gave you a few specimen fares as they will be with the new rates. This is what each passenger would pay for ~~any of~~ the following trips:—

Stanley to Teal Inlet	23 miles @ 1/6 =	£1 14 6d.
Stanley to Douglas Station	31 " =	£2 6 6d.
Stanley to Port San Carlos	43 =	£3 4 6d.
Stanley to Darwin	43 =	£3 4 6d.
Stanley to North Arm	61 =	£4 11 6d.
Stanley to Port Howard	62 =	£4 13 0d.
Stanley to Fox Bay East	84 =	£6 6 0d.
Stanley to Chartres	83 =	£6 4 6d.
Stanley to Pebble	70 =	£5 5 0d.
Darwin to Fox Bay East	41 =	£3 1 6d.
Chartres to San Carlos	40 =	£3 0 0d.

and here are a few examples of the cost of chartering the Norseman @ 5/- per mile flown by the aircraft.

Stanley to Teal Inlet	46 miles @ 5/- =	£11 10 0d.
Stanley to Douglas Station	62 " =	£15 10 0d.
Stanley to Port San Carlos	86 =	£21 10 0d.
Stanley to Darwin	86 =	£21 10 0d.
Stanley to Port Howard	124 =	£31 10 0d.
Stanley to Fox Bay East	168 =	£42 0 0d.
Stanley to Chartres.	166 =	£41 10 0d.
Stanley to Pebble	140 =	£35 0 0d.

Exact fares for Stanley to Weddell Island haven't yet been worked out, but as I understand there may be a possible booking from there, I have worked it out roughly and I think to charter the Norseman it would cost about £57. 10. 0.

234

A

In all cases, whether individual passenger fares or charter, the compulsory insurance fee of 4/- per person per trip would be added on to these fares.

Quit.

Well I think that is all I have to say about the new rates. If reception in the Camp has been poor this evening would somebody please let me know & I will have the rest of his ~~talk~~ broadcast again ~~known~~ on Sunday evening.

A.C.S.

B.

Miss Sedgwick is re-arranging the air service files and might be glad to have this file for a day or two. It should be marked G.O. for advice from Postmaster on the matter at 4 on 18.

17 MAY 1950

C.

P.S. Will you please include this file in your new series and return to me this afternoon.

R. J. Jones
17.5.50.

D.

A.C.S. Owing to work at this office it is not possible for me to deal with & return in afternoon box. Maybe you could return when there is a little more time.

P.B.
17/5/50 12.30pm.

No.

MEMORANDUM.

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

17th May, 1950.

From The Ag. Postmaster,

To The Honourable,

The Colonial Secretary,

Stanley, Falkland Islands.

STANLEY.

SUBJECT:- Express Air Freight Rates

Reference telephonic conversation A.C.S./Ag. P.M. this morning on the above subject and assuming that it is proposed to double the present sea rate for parcels up to 22 lbs. in weight, I beg to submit that the following inland air rates for heavier parcels, etc. be considered :

from 22 - 30 lbs.	= 10/-
" 30 - 40 "	= 15/-
" 40 - 50 "	= 20/-
" 50 - 60 "	= 25/-
" 60 - 70 "	= 30/-
" 70 - 80 "	= 35/-
" 80 - 90 "	= 40/-
" 90 - 100 "	= 45/-

and so on up to whatever maximum weight is fixed, pro rata.

2. These rates are, however, susceptible to evasion of the higher rate inasmuch as a consignment of say 100 lbs. costing 45/- could be broken up into two packages under the 50 lbs. rate and would only cost 40/-, thus saving 5/-. To obviate this possibility the original suggestion of double sea rates up to 22 lbs. in weight would have to be dispensed with, and as an alternative I would suggest the following :

up to 5 lbs.	= 2/-
from 5 - 10 "	= 4/-
" 10 - 15 "	= 6/-
" 15 - 20 "	= 8/-
" 20 - 25 "	= 10/-
" 25 - 30 "	= 12/-
" 30 - 35 "	= 14/-
" 35 - 40 "	= 16/-
" 40 - 45 "	= 18/-
" 45 - 50 "	= 20/-

and so on pro rata.

3. When the rates are decided upon may I suggest that before publication, we stipulate that parcels, etc. will only be accepted at the senders risk, i.e.

- (a) no guarantee of delivery by air owing possibility of unforeseen alteration to itineraries due to weather or other circumstances
- (b) no insurance or registration
- (c) no refund of postage should parcel have to be sent by sea, in view of (a) above
- and (d) prohibit the inclusion of highly inflammable and explosive articles.

A.

A.C.S.

I am much indebted to the Ag:Postmaster for his prompt and useful proposals. Please so inform him.

2. With regard to 3 (d) of his minute, I have seen a list somewhere of items which it is forbidden to carry by air. I rather think it was in a tariff published by a firm of air charterers which Col:Butler let me see recently. Will you please try and trace.

3. If we are going to put this job on the Post Office they will need scales which record more than 22lbs. Have they got, or can they obtain?

4. A point which we shall also have to consider is how we are to divide the receipts as between the Government Air Service and the Post Office. One view is that in respect of parcels over 22lbs weight the Air Service should take the lot because were it not for them such parcels (which are not really parcels, but more correctly freight) would not have been accepted. The views of the Auditor on this point would be welcome.

17.5.50.

B.

A.C.S. With regards to 2. above, the information is contained in a pamphlet called 'Let Air Services', a blue book, which Col. Butler obtained from the General & forwarded to H.C.S., it was at that time attached to a file on 'Air Freight Charges' or similar. P.S.

C.

Auditor For your views on para 4 of A pl.
Alfred
19/5/50.

H.C.S.

I think it would be fair to divide the receipts ^{equally}, but this will present considerable difficulties for the costs are collected by means of stamps. ~~Let~~ If the Air Service can get the lot i.e. w. parcels over 22 lbs in weight, then the latter must not be handled by the P.O. at all.

R/S
19/5/50.

Mr. Bond informed me

Scales have been procured

26
A.
A.C.S.

Pl. get Postmaster's views on para 4 of my minute opposite
Auditor's preceding minute.

25 MAY 1950

B
As per above, pl
26/5/50

C.

H.C.S.

If the Post Office is to handle air freight using postage stamps, amounts so collected should properly be shewn as Post Office revenue. Air freight is not normally the function of a Post Office and I agree with the Auditor that if the Air Service is to be credited with the revenue derived from parcels over 22 lbs. in weight, then the Post Office should not handle them.

A possible alternative would be to pay the Air Service a fixed amount annually from the Carriage of Mails vote. This could be calculated on a statistical period of say three months in which the Post Office could keep particulars of all parcels over 22 lbs. handled.

(draft appvd. by S.P.T.)

Ag. P.M.
27.5.50

Y.E. (On return)

With reference to the extract from Ex:Co: minutes at p.18, we have pursued the matter of air freight charges with the Postmaster, who has minuted at p.24. I submit that his suggestions are sound. As between the two tariffs he submits, I do not think there is a great deal to choose. Admittedly the first one is liable to the defect which he points out. On the other hand it might be an advantage to us in handling and stowing in the aircraft if the public were encouraged to keep the size of individual parcels down.

2. In regard to the technical point of accounting raised by me at para 4 of my minute at 25, I prefer the suggestion in the second para of P.M.'s minute above.

3. Y.E. will wish to refer the question of rates to Ex:Co:?

4/6/50

27
Clerks

To Ex. Co. accordingly H.

12 JUN 1950

Hon. S.M.C.

Hon. A.C.

Hon. Mr. St. Clement

For your written opinion, pl.

ACS

I do not agree with the Auditor's ruling (last four lines of 25) nor am I in sympathy with the Post-master's statement that the Post Office does not usually handle air freight. Even if the statement is correct, it should not mean that they cannot handle the freight here.

As I see it, the P.O. is a Government Service, and should be made to handle the air freight, if Government so desires. Nor do I see any need for dividing the money obtained from carrying air freight; the whole lot could go to the Air Service. No stamps need be used on the freight - the usual receipt for the money charged should be quite sufficient.

H.C.S.

Agree P.O. 12/6/50

RAH 13/6/50

H.C.S.

Agree W/K 16/6/50

Y.E.

Arising out of the last meeting of Council, entered at p. 18, the question of air freight rates is for discussion. Minutes from p. 24 refer.

16 JUN 1950

~~227015~~
227015

28

are a little ~~reduced~~
the ~~charge~~ ~~from~~ ~~to~~ ~~be~~ ~~reduced~~
What — I wish there were
the way around this. Will you
look you over to it see if
anything can be done e.g. if we were
being used out ?

h.c. 12/16

File in air service charges and h.v.

13/6/50.

29
A.

Extract from the Minutes of a Meeting of the Executive Council
held on the 17th of June, 1950.

7. Air Freight Charges.

Council advised that the adoption of the tariff which had been submitted by the Acting Postmaster in paragraph 1 of his Memorandum dated the 17th May. His Excellency saw no virtue in paying the receipts over to the Air Service or dividing it between the latter and the Postmaster. All that was necessary was that a separate account should be kept showing the revenue produced from this source. Council agreed.

His Excellency ordered accordingly.

Clerk of the Executive Council.

B.

Mr. Hiddle.

Ref Above & p. 24. I fancy we shall need an Order in Council under the lat Office Ordinance. Would Registrar please advise, & if so. Draft.

26/6/50.

R. G.

B. pl.

not for C.S.
24/6/50

Y.E.

With regard to air freights and with reference to the extract from Ex:Co:minutes at p.29. Registrar advises that if postage stamps are to be used for the air freight - and this is much the simplest way from the Post Office's point of view - an Order in Council amending and adding to the Regulations issued under the Post Office Ordinance should be made. I must confess that I had hoped simply to issue a public notice and leave it at that. Does Y.E. feel that an Order is required ?

[Handwritten mark]

29.6.50.

As the Council is represented I must have thought that an immediate decision would have been sufficient - more particularly in view of 3 or 24?

29. 27/10

Handwritten notes at the bottom of the page, including "I think it is the best way to go" and "the question of postage stamps is a very important one".

Port Stephens Station

West Falkland Islands.

2nd June 1950

Your Excellency,

Dear Sir,

Thank you for letter
by "Penelope". We were very pleased
to see both the "Penelope" & "Isaac"
in Port Stephens harbour in the
same week.

The wireless telephone is working
very satisfactorily and has already
been of great use, at any rate
it will ensure that we are not
entirely cut off should the telephone
line fail. All the married
shepherds here are now on the telephone
but one single shepherd has not yet
been connected although I hope he
will be within the next
fortnight.

We will be very pleased to

Port Stephens Station

West Falkland Islands.

see you here at anytime, and more especially if you come by plane as we would like to see one in our harbour. Except in case of sickness I think we shall have to stick to travel by "Fitzroy" as I could hardly afford the £60 or so it would cost to take the family to Stanley and back by plane.

I enclose a short report on cobalt and copper dosing results ~~over~~ the past year. Improvements are not as spectacular as we had hoped for but I think we are doing some good.

Mr Beatty joins me in sending kind regards to Lady Blifford and yourself.

Yours sincerely,

T Beatty

Report has been sent to A.O. for his comments.

2) X on p. 2 is about right. Pat Stephens is about 100 miles from here. Single fare per person @ $1/6$ a mile = £7 10. 0d.
Return fare \therefore £15. $11^v \times 11^s$ Beaty & 2 children £15 \times 4 = £60.

12/6/50

File ... in the house

A.

S.P.T. (for Postmaster)

Have you any comments on the draft P.N. at cover and the draft broadcast, particularly the penultimate para of the latter?

11

6.7.50.

B.

H.C.S.

A. above, pl.

Public Notice

Had we not better mention, apart from in the broadcast, that freight should be handed in at the Post Office to save the possibility of consignments being delivered to the aerodrome, pl.? Otherwise in order.

I would like to suggest that the notice be broadcast at dictation speed and copies be sent to all stations by the first opportunity.

Broadcast

Paras. 1 - 4 - no comment

Para. 5 - I think I may have mislead you on the telephone recently. We in fact do send registered air mail overseas but not insured. I do not however recommend that we should extend air registration facilities to the Camp for the reason stated in the latter part of para. 5 of the draft broadcast, coupled with the fact that the pilot would not in most cases, I assume, have time to chase people for signature

Para. 6 - no comment.

Para. 7 - with regard to freight coming in from the Camp [] on para. 7. In view of the fact that most stations, if not all, are in a position to weigh and stamp ordinary surface parcels, could we not ask them to do the same for air freight? To this end may I suggest something on the following lines :

"With regard to freight coming in from the Camp we would prefer you to weigh it at your end and affix the necessary stamps as you do for parcels by sea. If on the other hand for some reason this is not possible you could send it in unstamped and the Post Office will weigh it and charge the recipient when he comes to collect in Stanley".

The latter part of above is contrary to Post Office practice inasmuch as when an unstamped parcel is received from the Camp by sea we charge the recipient double postage!

Para. 8 - no comment.

Ag. P.M.
9.7.50

35

Y.E.

Air freight. Draft broadcast talk and public notice at cover s.f.c. I would propose to amend para 7 of the former as suggested by the Postmaster in his minute on previous page.

11.7.50.

A.C.S.

I propose to broadcast the letter as in draft at cover on Thursday next & to have the public notice broadcast that evening as well. I should like sufficient copies of both to be prepared in the meantime for them to be sent to all farm managers the under cover of 2/6 letter as in draft at cover. The letter (& enclosures) would not issue until after the broadcast.

2/11: advise S.F.C. about the broadcast

11/7/50.

Office.

Have letter at cover.

(GAS)

Ensure that letter is T.S. the set copies.

1 copy in file.

Return file to me.

12/7/50

14th July, 1950.

At the risk of overstressing the importance to you of such things, I am appending a copy of a recent public notice on Express Air Freights and sending you a copy of a broadcast which has been made on the same subject, in case you may wish to keep it by you for reference.

*For Manager,
H.M. H.Q. Station, T.P.
E. G. Rowe, Esq.
Stanley.*

PUBLIC NOTICE

EXPRESS AIR FREIGHT RATES.

It is notified for public information that freight will be carried by air at the following rates and subject to the following conditions:-

RATES.

Not exceeding	2 lb.	4/6
"	5 lb.	2/-
"	8 lb.	2/6
"	11 lb.	3/-
"	22 lb.	6/-
"	30 lb.	10/-
"	40 lb.	15/-
"	50 lb.	20/-
"	60 lb.	25/-
"	70 lb.	30/-
"	80 lb.	35/-
"	90 lb.	40/-
"	100 lb.	45/-

with a normal maximum of 100 lb. weight. In special cases freights over this maximum may be accepted, and charges for such freight will be quoted on application to the Controller of Civil Aviation.

CONDITIONS.

1. No guarantee can be given of delivery by air.
2. No refund of air postage can be given should freight consigned by air eventually go by sea.
3. Air freight cannot be registered or insured.
4. Inflammable or explosive articles must not be sent as air freight.
5. In Stanley Air Freight should be handed in at the Post Office.

Colonial Secretary's Office,
Stanley, Falkland Islands.
14th July, 1950.

Broadcast talk on Express Freight Rates.

There is a broadcast notice about Express Air Freight Rates to be read this evening, and I thought it might be useful if I took this opportunity of adding a few words in amplification of the bare words of the notice itself.

1. We have been giving thought lately to the question of whether the Air Service could usefully be employed in carrying parcels and freight as well as passengers and letters, and we have decided that it can. At present we make special mail dropping trips when the overseas mail comes in, though normally on these trips we can only drop the letter mail. At other times we take internal letter mail for such places as the plane is visiting in the course of its passenger carrying trips, and if there are one or two parcels waiting in the Post Office to go to those places we take them too if they are not too many or too heavy for the plane to take having regard to its passenger load. We have not so far made any extra charge for this.

2. But now that we have one plane, the Norseman, capable of taking quite a bit of freight, we feel that we ought to put the thing on a regular footing. What we propose is this. We will accept parcels or freight through the Post Office for transmission by air up to a maximum of 100 lbs. weight at the rates which are given in the public notice. These rates have been worked out at twice the ordinary parcel rate for internal parcels up to 22lbs. with the charges for parcels above that weight in proportion. As with any letter or parcel sent through the Post Office, the charge is the same irrespective of distance.

3. We have had to make certain conditions governing this business, which are also given in the public notice, but which I should like to explain to you a bit more fully. The first condition is that we cannot guarantee that your parcel will in fact be delivered by air. That sounds pretty bad, I know, but we have to make that condition for this reason. The Post Office always puts mail on the first available means of transport leaving for that mail's destination, which is a sound rule. Suppose, for example, someone in Stanley wants to send a parcel to Fox Bay. He wants it to get there as quickly as possible, so he asks for it to be sent air freight and he pays the higher charge. Perhaps the plane is scheduled to go to Fox Bay two days later. Owing to a spell of bad weather, coupled perhaps with the fact that the pilot has to fly a priority medical trip somewhere else as soon as he can fly again, the plane does not in fact do the Fox Bay run until five days later. In the meanwhile perhaps the "Fiteroy" or the "Philomel" has sailed for Fox Bay. The Post Office in such circumstances would send that air freight by sea, on the principle of "better safe than sorry", and there would be a good chance that it would get there earlier than if it had waited until the plane went. I don't know that such cases would be frequent, but they could happen, and that is the reason why we can't guarantee that air freight will always be delivered by air.

4. The second condition arises out of the first. We cannot refund the difference between air freight and surface freight if in the event the parcel does go by sea and not by air, due to the sort of circumstances which I have just mentioned. In fact the person sending by air freight takes a chance. I think it will be a good chance, and we shall certainly do all we can to make sure that it is.

5. We do not propose to offer registration or insurance facilities for air freight. Amongst other considerations here there is the fact that, except in the case of Fox Bay, there would be no Post Office at the other end to attend to the return

of/

of the receipts to the office of issue, and in the case of freight inwards from the Camp, with the same exception, there would be no office to issue the receipts.

6. The last condition, which prohibits the sending of inflammable or explosive articles by air, is obvious. We cannot risk fire in the aircraft, and I feel sure that we can count on your full co-operation in enforcing this very necessary safeguard.

