

C.S.O.

(Formerly)

SUBJECT :

FALKLAND ISLANDS GOVERNMENT AIR SERVICE.

Forecasting for, and communications with Aircraft.

NOT TO LEAVE C. S. O. WITHOUT C.S'. AUTHORITY.

---

CONNECTED FILES.

NUMBER AND YEAR.

TRN/AVI/2#2

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2  
7  
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L

From : The Met. Officer,  
STANLEY

To : The Controller  
Aviation,  
STANLEY

I would be glad to know what regulations, if any, you propose to lay down to cover aircraft flights; particularly in regard to the use of weather forecasts.

2. I appreciate that it is difficult to lay down hard and fast rules but I think that it should be understood by everyone concerned that, as in the U.K., neither Met. Officer nor Met. Office staff may take any responsibility for the authorisation or control of flights. Met. Office responsibility begins and ends with describing, to the best of its ability, the weather conditions to be expected in flight and at the destination aerodrome.

It follows that authorisation of all flights must be your responsibility entirely.

3. We will, of course, do our best to help in supplying forecasts, operating the VHF/DF equipment and in any other ways, but it must be made clear that it is your responsibility to instruct all staff who may be called on to use the VHF. You should be able to certify that each person is fully competent before he is allowed to use the apparatus during a flight.

4. You may also wish to make some provision for maintenance of the VHF equipment.

5. May I have written confirmation of the above, please.

*G.A. Hodson*

Met. Officer.

Copy for inf. to  
The Honourable,  
The Acting Colonial Secretary.

2

74

CF  
EE

Until VHF is  
 installed we must ensure  
 that communications are  
 arranged in advance so  
 that we are satisfied

- (a) of plane's safe arrival
- (b) of departure.

Aug 7/3

EE  
 KH  
 7/3

2. Information for Aircraft flights.

It is desirable that weather reports should be available from several stations along the track of every proposed flight. The reports should be collected shortly before take-off, and, where flights have to be made in unfavourable conditions (e.g. for a sick case) it would be necessary to keep in touch with these stations along the route until the flight is completed.

The committee appreciate that it would be impossible for stations to stand by indefinitely and it is therefore proposed that two fixed routines, one in the morning and one in the evening, be kept daily. During these routines the farms would be told of any proposed flights during the next 24 hours and arrangements made for selected stations to pass reports to Stanley as required. These routines would also be used by the farms to indicate any requirements they might have for the aircraft. The evening routine might also be used to collect any items of news which the farms might have to offer for inclusion in a daily news bulletin to be broadcast from the Stanley radio station.

TO ADVISE FARMS OF PROPOSED AIRCRAFT MOVEMENTS AND PERHAPS TO ARRANGE INTER-FARM CONVERSATIONS.

3. Communications with the Aircraft.

A twin channel VHF/DF equipment is already available in Stanley. This equipment incorporates a direction finding aid and two crystal controlled R/T units for communicating with the aircraft from the ground.

The set is at present installed in the Meteorological Office but tests have shown that the D.F. section will not function and that the maximum range of the R/T link is only 35 miles.

Findings of the Committee.

It was agreed that, if possible, provision should be made for contacting the aircraft during flight anywhere over the Falklands. A site on Sapper Hill would probably give considerably better range on the R/T sets but the practical difficulties of laying power and telephone lines from the town and getting staff up to the site, caused this to be rejected.

Instead, the committee recommend that:-

1. ONE CHANNEL OF THE VHF/DF EQUIPMENT BE INSTALLED AT A SITE CLOSE TO THE METEOROLOGICAL OFFICE, BUT SUFFICIENTLY FAR AWAY TO ENSURE THAT THE DIRECTION FINDING APPARATUS WILL FUNCTION.

2. THE SECOND R/T CHANNEL, INSTALLED IN THE W/T STATION AT FOX BAY. THERE WOULD BE NO DIRECTION FINDING AID AT FOX BAY.

02/10/50  
P.S.  
5  
Ref: M.1000

From - The Senior Met. Officer.  
To - The Honourable, The Colonial Secretary.  
Date - 6th February 1950

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V.H.F. Direction Finding Equipment.

I understood from Colonel Butler some time ago that he had decided to resite the D/F section of the V.H.F. equipment, because it would not function in it's present location in the Met. Office.

He was asked several days ago whether we may dismantle it and has replied:-

"The D/F equipment should be put in store until my return when it will be installed elsewhere".

We may now store it?

Store  
7/2/50  
C.A. Hawkins

Senior Met. Officer.

Office  
Please report telegram of 13/12/49  
L.H.C.  
20/2/50

S. Met. O.

(Why not P.M.O.?

Principal Met. Officer - much  
less of a mouthful).

What is the intention  
about the VHF station  
for the aircraft? I think  
it should be operated and  
maintained by Met. Office.

I have told Sir Munsley  
that we have got it and  
this will be relied upon  
for any morning flights  
that may be made from  
the Coast.

Mc 5/1

~~Y.E.  
H.E.S.~~

The VHF RT section is installed at the met  
office and is operated either by McNaughton or myself,  
when one of us is available. Operation is very simple  
and it could be operated by any of the assistants at  
need.

2. The Homer section has still to be installed at a  
point at least 50 yds (CCA's figure) from the office, where  
it will not be masked by effects from nearby metal  
objects.

(in FIDS. M.30)

3. I have already expressed some views about the efficacy  
of the VHF for talking to the auster on local flights.  
M.30 is my monthly report file which is not an "action" file  
and so the relevant passage is repeated overleaf.

29. The V.H.F. R/T equipment has been giving poor service. A fault was eventually found in the microphone and the equipment is now operating on one channel, though the other channel is still unserviceable. It has been used regularly during the last month (the aircraft having made flights) but it is obvious that the equipment is not entirely suitable since the maximum possible range, with the aircraft flying at 3000ft. is about 40 miles. In general (and in particular, during poor flying conditions when R/T communication is most essential) the aircraft is flying about 1000ft. when high ground reduces the effective range to less than 20 miles. No doubt, equipment working on lower frequencies, such as is believed to be installed in the float auster working in the Dependencies, would be a great improvement.

As was expected, the D.F. section of the V.H.F. equipment will not function in its present location in the Meteorological Office, It is being disassembled and stored pending the choice of a better site.

4. To which I would like to add the following :-  
like the FIDSA/c
5. If the auster can carry h.f. equipment (both R/T and D.F.) then Mr. Spencer would derive four great benefits :-

- a) He could contact Stanley on R/T at any range. (40 miles is the present limit).
- b) He could talk directly to any destination, or point en route, carrying one of the 30 R/T sets
- c) He might be able, in emergency, to "home" on any one of the 30 R/T sets. (No doubt this would only be possible for very short distance - but it might, on occasion, be useful).

d). The intelligence behind any homing action always be Mr. Spencers and he would therefore ~~lose~~ be in the answers which the capt. gave (or at least know how to assess their value). This would not be the case if he were given bearings from the ground by an operator who may not necessarily be as competent as Mr. Spencer.

6. The H.f. equipment would also be useful for contacting an aircraft from the coast at ranges in excess of 70 miles which is the VHF / R.T. limit for an a/c flying at 10,000 ft.

7. For information the manufacturers of the VHF capt give the following figures for ranges at various heights of a/c.

Height (feet)	500	1000	2000	10,000
Range (miles)	20.	24	33.	66.

Then, I think, bear out my contention that V.H.F. capt is not suitable for communicating with an aircraft except in the immediate vicinity of the aeroplane: indeed I was under the impression that it was designed so as to be audible at greater distances, in order that operating a/c could be "talked" onto their parent aerodromes without the risk of messages being intercepted by the enemy (I believe the navy used it for talking between ships in a squadron?).

Why can't ionosphere limit?

8. There is no one at the met office capable of maintaining the V.H.F.



G. U.  
12.3.50

15 MAR 1950

Y.E.

With reference to P.M.O.'s minute above.

1. One of the main reasons for short range of the VHF equipment is that it is not sited on the highest available land around Stankey and as waves generated on these frequencies are mainly optical it is

unmedic  
costly?

natural that the signals would fade when the aircraft path is behind local hills. One answer would be to change the site to Sappers Hill and control it remotely to the Met Office it would not be possible to remote control the D.F. facilities and we should have to have an operator on the spot to use that.

2. Para 5 of P.M.O.'s minute is incorrect in the supposition that the F117S Auster is fitted with HF D.F., such equipment is very bulky and it would be impractical to fit in a light aircraft the Horseman has MF D.F. facilities and therefore could not home on either the Camp R/T or the Met Office. With regard to the range of the F117S Austers HF equipment, although she could hear Stanley at maximum distance and will certainly be able to talk to the Camp R/T stations when in their vicinity the stated R/T range of the transmitter is only 10 miles, we have worked ranges of 40-50 miles when conditions are good but an average would be 20 miles after which CW would have to be used.

3. Para 6 VHF equipment was not designed for the purpose suggested by P.M.O. it was introduced to civil aviation in view of overcrowding of the HF band and because:

- (a) It suffers less static interference than HF and thereby produces better results for less power on speech.
- (b) D.F. is less liable to errors on VHF than HF, there is practically no "Coastal Refraction" or "Night Effect" and "Quadrantal Error" can be more easily compensated.
- (c) Equipment is much smaller than HF equipment.

14. I think P.M.O. probably refers to a system known as "DARKIE" which was an HF system operating on 6440 Kc/s with a limited range of 10 miles from an airfield and used during the War for homing damaged aircraft after operations.

5. I feel one answer would be to install a second VHF ground equipment on the West Falklands. This would be very expensive (probably £500) and move the Stanley equipment to a higher position.

SF

Please speak.

MC 15/iii

15/3

Sappers Hill (450')

would offer little advantage to W or N and experience has shown that there is no future in installing equipment in isolated buildings when they are well under way.

E.E.

With reference to H.E.'s minute at 90.

A new hut for the VHF radio equipment is required to be built on the Common 50 yards to the east of the Met Office.

The building itself should have an inside floor space of 6ft 6ins x 6ft 6ins and 7 feet high. No windows are necessary but the walls should be lined with either ply or treated preferably the former. A flat roof is necessary to mount the DF antenna but if you consider it wiser to build a penthouse roof it would then be necessary to build up a level plate for this.

Can you please estimate cost of such a building including purchase of land on the Common so that I may put it up to HE for approval.

WHS 17/3

21/3/50

H.E.S.

1. I should be grateful if you would initial all requirements of the Bulletin before reaching my office

WHS 17.3.50.

E.E.

7

H.E.S.

1. Purchase of land - Registrar can inform Mr Butler of this.
2. Estimate depends very much on type of construction
  - (a) Is the shed to be permanent?
  - (b) Is concrete block construction required or would corrugated iron suffice?
  - (c) How heavy are the DF Antennae if would timber & corrugated iron roof suffice

WHS 31.3.50.

5/7

Above for your observation H.

2/4/50

~~11~~ 11

H.C.S.

Reference E.E. minute

1. Hut should be semi permanent construction
2. It should be either concrete or wood with no corrugated iron or other metal in large quantities in its construction.
3. DF antenna weighs 50 lbs but roof must also be strong enough to support a man carrying out maintenance work on it.
4. Inside of the hut must be absolutely dry which is the reason for lining with ply or tented.

*[Signature]* 4/4/50

E.E.

Above. Can you estimate on the basis of the above?



4 APR 1950

H.E.S. 5/7.

Assuming that the importance is in the "absolutely dry" only cavity work will suffice. Estimated cost £120

*[Signature]*



Received 9/4/50.

9 MAY 1950

*[Signature]* 10/5

CS.

Air Service

I hope (I have said so before) that some weather reporting arrangement may be introduced enabling us to utilise the early mornings which are so frequently much better than the remainder of the day.

Please consult with Pilot and others concerned (PMO/SPT), and report.

ME 17/8/50

S.P.T. }  
P.M.O. }  
Pilot }

AM. 2.9.50 - Below at C.  
AM. 12.9.50. at 72

Attached minute by H.E. 1.9.50 H.

31 AUG 1950

Slm V

P.M.O.

Our R/T service will co-operate 100%  
The W/T station are not able to expand beyond its present commitments.

AM. SPT  
4.9.50

H. J. S.,

I am grateful to S.P.T. for his offer of co-operation from his R/T service. I'm sure he will help all he can.

As I see it, the utilisation of the fine early mornings is dependent on two main things:

(1) Having an idea beforehand that the weather will be suitable. (This is necessary to avoid getting people up too early, and then not being able to fly).