7. Finally, a word on the operation of the scheme. In the case of freight from Stanley to the Camp it should be handed in at the Post Office, and be weighed and stamped in the ordinary way. With regard to freight coming in from the Camp we would prefer you to weigh it at your end and affix the necessary stamps as you do for parcels by sea. If on the other hand for some reason this is not possible you could send it in unstamped and the Post Office will weight it and charge the recipient when he comes to collect in Stanley. In the case of freight carried from one Camp station to another without coming into Stanley, it should be handed to the Pilot with a note of its weight, and if it is unstamped he will make a note of it and you will be billed by the Government Air Service in due course.

8. We shall perhaps find that there are snags in this, but it is the best method we can devise until we have seen in practice how it works. In the light of experience we may have to modify it in certain particulars, and if you have any constructive suggestions we should be pleased to receive them.

Sir,

I am directed to acknowledge with thanks receipt of your letter dated July 18th together with your cheque in settlement of air passenger fares. The official receipt is being forwarded separately.

I share your view that it is a bit hard to charge full fares for children, but the reason is this. In the Norseman two children can normally be taken in lieu of one adult, but in the case of the Auster this is not so. The latter can usually take two adult passengers or one adult and one child, but not two adults and one child. Therefore in the Auster a child taken up a potential adult's fare. For the sake of simplicity we wish to charge the same fares whichever plane is used, so that is why children are charged a full fare. Infants under twelve months of age are carried free of charge.

I am, Sir,

Your obedient servant,

Colonial Secretary.

The Hon. N. K. Cameron Esq. J.P.
Port Stanley.

Port San Carlos,

Falkland Islands, S.A.

390

The Falkland Islands
Government Air Service.
Stanley.

July 18

19 50

Dear Sirs,

Herewith a cheque in settlement of the enclosed accounts. I have not however settled the account of Jack McCallum (£3..8..6) since this man no longer works here. He is working on a contract with Des. Peck, I believe for the Falkland Islands Co. and the account would be easier to collect through them than in any other way. It reached me after he had left. I notice the small boy of Mrs. Short, about ten year old, is charged at full rate. There is something to be said for charging children under a certain age half fare, since presumably two of them could be carried in place of a grown-up.

Yours faithfully,

A. Neil Maclean

399

Mr. Smith.

Reverend. After noting ~~and~~ you please let me
have the letter back as I would wish
to reply to the list about children.



25/7/80.

H.C.S.

Noted for Mr. Smith and account
allowed as requested.

JMS

1945 8.

MEMORANDUM

From

ESTATE LOUIS WILLIAMS

STANLEY

FALKLAND ISLANDS

To

14th July 1945
Hon. M.R. Raymer

Stanley

Dear Mr Raymer

36
Enclosure of today with Air Freight Rates.
We shall certainly make use of the
service when instructed to do so by
Customers - They have to pay the freight.
Yours Sincerely
J. Williams

5/7/45
file

40
Y.E.

has mentioned recently the possibility of reducing air fares for people living on the West. We agreed that in principle it is wrong, but that in practice there was something to be said for it. The nearest place to which we are likely to go on the West is Port Howard, which we reckon as 62 miles. I note below the distances to four places on the West, with the present single fare from there to Stanley @ 1/6 per mile and the effect on these fares of allowing (a) a 10% reduction, and (b) a 20% reduction. The saving would be doubled in the case of a return booking, of course.

			(a)	(b)
Port Howard	62 miles	£4 13s.	£4 3 9d.	£3 14 5d.
Fox Bay	84 miles	£6 6s.	£5 13 5d.	£5 0 10d.
Chartres	83 miles	£6 4 6d.	£5 11 7d.	£4 19 3d.
Pebble	70 miles	£5 5s.	£4 14 6d.	£4 4 0d.

Represents a saving of:	(	9s.3d.	18s.7d.
	(	12s.7d.	25s.2d.
	(	12s.5d.	24s.9d.
	(	10s.6d.	21s.0d.

Any such reduction would be arbitrary, and would naturally lead to the cry "if them, why not me". We should just have to brazen it out, but I think it might be a shade easier to defend if we made it effective for all distances over 60 miles (single). This would include, for instance, Speedwell which can fairly claim to be as isolated and cut off as any place on the mainland of the West. I say 60 miles because Port Howard is 62. I admit that this would bring in North Arm as well, which is 61, but that cannot be helped.

2. Presumably we should have to make an equal reduction in the charter rate for the Norseman.

3. On further reflection, and remembering that most of the bookings are return ones, I think the 10% reduction might be sufficient.

4. Y.E. may care to have the views of Ex:Co: on this ?

22.7.50.

Clerk Co.

Circular accordingly H: Copies to be made
for outside members. Written opinions.

22/7/50

4
Hon. Mr. O.

Hon. A.O.

Hon. Mr. H. K. Cameron

Hon. Mr. V. H. Clement.

HO. -
opinion, etc.

Circulated for your written

A.B.
J. O. B.C.
24.7.50.

H.C.S.

I agree that there should be a reduction in the long distance fares.

The method suggested - a reduction of 10% or 20% on trips over 60 miles - will, I agree, almost certainly cause dissatisfaction among the just-less-than-60 miles passengers. Could not one now fix definite rates for the Out-lying places so that the shorter-distance passengers would have no cause for grievance? A way of doing this would be to charge considerably less for each mile over the 60 or even over the 50. For instance, 50 miles at 1/6 and the remainder at 1/- would give a result in the longer distances somewhat midway between the figures you have given under a) and b).

R.H. 24/7/50.

H.C.S.

? You will increase the deficit on the dis service by so doing

John P. Collins
A.O. 29/5/50

H.C.S.

I would be in favour of a 10% reduction for distances of over 60 miles.

A.H. 4.8.50

H.C.S.

I agree with Mr. Cameron.

R.H. 6/8/50

Air Fares

I favour something quite simple

Up to 50 miles, as now (1/5) per mile

Over 50 not exceeding 75 (1/5) 25% maximum

Over 75 not exceeding 100 (1/5) 33 1/3% "

Over 100 (1/5) 50% "

2. For checkings a further 10%

addition to the above.

3. Would you please consider ~~reversing~~
feasibility?

Mc 9/VIII

AIRCRAFT PASSENGER FARES.

Since the file was circulated to members, recommending a reduction in the fares for passengers living further away from Stanley, and suggesting the possibility of reducing by 10% fares for all single journeys over 60 miles, some further suggestions have been received, and members may wish to consider these before the meeting of Council. They are as follows:

1. Suggested by His Excellency the Governor.

Up to 50 miles, as now 1/6 per mile
 Over 50 & not exceeding 75, 1/3 per mile.
 Over 75 & not exceeding 100, 1/- per mile.
 Over 100 8d. per mile.

2. Suggested by a sub committee of the S.O.A. (comprised West members).

£2 per head irrespective of distance and 6d. per mile.

3. Suggested by S.M.O.

Up to 50 miles, as now, 1/6 per mile
 Over 50 miles 1/- per mile

2. The difficulty in assessing the relative merits of any of these suggestions is that the air service has not been operating for long enough for it to be possible to produce statistics of receipts and expenditure adequate to serve as a basis for working out the actual effect of the adoption of any one of the suggestions. It is not proposed that the air service ought to make a profit, but it should not incur a greater loss than can be avoided.

3. But in order to give members some rough guide, the following figures have been compiled from the flight book for July, and they show the receipts obtained under the present system of charges and how those receipts would have varied had some of the other suggestions been adopted and been in operation during that month. The figures are as under:

Present system, 1/6 per mile	£362 16 0.
H.E.'s system (1 above)	£327 10 6.
S.O.A.'s system (2 above)	£302 15 0.
S.M.O.'s system (3 above)	£331 19 0.
£2 per head and 8d. per mile	£333 19 4.

4. The S.O.A.'s suggestion, or the variation of it to 8d. per mile gives the largest reduction to the far away customer, but compensates receipts by charging the nearer customer more than he pays at present. The figures have been worked out on the present distribution of custom, but if the S.O.A.'s suggestion were adopted it might result in a redistribution of custom, and indeed that is one of the objects of their scheme. If that came about the compensatory factor noted above would bear less weight.

5. The cost of the air service is impossible to assess; it has not been running long enough. £4,000 per annum for recurrent costs, not taking into account provision for renewals would be about the figure, as far as can be assessed. That means receipts of at least £333 per month.

6. The effect of the different systems on certain specimen fares is shown below:

Charter flight to Pebble. We took Jenkins out to Hill Cove on that trip and also some bread for Ajax. I have had a chat with the charterer (Mr. Pettit) & agreed with him to knock £6 off the cost of his charter on that occasion. We should charge \$w for Jenkins' passage to Hill Cove (@ 1/6 per mile) & we can also charge Nettles for the bread carrying. Freight rates have not been approved in Ex. C. and I will let you have a list very shortly.

2) The Pebble crowd on return want to work in with the Port Howard inward charter. They also want half their crowd to be taken to Saunders Island. The sum will therefore have to be Stanley - Pebble (drop 4) - Saunders (drop 4) - Port Howard (pick up 8) - Stanley. Better should be billed @ 5/- per mile for the distance from Stanley to Saunders via Pebble plus half the distance from Saunders to Port Howard, and Pole-Evans will have to be billed for @ 5/- per mile for the distance from Port Howard to Stanley plus the other half of the distance from Saunders to Port Howard. Very complicated!

Mr. Smith (7.1.55).

Bills. We brought in a crowd from Port Howard on the return of a trip out west. They had originally asked for a charter, so I don't think we can fairly charge them @ 1/6 each per mile. On the other hand we can't charge 5/- per mile for 124 miles (P.H. return). 5/- per mile for the single journey P.H. - Stanley would be too little (only £157). I think we had better compromise & send them a bill for £20.

In respect of the inward trip to Day & Port Howard, when Vis is due to pick up our passengers at Port San Carlos, I think we should charge Port Howard the full charter fare less the cost of one man's fare from Port San Carlos to Stanley. On the other hand to call at P.S.C. on the way back will take Vis a little out of his direct route. Perhaps it would be fair to charge Port Howard the full cost of the charter less the cost of one man's fare from P.S.C. to Stanley (i.e. of course charge that man from P.S.C. his full fare).

25/1/55.

Miles.	Stanley to:	1/6 a mile	£2 flat & 6d. p.m.	£2 flat & 8d. p.m.	£2 flat & 9d. p.m.	S.M.O.	H.E's
23	Teal Inlet	34/6	51/6	55/4 41/-	57/3	34/6	34/6
43	Port San Carlos	64/6	61/6	68/- 64/-	71/6	64/6	64/6
62	P. Howard	93/-	71/-	81/4 82/-	86/6	87/-	90/-
84	Fox Bay	126/-	82/-	96/- 10	103/-	109/-	115/3
96	Roy Cove	144/-	88/-	104/- 104/-	112/-	121/-	127/3
120	?	180/-	100/-	120/- 107/-	130/-	145/-	146/3

(Note: I do not guarantee the absolute accuracy of these figures as they have been done in a hurry in order to get this paper out to members)

ACS

Pl circulate 43-44 to S.M.O. and A.O.

I have sent separate copies to unofficial members.

9 AUG 1950

Non Inc.

Non ac.

circulated for your w/o. p.c.

10/8/50

H.C.S.

X | The long-distance passengers do not get an attractive-enough reduction of any of the schemes suggested. I would suggest 1/6 for first 50 miles, 1/- next 50, and 6d for over the 100. That would bring the cost of the 120 miles to 135/-

X Don't they? £2 flat - 6^d, 8^d or 9^d all come lower than the 1/6 for 1st 50 and 1/- next 50 and 6^d over 100.

H.C.S.

It is my opinion that the matter is being dealt with in too great a hurry. At 44/2 you say the Service has not yet been operating for long enough to produce statistics. I would point out that there are more things to be considered to give Westers the service they desire than great reduction in price.

The Pilot should have a say in this.

Why not wait six months obtain figures and get to know more intimately the actual factors involved,

John P. Collins
S.O. 11/VIII/50

J.E.

At 41 members of Ex. Co. gave their views on the suggestion that fares by plane for distances over 60 miles should be reduced by 10%.

2) Since then I have seen a delegation from the S.O.A. & J.E. has suggested another possible alternative method of charging (p. 42).

3) I have prepared the memo at 43-44, copies of which have been sent to Messrs Cameron & Clement. - the file copy of which has been circulated to S.O.

and S.O., whose comments are above.

4) Personally I favour £2 flat and 8/- per mile. (M.B. will not like this one).

Sam.
M.C. 11/VIII

Extract from the minutes of a meeting of the Executive Council held on the 18th of August, 1950.

4. Air Passenger Rates. Council considered various suggestions which had been made to devise a scale of charges which without greatly increasing the cost to residents on the East Falkland would be more attractive to those on the West, and advised that provided that too serious a loss did not result, a flat rate of 2/- per person plus 1/- for each mile flown should be introduced.

His Excellency concurred and ordered accordingly.

A. H. [Signature]
Clerk of the Executive Council.

46

2. The next question is the charter rate. The existing one is 5/- per mile for all miles flown. That is just over 6 passengers fares at present rates, but under 7. Clearly the charter rate must be related to the individual passenger rate. On that basis I have worked out the following new charter table, to which I have added the existing rate for purposes of comparison.

<u>Total miles</u> <u>flown</u>	<u>New rate</u> £	<u>Existing rate</u> £	<u>Difference</u> £
40	13	10	+ 3
60	16½	15	+ 1½
80	20	20	<i>nil</i>
100	23½	25	- 1½
120	27	30	- 3
140	30½	35	- 4½
160	34	40	- 6
180	37½	45	- 7½
200	41	50	- 9
220	44½	55	- 10½
240	48	60	- 12

3. If Y.E. approves, I will prepare a draft public notice and broadcast announcement.

14.8.50.

Elin seems alright (it represents the end of the second mechanic !!) but I suspect the Warden will still complain that they are not being generously treated etc. etc. etc. but not so I imagine that the Ladies will appreciate all in detail this being put up to some things happen in the world that I don't think it will be any more ^{much} ^{of} the popularity of the year about it all.

In answering the second letter, I suggest I suggest the same as the first.

47
P.S. for A.S. file 1
b
Extracted from P/516 Miss I. U. Sedgwick.

I note that some travellers are considerably in arrears and I think we must do something about it - clearly a person in debt to the Government already on this account should not be allowed to travel by air until he/she has paid the outstanding account? Add 5% where bills are not paid within 3 months of rendering?

(Sgd) MC.

14.8.50

Y.E.

Draft public notice and broadcast talk at cover s.f.c. It covers the new passenger fares agreed at the last meeting of Ex:Co., plus the new charter fees worked out in conformity. I have made one addition by saying that we will carry children over 12 months but under 7 years at half price. We have not done this before because in the Auster a child takes up the seat of an adult, i.e. the Auster can't take two adults plus a child. But in the Norseman we can take two small children instead of one adult, and we are using the Norseman more than the Austers, so I think we can afford the concession.

16.8.50.

FALKLAND ISLANDS GOVERNMENT AIR SERVICE,
PORT STANLEY,

FALKLAND ISLANDS.

21.8.50

As I promised when broadcasting last Thursday, I send herewith a copy of the public notice and my broadcast talk about the revised air passenger fares, which perhaps may be useful to you.

Colonial Secretary.

Redistribution

- Camp Manager, East & West

Managers F.I.C

" E.L.W

Mr. Metcalfe

Mr. Tilbury

File.

47

PUBLIC NOTICE

AIR PASSENGER FARES

With effect from Monday next, the 21st of August, 1950, a revised scale of air passenger fares will come into operation. The new fares will be calculated on the basis of one pound per passenger irrespective of the distance of his journey plus one shilling per mile for each mile of his journey. Children under twelve months will continue to be carried free of charge, and children over twelve months but under seven years old will be carried - in the Norseman only- at half rate.

The fee for chartering the Norseman aircraft will be computed as the equivalent of six full passenger fares for the single journey plus sixpence per mile for all miles flown during the charter flight.

The compulsory insurance fee of four shillings per person per day must be paid in addition to the above charges.

On all flights individual passengers will be restricted to thirty pounds of baggage each. Excess baggage will be charged for at air freight rates.

Urgent medical cases, delivery of Overseas mail and members of Executive and Legislative Councils flying on duty will continue to be given priority.

Except in priority cases the air service will not operate on Sundays.

X | Smoking is prohibited in any plane or its vicinity and anywhere on or in the immediate environs of the Sullivan Airport at Stanley.

COLONIAL SECRETARY

17th August 1950.

Good evening,

In the light of representations which have been made and after considering the question carefully, it has been decided to revise the rates of air passenger fares. First of all I will read you the official Government notice on the subject and then I will add a few words of explanation which I hope will illustrate to you the effect of the changes we are introducing. As I understand that reception in parts of the Camp was poor on two consecutive nights when we made the previous announcement on this subject some three months ago, I propose on this occasion to have copies of the public notice and of this talk made and sent out to all Camp Managers. So if you don't receive it well to-night, don't worry, a copy will be coming out to you.

Here, then, is the public notice.

(read public notice)

You will want to know why we have decided to change the rates and how the change will affect you. We are changing them because it has been represented, and it had long been in His Excellency's mind, that the existing rates are too high for those who live further away from Stanley, and that, by and large, only those who happen to live nearer to Stanley can afford to make full use of the plane. The argument is that all alike help to pay for the air service, by taxation, and that the fares should therefore be so adjusted that all alike can afford to use it and benefit from it. This is a reasonable point of view, and in order to meet it we have so revised the fares that those who live more than forty miles from Stanley, or wish to make a flight of more than forty miles, will be charged less. This will result in some loss of revenue. Part of that loss we propose to recover by raising the charges for people living less than forty miles from Stanley, or for people who wish to make flights of less than forty miles.

Well, how will these new fares affect you? As I have just said, for journeys over forty miles it will be cheaper and for those under forty miles it will be a bit dearer. Here are a few examples, giving the existing rate, then the new rate, and the difference:-

<u>Stanley to:</u>	<u>Miles</u>	<u>Old rate</u>	<u>New rate</u>	<u>Difference</u>
Teal Inlet	23	£1.14.6	£2.3.0	+ 8/6 (25%)
Douglas Station	31	£2.6.6	£2.11.0	+ 4/6 +10%
Goose Green Port San Carlos	43	£3.4.6	£3.3.0	- 1/6 = -2%
Ajax Bay	45	£3.7.6	£3.5.0	- 2/6 = -3½%
Port Howard	62	£4.13.0	£4.2.0	- 11/- = -12%
Pebble	70	£5.5.0	£4.10.0	- 15/- = -14%
Fox Bay	84	£6.5.0	£5.4.0	- 22/- = -17½%
Roy Cove	96	£7.4.0	£5.16.0	- 28/- = -19½%
Albermarle Carcass	105	£7.17.6	£6.5.0	- 32/6 = -21%

It is a simple formula. £1 per head and 1/- per mile.

Clearly the charge for chartering the Norseman must be related to the single passenger fare, so we have had to alter that too to conform. Incidentally I am told that there has been some misunderstanding about the Norseman fares, so I would like to make it quite clear first of all that you don't have to charter it. In fact it doesn't pay you to do so in the ordinary way unless you can put more than six passengers into it, say yourself and six friends. And remember she only carries eight. But suppose there are four people wanting a trip and we agree to carry them, that doesn't mean that it has to be a charter. It is just an ordinary flight and all the four people pay at the individual rate, which will now be £1 a head and 1/- a mile each. Unless you specifically ask to charter the Norseman we simply accept your bookings and fly you in whichever plane we find it most convenient to use for that particular flight. It may be the Norseman or an Auster, but the individual fare is the same.

However, for anyone who does wish to charter the Norseman, the new charges will be worked out on the basis of the equivalent of six single fares plus 6d per mile for all miles flown by the aircraft during the course of that charter trip. That sounds a bit involved, so let's take an example. Suppose someone wants to charter the Norseman to bring eight people in from Fox Bay to Stanley. Fox Bay to Stanley is 84 miles. A single fare to Fox Bay at the new rate is £5.4.0. Therefore six fares equal £31.4.0. Add 6d per mile for the total flight of 168 miles = £4.4.0. Add the two together and you get £35.8.0, which is the cost of the charter. If eight people come in on it they should each pay £4.8.6d., as compared with the individual single fare of £5.4s., a saving of 15/6 each.

For those of you who are not interested in sums but simply want to know what the new charter rates will mean to you, here are a few examples:

<u>Stanley to:</u>	<u>mls</u>	<u>Old Rate</u>	<u>New Rate</u>	<u>Difference</u>
Teal Inlet	23	£11 10s	£14.1s	+ £2.11s
Douglas	31	£15.10s	£16.17s	+ £1 7s.
Goose Green	43	£21 10s	£21.1s	- 9s
Port San Carlos				
Ajax Bay	45	£22 10s	£21 15s	- 15/-
Port Howard	62	£31	£27 14s	- £3 6s
Pebble	70	£35	£30.10s	- £4 10s
Fox Bay	84	£42	£35.8s	- £6 12s
Roy Cove	96	£48	£39.12s	- £8.8s
Albermarle	105	£52 10s	£42 15s	- £9 15s
Carcass				

The compulsory insurance fee of 4/- per passenger has not been included in any of the above calculations and must therefore be added in each case.

Well, that's all I think, except that I would like to remind you that the limit for baggage is 30 lbs per person. We would like to allow you more than that, but the planes won't carry it, and more than 30 lbs can only be taken at the expense of other passengers. You will have noticed that we said in the public notice that there must be no smoking in or near the aircraft. I am sure you all realize the necessity for that rule. Aviation spirit is very inflammable and we only have very few planes and we don't want to see them go up in smoke. So stub out your cigarettes before you get near them. I hope we get some better flying weather soon.

Goodnight.

Minute to Miss Sedgewick, F.I.G.A.S. Copy to Auditor.

H.E. has ruled that when there is a spare seat in the plane on a trip it may be offered to any recognised minister of religion free of charge. (He would have to pay his compulsory insurance fee, but that is all). If a special trip has to be laid on for any minister of religion, that would be a different matter, and he would be charged as an ordinary member of the public. This ruling applies to Bishop Evans too, of course.

26/9/56.

MEMORANDUM

ESTATE GEORGE BONNER.

SAN CARLOS,
FALKLAND ISLANDS. (VIA MONTEVIDEO.)

The Officer in charge.

F.I.C.A.S.

Stanley.

Telegraphic Address: "JAYBEE, PORT - STANLEY."

CODE: Bentleys First (12th. Reprint.)

.....13th. November..... 1950.

Dear Sir,

With regard to the enclosed air passage account I beg to advise you that it was occasioned by my attendance at the Legislative Council Meeting on the 26th. ult. and should therefore be gratuitous.

At the same time I was given to understand that Mrs. Bonner's passage would be defrayed, for on this occasion she was detained by my delay as it was not practicable for her to return to San Carlos without me consequently being unable to sail per "Pitzroy" on the 25th. ult. as intended.

However if this was misunderstood I am quite prepared to meet the cost of my wife's passage if an account is forwarded.

Yours faithfully,

G. H. Bonner.

55-
Reply to revenue.

Sir,

I am directed to refer to your letter of the 13th Nov and to express regret that the £. for air passages for yourself & Mr. Brown was sent to you. This was an error. The cost of both passages will be met by Govt.

I am etc.

C.C.A.

Acc And adjust accordingly H.
17/11/50.

CIVIL AVIATION OFFICE,
STANLEY, FALKLAND ISLANDS,

.....17th November, 1950:.....

Sir,

54

I am directed to refer to your letter of the 13th of November, 1950, and to express regret that the account for air passages for yourself and Mrs. Bonner was sent to you. This was an error. The cost of both passages will be met by Government.

I am,

Sir,

Your obedient servant,

(Sgd) MICHAEL R. RAYMER,

CONTROL OF CIVIL AVIATION.

The Hon Mr. J.F. Bonner, J.P.,

SAN CARLOS.

MA.

511

3. Mails

4. Compassionate

and Morally individual bookings
or charters in strict order
of booking.

MC 29/..
.. XII

2
J.E.

That is so. It has never been publicly announced, but in fact we do accord priority for confidential cases.

1) All other flights are - as far as possible - in order of booking. I put in the qualification because intuitively if there is a spare seat on a flight to X, and someone wants to go to Y, which is en route, he would go ahead of a man booked earlier to Z which is not en route to X.

Quite.

me 29/XII

129 DEC 1950

PA

baggage - the weight of
 provisions for the trip at
 Air Port and ...
 not come into it, should
 be made for. We
 could look very silly if
 there was a mischance
 and at a subsequent
 Inquiry it had to be admitted
 that baggage was not
 weighed.

2. When the scales are

58

should be charged for.

3. Farm Managers must
again be reminded that
we cannot guarantee and
will not undertake calling
at any Station which does
not provide alighting
facilities. They have had
time enough so it is not fair
on the Pilot. Mc 8/1

A.C.S.

H.E.'s minute. Is there a weighing machine
spare about the place? If not we shall have
to indent for one.

[Handwritten mark]

Office
Do you know
of one, pt? *[Signature]*

No - why not
advise, pt?

[Signature]

110 JAN 1951

PUBLIC NOTICE

FALKLAND ISLANDS GOVERNMENT AIR SERVICE

The Government Air Service requires a weighing
machine capable of recording weights up to 2 cwt.

Any person having one to sell is requested to
advise the Controller of Civil Aviation stating the
price asked.

COLONIAL SECRETARY.

Colonial Secretary's Office,
STANLEY.
12th January, 1951.

Record

The A.O. has produced a machine
which is being transferred to F.I.G.A.S.

[Signature]
23/1/51

[Signature]
K.V. 58

60
Mr. W. Smith (7.1.9. AS.)

We have now got the weighing machine from the Agric. Dept. Where have you installed it? On the Sullivan bulk? I trust it did not blow away in the last gale!

2) We can now start being strict about luggage (at least from the Stanley end) and should do so. Excess to be charged for (if - only if, the plane can take it) at air freight rates (see p. 36).

3) If anyone comes in from the Camp with what appears to be materially more than 30 lbs of luggage, it should be weighed on arrival.


[24 JAN 1951]

The machine has been installed inside Sullivan bulk and so was not blown away in the recent gale. We will weigh all luggage which appears to be over the 30 lbs

led.
5.2.51

Seen.  P.A.

H/M.

Some time ago, not long before you took over the Air Service I think, someone in the F.I.C. approached me about chartering a plane for a week or ten days in Dec/Jan next for the purpose of running their directors round. At the time I said there was nothing doing, because we only had one pilot and (a) we might at any time get a medical call, and (b) the rest of the general public had a right to fly as well as directors of the F.I.C., who therefore must take their turn like ordinary mortals. Or words to that effect; I probably put it more politely than that!

2. There would now appear to be a possibility that at the time when they would wish to charter a plane we may have two pilots. We can therefore reconsider. Subject to your comments I would incline to the view that we might offer to charter them the Auster (but not the Norseman). We have never fixed a rate for such work, because we have never had to do it before. I think the F.I.C. might be asked to pay a reasonably high figure for the charter, £X per flying day, with X = £50 ?

H.C.S. I agree: but if we do a maximum journey with the Auster the most we can expect to make is £30 so I suggest we make X = £35 and get the Company to agree to provide the pilot with free accommodation and food while staying at the settlements.

4.9.51.

[Signature] 8.9.51.

62
H/57.

Yes. There is the point that it will
be summer time so that, in theory, the
birds could on a flying day probably do
two trips. I think we might start the
baiting at £40 per day. Would you let
F.I.C. know (verbally will do) that if
they are still interested we might be
able to do it.

III
13/5/51.

H.C.8.

F.I.C. informed verbally

Sus
for
H.M.

PAUL
17/5/51

The Falkland Islands Company, Limited.

°(INCORPORATED BY ROYAL CHARTER 1851.)°

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

28th September 1951.

Controller of Communications,
STANLEY.

Dear Sir,

Aircraft:

We understand from a recent conversation between yourself and Mr. Creece that while there are two Pilots in the Colony, the Auster float-plane is available for charter at a daily charge per flying day. Please confirm this, and give us fuller details at an early date.

If the conditions of hire are equitable, we would like to arrange a charter for an overall period of 7-10 days during the middle of December.

Air passages:

On the return of the s.s. "Fitzroy" from Montevideo on or about 24th October we shall require the following passages within, say, 48 hours of arrival in Stanley:-

<u>Fitzroy South:</u>	Mr. & Mrs. J.T. Clement and 3 children.
<u>Goose Green:</u>	Mr. & Mrs. R. Finlayson Miss J. Finlayson Miss L. Finlayson
<u>North Arm:</u>	Mr. & Mrs. R.G. Vinson and child. Mrs. Downs
<u>Pebble Island:</u>	Mr. R. Walmsley
<u>Hill Cove:</u>	Mr. & Mrs. W. Blake.

Yours faithfully,

A. G. Barlow

MANAGER.

PORT STANLEY.

29th September, 1951.

Sir,

With reference your letter of 28th September, 1951, enquiring about the charter of the Auster float-plane, I am pleased to be able to inform you that now we have two pilots, the Government Air Service will be willing to charter the aircraft for a period not exceeding a fortnight to the FIC.

The charge will be £40 per flying day: the term "flying day" meaning any day upon which the aircraft is airborne, and the pilot's discretion will at all times decide whether conditions are suitable for flying or not. I would like to discuss this matter with you at your convenience if you are interested in these general terms.

I regret it is impossible to make any promises about your other passage requirements. Mr and Mrs Blake very wisely booked their passage some time back while they were still in England, and in consequence stand a very good chance of obtaining their flight within the 48 hours you specify (weather permitting of course). But there are also seven other passages booked for approximately the 24th October, and these will of course take precedence over your other bookings. There is also the question of the mail flight, which, with no camp voyage of the "Fitzroy" that month, will be more than ever important. However your passages have been booked and will be attended to at the earliest possible moment after the arrival of the "Fitzroy".

With reference to your further communication of the same date concerning the future programme of the M/V "Philomel", I have today discussed with your Chief Storekeeper before the receipt of your letter the itinerary of the vessel and we agreed that as soon as the present immediate commitments are completed the voyages up to the middle of December will be made in conjunction with the requirements of your stores department. This is undoubtedly the most satisfactory arrangement for everyone.

I fear I can extend no hope of the "Philomel" calling at Fitzroy South about the 9th October - I anticipate that between the 16th-19th will be the earliest she will visit those waters, and perhaps you will inform me if you wish your men to be collected then? As long as the equipment does not exceed ten tons, I consider half a days charter (£15) would be a reasonable charge for this.

As regards Dean Bros requirements: we should be pleased to meet their wishes, but I would suggest that "Philomel" goes to Pebble Island as soon as "Fitzroy" resumes her camp voyages - say early December - and returns to Stanley again in mid-January for a fortnight, completing her second month at Pebble Island during February. But for farming reasons this may be impossible and I should be grateful your early advice on this so that the booking may be made.

I am, Sir,

Your obedient servant,

Manago F.I.C.
Controller of Communications.

Port Stanley.

24th October 1951.

Sir,

With reference to our conversation the other day concerning the charter of the float Auster by the Falkland Islands Company, I am very grateful to you for raising the point about the possibility of the 'plane not being used on a flying day, and although (especially if this weather continues) I consider it unlikely that the contingency will arise, I would like to take the opportunity you have offered of explaining more precisely the terms the Government would offer to your company.

1. The Government would be prepared to hire the float Auster aircraft to the F.I.C. for a maximum of fourteen days.
2. The charge for this would be £40 per flying day, a flying day being considered as any day in which the aircraft is airborne. The pilot's decision regarding the weather is, of course, final.
3. In the event of there being, in the course of any seven consecutive days during the hire period three or more days in which the pilot considers it possible to fly and the opportunity is not taken by the hirer on all of those days, the Government would charge a minimum sum of £100 for that seven day period.
4. The aircraft would be allowed to remain overnight at certain agreed settlements and if this was done, the Government would expect an assurance prior to the 'plane setting out that such things as safe mooring buoys and planks for beaching were available at the settlement: also accommodation free of charge for the pilot.
5. The Government reserve the right to recall or divert the 'plane at any time during the hire period, but this would not normally be done except for a medical emergency flight.

In addition I would be grateful if you could let me know at your convenience which settlements you will require the 'plane to (a) visit (b) operate from, so that we can, if possible, arrange depots of fuel at suitable points.

I am, Sir,

Your obedient servant,

Controller of Communications

To: The Manager, F.I.C., Stanley.

See 68

No.

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



MEMORANDUM.

20th October, 19 51.

To: The Honourable,
The Colonial Secretary,
Stanley.

From: Supt. Posts &
Telegraphs.
Stanley, Falkland Islands.

SUBJECT:- Local Parcels for Airmail.

The Post Office often receives a request to send parcels posted in Stanley for the camp by airmail. As the aircraft is nearly always filled with passengers, it is impossible to carry a parcel mail as well.

Could I have your authority Sir, to waive the extra charge for parcels that are posted to go by air and to inform the sender that if there is sufficient space in the aircraft their parcels will be despatched, if not, they will go by the first opportunity.

E. Everstrong
for Supt. Posts & Telegraphs.

ACS
If let me see papers where
we originally fixed the charge.

as flagged (page 36).

H.M. you file it?

24/10/51.

10/11/51

67
H/M.

Page 66. Before I put to H.E. there are one or two points on which I should like a little more information. I think you told me recently that you were proposing to weight passengers baggage near your office before they went up in the motor boat. This should be effective in keeping them down to the 30 lbs. limit. Provided that we are successful in controlling passengers' baggage, should it not be possible to take the normal amount of parcel mail (I am not speaking of the flights just after an overseas mail has come in) ?

2. What it boils down to is this. Can we live up to the sentiments expressed in para 4 on p.37 or not ? And if not, why not ?

ll
31.10.51.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEET WING PORTSTANLEY" VIA RADIO.

Stanley

1st November

1951.

Controller of Communications,
STANLEY.

Dear Sir,

Air Charter. 65

I have to thank you for your letter of 24th October the terms of which are satisfactory.

2. The disruption of "Fitzroy"'s itinerary means that no date can be named for commencing a charter nor indeed if one will be required, however we will keep you informed.

Settlements to be visited would be Fitzroy, Darwin, North Arm, Fox Bay and Port Stephens. Most time would be spent at Darwin and Fox Bay, and at these centres a supply of fuel is advisable. Kindly let us know whether the aircraft would be allowed to remain overnight at all the Settlements mentioned. Planks for beaching would be available as a matter of course.

3. The charter will be in the name of the Company, and primarily for the use and advantage of the Chairman, Mr.W.M.Dean, but the Company reserves the right to carry non-fare-paying employees their wives and families in addition to, or as substitutes for Mr. Dean on any flying day in respect of which the charter fee is payable. For example, Mr.Dean might be at Darwin and require Messrs. Robertson and Beaty to attend him there, and return to their homes the same day or the next flying day. Please confirm that this is in order and understood.

Yours faithfully,

A.G. Barlow

MANAGER.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

70

SENT

Number

Office of Origin

Words

Handed in at

Date

MILLER ROYCOVE.

REFERENCE YOUR LETTER AND TELEGRAMS STOP BELIEVE YOU HAVE RECEIVED
TRACTOR PARTS STOP UNDERSTAND FROM COLONIAL SECRETARY THAT PARCEL
MAIL IS TO BE DELIVERED AS OPPORTUNITY PERMITS WHILE FLYING PASSENGERS
AND SPECIAL PARCEL MAIL FLIGHT ARRANGED WHEN PASSENGERS CLEARED STOP
WILL TRY TO FIT IN MOST OUTSTANDING STATIONS BY PHILOMEL EARLIEST
POSSIBLE BUT YOU WILL APPRECIATE ABSENCE WITZROY CAMP VOYAGES BUT
SEVERE STRAIN ON OUR RESOURCES

TRANSPORT

Time

No.

MEMORANDUM.

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

71
7th January, 1952.

The Senior Medical Officer,

Stanley, Falkland Islands.

To:- The Officer in Charge,
Communications Dept.,
Stanley.

SUBJECT:-

It was agreed between Government, certain farms of the East Falklands and Ajax Bay, that medical visits should be made regularly to them.

It is requested that arrangements will be made for a medical officer to visit the following stations once every two months :-

Ajax Bay,
San Carlos,
Port San Carlos,
Douglas,
Salvador,
Rincon Grande.

There will always be the need for trips at short notice, of course, and I will endeavour, as in the past, to combine these with scheduled flights as far as possible; when such arrangements cannot be made I must ask that the medical flight be given priority.