(2) Being able to get a few weather reports from stations on and near the line of flight, or in useful places from the synoptic point of view, before the aircraft leaves.

So far as (1) is concerned it would be best (if possible) to get a forecast in the late evening for the next morning. A synoptic chart for 2300 G.M.T. is available from the bases, South Georgia and Argentina but, at the moment, we have no W/T staff to read the Argentine reports. If this could be done, and a forecaster made available at about 10 o'clock in the evening, a reasonable forecast for the next morning could often be made, and plans made accordingly. Some reports from the Falklands for this chart would also help of course.

So far as (2) is concerned we should require reports as soon as possible after dawn. (Reports by untrained staff in hours of darkness are not usually very reliable). These would have to come in by R/T, and the time of this routine would have to alter occasionally with the change of time of dawn. We should also have to have an extra R/T routine the previous evening to advise stations of plans for the morning and arrange for these early morning reports.

Obviously the main problem is again staff. Mr. Howkins is likely to be as busy as ever on his return. I have been instructed by Air Ministry to increase my programme to one combined radar-wind/radio-sonde ascent every day - which will keep me and my small staff pretty busy. I find it difficult to see how we can regularly cover evenings and early mornings and do our own jobs as well. The same kind of remarks go for the people who would man the R/T sets and so on. However it is surprising what can be done with a little effort and good will, and we will co-operate as best we can.

I have given only a brief outline of the problem from our point of view and should prefer that ~~more~~ more detailed consideration await Mr. Howkins' return. He should be down this time and the problem is much more his than mine. May I suggest that the matter might profitably be discussed by the W/T Cttee? We really ought, in any case, to discuss the whole question of R/T communications with the aircraft and we should have all the right people to hand.

- Chairman: Col. Sec. (who is C.C.A.)
- Mr. Mercer (who is responsible for the R/T and W/T services, and advice on communications generally)
- Mr. Howkins (who has to forecast for flights and whose Dept. handles communications with the A/C and weather reports).
- Mr. Spencer (who has to fly the A/E).
- Mr. Nicolson (who can be relied on for technical advice).

*D. Mercer*  
P.M.O.  
13-9-50.

8.14

12 + 13

J.E. will wish to see 71-72. I think it would be best to wait for Mr. Hardman as he would be long.

D

14 SEP 1950

Accordingly, but as Mr. Churchill once said (in other words) "Don't tell me about the difficulties... they answer for themselves." In an peculiar circumstances it is just common-sense to submit what is more often than not the best time of the day.

the 14/ix

!

B.V. 2 weeks.

B.V. 30/9/50.

ACS Pl pass to Mr. Hardman for his view.

D

16/10/50

B.M.O.

For your news, pl

*[Signature]*  
16/10/50

A  
C.M.O.

Mr. Strands - to overcome this.

The best time of the day here is, nearly always, the early mornings and we ought to be using it for flying. We do not because no forecast is available before 10-00.

W.C.  
12/x

Please see what you can do - make sure that we have RT sets installed (or on the way to it) all over

16  
H.C.S.,

15A.  
H.E.'s minute at 7A.

Early morning conditions are in general, better than those in the middle of the day for two reasons:-

a) Wind speed is lower and the wind is often more constant in direction.

b) Convective activity (shower clouds and bumpiness) is not usually well developed until later in the day.

However, in order to take advantage of these conditions, flights would need to start within two hours of daybreak and conditions are, of course deteriorating as the flight proceeds. On the other hand, there is an equal chance of finding good conditions in the evening and there is the added advantage that conditions are, in general, improving.

2. Also, information for flights is more readily available later in the day. The "pros and cons" are perhaps best expressed as follows:-

Net. Requirements to cover flights.

Morning

Evening

1. W/T reports and Synoptic map.

1a) Chart on evening before flight or at 3a.m.; both involving extra attendance of W/T operator, observer for plotting chart and forecaster. Could not be done with existing staff even after arrival of Lenton.

1b) Morning chart ready at 1130a.m. and afternoon chart at 5.30p.m. W/T operator, observer and forecaster all on duty till 6p.m. for existing commitments and routines are most likely to be extended in evening to provide services for whalers. Extension in morning could serve only the aircraft.

2. Local Reports

2a) Would farms report at 5-6a.m. regularly for routine flights? (no doubt they would be glad to do so in emergency).

2b) Farms already report 2.00-2.15a.m. and 3-3.15p.m. They might be prepared to do so between 5-6pm also if required?

3. I suggest that Mr. Spencer should continue to start his routine flights at about 2.30am (he usually gets his first information shortly after 2am), but that, when there is any doubt about the suitability of conditions, he should postpone flights until immediately after lunch. It should be very easy for us to get additional information from the camp stations at 12 noon, immediately after the forecast.

4. In this connection I would be glad if you could give consideration to my request for a small R/T transmitter. We are still using the FIDS transmitter for this purpose (which consumes an unnecessarily large amount of electric power). Also the large transmitter may not be readily available after the arrival of Lenton and our W/T commitments increase.

G.H.  
20.10.50

L.F. 81/27.



~~7~~  
17

20th November, 1950

From: The Chief Met. Officer.

To: The Honourable,  
The Colonial Secretary.

---

I rang you this morning, Sir, about an R/T set for the Met. Office (my minute at <sup>page 75 of File 817</sup> 75/17 dated 20/10 also refers).

My case for a small set is:-

- i) We are using the large 350 watt FIDS transmitter - often for two to three hours at a time during aircraft flights - when a small set would be just as effective. Our electricity consumption has gone up considerably in consequence and this is being paid for partly by FIDS and partly by A.M., which seems most unreasonable.
- ii) Our W/T operator has now arrived and we must take over met. W/T broadcasts, and met. communications with the bases, as soon as possible, to relieve the Stanley W/T station. Also, it will soon be time to start forecasts for the whaling fleets - a new commitment which S.P & T. cannot handle. As you are aware, H.E. attaches great importance to the issue of these.
- iii) The transmitter must go out of action for at least a week while the heating system and benches are fitted and the remote control unit is installed. During this period we shall not be able to issue forecasts or keep contact with the aircraft, unless we have another set.
- iv) After the permanent installation has been made, the transmitter will be tuned to a frequency other than 4.5 megs. Hence, before it can be used for collecting local weather reports or talking to the aircraft it must be retuned to 4.5 megs. This should only be done by the W/T operator, who may not always be available. Also, communications for the aircraft could not be allowed to interfere with the FIDS requirements for which the transmitter was made available.

2. I therefore submit that a small set is essential to collect the local reports and for passing, in-flight, weather information to the aircraft direct from the Met. Office. The latter channel will only be essential during bad weather but it is on just such an occasion that communications will be most useful to the pilot. (Communications which we may not be able to provide if the transmitter is in use for FIDS purposes).

3. The 1154-55 transmitter, which was borrowed from Colonel Butler some time ago, is unserviceable, and cannot be operated without the 2:1 step-down transformer which has been reclaimed by the Ionospheric Station from whom it was originally borrowed. If you wish me to use this transmitter, then it will be necessary to purchase a suitable transformer and such components as are necessary to put it into working order. A complete set of spares should also be obtained, (items <sup>of</sup> which are not available in the Colony). In this event, I should need another set until the transformer etc. can be obtained. On the other hand, I know nothing about the 1154-55 equipment (except that it is ex W.D.) and it may be a waste of money to buy spares if it is likely to prove unreliable? S.P & T should advise on this? I gather that there is some doubt about the true ownership of this set and it might be as well to know whether it is still required for the purpose for which it was originally bought. (which purpose is also in doubt?). If I am to use it, I should be glad to know whether it is to be taken onto my inventory and whether any payment will be necessary. I should naturally be reluctant to use money from either of the met. votes (FIDS or Colony) to buy the set, because similar equipment could be obtained from the U.K. at much less than the £165 paid for it. However, I appreciate that you will wish to make some use of the set now that it has been bought, though it may be that the cost of putting it into action will compare with the cost of one of the small R/T transceivers, in which case it might be better to discard the 1154-55 entirely?

£170!!

It is indeed.

C. A. Howkins

S.P.T.  
Grateful for your early views.  
22/11/50.

A

How c.s.

I am preparing an ex army s for 4.5 mcs R/T for the Met and hope it will be in order before Saturday, This will be n until we are able to issue a Camp R/T set

I agree with CMO regarding the 1154-55 set that some expense may be incurred before it can be used. It will do the work all right if fitted up but the question at issue seems to me that the price is too hot.

AM. SPT  
23.11.50

B

Y.E.

Page 75 from C.M.O. regarding early morning flying. The difficulties of getting early met: information appear to be considerable, There is also the consideration that the plane might get away from here all right but run into bad weather before it got back. In such a case the pilot could, of course, lie up at the nearest convenient place until the weather improved, perhaps in the late afternoon, perhaps next morning, and while he was out there he could get met: information from Stanley over the R/T.

2. 76-78. C.M.O. wants to get his hands on one of the Govt: R/T sets. I would rather that this be avoided if possible, because we shall not have above one spare after issues to farms are completed, and I feel that it would be desirable to retain one complete spare one in here so that if one on a farm goes seriously wrong we can let them have a replacement while we get their original one in here and repair it. Since the original order was placed additional sets have been asked for, and supplied, to Ajax, Albemarle, East Island and Cape Dolphin. This has reduced the number of spare sets available. I hope that the ex army set which S.P.T. is rigging up will serve the C.M.O.'s purposes.

Can we get more of our sets if required? There is something to be said for uniformity?  
25.11.50.

me. 25/11/50

ACS

I should like to see the files on R/T sets. S.P.T. was

- (A) going to give me a list of sets issued so far and also
- (B) to produce final regulations for their use.

Office  
15/11/51

M.C.S. 19<sup>d</sup>

(A) please see 301-302 in 0031/III attached  
(B) at cover in

pt. 20

*[Signature]*  
20/1/51

Further action in file 0031.

These papers to be brought to the  
A. Huckle i.d.c.

*[Signature]* 25/1/51

5/2/51  
10/2/51  
1/3/51  
1/5/51  
15/5/51  
1/6/51  
5/6/51  
4/6/51  
11-10/6/51

*[Signature]*  
12/6/51

M.C.S. / Seen the above correspondence: there are as you point out many difficulties to early morning flying & to quote Mr Spencer's remark on the recent Forum "they may be all right for sailors & farmers, but not for airmen!" We can hardly ask an already hard-pressed (from the anxiety angle) pilot to take any further risks. But for that medical flights I feel we should be able to organise early morning camp weather reports & so on. I will consult with pilot & C.M.O. & if practicable will do a practice run to show the camp what we want in the way of reports.

21

H/n.

Yes, I quite agree - and I'm sure the others do too.  
An urgent medical case is different & we have in the  
past and should in the future, chance the weather  
worsening later in such cases.

W  
14/6/51.

Por

[Signature]  
15/6/51

No.                     

MEMORANDUM.

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

16th June 1951

The Controller of Communications To: The Chief Meteorological Officer.

Stanley, Falkland Islands.

Port Stanley.

SUBJECT :- METEOROLOGICAL ADVICE FOR AIRCRAFT.

With reference to our telephone conversation this morning, I would be extremely grateful if arrangements could be made for the pilot to be advised about weather conditions around the camp at 0900 Local Time daily. I know you are only too well aware of the difficulties under which Mr. Spencer is operating, and your help and assistance is about the only aid he has to look forward to in life. I note that on the 20th October last you suggested that the Pilot should commence his flights at 0930 daily, as he usually gets his information "shortly after 9 a.m.". However, from our conversation this morning, I am led to believe that you do not guarantee to advise him before 9.30.

You will doubtless appreciate that if Meteorological advice is not forthcoming before 9.30 in the morning, it is impossible to start the flight at that hour, as the aircraft has to be put into the water, passengers advised etc. after your advice has been studied, entailing at least half an hour's work.

If the weather is considered unsuitable for flying by the Pilot because of conditions here in Stanley, the pilot may not be available at the hanger at 0900 and this office will take any message for him, but obviously on these occasions the only really important advice

/over

2.

would be if the Meteorological Officer considered the weather would clear during the day.

I will try to make arrangements at the earliest possible to advise you in advance of where the flights are scheduled for so that you will know the particular area the pilot is interested in for that day. In fact we will start today.

A handwritten signature in dark ink, appearing to be 'R. B. H.', with a horizontal line underneath.