R. Stewart Thomas, M.D.
Senior Medical Officer.

122
S.M.O.

Noted: we will make provision for the two monthly medical flight for the North camp. I am not happy about the way medical priorities are dealt with: as far as I am concerned, the S.M.O. informs the Communications Department when he wishes a medical priority flight to be made, and that flight then takes precedence over all others. The only person with power to alter that arrangement is H.E. The whole situation gets hopelessly out of hand if we let anybody else interfere, and I would be very grateful if you could let me know of any cases in which your requests do not receive the attention they deserve immediately they occur - there is nothing like pressing on while the iron is still hot.

HM

~~HM~~

Thank you; I am

HM 27/7/72

H.M.

H.M.

note him of that would Capt. as 2nd section from 11/7/72

27th September,

52.

From: The Colonial Secretary.

The Honourable,

The Agricultural Officer,

STANLEY.

Touring.

See 0797/7 With reference to your Memorandum of the 24th September, 1952, I am directed to say that your proposal to tour the East Island during the "Philomel's" next trip is approved.

2. During your absence questions of flying priorities should not be referred to the Pilot, but in cases where Mr. McPhee is in doubt he should seek a ruling from this office through the Assistant Colonial Secretary.

3. Please arrange to discuss, on your return from the tour of the East, the proposed tour of the West.

(Sgd) J.E. Briscoe

Acting Colonial Secretary.

11th October 1952

From: Ag. Controller of
Communications,
Stanley.

To: The Hon. Col. Secretary,
Stanley.

Air Mileage Distances.

H.C.S.

I find charges in this Department have been and are being made from a few fragmentary measurements listed in the front of the Air Service Ledger. They only cover journeys from Stanley to the main Camp Stations and these appear to be short by a mile or so in individual cases.

I therefore with Mr. Devrell the Pilot drew up a cross indexed list of journeys and we both separately measured them and so counter checked all the Air mileages between the various places.

Note: These are in sea miles being taken from a chart, they are rather longer than statute English miles which have never been used to any extent in Falkland Island measurements. In respect of Stanley these have now been measured from the City centre, the North West corner of the Cathedral Tower.

With your approval I would bring this new scale of mileage into operation for calculating air travel charges say from the first of next month.

The slight differences in charges will be queried by the Auditor, but we can notify him about same.

John P. Blair
Ag. Controller of Communications.

P.S.

Please could you let us have the list sheet of mileages back as it is the only fair copy we have.

*✓ Handled back to Mr Blair
20/10.*

True for the mileage sheet is with me

H.C.S.

See 75

2/14/52

On rates etc. - see 49-51

2/14/52

Reply at 16

30th October,

52.

To: The Controller of Communications,

From: The Colonial Secretary,

STANLEY.

Air Mileage.

I am directed to refer to your memorandum dated 11th October and say approval is given for the recalculated mileages to be used for computing air travel charges with effect from the 1st November, 1952.

2. A copy of this memorandum has been sent to the Auditor.

(Sgd.) J. E. Briscoe

ACTING COLONIAL SECRETARY.

Auditor.

Above for information.

ACTING COLONIAL SECRETARY.

From:
The Controller of Communications.
STANLEY.

To:
The Hon. the Colonial Sec.
STANLEY.

In the matter of persons flying to a destination and returning the same day the plane wither waiting for them or going on to another settlement or so in the interim we are in some doubt as to charge.

In practice we have followed the precepts of our predecessors and charged two separate pounds and a shilling a mile thus treating such a flight as two flights but of course both occurring on the same day one insurance charge covers both. However Dr. Slessor has only been billed for one pound plus the composite mileage from place to place visited when he has had the plane at his disposal. Other persons outside Government think it unfair for them to be discriminated against as is the present practice.

Could you consider the matter and perhaps give us a ruling to remove the anomaly.

np. please.
[Signature]
23/12

Reply at 85.

John P. Blair.
Acting Controller of Communications.

Draft to [Signature]
[Signature]
23/12

Y.O.

P. 79.

I asked CofC for information as to who the persons were who considered they were being discriminated against - and also how did the general public know that inter-departmental charge was less - I could get no definite information from him - except that there were a number of persons who complained (no names) and that everybody knew everything here - he suggested it might be the ground staff who wanted the S.M.O.'s charges brought into line with others in order that they might reap the benefit from the bonus they are not going to get.

I cannot trace any previous ruling in the matter and S.M.O. is away at present, but it appears that as his trips are invariably round ones they have been treated as one flight.

We could maintain the present arrangement and rule S.M.O.'s charges to be a excursion but I think it would be better to bring him in line X/ and charge £1. for the outward & £1 for the inward flight - it won't cost anything -

[Signature]
25/12

C.S. I cannot think why this has been raised but if X/ is the customary procedure, S.M.O. shall fall in line. Appd subject to any views of S.M.O.

[Signature]
21/12

S.M.O. / P.L. speaks.

[Signature]
21/1/53

HCS

I do not agree with your X.
I took the plane for a round flight and, owing to circumstances beyond my control - but within the 100 my flight beyond the point I have been dropped at - the pilot is unable to get me back Stanley the same day - the owner is with F.O.A.S. (over

The situation is ^{most} ~~very~~ ^{likely} to arise when I travel in the North
 (It has happened only once, I think, when I went by Air)
 When I go in the North, it is to accommodate the
 public, & not to suit myself, for I loathe flying - W.

B

7/1/53

S.M.O.

You have I think missed the point which
 is whether the round flight is to be
 charged for as two flights an inward
 and an outward flight irrespective of
 whether you are brought back the same day or not

9/1/53

Replied for correspondence at back cover

9/1/53

I cannot think why the two round
 flights are charged as two flights
 instead of one. It is the only way
 of charging for the two flights
 and is the only way of charging
 for the two flights.

2nd. January 1953

From: Ag. Controller of
Communications,
Stanley

To: The Hon. Colonial Secretary,
Stanley.

Luggage by Aircraft.

H.C.S.

In respect of luggage taken by people on the plane; we have a ruling that each passenger may take 30 lbs. free of charge and the rest be paid for at Air Freight rates.

Weigh Scales are set up in the Office and Passengers passing through there have their luggage weighed. However, there is a loop hole- people in the higher income groups go up by car to the Hanger and get on the plane there, thus by passing the luggage weighing.

To stop this is difficult as 'Alert' is liable to break down when required or her old engine not to start and we have to request people to run other passengers up by car.

To block this seepage of Revenue I would suggest that small stick on Air Freight Labels be printed in some violent colour. To be stuck on baggage etc. when weighed. The Pilot and Mechanics being instructed to load only ticketed luggage on outward flights, and on return all luggage and parcels not to be released until the following day after being weighed and ticketed.

If approved could such a supply of tickets be printed by your printer?

John P. Blair.
Ag. Controller of Communications.

5th January,

53.

To: The Controller of Communications,

From: The Colonial Secretary,

STANLEY.

Luggage by Aircraft. 82

With reference to your memorandum of the 2nd January the proposals regarding ticketing of outward luggage is approved, will you please arrange for the printing of labels direct with the Head Printer who has been advised.

2. With regard to the proposal to hold up inward luggage this would undoubtedly cause a great deal of inconvenience to passengers and I should be glad if you would call and discuss.

(Sgd.) J. E. Briscoe

ACTING COLONIAL SECRETARY.

*Am called
discussed.
NFA.*

[Signature]
13/1

0270/R.

16th January,

33.

To: The Controller of Communications,

From: The Colonial Secretary,

STANLEY.

90 In reply to your memorandum of the 22nd December regarding charges to be raised in respect of round flights made by the Senior Medical Officer. These should be treated as two flights.

2. No retrospective adjustments need however be made in respect of flights already billed.

3. A copy of this memorandum has been sent to the Senior Medical Officer.

(Sgd.) J. E. Briscoe

ACTING COLONIAL SECRETARY.

Hon. S. M.O.

H. M. O.

Above for information.

Above for information. (INTD.) S.C.B.

Ag. Colonial Secretary.

Reply at 80.

Amis /
Do

L.Y.
15.1.53

See P.

8/15/11

kg

Extract from Minute by H.E. the Governor to H.C.S.
of 25/v/53.

(Original filed in 0270/T - FIGAS - Crash tender).

C.S.

(1) We used to have a strict rule about not smoking in
or near "plane"; has this been abandoned? See 49.

.....
(3) I think we should have proper counterfoiled tickets
for passengers; there is otherwise no check for audit.
We might get a specimen from home; then embody only what
we need.
.....

Ag. H.M.

Pse comment on (1).

(Intld) C.C.

26/5.

*Action taken on above from
another file.*

*Return free to Anderson who I think
requires it.*

30/5.

KIV 87.

84
C. S.

Ref 87. Noted, thank you. But the
writing off of the insurance will require
an accounting entry crediting Deposits, Gross
Agents Air Insurance, & debiting expense.*

The premium has been, or will be paid, and
the Treasury Deposit account must be
reimbursed accordingly.

*
25 Contingencies

L.G.

19.6.53

Adl PMA as above
20/6

Am.

Am.
S

H.C.S.

AV submitted to Treas
accordingly

Anders

D. 11

S
24/6

Non C.S.

Noted. Thank you

L.G. 24.6.53.

fol 15/3
10/15

No.

MEMORANDUM.

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

LS 22/7/53

0270/E

28th July,

19 53.

The Hon.Col.Sec.

The Harbour Master.

(Copy to Hon.Col.Treas.)

Stanley, Falkland Islands.

SUBJECT:- AIRCRAFT FARES.

With reference a Public Notice of 17th August, 1950, (filed in 0270E - page 48) half fares for children under the age of seven years of age may only be granted in cases of children travelling in the Norseman - if they travel in the Auster full fare is charged. I can see no justification for this differentiation, especially as the passengers have no control over which plane they fly in. I would therefore suggest that we charge a standard half fare for children under the age of seven regardless of which plane they travel in.

I do not consider another Public Notice is necessary - nobody so far as I am aware knows about this anyhow!

for [Signature]

Harbour Master.

for

see com 47 & 49.

[Signature]
u.s.

*Rel
By with
original decision.*

*see 39c +
47. 30/7
see 93*

from the reasons for the original
girdling are at (47)^e — does this
alter your contention?

Go
57

H.C.S.

Deverell & I agree that two adults —
particularly on a flight for which a long range tank
is required — is too great a load for the Auster.
We find $1\frac{1}{2}$ is our normal maximum. Stalls
also found this incidentally. I think when looking
back at it, Spencer may have been able to manage 2 adults
because he was so very light himself — $4\frac{1}{2}$ stone less
than me for instance. Deverell carried two men the other day
(Cameron & Pitabuge) & says "never again"! This being so,
the contention that a child in the Auster occupies an adult's seat
is invalid.

5. viii.

YE

(90)

Pre 20 (47)^c & (49)

In view of Hon.'s argument, at (90), I recommend
that children be charged 1/2 price in both planes.

I have never been very happy about 2 adults
in the Auster and I think the present pilots'
weights are a factor to be considered.

W.S.

Concurs.

mc. 7/viii

10th August,

53.

To: The Harbour Master,

From: The Colonial Secretary.

- CANCELL.


Aircraft Fares.

10 I am directed to refer to your Memorandum of the 26th July, 1953, and to inform you that in future children under the age of seven years may be granted half fares irrespective of which aircraft they are carried in and I am to request that you will take suitable steps to inform the public.

(Sgd) C. Campbell.

COLONIAL SECRETARY.

Copy to: Treasury,
AUDIT,



94

File

CS

A

Harbor Dept. Acct.

I would be glad of an
early statement regarding these;
where there are collectable areas
legal means should be resorted
to and in future no bills
should be allowed to run
for more than 3 months. There
can be few people in the

C.I. Can you be let me know
what is the position 24/8

95

Colony who have not yet
lodged either with the Savings Bank,
the Company or ELW and the
Suggestion which has been made
to me that there is difficulty in
sending money in direct hold
notes.

2. Return to the former
system of sending parcels through
the Post Office should save a
lot of trouble. I do not know
why it was discontinued should
like to see the file.

JHB 23
V11

Extracted to 1220/c
"Internal Air Mail
Service"

I thought this might be

H.C.S. /

H.E. has directed that yachets be carried by the Air Service free. The R.C. Church has now booked a regular monthly flight to & from Johnsons Harbour which would amount to £37/4/- in free trips per annum to that Church. This appears to be rather excessive - I doubt if the McWhannan instance has had flights to this value in the past three years, & I wondered whether we could not approach the R.C. Church with a view to getting Johnsons Harbour farm, which I understand is exclusively Catholic, - to pay a share of these fares - if it were 50% we should get in £18/12/- which would just about cover the operational cost of the Cluster on these flights - most of them will be done with the Cluster course.

Sh
4.x.

Petrol & oil 15
Pilot. 5
Engineers 6

£17 5

Office Bp. with
18th's original entry
See 53.
5-100

H.M. Please see (53) and ~~return~~ make
a copy if you have lost yours. The
position regarding papers is quite clear.

15/10

H.C.S.

V.M.T. Sorry to have troubled you. This instruction was
made when Col. Butler ran F.I.G.A.S. & we never
had copy down here excepting a slip with the words
"papers free" on it!!

15/10

15/10

C.T.

B on 94 p.

19/10

C.T. has it in hand

19/31/5/52

Extract from the Minutes of a Meeting of Executive Council
held 26th May, 1954.

0270/E & F.

4. LOCAL AIR SERVICE PRIORITIES.

Council decided that it was difficult to improve the present system of air passage priorities. After discussion His Excellency asked The Honourable Mr. Barton, The Honourable Mr. Harding if they would form a Committee under the Chairmanship of The Honourable the Senior Medical Officer to examine how best the increased demands on the air service can be met.

Whittle

Acting Clerk of the Executive Council.

Bu. 18/6/54

101

Extract from the Minutes of a Joint Conference of Executive and
Legislative Councils held 14th June, 1954.

0270/E.

LOCAL AIR SERVICE PRIORITIES.

Members were unable to suggest any improvement on the present method of allocating limited air passage priorities and wished to record their appreciation of the satisfactory way in which the Harbour Master was dealing with this difficult problem.

W. W. W. W.

Acting Clerk of the Councils.

*Am. To see (101). Do
you wish a framed copy??
23/6*

H.C. Sec.

*Bill Ex Co. 15/9
Action taken on
0270/E P.A.
179*

BERTRAND & FELTON LTD.

The Hon.,
The Colonial Secretary,
Stanley.



ROY COVE.

FALKLAND ISLANDS.

Sept. 13th 1954.

Sir,

At the request of Dr. Richter, my head shepherd, J.K. Goodwin is flying in with this mail for a check on his X-Ray photograph. As the busy lambing season is almost upon us I would be grateful if the utmost priority be given for his return as I understand he will only be required for a matter of 2 or 3 days.

I understand that there are one or two others to travel in under similar circumstances not necessarily by this same trip and it is important for us to get this man back with the minimum of delay.

As I mentioned in a previous letter my mechanic was sent in by medical authority late in July and he is still hung up in there and has been waiting for 6 or 7 weeks now to get back and his absence is becoming serious for our machine maintenance.

Yours faithfully,

smc FNA as far as is possible - if a man gets a priority flight in I do not see that he can expect a delay but equally he should not be bottomed. I presume you will be arranging onward passage?

Adney Mullin
Manager.

Reply at 106

103

405

Passengers coming in for special examination are given
a priority return flight. I shall see that Goodwin
gets back as soon as possible.

The engineer Mr. Miller refers to has been his agent & I am
opposed. He has been clear of this airport for a long time
and I don't intend that he has been here.

On enquiring at H.M. office, I find this is the engineer (Oveson)
flew to Roy Cove on the 14th Sept.

Goodwin's flight is booked, & he will probably go tomorrow, W.P.

21/9/54

HM

(102) - (103)

Can you please explain why the Dome
was left behind?

H.C.E. Oveson was not booked as a ^{23/9} priority return & therefore had to wait
his turn, which was aggravated by both aircraft being grounded. It.

02701E
DECODE.

104

TELEGRAM.

From Miller, Roy Cove.

To The Colonial Secretary

Despatched : 23rd September, 19 54 *Time* 2000

Received : 24th September, 19 54 *Time :* 1200

My letter September 13th. The man concerned and one other named Hatch were announced exactly one week ago to be flying that trip. Since then other passengers and flights have superseded and no vestige of explanation nor reason given to me. Am writing direct to His Excellency as I consider attitude to me is intolerable. With hospitalised men on full pay waiting to return by air from Stanley since July this farm has lost 106 man days to date representing over 70 pounds in wages. In addition our U.K. letter mail has never been delivered on West even though the Beaver landed passengers at Hill Cove three days ago.

MILLER.

Reply at 106

There are further complaints from Mr. Miller coming up on another file.

2. The short answer is that if a person is flown in or brought in by sea from the Camp for medical treatment they do not automatically get a priority return flight. S.M.O. books priorities in such cases as

- (a) Mother returning to small children.
- (b) Person persuaded to come in for T.B. x-ray in Government interests and
- (c) Person whose convalescence requires his early return to the Camp.

3. Logically there is no justification for a priority outward medical flight though it might be argued that there is a degree of priority in equity. But as the best brains in the land have failed signally to devise a formula for partial priorities we can only adhere to our present procedure and I will so explain to Mr. Miller.

4. The Harbour Department is under no obligation to Mr. Miller to explain their changed flight schedules. If they did this to all farms they would be on the R/T for 24 hours of the day.

5. As regards his mail being left behind this is an unfortunate muddle which, though understandable, is our responsibility.

The West mail was delivered to the Hangar on a Saturday. There was no flight and it was returned to the Post Office for safe keeping. On the Tuesday the Harbour Master flew to the West with passengers and gave the Post Office short notice that he only had room for the mails of stations which he was visiting. These included Hill Cove and not Roy Cove. However there is a standing arrangement to put Roy Cove mail in with Hill Cove and this was overlooked in the rush.

I propose apologising to Mr. Miller.

Pl: let me see draft reply

28/9

Not so good.

0270/3/IV.

30th September,

24.

Sir,

58- 0270/3/IV

I am directed to refer to your letters of the 8th and 13th September, 1954, and your telegram of 23rd September, 1954, and to comment serially on the points raised by you.

2102 2104

58- 0270/3/IV Your letter of 8th September, 1954.

Paragraph 2. If the aircraft are out of action the "Philomel" is not authorised to act as an automatic substitute. If she happens to be scheduled to visit a station a limited number of passengers can be carried, otherwise the vessel must be chartered. The Communications Department is under no obligation to make alternative arrangements for passengers whose flights are delayed.

Paragraphs 3 - 6.

The "Philomel" was undergoing repairs and it was just possible to get her ready in time to accompany the warship in order to complete the T.B. survey in the Port Stephens area. At the time she was under the control of the Medical Department and on completion of her mission she was required for other duties at Stanley. All the mail and passengers she could have carried were transported more expeditiously and to more ports by the warship.

Your paragraph 7.

The fact that a man has a priority inward medical flight does not entitle him to a priority outward flight and these are only granted in special circumstances such as

- (a) A mother returning to young children,
- (b) A convalescent, and
- (c) A person who is brought in in Government interests for a T.B. survey.

Your mechanic had an opportunity to travel by the warship of which he did not choose to avail himself.

Your paragraph 8.

The first sentence is incorrect. Government went to considerable trouble to arrange for the warship to carry mails and passengers. With regard to the agreement with

Mr. Luxton/

. Miller, Esq.,
ROY COVE.

Mr. Norris.

Out on 6/10/54 by plane to Hill Cove.

Mr. Luxton I am to quote the basic principle which reads:-

"Fox Bay will remain the central collecting and delivery point (for mails) on the West Falkland and any Farm Manager who gambles on a quicker and easier service from the aircraft does so at his own risk".

Government however undertook to supplement the service rendered by the "Fitzroy" under the mail contract by aircraft and coastal craft as far as possible.

102 Your letter of 13th September, 1934.

The principle of medical priority outward flights has already been mentioned above. It should be mentioned also that at that time there was a list of eighty persons waiting for flights, mainly personnel from farms.

104 Your telegram of 23rd September, 1934.

The Communications Department tries to accommodate passengers as satisfactorily and fairly as possible and I must ask you to accept this. It is impossible to explain to every farm manager details of the changes in the complicated flight programmes though this is done where practicable.

With regard to the non-delivery of your United Kingdom letter mail this was a regrettable oversight for which I must apologise and though there is no excuse you may wish to know the explanation.

The aircraft carried Roy Cove mail on the West mail drop on the Monday but had to turn back. The mail was kept in the Communications Office. On the Tuesday, as the Beaver was carrying passengers, it could only manage the mail for the stations at which it was calling and this included Hill Cove. Though the Post Office were aware of standing instructions to send Roy Cove mail to Hill Cove, the Communications Department was not and as the mail was sitting in the Communications Department Office it got left behind.

Subsequently the Postmaster asked you if you wished it to go on the "Fitzroy" which sailed on the Thursday but you opted for the first aircraft or the "Protector". Unfortunately no flight to the West has since been possible and the "Protector" has cancelled its voyage.

I am,

Sir,

Your obedient servant,

(Sgd.) W. Hirtle

For COLONIAL SECRETARY.

Copies to: Harbour Master
Supt. Posts & Tels.
0270/E - Air Service - passage priority

02707E
REVISION OF FIGAS FARES.

113

H.C.S.

I have had a preliminary discussion with H.C.T. on the subject of revising FIGAS fares as suggested in select committee by the unofficial members. We have agreed to the form that any increase should take, namely an extra £1 down for journeys under 50 miles in length, and an extra 10/- down for journeys under 100 miles in length, with no increase on the longer journeys.

We have made these recommendations on the basis that the longer journeys are already almost covering their costs, while the shorter ones show an alarming loss - the exact relationship can be seen from the attached graph - for instance passengers to Salvador Waters last year were flown at a loss of 7/- per passenger mile.

I do not personally consider that the public could stand an increase that would put us on a paying basis, and even the one suggested above may be too much - it may in fact reduce our custom which would leave our loss where it was. It will certainly not increase our custom, and is doubtful whether the extra revenue is really worth while, as it will not make a spectacular difference really. For instance, on the basis of last month, during which there were many very short flights and the maximum amount of extra revenue would be gained, the increase would be from £780 to £933.

There is another method of reducing the gap, and to me it is more attractive: namely by increasing the efficiency of FIGAS. You can see from the graph that when we achieve the figures shown by the purple line, we shall in fact be just about making ends meet, for we shall show a profit on all flights over 75 miles in length and a much reduced loss on all the shorter ones. Whether we can achieve this by 1957 is doubtful: we are at present on the crest of the wave, and should not get too optimistic in consequence.

I would be grateful for your views.

Off

Ref B.C. with your comments referring me to previous discussions on the subject.

9/5

~~YES~~ FIGAS is a public service & cannot be expected to pay for itself. Unless there is a substantial increase in running costs I see no reason for increasing fares at this moment.

9/3

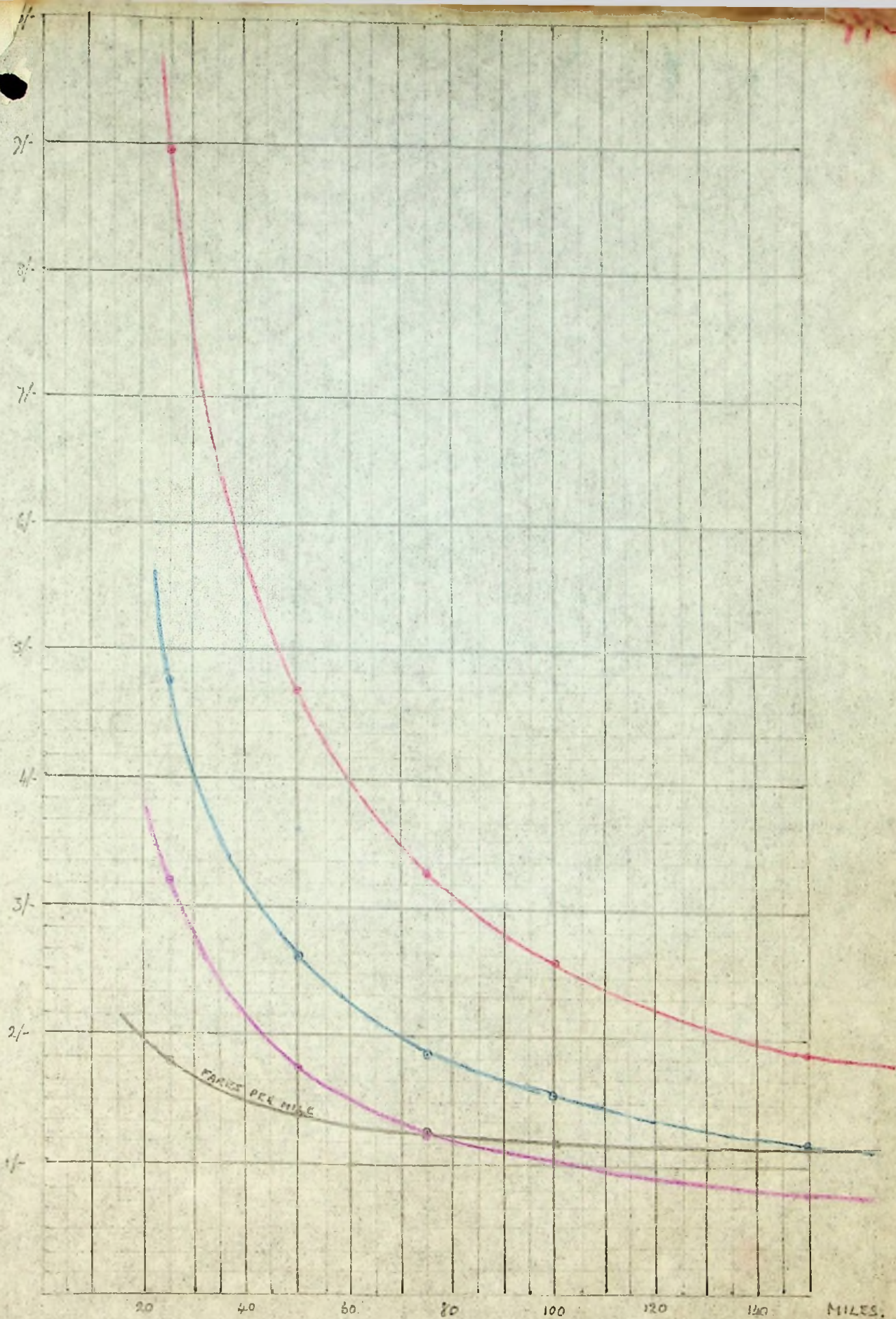
spike. H. Above. Can you see sph. Against Act's view is the fact that we are greatly improving the service with a second Beaver. Should not a decision wait till you have put out a balance sheet?

9/3

B.U. 15/11 18/5

IT.

B.U. 18/11



OPERATING COSTS - (PER PASSENGER MILE)

- 1,200 Passengers @ 50% LOAD FACTOR (1954)
- 2,400 Passengers @ 50% LOAD FACTOR (1955?)
- 3,600 Passengers @ 75% LOAD FACTOR (1957?)

APPENDIX B.
FALKLAND ISLANDS GOVERNMENT AIR SERVICE.

REVENUE & EXPENDITURE FOR THE
YEAR ENDED 31st MARCH, 1955.

REVENUE

1954	
April	£435
May	499
June	418
July	282
August	226
September	655
October	212
November	77
December	428
1955	
January	446
February	307
March	685

£4668

EXPENDITURE

1955	
Personal Emoluments	£3234
Petrol & Oil	2346
Materials	3864
Contingencies	11
Insurances	655
Labour & Transport	353
Maintenance of Jeep & Boats	33
Course of Instruction	8
Renewals Fund	2000
Passages, Jones, Kerr, Smith & Devrell	1149
Travelling Expenses, &c.	11

Less Revenue

Deficit

£13664
4668

£8996
=====

C.S. ✓
H.M.

0270/E

due per 11.2.48

I have been playing about with some figures with regard to the air service and the following seem to be of interest - assuming that the basis is reasonably accurate (probably not a safe assumption).

If one assumes that with one aircraft one is going to fly 100,000 passenger miles and in the process fly 1,500 passengers then the revenue figures should show up along the following lines :-

<u>Passengers</u>	<u>Rates per mile</u>	<u>Av. Paid by each passenger</u>	<u>Total Rev. & Embarkation Fees</u>	<u>Total</u>
			£	£
1500	@ 1/-	£3.6s.	4950 & 1500	6450
1500	@ 1/3	£4.2s.	6150 & 1500	7650
750	@ 1/3	£4.2s.	3075 & 750	3825
750	@ 1/6	£4.19s.	3721 & 750	4471
				8296
750	@ 1/6	£4.19s.	3721 & 750	4471
750	@ 2/-	£6.12s.	4950 & 750	5700
				10171
750	@ 2/-	£6.12s.	4950 & 750	5700
750	@ 2/6	£8. 5s.	6187 & 750	6937
				12.637

We do not know at the moment what it is going to cost to run two Beavers for one year, but it cost us £13,664 in 1954/55 to run the air service. We estimate a total expenditure of approximately £13,000 for the 15 month period 1955/56 (with two Beavers and the Auster for part of the year). 1954/55 was a heavy year for passages and materials (nearly £4,000 as opposed to £1,125 for 1955/56. I assume therefore that £13,000 is not an unreasonable figure on which to work for a 12 month period.

Now there are certain facts which must be faced :-

- (i) We shall probably be compelled to subsidise the Air Service - and in the circumstances of the Falkland Islands it is reasonable that we should do so.
- (ii) On the other hand the pioneering days are over and we must get down to something nearer to economic flying. An annual loss of £8,000 - as occurred last year - cannot be accepted. We must close the gap.

Assuming that the two aircraft between them fly 100,000 passenger miles and in the process fly 1,500 passengers (I am well aware that Mr. Huckle hopes to fly more and may do so). Then revenue should amount to nearly £8,000 against expenditure of £13,000 - which reduces the nett deficit to £5,000 - assuming mileage rates are increased to 1/3d per mile. If they are increased to 1/3 for long flights and 1/6 for the shorter and more uneconomic flights (50% of passenger flying on the longer flights and 50% on the shorter flights) then revenue amounts to approximately £8,300.

I am quite prepared to be told that my basis is wrong and that my figures are all wrong - but I hope that the combined brains of Mr. Huckle, Mr. Kerr and Mr. Jones can produce the answer. Because an answer and a properly costed out flying economy we must have - and have soon.

13.8.55

H.M.

for your early comment

* Deleted by H.M. - air miles - not passenger miles.

£1.15/1

119
H.C.S.

I can hold out no hopes of the Air Service loss being cut. In fact I consider that it will now increase. I am convinced that any rise in fares (we already have the highest mileage rate in the world according to ICAO) would reduce the number of passengers, thus leaving the actual revenue figures as at present. I agree that some tightening up of the loss incurred through medical flights is necessary and also some payment from the Post Office for mails carried, but even so, this will only mean at the most an extra £1,000 per annum both combined.

On the other hand ~~out~~ expenditure is increasing: we are going to have to pay for another pilot in the current financial year, possibly combined with passages for wife and family - we do not know. The office administration will cost more - either through an additional clerk or other means. The question of pilots conditions is still awaiting attention, but any scheme is bound to be relatively expensive, especially if more frequent leaves are envisaged, as may be desirable.

It will be idle to delude ourselves into thinking the loss can be reduced to £5000 per annum. As I see it, when we have settled down with our agreed aircraft and personnel complement, our expenditure will be approximately as follows per annum:-

Annual capital value of 2 Beavers (newly fitted)	£5,000	4,000
Salaries, labour etc.	£5,750	5,000
Insurance	£1,200	1,200
Passages	£1,600	1,600
Petrol & oil	£3,000	3,000
Materials	£1,000	1,000
Other charges	£ 500	500
	£18,050	15,700

On the revenue side, I consider with the above complement, we should be able to step up passenger flying (at the present fares) to 2,200 per annum with an average fare of £3/10/-. which, combined with a proper payment of £1,000 from the Medical Dept. and the Post Office would bring the revenue up to £8,700 as a maximum figure. If we reduce the passengers carried by putting up the fares, as I consider would be inevitable, we should save slightly on the petrol and oil, but this effect would be negligible. It therefore looks as though we should budget for a loss of £10,000 per annum in future on the Air Service. If this cannot be afforded, then the only possibility is to reduce it down once more to a flying ambulance service, although even then there would be a loss of over £5,000 per annum.



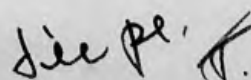
H.M.

P.S. It may be of interest to consider what a family of, say, husband, wife and child (aged 8) is charged at present for a return flight by F.I.G.A.S. and then at the scales suggested by O.A.G.

	£1 + 1/-.	£1 + 1/3.	£1 + 1/6
Short distance. (Salvador)	£14/14/-		£18/9/-
Medium distance. (Port Howard)	£25/4/-	£29/14/-	or £34/4/-
Long distance. (Weddell Island)	£43/4/-	£52/4/-	

There is also another snag that I foresee now in adopting a differential scale: if we take 50 miles as the changeover point from 1/3 to 1/6, then we get a single fare for 49 miles costing £4/13/6. The longer flight of 51 miles however would only cost £4/3/9 - nearly 10/- less for 2 miles more! What a storm will arise if Mr Gilruth is near the boundary!





Y.H.

We discussed 117.

I consider that the annual expenditure with two Beavers operating (Anpro) is overestimated at £18,050. A nearer figure is £15,700 - say £16,000.

I intend going into the question of medical flights and the carriage of mail by air so that a proper credit can be allowed although I don't think it will be as much as £1,000 a year.

I recommend for consideration that no further action be taken on increasing air fares until we see the position after operating two Beavers for a reasonable period - say six months.

R. 14/9

C.S.

There is a lot of sense in what Mr H.M. has to say. But we should watch costings and expenditure so that at any given time we can answer the question - what is the 2 Beaver service costing us? I have an idea that this is all going to come up again over the new ship.

I agree we should give the 2 Beaver service a 6. month operational period and that in the meantime we should investigate medical & freight questions.

R.G.P.

18/9/55.

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO



Stanley,

19th September

1955

The Honourable the Colonial Secretary,
STANLEY.

Sir,

Air Freight.

It has today come to our knowledge that a parcel of Tractor spares urgently required for Speedwell Island still remains in the Hangar.

A This parcel was taken by our Engineering staff to the Hangar on the 22nd August after consulting the Transport Office. We were not to know that it had not been landed or 'dropped', otherwise we would have recovered it and despatched by s.s. "FITZROY" on 11th September bound for East Falkland ports including Speedwell Island.

We now learn that the breakdown to the Tractor has caused a shortage of peat, as a result of which a married man has given notice to leave.

agreed. It appears that the whole system of Air Freight needs drastic re-organisation. The Speedwell case mentioned above emphasises the folly of delivering goods to the Transport Department. Also, flight for the following day are announced at a time when both Transport Office, Post Office, and Hangar are all shut.

See See 310. 38 On occasions we have paid double postage on parcels to go by air but there seems to be no liaison between Post Office and Transport Office, and parcels sometimes go by sea regardless of a flight to the Camp Station concerned.

B We suggest for your consideration that small pads of Air Cargo Manifests are provided for shippers like our Company. Forms should be filled in in triplicate with full details of consignor -- consignee -- weight or measurements -- freight payable, and by whom -- etc. Consignor to retain first copy, Transport Department to return second copy after delivery of goods. Freight becomes payable then and not until then. Let it be the responsibility of the Shipper to recover the goods on presentation of the first copy if he sees earlier means of getting them to their destination than by air. Until he receives the second copy back he will

Reply sent at 12.5

P. T. O

120

assume they are still at the Transport Office.

We do not think Post Office should have any concern with Air Freight.

Please let us have your views.

I am, Sir,
Your obedient Servant,

C. G. Norton

MANAGER.

H.M.

119. 120.

Pl. say what happened to cause the complaint at A.

What are your views on air cargo manifests as proposed at B.

Pl. return for early for other action.

H.C.S. Please see Public Notice at 36. No passenger flight was made to Speedwell between 22nd August & 19th September. On two occasions I tried to drop this parcel when passing near Speedwell, as I knew it was urgent, but was prevented by weather once & an urgent medical call on the second attempt. In any case such "drops" are contrary to the law.