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

MEMORANDUM.

214

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

18th June 19 51

From : Harbour Master

To: Chief Meteorological Officer

Stanley, Falkland Islands.

Stanley.

SUBJECT:- "Early Morning Flights"

His Excellency is of the opinion that early morning flying ought to still be looked into. I have read through all the correspondence I can find on this subject and find the arguments against so overwhelming that I have pointed out in a minute that early morning flying must once and for all be regarded as "off".

But I find that early morning flying is in fact done to fetch urgent medical cases, and that being so (and I think they should be made for Urgent cases) I feel we ought to tie up the routine a little so that the pilot does get the maximum help possible on these occasions. I know everyone tries to help as much as possible both in Stanley and the camp, but do you not think it would be best to have an established procedure know to all?

The sort of thing I had in mind was a warning in the "announcements" on the evening before an early morning flight was to be attempted. On hearing this, camp met. stations should report at dawn the next day (time can be given in the warning notice) and these reports will give the Met. Office some thing to build their advice upon. It might also be advisable for the camp met. Stations to remain in contact over.

25  
2.

with Stanley during the flight so that you can pass to the  
'plane "Up to the minute" information.

The responsibility for flying is, of course, entirely  
the pilot's - but in the very difficult circumstances pre-  
vailing here, too much information is far better than too  
little, and I feel sure no one would grudge getting up early  
to help if they could.

I would be grateful therefore if you could draw up  
a set of instructions suitable to meet the requirements of early  
morning flight for medical cases so that in future we have some  
know procedure to follow.

S P/T

What is the position of  
the wireless in the Anster. Can  
it be made to work + if so  
when.

2) If there is no immediate  
hope of righting it, it would  
appear to be best to remove it  
to enable 2 passengers to  
fly - especially while the  
Norseman is out of action.

  
10/12

0270/L

85/28

y.H.:

The R/T set for the Quaker is in working order but the range is not sufficient to cover distances beyond about 5,440 to 60 miles, and there is not much we can do to improve this distance. We have however communicated with Sea Lion Is on the Quaker set when fitted with its present aerial inside the Studs but engine noises and perhaps electrical disturbances on the craft in flight appear to reduce the performance. I will contact the Pilot for his views.

SPT:

Please do early.

ALL.

SPT

18/2/52

y.H.

19/11

I have spoken with the Pilot and will go with him on a flight to try the set as soon as he has cleared the present commitments. Pilot is anxious to carry the radio.

ALL. SPT

19.12.52

Ag. H.M.

Can you please arrange a date for this early in the New Year to treat as a priority flight.

22 29/12

H.H.

yes  
H.H.

18/12/52

BU 20/1/53

S/P.T. ~~P. 88~~ 28

anything to report yet?

*[Signature]*  
22/1

How C.S.

Pilot has not yet been able to  
arrange but has not forgotten the flight.

*[Signature]* SPT  
28.1.53.

BU 28/2/53

BU 18/3/53

Pilot grounded BU 31/4/53

extended BU 31/5/53

S.P.T.

What is the position fl.?

*[Signature]*  
SPT  
375.

How C.S.

The flight has not yet been made.  
When the Pilot was able to do the test, I  
had to work at the SPT station, and to date  
there has been no flight available

*[Signature]* SPT  
1.9.53

H/M

A

~~48~~

30

I understand that the objection to the R/T set in the Anster is that it is too heavy?

Pl. Cassell with Mr. Fowler and ascertain if he knows of anything lighter. I cannot permit aircraft to go out without R/T equipment.

MC 31 VIII

S/P&T

B

How do FIGAS

communicate with VPC in

emergency? They ought always to be able to do so when in flight.

MC 31 VIII

C.

HM

H.K.'s note at A above pt.

W. J. G. S.  
2/9

H.C.S. Anster now grounded until suitable wireless obtained. There is nothing available locally other than the Army set which is not suitable both because of its weight, difficulty of operation for pilot as fitted

of limited range (see SPT's comments at 28).  
I will consult with Mr Bowler & would also suggest  
we approach Austers in England to find out what  
they fit there.

H.C.S.

Jh 2.11. A.

In reply to B on 30. Arrangements are  
that airport notifies VPC when noseman leaves  
Stanley and we keep a receiver running on 4.5  
mc/s for the aircraft. We would be better  
able to meet needs of aircraft if we used a  
different frequency. Say Beaver on 3.44 mc/s  
for emergency, with VPC on ~~4.03~~ 4.03 mc/s. If necessary  
Camp Station <sup>can</sup> hear aircraft on 3.44 using their broadcast  
sets and could if necessary transmit on 4.5 mc/s.  
I assume Beaver has no difficulty in tuning  
receivers to any frequency.

2. The new Radio transmitter being ordered for  
Fox Bay is being fitted with frequencies to serve the  
aircraft as well as the present services

AMM. SPT  
3.9.53

B.

H.M. - Pse see SPT's minute above - are there  
any better arrangements we can make  
as a result of recent conference? Pse  
discuss with SPT.

C.

H.C.S. Mr Mercer & I consulted together on this subject before the conference -  
Dewell also having a say - & it was generally agreed that the  
solution at all above was the most satisfactory from all points of view  
& this will in future be adopted by the "Beaver". The reasons for this  
decision were rather slid over at the conference because it had been  
discussed a good deal that morning - I believe Mr Bowler spoke to H.E.  
beforehand also. Basically, it will be easier for the w/t Station to guard  
3.44 because there is no local interference on this band & for the same  
reason it will be more certain of the a/c being heard in an emergency.  
The idea of transmitting & receiving on different frequencies is to prevent  
possibility of simultaneous transmission, neither hearing the other. Jh B.H. 29

(Original filed in O270 - F.I.G.A.S. Organisation).

10. Mr. Fowler will examine for the air service the possibility of obtaining a light trans/receiver for the Auster in Canada. It was suggested that enquiries be made in the U.S. (Decca) at the same time. It was agreed that the aircraft should use an emergency frequency in the 3 meg. band for communications and should cease using 4.5 megs.

X/

V.E. I think this fairly represents what was agreed on - I cannot however recall the final decision marked X/

(Encls) C.C.

7/9

H.M.

32

Can you see for a draft to Decca.

14/9

H.C.S.

"We would be grateful if you could oblige by sending specifications of your transmitting/receiving sets for light aircraft. The Falkland Islands Government Air Service is anxious to obtain a lightweight R/T transceiver for use in its Auster seaplane. The set will be required to meet the following specifications:  
(a) Total weight not to exceed 25 lbs.  
(b) Crystal controlled frequency 3.44 mc/s  
(c) Operational range 200 miles

The available power supply is a 12 volt 25 ampere/hour battery."

The above are the vital specifications for the set. I've cut out the possibility of further frequencies as this will only make the set heavier.

15.18.

17th September, 53.

Gentlemen,

I am directed to state that Government is anxious to obtain a lightweight R/T transmitter receiver for use in an Auster floatplane which will be required to meet the following specifications:-

- (a) Total weight not to exceed 25 lb.
- (b) Crystal controlled frequency 3.44 mc/s.
- (c) Operational range 200 miles.

2. The available power supply is a 12 volt 25 ampere/hour battery.

3. I am to request that you will be so good as to make enquiries and in this connection it is thought that a suitable set may be made by Decca.

I am,  
Gentlemen,  
Your obedient servant,

(Sgd) C. Campbell

*Reply at 35*

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

COLONIAL SECRETARY.

*Crown Agents Requisition No. 6408.*

*3/11*  
*Bu.*

# LEAR INTERNATIONAL EXPORT CORP.



19  
35

L. Gelin, Pres

9 EAST 45th STREET  
NEW YORK 17, N. Y.  
October 20, 1953

Mr. John Huckle  
Controller of Civil Aviation  
Faulkland Islands Govt. Air Service  
Port Stanley, FAULKLAND ISLANDS

Dear Sir:

We are writing you at the suggestion of Mr. R. H. Fowler, Test Pilot of DeHavilland Aircraft who has advised us of your requirements for aircraft radio transmitting and receiving equipment available on frequencies from 2 to 5 mcs.

36 In this connection we would like to suggest that you consider our T30-RCBB medium frequency combination which is described in the enclosed bulletin. As you will note this unit provides coverage on the band from 2700 to 6500 kes. and its transmitter section offers a substantial 10 Watt output.

We understand that the weight factor is of great importance to you and we would like to point out that the complete T30-RCBB including power supply weighs less than 30 lbs. installed.

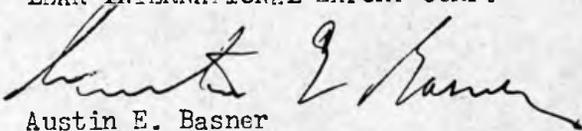
Current price of the T30-RCBB complete, is \$995.00 which price would be subject to a discount of 20% which we normally extend to government bureaus. As accessory equipment we would recommend our trailing antenna and senior load coil each of which is priced at \$37.50, to insure maximum service.

The above prices are quoted F.O.B. Los Angeles, California and would be subject to a 5% sur-charge for inland freight and export packing expenses. Delivery can be made promptly on this equipment.

We trust that the above will be of interest, and look forward to hearing from you further.

Very truly yours,

LEAR INTERNATIONAL EXPORT CORP.

  
Austin E. Basner

AEB/js  
encl.

22  
38

## AIRCRAFT RADIO CORPORATION

FACTORY AT — BOONTON  NEW JERSEYADDRESS ALL COMMUNICATIONS TO  
EXPORT REPRESENTATIVES

STERNE, CARR &amp; FARR COMPANY

425 FOURTH AVENUE

NEW YORK 16, N. Y., U. S. A.

MU. 6-0211

CABLE ADDRESS "STARAERO"

October 21, 1953

Mr. John Huckle  
Faulkland Islands Government Air Service  
Port Stanley  
Faulkland Islands

Dear Mr. Huckle,

Our principal, the Aircraft Radio Corporation, has received a communication from Mr. R. H. Fowler, Test Pilot of DeHavilland Aircraft of Canada upon his return from a trip to the Faulkland Islands, and has referred such inquiry to us as we handle all export transactions, excepting Canadian, for that company.

39 We note that the Faulkland Islands Government Air Service is operating some Auster Aircraft and are having trouble locating some extremely compact transceiving equipment which could be used on frequencies from two to five megacycles. As one possible solution to your problem, we are attaching a copy of the October 14th Aircraft Radio Corporation letter to Mr. Fowler in Toronto and we shall discuss the question of the AN/ARC-5 war-surplus equipment with our good friends in the Aircraft Radio Industries Company mentioned in that letter and ask that they be in direct touch with you.

We would feel remiss at this point, however, if we did not embrace the opportunity to send you information relative to the Aircraft Radio Corporation VHF and LF models which are standard equipment on U.S. Air Force, Army, Navy and Marine Corps light aircraft and helicopters. We have had great satisfaction in supplying foreign governments and civilian operators in many parts of the world with ARC precision-built, light weight radio gear, and receiving the unsolicited letters of really satisfied users.

The enclosed brochures and price lists are self-explanatory to a certain degree. Please bear in mind that our equipment can be used in various combinations peculiar to the local operating requirements.

We invite your special attention to the brochure describing the ARC Type 12 Portable Communicator which was recently developed and is being supplied to our armed forces as well as civilian users. It is a VHF "package" for use as a ground station, which can be placed in operation in a few minutes for ground to air 2-way communication. Such application may well be of interest to your Service.

All of our equipment is being currently manufactured and is therefore usually available for delivery within about thirty days following receipt of order.

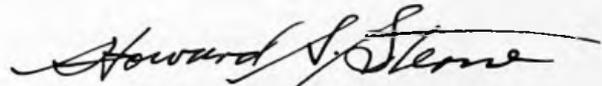
As a Government Agency, your Service would be entitled to a discount from the published list prices and such discount would depend upon the number of equipments ordered.

Our method of payment is through irrevocable letter of credit established in our name through any New York bank.

We would look forward with interests to your comments.

Sincerely yours,

STERNE, CARR & FARR COMPANY



Howard S. Sterne

HSS:cd  
Encs.