2. There is no system for the Air Service to transfer freight to another method of transport should that be getting to the destination quicker. This must be a consignee's responsibility.

3. I am drawing up revised freight charges & in doing so I suggest

the question of handling must also be considered. Mr Barton's suggestion does not appeal to me. What is really required is a notice advising consignees to check that their freight has gone if an alternative method presents itself.

J.

02701E
122
FIGAS FARES, ETC.

(Wide margin for comments!)

With reference our recent discussions concerning the possibility of closing the gap between FIGAS expenditure and revenue, I have given the matter further thought, and although I adhere to my original contention that I feel that an increase of fares is likely to produce a proportional deduction in the number of passengers, thus leaving us very much where we were before, nevertheless I think it is worth exploring all possible avenues to see if the gap cannot be closed to some extent. The present moment is a particularly opportune one to start thinking about this, since we shall very shortly know what we can achieve with two aircraft flying at once in the way of the maximum number of passengers carried.

2. When discussing this matter, four heads should be considered:-

- (a) Routine passenger flights
- (b) Urgent medical flights
- (c) Mail flights and carriage of mails
- (d) Freight.

All four heads require some revision if the service is to be made more economical, so each head will be dealt with separately.

3. In considering the passenger rates, I take the view that the present rate charged to the far West (approximately £7) is about as much as we can expect to obtain from a person travelling that distance - any substantial increase would be bound to reduce the number of passengers to my mind, since the working class who constitute 90% of our passengers would not be able to afford it. I therefore commenced with the idea that the long-distance fare should remain unaltered. The people who can most easily afford an increase are the short-distance passengers, who are also in a way the least remunerative from an operating point of view, but if a very large increase is made on the short-distance passengers, a dropping off of the number of bookings can also be expected, since for short distances alternative forms of transport are available and would be used to a greater extent. I therefore came to the conclusion that the most satisfactory arrangement would be to start the increase with the short distance passengers and have the increase grow gradually until the midpoint in the scale, and then to decline again until the long distance fare remained at approximately what it is at present. This result could be achieved if the passenger fares were fixed at the following:-

First 10 miles	£1 + 2/- per mile
Second 10 miles	1/10 per mile
Third 10 miles	1/8 per mile

124 and so on to 120 miles, at which point the drop is reduced to 1d per mile. Appendix 'A' gives the comparison between the old scale and the new on this basis. The average passenger fare at present is £3/6/- and on the new scale this would be stepped up to £4/8/4, an increase of about 1/3 over our present revenue.

The advantage of this scheme lies in the fact that the increase on the short-distance passenger is probably insufficient to cause any material drop in the number of bookings, and although it is substantial for

the middle distance passenger, alternative methods of transport are sufficiently scarce in their case to obviate a drop in bookings. The long-distance passenger is not greatly affected, as the increase is comparative slight.

I think if it is decided that an increase is to be made, it would be better to make a fairly substantial one and make it worth while - constant nibbling at the cherry will probably cause even more troubles for us than one hefty bite.

4. There is quite obviously a case for increasing the rate charged to the Medical Department on occasions since at present some flights at that department's request are hopelessly uneconomical. Again I think a big bite is the answer: flights requiring priority should be charged at double the normal fare. It is open to discussion whether Government priority flights should not be treated in a similar way also. Personally I feel that they should. Naturally however, any flight, whether medical or Government booked as an ordinary passenger flight, should continue to be treated as such and no additional charge levied.

5. Mails. This is a tricky and touchy problem. I think it might be worth considering giving the Government Air Service a mail contract on the following lines: FIGAS to guarantee one mail delivery per month to every settlement, and collection of mail seven days before every "Fitzroy" sailing from three nominated collecting points, in return for a flat rate payment of £600 p.a. Naturally, the present system of carrying casual mails on routine passenger flights will be continued also. This figure sounds high, but in fact I'm not sure that if properly costed it would not work out as still too low a figure, since the scheme outliend would involve two days operation of the Beaver every month. On the present scale, mail deliveries are a dead loss to FIGAS.

24

6. Freight. I hope it may be possible to increase the amount of freight carried when we can operate two Beavers. But the present freight rates are unrealistic and should be revised to something like the figures given in Appendix 'B'. This scale has been worked out on the basis that one adult passenger plus free baggage allowance weighs 200 lbs, and the rate is consequently proportional to the passenger fare. It is standard airline practice to fly freight at a cheaper rate than a corresponding passenger weight. In this case the reduction in rate is achieved by the simple expedient of removing the £1 down paid in the case of each passenger from the charge. However, if a separate stop is required specially to land the freight, this £1 down will be charged, regardless of the size or weight of the package.

7. I have deliberately avoided in this minute discussing the details of each section, as each and every section raises problems of its own. However, I think some at least of the basic principles are worth our while considering. Even if all the schemes mentioned above are implemented, we shall still fall far short of our expenditure - we shall however, be closing the gap.

for Luck

13. X. 55.

APPENDIX 'A'

Distance.	Proposed Passenger.	Present Passenger.	10 lbs	20 lbs	30 lbs	40 lbs	50 lbs	60 lbs	70 lbs	80 lbs	90 lbs	100 lbs
5	£ 1/10/ -	£ 1/ 5/ -	6d	1/ -	1/ 6	2/ -	2/ 6	3/ -	3/ 6	4/ -	4/ 6	5/ -
10	2/ -/ -	1/10/ -	1/ -	2/ -	3/ -	4/ -	5/ -	6/ -	7/ -	8/ -	9/ -	10/ -
15	2/ 9/ 2	1/15/ -	1/ 5½	2/11	4/ 4½	5/10	7/ 3½	8/ 9	10/ 2½	11/ 8	13/ 1½	14/ 7
20	2/18/ 4	2/ -/ -	1/11	3/10	5/ 9	7/ 8	9/ 7	11/ 6	13/ 5	15/ 4	17/ 3	19/ 2
25	3/ 6/ 8	2/ 5/ -	2/ 4	4/ 8	7/ -	9/ 4	11/ 8	14/ -	16/ 4	18/ 8	1/ 1/ -	1/ 3/ 4
30	3/15/ -	2/10/ -	Decrease 2/ 9	5/ 6	8/ 3	11/ -	13/ 9	16/ 6	19/ 3	1/ 2/ -	1/ 4/ 9	1/ 7/ 6
35	4/ 2/ 6	2/15/ -	Increase 3/ 1½	6/ 3	9/ 4½	12/ 6	15/ 7½	18/ 9	1/ 1/10½	1/ 5/ -	1/ 8/ 1½	1/11/ 3
40	4/10/ -	3/ -/ -	3/ 6	7/ -	10/ 6	14/ -	17/ 6	1/ 1/ -	1/ 4/ 6	1/ 8/ -	1/11/ 6	1/15/ -
45	4/16/ 8	3/ 5/ -	3/10	7/ 8	11/ 6	15/ 4	19/ 2	1/ 3/ -	1/ 6/10	1/10/ 8	1/14/ 6	1/18/ 4
50	5/ 3/ 4	3/10/ -	4/ 2	8/ 4	12/ 6	16/ 8	1/ -/10	1/ 5/ -	1/ 9/ 2	1/13/ 4	1/17/ 6	2/ 1/ 8
55	5/ 9/ 2	3/15/ -	4/ 5½	8/11	13/ 4½	17/10	1/ 2/ 3½	1/ 6/ 9	1/11/ 2½	1/15/ 8	2/ -/ 1½	2/ 4/ 7
60	5/15/ -	4/ -/ -	4/ 9	9/ 6	14/ 3	19/ -	1/ 3/ 9	1/ 8/ 6	1/13/ 3	1/18/ -	2/ 2/ 9	2/ 7/ 6
65	6/ -/ -	4/ 5/ -	5/ -	10/ -	15/ -	1/ -/ -	1/ 5/ -	1/10/ -	1/15/ -	2/ -/ -	2/ 5/ -	2/10/ -
70	6/ 5/ -	4/10/ -	5/ 3	10/ 6	15/ 9	1/ 1/ -	1/ 6/ 3	1/11/ 6	1/16/ 9	2/ 2/ -	2/ 7/ 3	2/12/ 6
75	6/ 9/ 2	4/15/ -	5/ 5½	10/11	16/ 4½	1/ 1/10	1/ 7/ 3½	1/12/ 9	1/18/ 2½	2/ 3/ 8	2/ 9/ 1½	2/14/ 7
80	6/13/ 4	5/ -/ -	5/ 8	11/ 4	17/ -	1/ 2/ 8	1/ 8/ 4	1/14/ -	1/19/ 8	2/ 5/ 4	2/11/ -	2/16/ 8
85	6/16/ 8	5/ 5/ -	5/10	11/ 8	17/ 6	1/ 3/ 4	1/ 9/ 2	1/15/ -	2/ -/10	2/ 6/ 8	2/12/ 6	2/18/ 4
90	7/ -/ -	5/10/ -	6/ -	12/ -	18/ -	1/ 4/ -	1/10/ -	1/16/ -	2/ 2/ -	2/ 8/ -	2/14/ -	3/ -/ -
95	7/ 2/ 6	5/15/ -	6/ 1½	12/ 3	18/ 4½	1/ 4/ 6	1/10/ 7½	1/16/ 9	2/ 2/10½	2/ 9/ -	2/15/ 1½	3/ 1/ 3
100	7/ 5/ -	6/ -/ -	6/ 3	12/ 6	18/ 9	1/ 5/ -	1/11/ 3	1/17/ 6	2/ 3/ 9	2/10/ -	2/16/ 3	3/ 2/ 6
105	7/ 6/ 8	6/ 5/ -	6/ 4	12/ 8	19/ -	1/ 5/ 4	1/11/ 8	1/18/ -	2/ 4/ 4	2/10/ 8	2/17/ -	3/ 3/ 4
110	7/ 8/ 4	6/10/ -	6/ 5	12/10	19/ 3	1/ 5/ 8	1/12/ 1	1/18/ 6	2/ 4/11	2/11/ 4	2/17/ 9	3/ 4/ 2
115	7/ 9/ 2	6/15/ -	6/ 5½	12/11	19/ 4½	1/ 5/10	1/12/ 3½	1/18/ 9	2/ 5/ 2½	2/11/ 8	2/18/ 1½	3/ 4/ 7
120	7/10/ -	7/ -/ -	6/ 6	13/ -	19/ 6	1/ 6/ -	1/12/ 6	1/19/ -	2/ 5/ 6	2/12/ -	2/18/ 6	3/ 5/ -
125	7/10/ 5	7/ 5/ -	6/ 6¼	13/ -½	19/ 6¾	1/ 6/ 1	1/12/ 7¼	1/19/ 1½	2/ 5/ 7¼	2/12/ 2	2/18/ 8¼	3/ 5/ 2½
130	7/10/10	7/10/ -	6/ 6½	13/ 1	19/ 7½	1/ 6/ 2	1/12/ 8½	1/19/ 3	2/ 5/ 9½	2/12/ 4	2/18/10½	3/ 5/ 5

Present Rate. + 3/ - 6/ - 10/ - 15/ - 1/ -/ - 1/ 5/ - 1/10/ - 1/15/ - 2/ -/ - 2/ 5/ -

+ The present rate is a flat rate regardless of the distance the freight is carried. This is naturally absurd, since 100 lbs of freight to Fitzroy costs 2/5/-, whereas a passenger (weighing 200 lbs) is only charged 1/16/-.

15th October, 55.

Sir,

119- I am directed to refer to your letter of 19th September, 1955, on the subject of air freight and to express regret that inconvenience has been caused by the non-delivery of a parcel of tractor spares to Speedwell Island.

2. The cause of the delay has been investigated and I am to say that no passenger flight was made to Speedwell Island between the 22nd August and 19th September. The Harbour Master tried on two occasions to drop the parcel when passing near Speedwell but was prevented from doing so by weather conditions the first time and by an urgent medical call at the second attempt.

3. The whole question of air freight is now under consideration and it is hoped that a satisfactory solution will be found.

/4.

Manager,
Palikland Islands Company, Limited,
STANLEY.

11/12

126

4. I am to thank you, in the meantime, for the suggestions given in your letter under reference which are being borne in mind.

I am,

Sir,

Your obedient servant,

ACTING COLONIAL SECRETARY.

FALKLAND ISLANDS GOVERNMENT AIR SERVICE.

128

DATE.	NAME.	FROM.	TO.	DATE.
<u>MEDICAL FLIGHTS.</u>				
30.8	Mrs Berntsen	Port Stephens	Stanley	20.10
1.10	Dentist, Mechanic + 400 lbs	Stanley	Port Stephens	S.P.
19.10	A.Etheridge	Stanley	Chartres	S.P.

PRIORITY FLIGHTS.

14.10	Mr & Mrs Trees & daughter	Stanley	Ajax Bay	S.P.
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PASSENGER FLIGHTS.

22.8	Mr & Mrs J.Blake	Stanley	Hill Cove	
24.9	Miss R.McCallum	Teal Inlet	Stanley	S.P.
29.9	Mrs & Miss Pitaluga	Salvador	Stanley	S.P.
30.9	Mrs B.Barnes	Stanley	Port Howard	1.11
4.10	Mr & Mrs S.McGill	P.S.C.	Beaver	3.11
7.10	Rev McWhan	Stanley	West Point	S.P.
7.10	Mr & Mrs McWhan	West Point	Stanley	21.10
7.10	Miss O.Smith	Fox Bay	Stanley	1.11
14.10	Miss McKintosh	Hill Cove	Stanley	S.P.
10.10	Mrs M.Biggs	Stanley	Weddell	1.11
11.10	P. & J.Lee	Speedwell	P.S.C.	S.P.
12.10	J.Binnie	Stanley	Chartres	22.10
13.10	G.Parrin	Stanley	Teal Inlet	S.P.
13.10	P.Duncan	Stanley	North Arm	25.10
14.10	Miss K.Smith & Miss A.Huckle	Stanley	Roy Cove	2.11
14.10	Mr & Mrs D.Barton	Stanley	Teal Inlet	25.10
14.10	R.Walmesley	Stanley	Pebble	24.10
14.10	Mr & Mrs Cameron & 3 children	Stanley	P.S.C.	25.10
14.10	E.Gutteridge	Stanley	Port Howard	S.P.
14.10	E.Gutteridge	Port Howard	Stanley	22.10
15.10	P.Dale	Darwin	Stanley	4.11
15.10	P.Dale	Stanley	Darwin	6.11
16.10	Mrs A.Jaffrey & 4 children	Stanley	P.S.C.	S.P.
17.10	Mrs H.Jones	Salvador	Stanley	S.P.
18.10	Mrs Maddocks & 2 children	Dunnose Head	Stanley	24.10
19.10	Mrs J.Rowlands & child	Ajax Bay	Stanley	1.11

0270/E

129

From: Harbour Master.

To: The Hon. Col. Sec.
STANLEY.

18th October, 1955.

FLYING OF VISITORS FROM THE "REINO DEL PACIFICO"

I have been considering ways and means for the Air Service to cash in on the visit of the "Reino Del Pacifico" at the end of February.

2. If you agree, I think that provided the weather is suitable we should make an effort to attract the visitors to short flights around the area, both so that they can see a little of the country while they are here and to make revenue for the Air Service.

3. It is essential that the aircraft should not take them too far from base, as the possibility of getting passengers stuck in the camp must be borne in mind: however, if the furthest point from town is only 15 miles, this contingency is unlikely to arise. I therefore propose the following itinerary for the flight:-

Stanley - over the Reino Del Pacifico - over the Great Britain - out to Kidney Island - up Berkeley Sound - over Port Louis (the original capital) - back to Stanley via 'Princes Street' (the biggest stone run in the Colony). That flight should take 25 minutes in the Beaver, and if there is any demand for these flights we should be able to keep both Beavers going at two trips an hour, with an average of five passengers per flight. That means that in four hours we have a seating capacity of 80 passengers. If we charge £2 / 10 / - per flight per person (children half fare) we should make between £150 - £200 for the days flying. On only two occasions in the past have we ever managed to obtain a revenue of more than £100, so it would definitely be worth our while.

4. If the ship is to remain for twentyfour hours, and the weather is good, I also suggest that an evening flight might be acceptable - out over the north camp of the East Falkland and then down to Darwin and back. Say an hour in the air for both aircraft, six passengers each, price £5 per person - Total revenue £60: that again would show a reasonable margin of profit. Very little risk of getting 'caught out' would exist in the evening.

5. The costs of these operations to the Air Service, apart from overhead and wages, would be 9 hours flying at 20 gallons per hour = 180 gallons at 5/- per gallon - say £50. I think it would also be a good idea to have some printed cards describing the various places passed en route as it is not easy for the pilot to turn and talk to the passengers like a Cook's guide while airborne - but these should only cost a few shillings to produce.

6. Please let me know if you approve this scheme basically.

7. The Auster will be available throughout the period for urgent medical calls, provided we have the second pilot here by February. Otherwise, one of the Beavers can be recalled in emergency.

Harbour Master.

Y. H.

129.

The basic arrangements appear quite satisfactory. All we need is a good day.

The original proposal was to charge £3 for the short flight. I thought this a little too steep - we don't want to kill the goose, but Mr Barton was in favour of £3. My views are unchanged and I support the £2.10.0 as proposed by him.

I think it would be advisable to have cards advertising the flights printed and put on board the ship at Punta Arenas before she arrives here, rather than have a last minute rush. From previous experience with tourists I know that they appreciate some information about what to expect on arrival.

With the flight advertisement cards I recommend a ~~short~~ pamphlet be sent, giving a brief history of the Colony - something on the lines of the Colonial Office last version, with population, a few notes on the main industries, etc. These can be printed here.

J. H. 22/2

1.1.1955

Paper should be put up to H.E. for his final decision on the matter on return.

Dr. 4/4

24/2

B.A. 5/12/55

24/2

16/21

A.C.S.

A

Defr this plan. - after my return.

Q. 1/17

22/12

5029/3/16/11

B.

A - Mr. Denton-Thompson was originally scheduled to return in time to deal with this. His return was unfortunately delayed until March

Q

C.

Y.E. (on return)

129-130 with above.

very dull
instinctively - under
some form
which, I believe
29/12.

There is little here to attract tourists (F.C. on this occasion are not doing the usual bone trips to Sparrow Cove to see the penguins) & Tom's idea may take on.