October 14, 1953

The De Havilland Aircraft of Canada, Limited  
Station "L"  
Toronto, Canada

Attention: Mr. R. H. Fowler  
Test Pilot

Dear Mr. Fowler:

Thank you very much for your interest in our products with respect to the Falkland Islands Government Air Service. It happens that we are not manufacturing 2-5 mc equipment. As far as we know, there has been nothing manufactured since the war in this frequency band and of light-weight equipment. We would suggest the possibility of using the AN/ARC-5 equipment from war-surplus sources in this country, which we believe is still available. One of the best sources of this type of equipment that we know of, and a company that will give you good service, is Aircraft Radio Industries Company, 85 St. John Street, New Haven 11, Conn. We shall be happy to write to Mr. Huckle, telling him of this.

We will also inform him of our VHF equipment, which may be of interest to him, depending of course upon the type of service that he requires. We will reply through our export representatives, Sterne, Carr & Farr Company, 425 Fourth Avenue, New York 16, N. Y.

Thank you very much.

Very truly yours,

AIRCRAFT RADIO CORPORATION

A. W. Parkes, Jr.

AWP:dc

cc: Sterne, Carr & Farr Co.

H.C.S.

4 NOV 1953  
FALKLAND ISLANDS

40

35  
38

The results of Mr Fowler's queries on our behalf in North America for a radio for the Auster are now to hand. These replies so far indicate two possible outfits: firstly the Lear Radio's T-50AB RCBB and secondly the suggestion put forward by the Aircraft Radio Corp. re the possibility of obtaining a war surplus AN/ARC-5 from the Aircraft Radio Industries Company, who have apparently been asked to inform us if they have any still available.

H.E. has expressed a wish to see these letters, so I have marked relevant passages with blue pencil for easy reference. The other catalogues etc are of no interest to us as they do not cover the frequency range we require here for long-range operation.

We have so far received no reply to the enquiries instituted in the U.K. through Mr L. Hardy (you will recall he undertook to do so at a meeting of the S.F.C. recently). So far as is known (in Mr Mercer's and Mr Trill's opinions) no lightweight aircraft radio is produced in the U.K. however, (using the specified frequencies), as the country is completely covered by the VHF network.

Correct.

Mr Mercer does not recommend that we ask the manufacturers of the camp R/T sets to design one for the Auster, as he considers this firm is not sufficiently reliable, and such a set installed in an aircraft would be of very dubious value. There is also the time factor to be considered, design work always taking a fair period.

That may well be so.

The time factor appears to be important, since H.E. has directed that the Auster is not to fly without an efficient radio in future. If we are to await the result of other enquiries by the next mail, it will mean that our order is not placed before December, and the set will not be installed much before March. An immediate order by cable for the Lear T-50AB RCBB would mean the set could be in action by December if we were lucky, and this set meets all the requirements of the Auster. But I cannot recommend that the Government pays a price that will amount to over £400 by the time the things delivered for a wireless set. I would suggest that a possible solution is for the aircraft to continue to be flown without a radio until such time as the result of all enquiries are to hand, and for the situation to be reviewed again then. I am personally quite happy about flying the aircraft without a radio for the time being, and Mr Devrell in an emergency would also be prepared to do so. It is indeed a very useful amenity, but I personally feel that it is a luxury rather than a necessity, and the problem appears to be where to draw the line between a worth-while extra and an expensive luxury.

I make it £300 odd

X

H.E.

3.XI

H.C.S.

See

Further to above, on reading the De Havilland brochure of the Otter, I find that the comparison between the the Lear Radio equipment mentioned above and the surplus set recommended is as follows:-

02/10  
15/12

Lear Radio fitted in De Havilland aircraft - \$1,368  
AN/ARC5 (war surplus) fitted in D.H. aircraft - \$1,216

It therefore appears that the war surplus set as suggested will work out very little cheaper than the other on this basis.

H.C.S.

4.XI

~~26~~  
41

35-40 Y.E. To see attached.

If we order now  
we would be very  
lucky to receive by  
December - so it  
would appear we  
have little to lose  
by awaiting next mail

gph.  
5/11

Let us await the mail.

As regards X I do  
not agree: the installation of  
radio is common prudence.

Plane may fly meanwhile  
but there should be no undue  
delay in getting - I do  
not consider £300 odd  
out of the way.

A.C.S. file. H/M to the S  
see. & chm BU 10/14/53  
J. S. T. x

Falkland Islands 6408.

CROWN AGENTS FOR THE COLONIES,

4, MILLBANK,

LONDON, S.W.1.

24th November, 1953.

Communications to be addressed to  
Crown Agents for the Colonies,  
give reference and the date of  
this letter being quoted.

Letter { No. 0270/L  
Date 17.9.53.  
Indent { No.  
Date  
Department :-

6 DEC  
Sir,

We append a report in connection with the indent or other  
communication referred to hereon.

We are, Sir,

Your obedient servants,

*Handwritten signature*  
for the CROWN AGENTS.

The Colonial Secretary,  
Colonial Secretary's Office,  
Port Stanley,  
Falkland Islands.

ITEM No.	SUBJECT	REMARKS
	Transmitter/Receiver for Auster.	<p>33 In reply to your letter of September 17th we regret to inform you that we have not been able to find any British manufacturer making any equipment such as described by you. The only types offered were for VHF.</p> <p>We have, however, heard that the Lear International Export Corporation of New York manufacture a suitable equipment which weight just under 28 lb. We are writing to them to ascertain prices and delivery and shall let you know as soon as an answer is received.</p> <p><i>See 47</i></p>

CB/EMB.

CROWN AGENTS FOR THE COLONIES  
 4, MILLBANK, LONDON S.W.1.  
 21st November, 1953.

Colonial Secretary  
 The Colonial Secretary's Office,  
 Port Stanley,  
 Falkland Islands.

It is requested to be addressed to  
 the Colonial Secretary for the Colonies  
 at the above address and the title of  
 the letter being quoted.

Letter No. 17.2.53.  
 Date 17.2.53.  
 No. 17.2.53.  
 Date 17.2.53.  
 No. 17.2.53.  
 Date 17.2.53.

We are in communication with the indent or other  
 We are in communication with the indent or other  
 We are in communication with the indent or other

The Colonial Secretary,  
 The Colonial Secretary's Office,  
 Port Stanley,  
 Falkland Islands.

for the Crown Agents

H.N.

To note 35 & w/draw duplicate of

REMARKS

SUBJECT

ITEM No.

In reply to your letter of  
 September 17th we regret to learn  
 that we have not been able to supply  
 the quantity of equipment  
 which you require.  
 The only  
 we know the price  
 of the equipment is  
 £50.00. We are  
 willing to sell at a special price  
 and will let you know as soon  
 as an answer is received.

Transmitter Receiver  
 for Auster

Noted by Do we now indent La Leais as specified in  
 replies received from Fowler Enquiries & as suggested by C.A -  
 we know the price

It looks like a bear but I would like you to discuss  
 with S/P first & get his advice.  
 During our discussion I seem to recall that  
 emphasis was laid on size & shape as well  
 as weight in order to fit the set into the  
 forward alcove. Does the bear conform  
 to our requirements in this respect?

H.N.

H.C.S.

S.P.T. & I have discussed & agree that Lean Radio as shown at 36 is entirely suitable for the Custer. The only snag about this is the price: -

	\$ 995.00	for radio complete.
	75.00	for aerial & sensor load coil
	<u>1070.00</u>	
	214.00	less 20% discount.
	<u>856.00</u>	
	42.50	5% surcharge for inland freight & export packing
2.80)	<u>898.50</u>	F.O.B. Los Angeles.
	84	
	<u>58</u>	
	56	
	<u>250</u>	

= £320.0

£320 + freight, Los Angeles to the Falklands + insurance, means there will be very little left from £400, which is a lot to pay for a wireless set. However, there is apparently no choice.

*[Signature]* 18. XII.

*[Signature]* (41) see (43) (45)

We should now inquire for a loan through C.I. Agents?

*[Signature]*  
18 Dec  
Yes. Tue 18  
20

ACP PWA this mail with H.M.  
*[Signature]* 21/12

*[Signature]*  
Re. paper I saw for this nice accy.

Yes.  
*[Signature]* 21/12

Student prepared - 21/12/43.

*[Signature]*  
X refs pl.  
21/12

EM1/FALK.IS. 6408.

AIR MAIL

Ch.

All communications to be addressed to the Crown Agents for the Colonies, the above reference and the date of this letter being quoted.

Letter { No. 0270/L.  
Date 17.9.53.  
Indent { No.  
Date  
Department :-

8th 47

Sir,

We append a report in connection with the indent or other communication referred to hereon.

We are, Sir,

Your obedient servants,

17 JAN

*H. Buron*  
for the CROWN AGENTS.

The Colonial Secretary,  
Colonial Secretary's Office,  
Port Stanley,  
FALKLAND ISLANDS.

ITEM No.	SUBJECT	REMARKS
	Transmitter/Receiver for Auster.	<p>43</p> <p>Further to our letter of November 24th, we now attach for your information quotation and details we have received from the Lear International Export Corporation of New York. We should be glad of your further instructions in due course.</p> <p><i>Indent 269/53</i></p>

/DC.

50,000/6/53  
& S. Ltd.

# LEAR INTERNATIONAL EXPORT CORP.

9 EAST 45th STREET  
NEW YORK 17, N. Y.

Murray Hill 2-3760

To  
Crown Agents for the Colonies  
4, Millbank  
London S.W. 1, ENGLAND

17 JAN 1954  
November 28, 1953.195

For Government of the Falkland Islands

NO. (NÚM.) PROFORMA

C. O. NO. (SU NÚM.) Letter 11/24/53

AGENT (AGENTE)

TERMS (PAYABLE IN U. S. FUNDS)  
CONDICIONES DE PAGO (EN MONEDA AMERICANA)

F. O. B.

VIA

SHIPPED TO

DOCUMENTS SENT TO (DOCUMENTOS ENVIADOS A)

MARKS AND NOS. (MARCAS Y NUMEROS)	QUANTITY (CANTIDAD)	DESCRIPTION (DESCRIPCION)	PRICE (PRECIO)	AMOUNT (MONTANTE)
	1	T-30 RCBB Medium Frequency Transmitter- Receiver Combination including: 12 Volt Power Supply Microphone & Headset	\$ 995.00	
	1	Trailing Antenna	37.50	
	1	Loading Coil	37.50	
	1	Crystal 3440 kcs.	<u>20.00</u>	
		LESS 15% ALLOWANCE TO GOVT. PURCHASING AGENCIES.....	\$ 1090.00 <u>163.50</u>	
		PLUS 5% INLAND FREIGHT & EXPORT PACKING CHARGES.....	926.50 <u>46.33</u>	
		F.A.S. NEW YORK.....	\$9.72.83.....	\$

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

Red 16/10

14th October 19 54

H.C.S.

C.M.O.

Stanley.

Stanley, Falkland Islands.

SUBJECT :- Weather Reports for F.I.C.A.S.

I discussed this recently with D.C.A. and Mr. Kerr, the new pilot. We came to the conclusion that a trained observer on the West, who could make pilot balloon ascents to determine the upper winds, might bring about an improvement in the forecasts for flying. Ideally, the further west the station, the better, but there is much to be said for choosing Fox Bay East where there is a Government W/T station and where reports can be collected from other farms by telephone.

2. I have discussed tentatively with Secretary F.I.D.S. who can probably lend me a Bases W/T operator and Met. Assistant during the coming Summer, and so release a Met/W.T. assistant for service on the West.

3. With effect from early December, the Air Service expect to make two flights daily, weather permitting, and the Met. Assistant at Fox Bay would be required to keep the following daily routine (Sundays excepted).

Camp Time

0430 - 50	Pilot Balloon to determine upper winds.
0450 - 0500	Full Synoptic observation.
0500	Pass results to Stanley Met. by R/T.
0800	Obs. and pass to Stanley Studio
1000	" " " "
1100	" " " "
1300	" " " "
1400	" " " "
1700	Obs. (for local forecast) and pass to Stanley Met.

In addition, he would collect a selection of observations from West stations by telephone or R/T at 1000 and 1700 Camp Time and pass these, with his own observations to Stanley.

4. A selection of farms will be asked to pass brief reports to Stanley Met. between 0445 and 0500 Camp Time, as was done last year for early flying.

5. All farms will be asked to revert to the original system of sending a brief report in a prescribed form at the beginning of each routine with Stanley Studio.

6. The reports under 3,4 and 5 above will provide material for broadcasts by Stanley Met. at fixed times:- 0515, 0815, 0915, 1015, 1115, 1315, 1415 and 1715 Camp Time. This will ensure that the pilots have up to date information throughout the day, whether in Stanley, in flight, or at a Camp station and will avoid the need for listening to all the other traffic and conversations with Stanley Studio just to get a few brief reports. The first transmission (and possibly the second) will be preceded by a final warning notice to passengers that the flight is to take place as advertised on the previous evening and will, at the same time, alert the farms to be visited - so avoiding delays in the camp.

7. If you agree, I will approach S.P.&T. and the operator at Fox Bay to see if the latter could house the Met. Assistant for a few weeks. The actual cost of operating would only be about 5/- a day for pilot balloons but it may be necessary to pay the Assistant's board while in the camp. Grateful to know your decision and for a ruling on payment of board, if the experiment is to be tried.

G.H. Henderson

C.M.O.  
14.10.54

BVF

CMS  
 I approve in principle but would like further financial details. Are FOS paying the man's salary? Pz discuss with Sgt and let me know whether this might be undertaken for say a month as a FOS experiment or whether you consider it is a Colony commitment from the outset. If the latter, how the Colony Fund or is additional provision required?

H.C.S.

See P. 108 will continue to pay Stomen's salary & no charge will be levied for balloons or hydrogen during the test period. I have also ascertained that the assistant would not expect free board during the test. The only charges on Colony are therefore likely to be passages (Air Service might provide free?) and transport of equipment (perhaps £2 or £3). We have provision in Colony ests. but might overspend i.e. of other Camp stations are visited during the year by someone from this Office.

G.H.  
 22.10.54

CMS  
 Experiment approved - Pz report further after test period.

G.H.

H.C.S.  
 D.V.F.

Noted by. Have written to operator at Fox Bay, asking if he can accommodate a man for several weeks; also to Medical Officer asking if there is a suitable building in which balloons can be filled.

G.H.  
 1.11.54

B.M. 15/11/54

MEMORANDUM.

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

15th December 19 54

Hon. Colonial Secretary,

Chief Meteorological Officer,

Stanley.

Stanley, Falkland Islands.

A.

SUBJECT :- Experimental Pilot Balloon Station at Fox Bay

McLeod has started making ascents at Fox Bay but it is too early to say whether this should be a permanent commitment and I suggest that provision is made in the Colony estimates under Special Expenditure for test operation of the station during the next financial year. Secretary F.I.D.S. has no objection to loaning the capital equipment (worth about £300) for this purpose and the only stores charge would be for consumables (e.g. balloons) which would cost about £50.

I presume also that we should provide for subsistence allowance (as at C.S.O. file 101/1930) which would amount to about £110 per annum.

C.A. Hordland

B

C.M.O.  
15.12.54

*Ad appd but*

*is not camp subsistence allowance now not a week? P. 16/11/54*

*See 53 + 54*

*all done + as per C. 11/11/54*

*P.T.O*

58

H.B.S.

Yom 57B. Please see 66 in 101/30 - The Auditor received the allow under these Rules in 1951 (pt. see 124 101/30).

W 1/16/12

ACB

The subsistence allowance was framed to cater for officers leaving a.c. for short periods & keeping up two homes.

In this case Pecheod is being temporarily transferred to Fox Bay & we have to pay his board. The rate for Camp Teachers has recently been agreed between S.C. & S.A.C. (2/6 a week & 2/6 a day I can't remember which) & it would seem right for Pecheod to draw at this rate. or alternatively we pay Mrs Smith at this rate. It really depends on what Mrs Smith is satisfied with.

158 XI  
on 0072/8/12

Off.

Check on X other pass to Camp. - Mrs. Smith has to

pay for meal whereas farm employees do not. I therefore consider 2/6 a day too little.

17.12.

File for ...

~~Office~~ 57-58.

Spoke Cmo.

Mr. Smith cannot accommodate req.  
He (Mel) will be paid 25/- per  
week days for himself. Cmo. will  
reduce his estimate accy.

J  
20/12.

Pa  
20/12

0270/5/III

Chartres.

60

4th February 1955

Sir,

The alterations that have recently been made in R.T. communications between the aircraft and camp stations are most unsatisfactory for the following reasons :-

1. When the aircraft is flying the pilot has no means of direct communication with individual camp stations for the purpose of obtaining weather reports.

2. If the aircraft had to remain at a camp station overnight it is most convenient for the pilot to be able to talk to the next station on his itinerary, more especially if he had to make a landing at a station after the Stanley R.T. had closed down.

3. The above becomes still more important if the aircraft had to make a forced landing at some distance away from a camp station.

4. It might save considerable time if the pilot could communicate direct with a camp station where an urgent medical case had occurred after the aircraft had become airborne.

I would suggest that the following regulation is made with regard to the 4.5 waveband and that the use of the 4.4 waveband between the aircraft and Stanley is discontinued:-

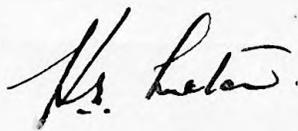
' Regulation for users of the 4.5 R.T. waveband'

1. In future, between the hours of daylight and dark it will be strictly forbidden to use the 4.5 waveband between the hour and five minutes past the hour and between the half hour and twenty five minutes to the hour.

2. Anyone infringing this regulation after the first warning is liable to have their R.T. set removed.

3. This regulation is being made in order that ten minutes in each hour of daylight is reserved exclusively for communicating with the pilot of the aircraft either by Stanley or any camp station, and is intended to facilitate the use of the flying service and help towards the safety and well-being of the passengers.

I am,  
Sir,  
Your obedient servant.



The Honourable,  
The Colonial Secretary,  
Stanley.

*HM*  
Can I please have  
your comments. Can  
you in fact switch easily  
to 4.5 from 4.4 or  
are the sets 'fixed'.  
S/L

H.C.S.

We went into 4.4 megs because it is almost impossible to communicate on 4.5 megs owing to camp traffic.

It is much more satisfactory from our angle, although I appreciate it inconveniences the camps slightly. Kerr & I are convinced that when we have 4.4 working properly it will be successful & we do not intend to shift back to 4.5 megs under any circumstances.

SB

8. 11.

ACB  
BY. at  
Leland C. etc.  
SB

NB. Discussed in Leland C. etc. and  
4.4 will stand unless SPT to experiment  
with making Stanley a more powerful  
control station which can blow  
out & cut in on all other stations  
as well.

SB

S.P.

For views, pl.

SB

H.C.S.

Under present circumstances consider 4.4 is best wave but will make tests on other transmitters & report on results on 4.5. If we can overcome interference on 4.5 I think this wave has many advantages over 4.4 from point of view of contacting camp stations from aircraft & vice versa. It is probable that a tightening up of regulations regarding camp users of 4.5 will be necessary if 4.5 is used for aircraft, & camp stations MUST cease transmitting when told to do so by Stanley or aircraft. Will you agree to transfer of transmitter from W/S Station to Harbour Dept. if it becomes necessary.

SB  
as S.P. 4/3/55

by SPT

I would approve any reasonable scheme devised by you & am. which will satisfy all parties.

2) The point about increasing the power of Stanley R/T is really a separate issue & was mentioned in Sept. by SPT as a possible way of improving the service generally, clamping down on matters & violation of regulations and preventing the kind of summer having nervous breakdowns. It might however dovetail in with aircraft scheme if Stanley R/T could act as monitor to keep certain times free for aircraft. Alternatively this might be the best place to do this.

SJB

HCS

I regret misunderstanding about the two matters.

I have spoken to H.M. & he is quite satisfied to stay on 4.4 provided I can repair slight fault on transmitter used at present. This will be done. There will be difficulty in installing the powerful R/T set in Studio owing to lack of space in the R/T room. It may be possible to instal temporarily in the workshop, but this is not recommended as it places the operator so far from the controls. Is there any possibility of finding accommodation elsewhere? If museum were made available, perhaps a portion could be used as R/T room.

H.M.  
at S.P.T.  
10/3/55.

ACS Pre consider above. There would appear to me to be a lot of advantage in having the R/T room in the museum.

SJB

Off.

make a note of above on Museum file & P.A. this one.

SJB

H.C.S.

11.3.

Note of above made on 1304 "Museum" pl

S.M.  
14/3

02701 J/III

63



Posts & Telegraph Dept.

Stanley.

7th March 1955

Sir,

In connection with communication with aircraft, and interference from Camp R/T, I beg to inform you that I have today made tests on our 890 250 watt transmitter, and results show that it is possible to "jam" camp stations with this set thus ensuring we will be able to communicate through difficult conditions and be able to tell any camp R/T station to stop transmitting whenever necessary. In view of this fact I think the use of 4.5 megacycles would be justified, at least as a trial, before going over to 4.4 permanently. There is no receiver with this transmitter and a separate receiver would, therefore, have to be obtained.

The Hon.

The Colonial Secretary.

Stanley.

I have the honour to be

Sir,

Your obedient servant

T. Hooley

Atg S.P.T.

BUF

ACS Where are the original notes sent to camp stations on use of R/T sets?

15/3

att. P.C.S.

Pl. see 1271 in 0031/III att.

SM 16/3.

S.P.T.

Have they?

Q. 8/5

Ad I suspect they have been amended since then - see check 15/3

HCS  
rules as set down in 0031/III 271 are still in force  
& have not been amended.

7/11.  
at S.P.T.  
21/3/55

AGS Where is 0031/III? Do you agree?

23/3

Office  
S.P.T. is more than likely correct but  
pl. check from 271 in 0031/III to be on the safe  
side.

S  
24/3.

A.C.S.  
Rules amended as at 304 in  
0031/III att. pl.

Sm.  
25/3.

NBS  
271 in 0031/III has in fact been replaced  
by 304 in same file

S  
26/3

AGS Ask Agent to check  
31/3

S.P.T.  
Accordingly pl.  
S  
27/3.

Q. SPK

(63)

be spk.

I cannot go against

65

Mr. S. advice that 4.4 is necessary for safety reasons. As regards turning

Sparks into a <sup>proper</sup> control station. This should be done - but not until it is housed in new quarters.

- 2) As regards stricter enforcement of R/Ti reg's, the existing reg's at (304) 0031/iv are out of date. Pse draw up skeleton revised reg's which will not be enforced until you have discussed the whole question of R/Ti discipline with F.O.A. at their winter meeting.

I am writing W.F.O.A.

2/4

Further action on paragraph 2 in 0031/iv.

66

Original in 0031/IV R/T Service

0031/IV

4th April, 55.

Sir,

I am directed to state that there is an increasing tendency on the part of Camp R/T users to transgress the regulations and this has been a subject of complaint both from Stanley taxpayers and from other users in the Camp who try to adhere to the rules. Some tightening up is clearly necessary but it is ~~clearly~~ undesirable to be too strict as the service is mainly for the benefit of the Camp and is intended to help to remove the sense of isolation on some stations.

The rules as they stand require revision in any case (for example the Group Control procedure was found to be impracticable) and the Acting Superintendent of the Posts and Telegraphs Department is undertaking this. Before publishing, however, it would be helpful if he could discuss the whole question with members of the Sheep Owners' Association and I am to enquire if this could be arranged at your Association's forthcoming meeting.

The main points for discussion would be

- (a) Restriction of unnecessary chatter and gossip.
- (b) Restriction of use of R/T operator as a store order clerk and general broadcaster of messages with consequent avoidance of telegraphic charges.
- (c) Responsibility of licence holders to collect fees for all messages passed through their nets.

I am,  
Sir,  
Your obedient servant,

(Sgd) C. Campbell  
COLONIAL SECRETARY.

The Chairman,  
Sheep Owners' Association,  
STANLEY.

Reply in 0031/IV R/T Regs file

Copy to Ag. Superintendent, Posts & Telegraphs Dept.

3.

While noting your instruction in the third paragraph of your confidential memorandum 0045/C dated 11 th July, I must respectfully suggest that before carrying out this instruction I consider the matter should be further ~~considered~~. discussed.

The present arrangement is causing no inconvenience and no expense to anyone excepting my wife, who is not complaining. It was arrived at because it was found to be the most suitable arrangement to meet the requirements of the early morning flights, and although I agree in that cannot be regarded as a permanent institution, hasty revision would in my opinion only lead to difficulties of an immediate nature which are unnecessary and undesirable.

To work on your instruction, the only possible course is for me to put the office clerk on duty every day at 0700, and this time will get progressively earlier as summer approaches, until in December it will be 0430. This will enable him to have his breakfast before starting work. On flying days he will be required to continue his duty period until the aircraft finally returns - generally speaking 1530 - 1600, but in summer possibly as late as 2000. The only way to compensate for this amount of overtime will be to give him a complete day off whenever there is no flying, which is most unsatisfactory for everyone concerned. You will recall that as mentioned in my previous memo, Mr Campbell ruled that as no allowance could be paid, time in lieu was to be given for this duty.