2. In Y.E.'s absence on 10th I have told Tom to proceed - a small pamphlet describing the route is being printed.

Q

21/2.

Since writing above - the "Reins de Pacifico" has been & gone. Unfortunately the weather was unsuitable for visiting the tourists.

Q

29/2.

Thankyou. The HM's idea is good & sh^d be pursued if another opportunity occurs

Tom. Island. P.

18th June,

56

To: The Harbour Master and

From: The Colonial Secretary.

Director of Civil Aviation.

STANLEY.

138

Government Assisted Air Passages for School Children.

I am directed to refer to your memorandum of 5th June, 1956, and to enquire if the intention is that Government should pay 75% of all fares (Darwin and Stanley) or 75% of fares to Darwin only, or for the anomalous cases.

2. I am to request also if you can furnish an approximate estimate of the increased cost to Government.

See 142

J. R. Morrison

for COLONIAL SECRETARY

BU 27/56

BU 7/7/56

BU 14/7/56

memo
BU 26/6/56
Reply asked
for today
BU 1/7/56 (as
reply)

GOVERNMENT ASSISTED AIR PASSAGES FOR SCHOOL CHILDREN.

An interesting problem has arisen in connection with flying children to the Darwin Boarding School.

2. The normal policy to date for children flying for schooling in Stanley from camp settlements has been for the Government to pay the price of the "Fitzroy" passage less 25%, and the remainder of the air fare in excess of this amount to be met by the parents. This ruling has also been applied to children attending the Darwin School.

3. However, in making out the accounts for the flights recently carried out, one child flew from Port San Carlos to Darwin, and for this the Government would normally pay £2/15/6 (the "Fitzroy" fare) less 25%, which comes to £2/1/8 payable by the Government. But the total air fare is only £1/18/-, due to the fact that it is only a short flight over the hills compared with a long coastal voyage. This leaves a balance in favour of the parents of the child of 3/8, but it is obviously absurd to make them a present of 3/8 simply because they sent their child by air! In this particular case, I suggest that the Government meets the whole cost of the air fare and forgets the 3/8 in favour of the parents.

4. But it is not just this single case that requires a decision: several anomalies arise out of the present system. For instance, a child going to the school from Lively Island, the parents have to pay 16/6 for the "Fitzroy" passage, which means they get Government assistance for a flight up to 12/5. The flight normally costs £2/2/-, so the parents have to pay £1/11/7 themselves for a flight of very similar length to that from Port San Carlos quoted above, where the parents are entitled to a complete free passage, with (taken to extremes) a refund of 3/8.

5. A much fairer system, and also easier for accounting purposes, would be for the Government to pay 75% of the air fare in these cases, leaving the insurance and remaining 25% to be met by the parents. In the two cases quoted above the parents would then have to contribute 9/6 and 10/6 respectively towards the fare - a much fairer arrangement than the present.

H.M.

Reply at 138

At 11/5
25/6

139

A/ S. q E.

I should be grateful for your comments on the suggestion in para 6 of 136.

[Signature] 1.7/6

H.C.S.

H.M.'s ideas are sound: I am all for an easier accounting system. It would simplify matters for parents too, particularly ^{so} if a schedule of Air fares was printed for public information.

I take it that H.M. means 75% on all school air charges - not merely the ~~at~~ near-at-hand calls.

[Signature] 1.7/6

H.C.S.

Please put an enquiry to the H.M. on the following lines. Does he mean 75% of

- 1) All fares (Dormin and Stanley)
- (2) Fares to Dormin only
- (3) The odd anomaly cases.

Can he give a very approximate estimate of the increased cost to Gov. (11.13. This point was raised in para 5 on 1.60 0353/12 and the counter claim should be noted on that file.)

[Signature]
18.6.56.

No

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



MEMORANDUM

11th July, 1956. 19

To: The Honourable,
The Colonial Secretary,
Stanley.

From: The Director of Aviation,
Stanley, Falkland Islands.

SUBJECT:- Government Assisted Air Passages for School Children.

137 Reference your memorandum 0270/E of the 18th June, 1956, the intention is that the Government pay 75% of the air fare in the anomalous cases only, and the parents pay the remaining 25%.

I estimate that the increased cost to Government would be approximately £10 per annum.

A handwritten signature in dark ink, appearing to be "D.C.A." with a stylized flourish.

D.C.A.

11/7/56.

6-11-17
14 JUL 1956

C.S.

Js 138 & 140.

141

I don't like this one little bit. I can't see why Government
Should pay 75% air fare in the examination case only - it seems quite
unjust. As the children, or the great majority of them are going to
fly to Taiwan & Stanley (and also Port Moresby) and as flying has
become the normal means of "distance travel" in the Territory, I should
have thought that 75% to Government and 25% to insurance to the parents
is the only reasonable basis on which to work.

Perhaps you would discuss with Mr. Murray and Capt. Education.
and let me hear your views. It should, I feel, go to Govt. for decision.

L.H.P.
18.7.56.

HC

This file has been in action
with another subject which was
filed as 142 but has now been
removed to a more appropriate file

Shirley
12/5/56

Awaiting report from D.C.A. following
discussion I had with him and A.S.G.E.

B.V. 24/8

R. 12/8

No. _____

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



MEMORANDUM

13th August, 1956. 19

From: The Director Civil Aviation,

Stanley, Falkland Islands.

To: The Honourable,

The Colonial Treasurer,

Treasury, Stanley.

SUBJECT: - AIR PASSAGE FARES FOR SCHOOL CHILDREN.

143 Enclosed herewith is a list of fares for conveyance of school children, calculated from figures supplied by the Acting Supt. of Education.

To provide one free return passage annually per pupil, the increase cost to Government, i.e. on figures supplied, would be £98. 14. 8. As the number of pupils is likely to fluctuate, and to be on the safe side, I would estimate the increase to be approximately £120.

I am not completely in favour of a 100% grant by Government since this would give rise to complaints from assisted medical passengers, especially maternity cases who are compelled to attend hospital for confinement. I would, however, suggest a 50% grant which I feel the Government would be more inclined to accept, as this increased cost would then only be £4. 1. 10 and allowing for fluctuations, I don't think the figure would exceed £10. per annum.

D.C.A.

04/1/56

ANNUAL AIR PASSAGES FOR SCHOOL CHILDREN.

=====

<u>No. of Children.</u>	<u>Journey.</u>	<u>Government Share.</u>			<u>Parents Share.</u>			<u>Total Amount.</u>		
		£.	s.	d.	£.	s.	d.	£.	s.	d.
1.	Stanley/Darwin return	2.	5.	-.	4.	1.	-.	6.	6.	-.
5.	Fox Bay/Darwin return	20.	16.	8.	9.	3.	4.	20.	16.	8.
5.	Fitzroy/Darwin return	6.	4.	2.	17.	5.	10.	23.	10.	-.
1.	Salvador/Darwin return	4.	3.	4.	18.	8.	5.	2.	-.	-.
1.	Roy Cove/Darwin return	4.	3.	4.	3.	10.	8.	7.	14.	-.
2.	Hill Cove/Darwin return	8.	6.	8.	5.	5.	4.	13.	12.	-.
1.	Bleaker Is./Darwin return	2.	5.	-.	2.	5.	-.	4.	10.	-.
1.	Pt. San Carlos/Darwin return	4.	3.	4.				3.	16.	-.
1.	Horseshoe Bay/Darwin return	4.	3.	4.	1.	-.	8.	5.	4.	-.
2.	New Is./Stanley return	11.	-.	8.	19.	3.	4.	30.	4.	-.
1.	Fitzroy/Stamley return	1.	4.	10.	2.	7.	2.	3.	12.	-.
2.	Darwin/Stamley return	4.	10.	-.	8.	2.	-.	12.	12.	-.
2.	Fox Bay/Stamley return	8.	6.	8.	12.	13.	4.	21.	-.	-.
1.	San Carlos/Stamley return	4.	3.	4.	2.	6.	8.	6.	10.	-.
3.	Walker Creek/Stamley return	6.	15.	-.	10.	19.	-.	17.	14.	-.
		£92.	11.	4.	99.	2.	-.	191.	6.	-.

See 142

MEMORANDUM



Education
B38.

Colonial Secretary,
Stanley.

24th August, 1956.

Air Passages - School Children.

145. I beg to submit the following observations on the subject of Air Passages for children flying to and from Camp Stations to the Stanley and the Darwin Schools.

In order to clarify the position price schedules are attached. Sea Passages are based on current "Fitzroy" charges. All fares are returns. At present Government grants assisted passages for one return trip per school year. The majority of the children return to their respective homes for the school holidays. At Darwin in particular, this will prove to be a fairly heavy financial burden upon parents who are already paying school fees.

I recommend the adoption of a 75% ^{Grant} for air passages for school children.

24/8/56
Agreed.

Ag. Superintendent of Education.

145

	No. of ch. transported.	Sea- Passage. Return	Air- Passage. Return	Gov. Grant On Returns	Parents Charges on 4.	At 50% of 4.	At 75% of 4.	Balance to Parents.
Darwin/Stanley.	1.	32. 5. 0.	36. 6. 0.	32. 5. 0.	34. 1. 0.	33. 3. 0.	34. 14. 6.	31. 11. 6.
" Fox Bay	5.	25. 14. 6.	30. 0. 0.	20. 16. 8.	9. 3. 4.	15. 0. 0.	22. 10. 0.	7. 10. 0.
" Fitzroy.	5.	13. 10. 0.	23. 10. 0.	6. 4. 2.	17. 5. 10.	11. 15. 0.	17. 12. 6.	5. 17. 6.
" Salvador.	1.	7. 7. 0.	5. 2. 0.	4. 3. 4.	18. 8.	2. 11. 0.	3. 16. 6.	1. 5. 6.
" Roy Cove.	1	7. 7. 0.	7. 14. 0.	4. 3. 4.	3. 10. 8.	3. 17. 0.	5. 15. 6.	1. 18. 6.
" Hill Cove.	2.	11. 0. 6.	13. 12. 0.	8. 6. 8.	5. 5. 4.	6. 16. 0.	10. 4. 0.	3. 8. 0.
" Bleaker.	1.	4. 10. 0.	4. 10. 0.	2. 5. 0.	2. 5. 0.	2. 5. 0.	3. 7. 6.	1. 2. 6.
" P. San Carlos.	1.	7. 7. 0.	3. 16. 0.	4. 3. 4.	7. 4.	1. 18. 0.	2. 17. 0.	19. 0.
" Horseshoe Bay.	1.	7. 7. 0.	5. 4. 0.	4. 3. 4.	1. 0. 8.	2. 12. 0.	3. 18. 0.	1. 6. 0.
Stanley/New Is.	2.	11. 0. 6.	30. 4. 0.	11. 0. 8.	19. 3. 4.	15. 2. 0.	22. 13. 0.	7. 11. 0.
" Fitzroy.	1.	19. 6.	3. 12. 0.	1. 4. 10.	2. 7. 2.	1. 15. 0.	2. 14. 0.	18. 0.
" Darwin.	2.	4. 10. 0.	12. 12. 0.	4. 10. 0.	8. 2. 0.	6. 6. 0.	9. 9. 0.	3. 3. 0.
" Fox Bay	2.	11. 0. 6.	21. 0. 0.	8. 6. 8.	12. 13. 4.	10. 10. 0.	15. 15. 0.	5. 5. 0.
" San Carlos.	1.	7. 7. 0.	6. 10. 0.	4. 3. 4.	2. 6. 8.	3. 5. 0.	4. 17. 6.	1. 12. 6.
" Walker Creek.	3.	6. 15. 0.	17. 14. 0.	6. 15. 0.	10. 19. 0.	8. 17. 0.	13. 5. 6.	4. 8. 6.
<u>T O T A L</u>		128. 0. 6d.	191. 6. 0d.	92. 11. 4d	98. 14. 8d	99. 13. 0.	143. 9. 6.	47. 16. 6d.

3. Fitzroy actual
4. Gov. grant actual
5

HCS

have sent copies of the draft memo at
each com. to Director Civil Aviation and Dept. Education
for comments. H. I. V. and G. W. Wednesday 5th Sept 1956

A.G.P.

Pen 5/9/56

31.8.56

Handwritten notes on the right margin, including "Pen 5/9/56" and other illegible text.

32.11.56 11.2.57 2.8.57 4.5.57 20.11.57

Supt. Education.

I hope that I have reduced the problem of
air passages for schoolchildren to a reasonably correct form
in the attached Memo.

I should be much obliged if you would have a
close look at it and let me have any comments or criticisms. I have
sent a copy to Director, Coast Aviation.

H.F.H.
31.8.50.

H.C.S.

147-148.

May I make one criticism please.

The attached schedule intimates that all
flights were to Darwin School only.

Of the 29 ~~flights~~ children transported by
air 18 were for Darwin and 11 were for
boarding in Stanley. I assume that any
concessions would apply to children boarding
in Stanley as well as to those who
attend Darwin Boarding School.

The number of children entering
Stanley will decrease in time; those
entering Darwin might well increase.

H.F.H.
2/9/50.

Cost of Air Passages for Schoolchildren.

Hitherto it has been the practise to charge children flying for schooling in Stanley from the camp settlements the price of the 'Fitzroy' passage (excluding messing) less 25%. This has been a "once a year" concession and has been applied in the case of Darwin Boarding School.

Two problems arise from this system:-

- 1) These are anomalies. An example is that of a child flying to Darwin from Port San Carlos. The share to be met by Government (on the basis of 75% of the 'Fitzroy' passage) amounts to £2 1s. 8d. The total air fare for the Port San Carlos/Darwin flight amounts to £1 18s. 0d. Consequently Government meets the total cost.
- 2) With the three term system applied to a Boarding School the "once a year" concession applied to air transport will prove quite a substantial drain on camp parents, particularly in the case of those with two or more children at the school, and it is for consideration whether the cost of seeing their children three times a year may well militate against the boarding school experiment.

An example of the costs (return) involved in the case of the Darwin Boarding School are set out in the attached schedule together with a summary of what it would cost to:-

- 1) Apply the existing system for the three school holidays.
- 2) For Government to meet 75% of all air passages.
- 3) For Government to meet 50% of all air passages.

Honourable Member as asked to return as to what system should be adopted with regard to the cost of air passages for school children.

	NUMBER TRANSPORTED	SEA PASSAGES	AIR PASSAGES	GOVERNMENT GRANT ON AIR PASSAGES	PARENTS CHARGES	FULL COST TO PARENTS REMAINING TWO HOLIDAYS	TOTAL COST TO PARENTS FOR ONE YEAR.
A) <u>Existing</u> <u>system:</u> <u>75% of</u> <u>Fitzroy</u> <u>passages</u> <u>(excluding</u> <u>messing)</u> <u>once a year.</u>	29	£128 0. 6d.	£51 6. 0d.	£92 11. 4d.	£98 14. 8d.	£382 12. 0d.	£481 6. 8d.
B) <u>Existing</u> <u>system</u> <u>concession</u> <u>applied</u> <u>three times</u> <u>a year.</u>	29	³³⁴ £348 1. 6d.	£57 18. 0d.	£277 14. 0d.	£296 4. 0d.		£296 4. 0d.
C) <u>Government</u> <u>meets 75%</u> <u>of all Air</u> <u>passages.</u>	29		£573 18. 0d.	£430 8. 6d.			£143 9. 6d.
D) <u>Government</u> <u>meets 50%</u> <u>of all Air</u> <u>Passages.</u>	29		£573 18. 0d.	£286 19. 0d.			£286 19. 0d.

No 0270/E

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



MEMORANDUM

6th September, 1956.

The Honourable,

The Colonial Secretary,

Stanley.

From: The Directro Civil Aviation,

Stanley, Falkland Islands.

SUBJECT :- Air Passages for School Children and Medical Patients.

147. I have studied your memo. and schedule of the 31st August, 1956, and have no comments or criticism to make.

with A.C.T. Similar problem cases are likely to occur with Medical passages which I have refered to in my memo. of the 21st August, 1956. I suggest that both School and Medical passages be considered at the same time.

A handwritten signature in dark ink, appearing to be "D.C.A.", written in a cursive style.

D.C.A.

12150

MEMORANDUM

21st August, 1956.

From: The Director Civil Aviation, To: The Honourable,
Stanley. The Colonial Treasurer,
Stanley.

Subject:- Government Assisted Air Passages.

To date the method of calculating the Government share of an assisted air passage is based on the sea passage rate less 25% e.g. an air passage to Fitzroy costs £1. 16. -. The Sea passage to the same settlement is 16/6d. Should the Government assist a passage they would pay 16/6d. (the sea fare) less 25% = £-. 12/5d. the remaining proportion payable by the passenger would be £1. 3. 7.

The aircraft is now a well established means of transport throughout the Colony and I feel the time has come when the assisted air passage should no longer be based on the sea fare but as a % of the actual air passage.

Recently a case occurred where the Government share (based on sea rates) of an assisted passage was greater than the actual air fare between the two settlements. With the increased use of the aircraft for the transfer of passengers between settlements there is every likelihood of the anomalous cases increasing. Settlements where the anomalies occur are as follows:-

Dunnose Head to Fox Bay.
Chartres to Fox Bay.
Chartres to Port Howard.
San Carlos to Darwin.
Port San Carlos to Darwin.
Ajax Bay to Darwin.

In all the above cases the Government share of an assisted passage is greater than the total fare.

I have discussed this subject with both the Senior Medical Officer and Acting Supt. of Education, and they agree that a more foolproof method of calculating assisted passages should be adopted. I would therefore request that this be placed on the agenda for the next Council meeting.

Should it be agreed to change to a percentage of the actual air fare I would suggest a Government grant of 50%, my reasons for quoting this figure are:-

- (a) The increased cost to Government (if any) would be a minimum.
 - (b) On no occasion would Government pay more than the passenger.
(of 33 assisted passages during June & July, Government paid more than the passenger in no fewer than 16 cases.)
 - (c) For air mileage flown each passenger would receive the same assistance, which is not so under present arrangements.e.g.
- /

151

Journey. Milage Gov't. share. Passengers Share. Total Fare.

Roy Cove to Fox Bay	27.	£2. 1. 8.	5s. 4d.	£2. 7. 0.
Salvador to Stanley	25.	£1. 2. 6.	£1. 2. 6.	£2. 5. 0.
Beaver Is. to Stanley	129.	£2. 15. 2.	£4. 13. 10.	£7. 9. 0.
Port Louis to Stanley	14.	12. 5.	£1. 1. 7.	£1. 14. 0.