In point of fact, I doubt whether any clerk would accept the conditions outlined above without financial inducement.

*for [unclear]*

*file per. 81.*

*Office.*

*Re. attach reference*

*[Signature]*

*H.S.*

*Re. see 7 in 0045/C att.*

*[Signature]*  
*25/7.*

0270/L

68

Posts & Telegraphs Dept.

Stanley

2nd August, 1955



Sir,

At the meeting between members of the S.O.A. and Government representatives I was asked whether the aircraft could give a definite time for calling the Camp stations, so that drain on batteries and waste of time could be eliminated.

I spoke to the Harbour Master regarding this and he informs me that, whilst appreciating the camps difficulties he could give no definite promise of a time for calling due to ~~the~~ unforeseen problems which may arise, i.e. difficulties in launching aircraft, unfavourable weather conditions and being occupied in handling of aircraft, etc. He stated, however, that he was prepared to call on the hour and halfhour as far as conditions permitted. The Stanley R/T Operator will supply such information about later flights as becomes available after Stanley commences watch each morning.

I am,

Sir,

Your obedient servant

T Hooley,

Atg Supt. Posts & Telegraphs.

Copies to

Hon Colonial Secretary

Secretary S.O.A.

KIV 67

M.S. P & T.

We discussed this morning when talking about the night telephone operators undertaking the early morning, average R/T watches.

~~It is requested that you make the necessary arrangements for this to be done other arrangements with the S.O.A. for flight information to be provided at designated times. Let me know the outcome as I must inform S.O.A.~~  
will you please make the necessary arrangements for this to be done other arrangements with the S.O.A. for flight information to be provided at designated times. Let me know the outcome as I must inform S.O.A.

J. 9/8

69  
H.C.S.

An R/T set is now installed in the telephone exchange for the use of of the night operator to announce early morning flights to the Camp Stations. The H. M. has promised to keep the operator informed of flights and the operator will pass this information on to the Stations concerned on 4.5 Mc/s repeat 4.5 Mc/s. I suggest that each Camp station interested should call Stanley Exchange at the advertised time of flight and the night operator could then tell if and when the flight is taking place.

I regret that at present we have no <sup>4-4</sup> 4.4 repeat 4.4 Mc/s crystal to enable us to work the aircraft during the early morning period, but when we receive the ones now ordered, ( they will probably be here next Fitzroy.) this part of the programme can come into operation.

The set at present installed is a battery operated one and will mean much handling of batteries to and from the Studio, but I hope in the near future to convert a set to operate from the mains, thus cutting out risk of battery trouble in the middle of a transmission.

T. Hooley  
18/8/55.

69 discussed at a meeting held 22.8.55 with  
Mr Barton, A/S. Port & HM.

2 It was agreed that for a trial period of 14  
days, commencing on the 23<sup>rd</sup> August, the night  
telegraph operator should broadcast flight  
information to the Camp on 2 megs, the  
relevant information to be furnished by the  
HM.

3 The night operator will also keep the early  
morning R/T listening watch on the aircraft  
up to 8 am daily, when the 4.4 Mc/s crystal  
is received. After 8 am the watch will be  
maintained by the clerk, Harbour Dept., who  
will be required to start work at 8 am. This  
is to be arranged by the HM.

4. The A/S. Port will furnish a report on the  
trial being given to the 2 Mc/s Camp broadcasts

J. 22/8

B.V. 9/9

71  
M.S.P. & I.

70. Do you wish to continue the experiments for another week or so?

H. 9/9

H.C.S.

Yes please. There have been few early morning flights & the system has not had a fair test.

The 4.4 crystals have arrived & I hope to have set converted by end of week.

~~2/11.~~  
12/9/55.

BW. 25/9

A/S. P. & I.

73

Before I inform Mr. Barton that the system now in force for giving flight information to Camp Stations is working satisfactorily, I should be grateful if you would report in detail of the arrangements as they now stand - times, etc., etc.

HCS.

The Night operator states that although he broadcasts on 2 megs, he has so far got no acknowledgement of calls to Camp Stations. In one case, the Camp Station was listening on 4.15 but when the changeover to 2 megs was made the call was heard clearly. A notice emphasizing 2 megs as the calling frequency is being broadcast.

Apart from this the system is working well.

Details are as follows.

Night operator calls Camp stations at advertised time of flight & states if flight is taking place.

When aircraft is ready for take-off, pilot makes this known to N.O. & the information is broadcast to Camp stations on 2 megs. (Approx 15 mins after first call to Camp stations). N.O. then keeps watch on 4.4 for aircraft.

Now that the aircraft is in communication with Stanley during early morning flights, Camp stations listening on domestic receivers, on 4.4 can get all information they need regarding position of aircraft.

T.H.  
8/10/55.

0270/L

5th October,

55.

Sir,

I am directed to refer to a meeting held in this office on 22nd August which you attended together with the Harbour Master and the Acting Superintendent, Posts and Telegraphs Department, when the subject of flight information to the Camp was discussed. It was agreed at that time that a trial should be given to broadcasting information on 2 megacycles from the Telephone Exchange.

2. Present arrangements which, the Acting Superintendent, Posts and Telegraphs Department, reports, are working satisfactorily, are that the night operator calls Camp Stations at the advertised time of flight and informs them if the flight is taking place. When the aircraft is ready for take-off the night operator is so informed and the information is then broadcast to the Camp on 2 megacycles approximately 15 minutes after the first call.

3. The aircraft is in communication with Stanley during early morning flights and Camp Stations listening on domestic receivers on 4.4 megacycles will be able to receive all information regarding the position of the aircraft.

4. I am to enquire whether members of your Association have experienced any difficulty in obtaining information during the trial period? If not, it is proposed to continue the existing arrangement.

I am,  
Sir,  
Your obedient servant,

(Sgd) S. P. Trees

ACTING COLONIAL SECRETARY.

Chairman,  
Aircraft Owners' Association,  
STANLEY.

Copy to Ag. Supt., Posts & Telegraphs Department.

5th October,

55.

From: The Colonial Secretary,

To: The Harbour Master,  
Stanley.

At a meeting held in this office on the 22nd August and attended by the Acting Chairman, Sheep Owners' Association, the Acting Superintendent, Posts & Telegraphs Department and yourself, it was agreed that, as an interim measure, the night telephone operator, upon receipt of flight information from the Airport, should broadcast such information to the Camp stations on 2 megacycles, i.e. whether the advertised flight is taking place followed by another announcement a few minutes later when the aircraft is ready to take off.

2. Apart from a few minor difficulties which arose during the early stages of the trial period, the Acting Superintendent, Posts & Telegraphs Department, now reports that the arrangements are working satisfactorily and it is proposed that they should continue subject to any views the Camp stations may have. These have been requested from the Sheep Owners' Association.

3. Until the night telephone operator goes off duty at 8 a.m. he maintains a listening watch for the aircraft on 4.4 megacycles. At the meeting under reference the question of the listening watch between 8 a.m. when the night operator goes off duty and 8.30 a.m. when your clerk reports for duty was discussed and you undertook to arrange for your clerk to commence work at 8 a.m. so that the watch could be maintained without interruption.

4. Please inform me whether your proposal has now been adopted.

(Sgd.) S. G. Trees

Acting Colonial Secretary.

SGT/DM

*Reply came today*

*Has a lot of 26*

*Bu 12/10 K  
no reply yet*

## MEMORANDUM.

76

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

5th October, 19 55.

To: The Harbour Master,

Stanley.

From: The Colonial Secretary,

Stanley, Falkland Islands.

## SUBJECT :-

At a meeting held in this office on the 22nd August and attended by the Acting Chairman, Sheep Owners' Association, the Acting Superintendent, Posts & Telegraphs Department, and yourself, it was agreed that, as an interim measure, the night telephone operator, upon receipt of flight information from the Airport, should broadcast such information to the Camp stations on 2 megacycles, i.e. whether the advertised flight is taking place followed by another announcement a few minutes later when the aircraft is ready to take off.

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4. Please inform me whether your proposal has now been adopted.



Acting Colonial Secretary.

SST/DM

H.C.S.

The scheme mentioned at the meeting will work satisfactorily when put into operation: it has not so far been tried out as only once have I been out with the aircraft between 0800 - 0900. In fact I am at present trying to avoid early morning flying since it is impossible to obtain accurate weather forecasts. You will recall that I have for some time been pressing for these, but apparently nothing has happened. You will further recall what happened on your recent flight to Ajax Bay, which gives a very good example of the necessity for early morning forecasts for flying. I am hoping that even if they cannot be done for the Air Service, they may be carried out for the survey, which will enable us to carry on with early flights this summer. The utility of early flights has been proved I am sure - so far this year over 700 passengers have been carried in the early morning.



0270/4

From Harbour Master.

To: The HON. Col. Sec. STANLEY.



13th October, 1955.

WEATHER FORECASTING FOR AIRCRAFT.

In the Air Navigation Order, 1954, (S.I. 1954/829) Article 47, Schedule II, Rules of the Air, Section III, paragraph 9 (2), it states:-

"Pre-flight action for flights other than flights in the immediate vicinity of an aerodrome shall include a careful study of the current weather reports and forecasts. In the light of this information the person in command of the aircraft shall determine whether the flight can be made with safety, taking into consideration fuel requirements and an alternative course of action in case the flight cannot be completed as planned."

2. The above was pointed out by me at the Conference at Government House when divergencies between F.I.G.A.S. operations and the law were discussed. I also, I believe, made it clear that I considered that tightening up on this regulation would be the biggest single contributory factor to increasing F.I.G.A.S. flying safety. At the same time I made it plain that I did not wish to have our very limited flying hours curtailed by having to wait for forecasts as is required to be within the law. What was required was forecasts at the time we required them.

3. Since that conference no help has been forthcoming, although the Senior Meteorological Officer and I have worked out exactly what is required to meet F.I.G.A.S. requirements, namely:-

- (a) an observer stationed on the West Falkland, capable of transmitting weather reports to Stanley at dawn.
- (b) a system whereby a forecaster is available in the Meteorological Office at dawn.
- (c) An observer at Stanley Meteorological Office on duty during the hour before dawn capable of making an accurate P.B.A.

4. At present none of the three requisites are obtainable, and the observer in Stanley is not even capable at times of performing a simple weather observation, but has to be corrected by the pilots. Recently this state of affairs very nearly led to disaster with the Beaver when I was obliged to land in a wind gusting to considerably over gale force. Had an accident occurred on that occasion, I would, had I survived, have been held responsible by any competent inquiry for disobeying the rule quoted above. As I stated at the conference, it is a responsibility that I willingly accepted for a trial period - in fact I have done so for two years now, and I would like to point out that none of the other pilots have done so - but it is not one which I wish to continue indefinitely. In fact it is a policy which will without doubt lead to disaster if carried too far.

See 79.

5. I would therefore be grateful if you can inform me whether there is any hope that the Government can improve the weather forecasting system for the Air Service ( if they intend to do so, then I wish to continue early morning flights without forecasts until it is done) and if not, may I be given written instructions if the Government desire early flights to continue, due consideration being given to the last sentence in paragraph 4 above.

Harbour Master.

note.

79

C.M.O. + W.M. came in today & discussed possibility of a Met. Observer on the West.

C.M.O. reported that Seepias had telegraphed to say that no candidates for the two vacancies in Stanley had come forward & that the Air Ministry were still undecided about taking over. In any event there was no hope of obtaining a trained observer for the West for many months.

After a discussion on the technical aspects it was agreed that for a trial period of one week C.M.O. should introduce the naval plotting system for compiling weather reports for early morning flying & that at the end of that time he would report on its suitability.

(Of the present staff of four met. assistants in Stanley, two are 15 years of age).

S. 17/10

B.V. 27/10

C.M. will discuss the above in light of trials so far conducted & see whether forecasts have been improved.

C.M. has sent Seepias proposals for met. obs. for aerial survey.

S. 27/10

B.V. 6/11

80

I have discussed this question with the Harbour Master and he is satisfied that the best arrangement that can be made at the moment is for the Met. Officer to train two Assistants to do pilot balloon ascents in the morning. What is really required is a forecaster on the West but this at the moment is not possible.

H.M. agreed to give the new arrangement a trial and the C.M.C. is endeavouring to train the necessary staff and personnel.

Papers should be brought up in a month's time for further consideration.

See 85.

*D.G.P.K.*  
*16/xi.*  
*bx.*  
*16/xii*  
*16/xii*

OK

0270/2

19th November 55

To: Harbour Master.

From: C.M.O.

Herewith analysis of early morning pilot balloon ascents since 1st November:-

- 1. Total No. of Days 19
- 2. Days not possible 5
- 3. Days possible 14
- 4. Balloons done 11
- 5. Therefore days missed 3

I expect to see some improvement in item 5 from today.

G.H.

~~KIV Bu m~~  
95.

✓ Copy to H.C.S.

EXTRACT FROM LETTER FROM HON. MR. S. MILLER TO H.C.S.  
OF 9. 4. 50.

(Original filed in 0529/II - Leg. Co. - Arrangements  
in connection with).

.....

2. With regard to that part of your telegram asking whether there is any further item which I would like included on the agenda, I contemplated raising a further matter but did not include it in my letter of 2nd April as I thought then it was more a matter for a letter to the Colonial Secretary. The matter was the present totally inadequate system of finding out daily whether the aircraft scheduled to make a journey on any particular day, is in fact going to make that journey. The Communications Department make no effort to advise us whether they are flying or not and we are left the almost daily embarrassment of asking the R/T Operator to try and find out something for us; and very often that entails very considerable telephoning on his part, extremely willing though he is. It does not appear very difficult to me for Communications Dept. to make an announcement to the R/T Operator at the very beginning of his Camp Service as to whether there will be a flight, or if postponed, when a further announcement will be made. Something of this nature would save a lot of time for very busy people.

I am,  
Sir,  
Yours faithfully,

(Sgd) Sydney Miller

See 84

See 90.

19th April 56.

From: The Colonial Secretary,

To: The Harbour Master ,

STANLEY.

(Copy to Supt. Posts &amp; Telegraphs Dep

Information regarding Camp Flights.

A complaint has been received regarding the lack of information in respect of flights on the actual day a flight is scheduled.

2. It has been suggested that the R/T Operator be informed first thing each morning (say 08.30 - just before he commences his daily routine) whether or not the aircraft is likely to fly and he could put out a general broadcast to the Camp accordingly. He could do likewise when the aircraft actually takes off. This would only entail a telephone call from your office or the Hangar and the information could then be transmitted immediately.

3. Please consider and discuss with the Superintendent, Posts & Telegraphs Department and inform me of the outcome.

(Sgd) J. Bound

ACTING COLONIAL SECRETARY.

RLL 1/5/56

JB/VM

To: The Hon. Col. Sec.  
(Copy to The Senior Meteorological  
Officer.)



From: H/M.

0270/L  
85.

Date: 23rd April, 1956.

WEATHER FORECASTING FOR FIGAS FLIGHTS.

80  
Some considerable time ago Mr Denton-Thompson agreed that there was room for improvement in the weather forecasting service for the local flights. This did not imply any criticism of the Meteorological Service, who have always done their utmost to assist FIGAS, but in discussion with Mr Kerr and myself it was decided that FIGAS justified a better service than is possible with the present meteorological staff. At this meeting, at which the Senior Meteorological Officer was also present, it was agreed that the first improvement should take place with the forecasts for the early morning flights, which the Government were anxious should be continued.

2. Since this conference the position, far from improving, has considerably deteriorated. Owing to a shortage of staff at the Meteorological Office it is now not even possible to obtain a weather report before an early morning flight, let alone a forecast. This morning, this absence of a weather report resulted in the loss of 17 passengers to FIGAS when the early morning flight was cancelled. I am confident that had an observer been on duty at the time I would have decided to fly, but because I was uncertain whether the fog was clearing or forming, the flight had to be cancelled.

3. Not only has the early morning position deteriorated, but for over two months one forecaster was loaned to the Aerial Survey Expedition, which meant that with all his other duties also to attend to, it was quite often difficult for the forecaster to be available for FIGAS pilots when required - and this during our busiest season of the year.

4. I wish to draw your attention to the Colonial Air Navigation Order, 1955, Schedule II, Section III, paragraph (9) (2). This paragraph commences "Pre-flight action for flights other than flights in the immediate vicinity of an aerodrome shall include a careful study of the current weather reports and forecasts." I would be grateful if you can inform me whether in fact the Government require FIGAS to operate in accordance with the Colonial Air Navigation Order. Should it be decided that are not so required, then I must recommend that the Government should inform the insurance agents accordingly, since it is naturally assumed by them that a Government flies its own aircraft in accordance with its own rules.

5. As I said at the time of the original conference on this matter FIGAS should be put on a more regular footing now our experimental period is over: in several directions this has been done - for instance, C. of A. inspections and routine overhauls are now correctly carried out. But possibly the direction that affects the safety of the aircraft most, namely the weather, has not improved and has in fact deteriorated.

A handwritten signature in dark ink, appearing to be a stylized 'L' or similar character.

Handwritten initials or a signature in dark ink, possibly 'L' or 'M'.

## MEMORANDUM.

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

1st April 1956.

To: The Harbour Master.

STANLEY.

(Copy to Supt. Posts &amp; Telegraphs Dept)

From: The Colonial Secretary.

Stanley, Falkland Islands.

SUBJECT :- Information regarding Camp Flights.

A complaint has been received regarding the lack of information in respect of flights on the actual day a flight is scheduled.

2. It has been suggested that the R/T operator be informed first thing each morning (say 08.30 - just before he commences his daily routine) whether or not the aircraft is likely to fly, and he could put out a general broadcast to the Camp accordingly. He could do likewise when the aircraft actually takes off. This would only entail a telephone call from your office or the Harbour and the information could then be transmitted immediately.

3. Please consider and discuss with the Superintendent, Posts & Telegraphs Department and inform me of the outcome.

*[Handwritten signature]*  
ACTING COLONIAL SECRETARY

S. of P. &amp; T.

I think this problem has arisen because the Camp R/T operator now has a separate studio. As you know, in the past one of the first things the Air Service did after deciding to fly was to ring the R/T operator in order to get a local announcement put out to alert passengers. Now the R/T operator is no longer in the broadcasting studio block, this is not possible, and in consequence he does not get the information regarding flights as he used to - and incidentally, nor do we get our announcements made unless there happens to be a linesman in the studio at the time required!

2. We cannot let the operator know as early as 8.30. Camp weather reports are not analysed by the forecaster before 9.00, often later, and until the forecast is received flights cannot be decided. There is no reason why we should not inform the operator as soon as a flight is decided upon, but this may well be as late as 9.30 or even 10.00, and although the memo above does not state the point specifically, from conversation with the complainant I understand he wants (with others) an indication earlier than this so that he can organise his farm's work better. While I appreciate his position, I do not personally see how we can tell him whether we shall fly or not before we know ourselves! I think the best we can arrange at present is to let Syd Summers know as soon as we do decide.

3. I wonder whether something could be done about the local announcements please? It is not often, but occasionally we find it impossible to alert passengers with the present system without getting Syd Summers to leave his studio and go over to the broadcasting studio to make an announcement, which takes up quite a bit of his and our time. Could a remote control unit be fitted in the R/T operator's office to enable him use the local 'box' system when no linesman or other operator is in the studio?

4. With a very slight bearing on the subject, I would be grateful if y

would consider enforcing some R/T discipline into the next H.M. Ship to visit Stanley (I hope the next one will not prove to be the "Brittania!"). All too often a ship butts in during the reception of the early morning weather report from the camp, causing a completely unnecessary delay in their receipt. The interference of H.M. Ships into the R/T schedules is in fact quite extraordinary in its rudeness, and is only equalled by the extraordinary politeness of Mr Summers in accepting it - his patience and forbearance, like the peace of God passeth all understanding. From F.I.G.A.S. angle I am only really interested in weather reports now the aircraft uses a different frequency, but if I may make a suggestion, H.M. Ships should be instructed to call only during routine times - I suggest that on the hour to ten past the hour should be allotted to them. And that on any future occasion that helicopters or ground parties require communication with the ship, this should not be done on 4.5 megs, but on a completely separate frequency. I am confident that Mr Summers will support my complaint against their complete lack of courtesy on the R/T, and that he with me, would be grateful if they could be made to stick to a routine and not just butt in.



H.M.

B.

H.M.

I cannot see that the R/T Office being removed from the Studio building is the cause of the trouble at all. The R/T Operator has always been prepared to notify the camps of the Air Service flights but, you must tell him first. Most times the information is broadcast on the R/T to the camps but it is because Mr Summers has had to ring your department for the information. He is quite prepared to do this too but, on occasion the Clerk does not know and it has happened that the aircraft is away and the Clerk still does not know where it has gone to.

2. It was not this department which made a complaint so I am not sure just what point was raised but, the Post Office recently sent mail for San Carlos by air but the plane did not call at San Carlos. It did call at Port San Carlos and landed the San Carlos mail there. No mail for Port San Carlos was taken because the Post Office had not been advised of this call. However the Post Office does not expect the Air Service to do wonders with the mail but I can assure you some people feel that we should be fully acquainted with all opportunities of despatching mails to the camps, I am sure you do too.

3. If you can let the R/T Operator and the Post Office know when you are flying and the intended stations, the camps will be advised.

4. I regret a remote control for the broadcast unit is out of the question but, the R/T Operator will still do the local announcements, depending on how busy he may be at the moment of being asked, Any delay will not amount to more than a few minutes.

5. The Signals Officer will be approached when the next ship arrives and if the results of my request on this occasion are no better than with the last ship I will ask for the Admiralty to be approached.

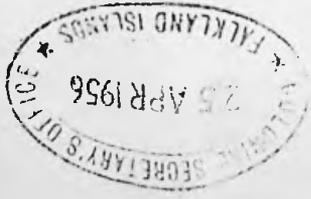
*S.M.*  
S.P.T.  
23.4.56.

C.

H.C.S.

The obvious answer to all this is - can we please have the extra clerk recommended by the Senior Unofficial Member of the Legislative Council and backed by other members over eighteen months ago?

When such a clerk is provided, I can then start the necessary watchkeeping system in the office to deal with these matters, otherwise I regret it must be accepted that this department is doing the best I can manage.

*File*  
*257\**

*Memo filed at 85.*

1488 (on return) A

Re. 83, 84, 86 & 87.

I am afraid I cannot agree that this is necessary there are two Engineers 1st Pilot & Steward Pilot & a Purser as the Stages were days & it would not be any trouble for me often to phone Syd. Summers when it is decided to fly & even again when the plane takes off.

2. 85 pers. H - which I don't think you would wish early morning flights to be discontinued but if you insist on a diversion (he raised this before as 78) & in the absence of weather reports I feel that early morning flying will have to cease.

27.4.  
B

2/5/56

1. I agree entirely with X above. This is a lot of nonsense and I will speak personally to the H.M. on his return.

2. P.H. b.c. after his return and before he leaves on the next flight trip.

N.B. All files connected with the H.M. Department and F.I.G.P.S should be marked in red "not to leave the Department without C.S. authority."

Noted and instructions issued as follows taken. Dkm 4/5/56

4/5/56

5/5/56

89

H.C.S.

Your para 1 88B pl

SKM  
7/5/56

A.C.S.

I will see Mr. Munn and  
Mr. Huckle together on this matter on Monday  
14<sup>th</sup> May at 9. am - provided Mr. Huckle  
is going to be in port. If not - haven't  
morning at 9. am to that. Let me know

R.G.T.  
9/5

H.C.S.

He is sailing tomorrow morning  
with ship on a long sea tour including  
Jason Islands. He estimates he will be  
back by 24<sup>th</sup> May.

SKM  
9/5/56

Informed

I will see Mr. Kerr and Mr. Munn at 9. am  
on the 14<sup>th</sup> May.

R.G.T.  
9/5/56

Informed.

See Monday 14<sup>th</sup> early.  
SKM  
10/5

BERTRAND & FELTON LTD.

The Hon.,  
The Colonial Secretary,  
STANLEY.



ROY COVE.

FALKLAND ISLANDS.

May 7th 1956.

90

Sir,

I refer to my letter of April 9th, paragraph 2., in which I asked whether it could be arranged for the Air Service to advise daily per the R/T operator whether there would be a flight or not. This suggestion was passed on by the Acting Colonial Secretary but seems not yet to have borne any fruit in the Air Service Dept.