D.C.A.

21/8/56.

System	A	Govt. Grant	92	11	4
		has Estimated under V: 5 Board + Lodging	80	-	-
		Additional provision required	<u>£ 12</u>	<u>11</u>	<u>4</u>

"	B	Govt. Grant	277	14	-
		Estimated under V: 5 Board + Lodging	80	-	-
		Additional provision required	<u>£ 197</u>	<u>14</u>	<u>-</u>

"	C	Govt. Grant	430	8	6
		Estimated under V: 5 Board + Lodging	80	-	-
		Additional provision required	<u>£ 350</u>	<u>8</u>	<u>6</u>

"	D	Govt. Grant	286	19	-
		Estimated under V: 5 Board + Lodging	80	-	-
		Additional provision required	<u>£ 206</u>	<u>19</u>	<u>-</u>

1) S.M.O.

Attached memo illustrates the problems of focus in the case of school children and medical cases. It is time we got a clear cut decision on the system, which is full of assumptions.

Perhaps you would let me have any comments on the attached draft as early as possible.

2) D.C. A

Attached redraft introduces reference to the case of medical focus - which follows on your representation and suggestions on the subject.

Any comments on the redraft?
Early please.

3. Pub. Dept. Education

Attached redraft for
Conson and early comments please.

R.G.F.

14.9.56.

H.C.S.

Where the Medical Department is concerned, I think that the following scheme would be suitable.

- 1) In cases of emergency flight to Stanley, and T.B. cases, full fare to be paid by the Medical Department. This is the present arrangement.
- 2) In non-urgent cases, and for patients returning to the Camp from Stanley, 50% of the Air fare to be paid by the medical department. T.B. cases are the only exception to this - their full fare is paid both ways.

21/ 15/9/56

H.C.S.

I have no comments to make re. medical fares and am in complete agreement with Dr. Slessor.

Should Scheme A or B of Schedule 'H' be adopted anomalies will continue to arise, my reason for submitting the case is to have the anomalies removed.

J.D.C.R.
15/9/56

H.C.S.

I advocate the adoption of Scheme C of Schedule B. It would ease the lot of the parents concerned & might well encourage more parents from far-away districts to send their children to Durian School. Scheme C. should eradicate any anomalies in air-fares that might arise under A & B.

21/ 17/9/56.

150H.

Extract from Minutes of Executive Council Meeting held on the
9th and 10th October 1956

~~5~~

10. AIR MAIL RATES.

Council advised that an investigation be made into
local air mail rates which were considered to be somewhat high.

See 36.

[Signature]

CLERK OF THE EXECUTIVE COUNCIL

D.R.

Arranged
with H.P.
[initials]

80. Order shd. be published in Nov. Gazette if
pos. - S.B.T. put in the picture immediately

2. Re. discuss 81 with

les.

(See 79)
10/10/56

Sh.T. to see from 76 pl.
[Signature]
12/11/56

[Signature]
9/11/56

82a
1586
STRICTLY CONFIDENTIAL.

No: 0270/E

September, 1956.

MEMORANDUM NO. 37 FOR EXECUTIVE COUNCIL.

MEMORANDUM NO. 15 FOR STANDING FINANCE COMMITTEE.

Cost of Air Passages for Schoolchildren and Medical Cases.

Hitherto it has been the practise, in the case of children flying for schooling in Stanley from the camp settlements, for Government to meet the cost of the air passage to the extent of the equivalent of 75% of the cost of a "Philomel" fare. This has been a "once a year" concession and has been applied in the case of Darwin Boarding School.

Two problems arise from this system:-

1. There are anomalies. An example is that of a child flying to Darwin from Port San Carlos. The share to be met by Government (on the basis of 75% of the "Philomel" passage) amounts to £2 1s. 8d. The total air fare for the Port San Carlos/Darwin flight amounts to £1 18s. 0d. Consequently, Government meets the total cost.
2. With the three term system the "once a year" concession applied to air transport will, in the case of a boarding school, prove quite a substantial drain on camp parents, particularly in the case of those with two or more children at the school. Consequently it is for consideration whether the cost of seeing their children three times a year might not militate against the boarding school experiment.

An example of the costs (between) involved in the case of children flying to and from Darwin Boarding School and Stanley are set out in the attached Schedule "A" together with a summary of what it would cost:-

- 1) To apply the existing system for the three school holidays.
- 2) For Government to meet 75% of all air passages.
- 3) For Government to meet 50% of all air passages.

A similar problem arises in the case of assisted medical flights. Hitherto it has been the practise in the case of medical flights for Government to meet the cost of the air passage to the extent of the equivalent of 75% of the cost of a "Philomel" passage. For example, an air passage from Stanley to Fitzroy costs £1 16s. 0d., the sea passage is 16s 6d. Government would therefore pay 12s. 5d. leaving the passenger to pay £1 3s. 7d. But anomalies arise and cases have occurred in which the Government's share of the assisted passages (based on sea rates) are greater than the air fares. In addition there is of course the differentiation in the percentage of assistance as between medical passengers illustrated by the following table:-

Journey	Mileage	Government's Share.	Passenger's Share.	Total Fare.
Roy Cove to Fox Bay	27	£2 1s. 8d.	5s. 4d.	£2 7s. 0d.
Salvador to Stanley	25	£1 2s. 6d.	£1 2s. 6d.	£2 5s. 0d.
Beaver Island to Stanley	120	£2 15s. 2d.	£4 13s. 10d.	£7 9s. 0d.
Port Louis to Stanley	14	£0 12s. 5d.	£1 1s. 7d.	£1 14s. 0d.

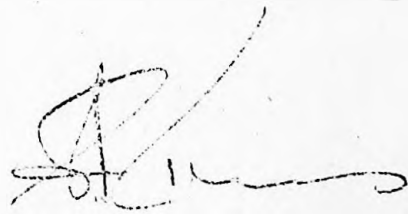
826
158c

- 2 -

82d
In view of the fact that air travel has now become the principal method of transport for medical cases, there appears to be sufficient justification for reviewing and revising the present system. Schedule 'B' summarises the financial implications over an average year's working.

It is unlikely that additional funds would be required for the current financial year in the case of either a 50% or a 75% subsidy of the air fares in medical cases.

Honourable Members are asked to advise as to what system should be adopted with regard to the cost of air passages for schoolchildren and medical cases. In the case of medical flights it is assumed that Members would not wish to make any alterations in the present system whereby the full fare is paid in the case of emergency flights to Stanley and T.B. patients (both ways).



ACTING COLONIAL SECRETARY.

ADT/MC

Handwritten note:
A copy
to J. S. P.
Warriner
H. S. P.
H. S. P.

SCHEDULE 'A'

	Number Transported	Sea Passages	Air Passages	Government Grant on Air Passages	Parents' Charges	Full Cost to Parents-remaining Two holidays.	Total Cost to Parents for One Year.
A) Existing system 75% of "Philomel" passages (excluding messing) once a year.	26	£125 8s. 5d.	£191 6s. 0d.	£92 11s. 5d.	£93 14s. 6d.	£382 12s. 0d.	£481 6s. 8d.
B) Existing system concession applied three times a year.	29	£370 5s. 3d.	£573 18s. 0d.	£277 14s. 0d.	£296 4s. 0d.		£296 4s. 0d.
C) Government meets 75% of all Air Passages	29		£573 18s. 0d.	£230 8s. 6d.			£143 9s. 6d.
D) Government meets 50% of all Air Passages	29		£573 18s. 0d.	£286 19s. 0d.			£286 19s. 0d.

It is estimated that the following additional financial provision would be required during the current financial period:-

Scheme 'A' £ 13 - -
 Scheme 'B' £197 - -
 Scheme 'C' £350 - -
 Scheme 'D' £206 - -

158d
 [Signature]

SCHEDULE 'B'

- 4 -

SUMMARY OF MEDICAL ASSISTED FLIGHTS DURING THE PERIOD: 1ST AUGUST, 1955 - 31ST JULY, 1956.

Date.	No. of Passengers Flown.	Total Air Passage.			Government Contribution.			Government Pays	Government Pays
		£	s.	d.	£	s.	d.	75%	50%
August, 1955.	7	30	5	--	14	6	--		
September, 1955.	6	25	19	--	12	4	4		
October, 1955.	15	65	5	--	27	17	6		
November, 1955.	16	55	3	--	23	6	1		
December, 1955.	14	59	16	6	25	6	1		
January, 1956.	6	26	13	--	13	11	4		
February, 1956.	4	14	6	--	5	9	2		
March, 1956.	8	34	7	--	14	9	4		
April, 1956.	9	26	9	--	13	5	2		
May, 1956.	12	39	1	--	18	16	9		
June, 1956.	9	30	10	6	14	6	7		
July, 1956.	20	56	18	--	27	11	3		
Total	126	£464	19s.	-3.	£210	9s.	7d.	£345 14s. 3d.	£252 9s. 6d.

158e
~~158d~~

Extract from Minutes of Executive Council Meeting held on the
9th and 10th October 1956

155

24. COST OF AIR PASSAGES FOR SCHOOL CHILDREN AND MEDICAL CASES (memorandum No. 37)

It was agreed that air fares for school children and medical cases (Memorandum No:37) should be subsidised by Government as follows:-

(a) School Children.

50% of three return passages each year for the first child in any one family and 75% for each additional child. There would be no objection to a child taking passage to a place other than his or her home at holiday time provided that the cost to Government did not exceed that of a subsidised passage to the child's home.

(b) Medical.

- (i) Tuberculosis cases - free passages both ways.
- (ii) Emergency cases - free passages one way.
- (iii) Other cases - 50% of fares.

R. L.
bc. E. L.

160

Letter addressed to:-

Senior Medical Officer,
Director of Civil Aviation, and
Acting Superintendent of Education.

0270/3

25th October

55

Sir,

155
I am directed to refer to Memorandum No. 37 on the subject of the cost of air passages for school children and medical cases which was considered by Executive Council at a meeting held on the 9th and 10th October and by Standing Finance Committee on the 13th October. Copies of this Memorandum are attached in the case of this letter to the Director of Civil Aviation and the Acting Superintendent of Education.

159
It has been agreed by both Council and Standing Finance Committee that air fares for school children and medical cases should be subsidised by Government on the following basis:-

- (a) School children. 50% of the return passages each year (subject to a limit of three such return passages each year) for the first child in any one family, and 75% in respect of each additional child. There would be no objection to a child taking a passage to a place other than his or her home at holiday time provided that the cost to Government did not exceed that of a subsidised passage to the child's home.
- (b) Medical.
- (1) Tuberculosis cases - free passage both ways.
 - (2) Emergency cases - free passage one way.
 - (3) Other cases - 50% of air fares.

The operative dates for these arrangements will be as follows:-

- (a) School children. With effect from the 29th August 1956.
- (b) Medical cases. 1st October 1956.

Additional financial provision amounting to \$250 under Head V Education, (b) Other Charges, subhead 5 Board and Lodging of Camp Children, to meet the additional estimated cost during the current financial year has been approved. In the case of the Medical Department it is difficult to estimate what, if any, additional financial provision will be required, and the Senior Medical Officer is required to submit an A. I. S. F. if necessary.

These new arrangements will be announced by Government in due course but in the meantime the Director of Civil Aviation is asked to adjust any flight charges that have already been made on the basis of the above instructions. In addition, the Acting Superintendent of Education is requested to circularise all parents concerned advising them of the new arrangements.

I am, Sir,
Your obedient servant.

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

Reply at 162

PUBLIC NOTICE

AIR PASSAGES FOR SCHOOL CHILDREN AND MEDICAL CASES.

Government has now under consideration a revision of the present system of charging the cost of air passages in the case of school children flying to and from school and in respect of medical cases.

It has hitherto been the practice, in the case of children flying for schooling in Stanley from the camp settlements, for Government to meet the cost of the air passage to the extent of the equivalent of 75% of the cost of the "Philomel" fare. This has been a once a year concession.

A similar system has been operated in respect of assisted medical flights.

In view of the fact that the Darwin Boarding School has now been opened and it is hoped to open a small boarding school in the West Falkland in the near future, and in view of the fact that air transport has now become the principle method of transport for children attending boarding schools and in respect of medical cases, the system has been revised and the following arrangements will in future apply.

(a) School Children.

Government will meet 50% of the return passages each year (subject to limitation of three return passages a year) in the case of the first child in any one family, and 75% for each additional child. There will be no objection to a child taking a passage to a place other than his or her home at holiday time provided that the cost to Government does not exceed that of a subsidised passage to the child's home.

(b) Medical Cases.

(1) Tuberculosis cases will, as hitherto, be carried free both ways.

(2) Emergency cases - free passages will be given one way.

(3) Normal assisted medical flights - 50% of air fares.

The operative dates for these arrangements will be as follows:-

(a) School children - 29th August, 1956, which means that parents will have the advantage of the new scheme in respect of children who fly home for their holidays at the end of August, 1956.

(b) Medical cases - 1st October, 1956.

Colonial Secretary's Office,
Stanley, Falkland Islands.

2nd November, 1956.

Copies to: ~~SEC~~ C.S.C., Police, Post Office N.B.
SE
DCA
SMO.

In S.C.C. minutes

12/11/56
S.C.C. minute

24th December, 56.

To: Director of Civil Aviation,

From: Acting Colonial Secretary.

STANLEY.

Flight Priorities.

With reference to our discussion of the 3rd December on the subject of flight priorities, the following agreed procedure is to be adopted forthwith:-

- (1) Request for medical priorities will be made by the Senior Medical Officer;
- (2) Members of Executive Council, Legislative Council and Government officers travelling on official business will continue to be given priority;
- (3) The aircraft engineer will be responsible for launching the aircraft and for deciding whether conditions are suitable for launching without incurring damage to the aircraft;
- (4) The decision as to whether any flight should be made is to be taken by you as Director of Civil Aviation.

Copy to: The Hon. The Senior Medical Officer.

(Sgd.) S. G. Trees.

No

MEMORANDUM

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



5th April, 1957.

To: The Honourable,
The Acting Colonial Secretary
STANLEY.

From: - Director of Civil Aviation.

Stanley, Falkland Islands.

SUBJECT: - AIR FREIGHT RATES.

An ever increasing number of small packages are handed into the Aviation Office for delivery by air, some only a few ounces in weight, and are travelling cheaper than surface freight, as our minimum freight charge is 1/6d. which is double parcel post rate.

I have no desire to discourage the carriage of freight, as this can be a valuable source of revenue, but I do feel that the time has come when a minimum rate similar to surface freight rates be adopted, that is 5/-. and I would suggest packages up to 14 lbs. weight be carried at that rate.

Whether this will have to be approved in council I do not know, if so, may I request that it be placed on the agenda for next Council Meeting.

173 Attached for information is existing rates, conditions and authority, also recommended new rates.

File & refer me to correspondence leading up to the present rates.

[Signature]
Director of Civil Aviation.

175

PRESENT AIR FREIGHT RATES.

Extracted from C.S. file No. 0270/E. page 36.

						£.	s.	d.
Not exceeding	...	2 lbs.	....	....			1.	6.
" "	...	5 "	....	....			2.	-.
" "	...	8 "	....	....			2.	6.
" "	...	11 "	....	....			3.	-.
" "	...	22 "	....	....			6.	-.
" "	...	30 "	....	....			10.	-.
" "	...	40 "	....	....			15.	-.
" "	...	50 "	....	....			20.	-.
" "	...	60 "	....	....			25.	-.
" "	...	70 "	....	....			30.	-.
" "	...	80 "	....	....			35.	-.
" "	...	90 "	....	....			40.	-.
" "	...	100 "	....	....			45.	-.

with a normal maximum of 100 lbs. weight.

In special cases freights over this maximum may be accepted and charges for such freight will be quoted on application to the Director of Civil Aviation.

Conditions.

1. No guarantee can be given of delivery by air.
2. No refund of air postage can be ^{given} / should freight consigned by air eventually go by sea.
3. Air freights cannot be registered or insured.
4. Inflammable or explosive articles must not be sent as air freight.
5. In Stanley air freight should be handed in at the Aviation Office.

Anything in excess of 30 lbs. passengers luggage will be charged for at these rates.

PROPOSED NEW RATES.

						£.	s.	d.
Not exceeding	...	14 lbs.	....	....		5.	5.	d.
" "	...	22 lbs.	....	....			6.	-.
" "	...	30 lbs.	....	....			10.	-.
" "	...	40 lbs.	....	....			15.	-.
" "	...	50 lbs.	....	....			20.	-.
" "	...	60 lbs.	....	....			25.	-.
" "	...	70 lbs.	....	....			30.	-.
" "	...	80 lbs.	....	....			35.	-.
" "	...	90 lbs.	....	....			40.	-.
" "	...	100 lbs.	....	....			45.	-.

with a normal maximum of 100 lbs. weight.

Conditions of carriage as at present.

Director of Civil Aviation.

A

Y.H.

172-173.

Rates were fixed by Govt. (w/o ref. to Ex. Co.)
but Y.H. may wish the new proposal referred
to Ex. Co.?

10/4

b

18/10

1) Note for Ex. Co.

2) What will be estimated of the new scheme in

D.C.A.

c

para. 2 of B.?

10/4

H.C.S.

Ref. B2 above,

I would estimate an annual
increase of approx. £10.

Rev.
D.C.A.
15/4.

Y.H.

In regard I can't agree with D.C.A. at 172
by charging the minimum of 5p for "the new increasing rate
of small packages" (for which the Govt. 1/6) it is likely
they will be lost by parcel & letter post at half the
price we can continue subsidising the mail service
the extent of another £10 a year - it will be worth it
even public relations.

H.C.S.

17th April,

To:

From:

Officer Administering the Government.

Director of Civil Aviation.

172

Your memorandum of the 5th April in connexion with
air freight rates.

Your proposal has been carefully considered but in view of the very small amount of additional revenue involved it is felt that the present tariff should be allowed to stand as a service for the camp. Had the proposed alterations been such as to make a substantial difference to the economics of the Air Service then a different view might well have been taken.

(Signed) A. G. Denton-Thompson.

Officer Administering the Government.

AGDE/PT

P.A.

J