On Saturday I had to trouble the R/T operator four times to try to ascertain whether the plane was to fly or not. Today I have up to 10.45 am had to contact him twice and have to go on again at 11.30. The Air Service Dept. Office may have lots of time to waste but I have not nor have most camp people and yet my original request seems to amount to so little. Either there is to be a flight or not; it is only required for the Dept. to advise R/T Operator whether the flight is on and when commencing - if uncertain to give a definite later time for R/T operator to advise us again. All very simple to my mind. I would be grateful if you would try and see whether Communications can undertake this which is in the interests of all busy people, not least the very obliging R/T operator.

I am, Sir, Yours faithfully, *Sydney Walker*

*Ch. J. T. 10/5*

*Reply at 94*

*KROU*

0270/L

18th May, 56.

Sir,

90

I am directed to refer to your letter of 7th May, 1956, in connection with the announcement of flight schedules.

Sub 94  
-95

2. It is regretted that you have been caused some inconvenience and instructions are being issued to the department concerned with regard to providing the General Public with the fullest possible information on flight schedules and modifications and alterations to flight plans.

3. It might therefore be of some use if some of the problems and difficulties facing the Air Service and Government with regard to flying in the Falkland Islands are set out in some detail. The Air Service is faced with two main problems with regard to flight arrangements and both are principally connected with weather. Firstly there are the East flights which do not present any major difficulty in as much as it is possible to arrive at a fair assessment of flying conditions from the weather prevailing in Stanley. West flights, on the other hand, present a very different proposition particularly in winter. Several factors are involved:-

- (a) International flying regulations.
- (b) Meteorological reports.
- (c) Passenger, pilot and 'plane safety.
- (d) Constantly changing weather conditions.

4. It is necessary, having regard to these factors for the pilot to be provided with a weather forecast before he takes off for a West flight and it is particularly important in winter. Consequently the weather reports from the West must be received and collated in Stanley before the 'plane takes off, particularly when the outlook is doubtful. Frequently, when such reports are received, last minute modifications and alterations to flying plans are necessary and while such amendments may cause inconvenience to individuals they are frequently unavoidable.

5. In the particular circumstances prevailing in the Falkland Islands it is quite impossible, as you

Reply at 96

/will

The Honourable  
Mr. S. Miller, J.P.,  
/VM ROY COVE.

93

will no doubt readily appreciate, to operate the aircraft in accordance with a rigid schedule and if an attempt were made to do so passenger pilot and 'plane safety would inevitably be placed in jeopardy. While every effort is made to notify the public and individuals concerned with regard to such modifications, which on occasions have to be made during the course of a flight, it is not always possible to do so as quickly and as efficiently as might be desirable in other circumstances.

6. Any impression that the Air Service has any amount of time at its disposal to waste is quite unfounded and it is generally recognised by the majority of people who give some thought to the matter, and who appreciate the conditions with which the service has to contend in this country, that neither pilots nor maintenance engineers give much thought to their personal convenience.

I am,  
Sir,  
Your obedient servant,

(Sgd) A. C. Denton-Thompson

COLONIAL SECRETARY.

CONFIDENTIAL.

21st May,

94  
56.

To: The Harbour Master and Director  
of Civil Aviation.

From: The Colonial Secretary.

STANLEY.

Flight Notifications.

10 A number of complaints have been received with regard to the lack of information to the general public on the subject of flights. The complaints, some of which are of long standing, come under the following heads.

1. No announcement with regard to the following day's flights. On two or three recent occasions, it is stated, no announcement was made in the course of the preceding evening.
2. When flight arrangements and schedules are changed no information is given to the public as why such changes have been made.
3. When flying is uncertain on a particular day it is difficult for camp people to find out whether or not flying is to take place and when it is likely to be decided whether or not there will be flights.

Many of these complaints, if not all, are perfectly reasonable and ways must be found, within the resources available to Government and the Department, of ensuring that the public is provided with the maximum amount of information to which it is entitled.

The following measures, which take into account the requirements of the Post Office, will consequently be adopted.

- I. Flight schedules for the following days operation will be prepared and completed by 3 p.m. on each day. The Post Office will be notified immediately so that the mail can be prepared and delivered to the Harbour Master's Office for collection by the pilot concerned before the flight.
- II. Flight schedules and list of passengers will be sent to the Broadcasting Studio in the usual manner. If no flying is to take place because of repairs to the aircraft or similar cause a brief announcement giving the reason should be prepared and broadcast for the information of the Public.
- III. It will be the pilot's responsibility to ensure before take off that he advises the R.T. Operator (Mr. Summers) that the flight is taking place as scheduled. If there are amendments the R.T. Operator should be advised of them so that he can notify the camp accordingly. The reasons for such amendments (e.g. urgent medical call) should be stated.

95

- IV. If the flight is delayed for some reason such as weather the R.T. Operator should be notified as soon as possible. He should be given a time when further information will be forthcoming so that he can inform the camp, e.g. 9 a.m. - Take off is delayed on account of weather. Station concerned will be notified further at 10 a.m.
- V. If the flight programme for the day had had to be altered the evening announcement with regard to the next day's flying should state briefly why the alterations were necessary.
- VI. If for some reason ( e.g. you are away) you are unable to prepare the flight schedule for the following day by 3.p.m. the duty must be allocated to the senior pilot or the pilot on duty.

4. The Air Service is widely recognized as providing the general public with a valuable and efficient service. It is therefore unfortunate that there should be any reservations on account of complaints that can so easily be obviated by some forethought and simple administrative arrangements. These instructions are to be strictly adhered to.

(Sgd) A.S. Denton-Thompson.

COLONIAL SECRETARY

AGD-T/MF

bu (50)  
S/G

96

Malvina House,  
Stanley.

May 27th, 1955.

The Hon.,  
The Colonial Secretary,  
Stanley.

92

Sir,

I have to acknowledge your letter of 18th May.

90

Your paragraph 2 appears to answer the request contained in my letter of 7th May and it is to be hoped that some system of announcement early on each day of flying will be made through the R/T Operator.

The remaining paragraphs of your letter do not bear any relation to the matter which I raised and as there was in no sense at all in my letter, any hint of criticism of pilots and engineers I think paragraphs 3, 4, and 5 in your letter are superfluous.

With regard to your last paragraph, my comment on wasted time refers to R/T Operator's daily repeated efforts to find by telephone the clerk of Communications office who presumably might be able to pass the required news of plane movements.

Yours faithfully,

Stanley Bull

*On file  
R/T  
5/6*

97.  
*This is nonsense - but  
drop it. N.H.  
2/11/55  
11/6*

*Stanley*

No \_\_\_\_\_

MEMORANDUM

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



14th. June, 19 57.

The Honourable, .....

The Colonial Secretary,

STANLEY. ....

Director of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT :- Ground - Air Radio Communications.

Radio contact between office and aircraft has, for some time now, been very inefficient, in fact ever since the present set was installed. I have discussed this problem with the Supt. of P. & T. whose staff from time to time have tried to make the set work efficiently but without success.

The set at present in use was removed from the Norseman aircraft and was not designed for ground operation. Mr. Mercer informs me that it will not be possible to make this set work efficiently unless the batteries are kept fully charged, this would mean purchasing a 24 volt DC generator, which in the long run would prove more costly than a mains operated set.

In view of the above I have obtained from International Aeradio Inc. a quotation for a mains operated transmitter/receiver, they recommend a Redifon GR.49V and quote cost F.O.B. 2515.

I would be grateful if Council approval be obtained for the purchase of a new mains operated transmitter/receiver for use in the office.

A handwritten signature in dark ink, appearing to be "J. W. ...".

Director of Civil Aviation.

7/12/57  
2/1/58

See 99 - 100

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

*0211*

Number	Office of Origin	Words	Handed in at	Date
				18/6/57
To INTAERIO & SOUTHALL.				

99 REF YOUR E94/1947 Quotation REDIFON GR49V ETC ACCEPTABLE STOP  
 CROWN AGENTS LONDON INSTRUCTED TO PLACE ORDER STOP FREQUENCY CHANGE  
 PROBABLE WILL CONFIRM EARLIEST STOP PLEASE SUPPLY CROWN AGENTS  
 WITH COPY OF QUOTATION ~~1947~~

SECRETARY.

Time

*See 105*

DECODE.

102.

TELEGRAM.

From Crown. London.....

To Secretary......

Despatched . 28/6/57. 19 Time : 1714.

Received : 29/6/57. 19 Time : 1030.

99. Ref your telegram 18/6/57 is item 2 of International  
Aeradio Ltd quotation E 94/1947 required please instruct.

Crown.

?  
(Intld) JB.

P/L

MNG.

A.C.S. / Reply at Front Cover.

J.  
P.E.A.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

103.

Number	Office of Origin	Words	Handed In at	Date
				10/7/57
To CROWN. LONDON.				
H.O. A/c.				

102 ~~REF~~ YOURTEL 28 JUNE ITEM 2 QUOTATION E 94/1947 REQUIRED STOP ~~PLEASE~~  
 ADVISE AERATIC FEED THROUGH INSULATOR REQUIRED FOR FIVE INCH WALL  
 WITH TWO INCH APERTURE SUGGEST ELEVEN INCHES OVERALL STOP

SECRETARY.

Time Copy sent to D. B. d.  
 oklg.

PAH  
10/7



104

# INTERNATIONAL AERADIO LTD.

## Engineering Division

HAYES ROAD, SOUTHALL, MIDDLESEX

Telephone SOUThall 2411  
Cables INTAERIO SOUTHALL

E.51/15/KT.

6th August, 1957.

The Director of Civil Aviation,  
Port Stanley,  
Falkland Islands.

Dear Sirs,

### Proposed Aeronautical Radio Telephone Installation

You perhaps already know that a GR49V has been recently ordered for your above proposed installation and this Company has just received the order via Crown Agents for the second part of our quotation E.94/1947 of the 1st April 1957 - namely the aerial equipment. We note the dimensions given relating to the feedthrough insulator for your 5" wall with a 2" aperture and you will be pleased to know we are making arrangements to supply a suitable insulator. This insulator is in the nature of a Hybrid using standard pyrex glass feedthrough insulators and a special extension coupling being made at this works. We propose to send a small drawing and covering note with this insulator at the time of despatch so that your engineers will see how we have proposed fitting it up.

The supply of an insulator for this job is somewhat difficult as your transmitter is working with a power of only 50 watts, which means a physically small insulator will suffice; but feedthrough insulators of the size mentioned in your letter are a very expensive commodity hence our attempt to meet terms of economy with practical utilisation in the way we have done. We trust this will be successful and assure you of our best attention at all times.

Yours faithfully,  
p.p. INTERNATIONAL AERADIO LIMITED.

*K. Turffroy*  
K. Turffroy,

Technical Sales Department.

Registered Office: Aeradio House, 40, Park Street, London W.1. Tel: HYDe Park 5024

Installation, operation and maintenance of telecommunications, radio and radar aids to navigation; airport management, air traffic control and aeradio training schools; briefing; aeradio and navigation consultants, systems planning; aeradio engineering layouts.

104A

*Yes/No further action.*

*24/8*

## GOVERNMENT TELEGRAPH SERVICE

105

FALKLAND ISLANDSSENT

Number	Office of Origin	Words	Handed in at	Date

To

INTAERIO, SOUTHALL.

100 FURTHER MYTEL ~~REMOVED~~ 18 June RADIATED FREQUENCIES NOW REQUIRED  
ARE 3440, 4500, 4675 AND 5580 KCS.

SECRETARY.

Time

ACKNOWLEDGMENT OF ORDER PLACED WITH:-

0270/L 108

15 JUL 1957

copy sent to CFA

Order Dated: 29/1/57

- 4 JUL 1957

Indent No. or Authority Colonial Secretary's Telegram of A/c. 18.6.57.

International Aeradio Ltd., Engineering Division, Hayes Road, Southall, Middlesex.

**ADVICE OF ORDER PLACED**

Dept. To:— THE CROWN AGENTS for Overseas Governments and Administrations, 4, MILBANK, LONDON, S.W.1. GENTLEMEN.

We accept this order placed for and on behalf of the Government of Falkland Islands.

and agree to supply, on the terms stipulated, Redifon Radio Telephone, specified below, in accordance with the Crown Agents' General Conditions of Contract dated June, 1957, and, where applicable, Special Conditions of Contract dated June, 1957.

Signature *[Signature]* E. Huxley. Address p.p. International Aeradio Limited, Eng., Div. Southall, Middlesex. Delivery Date (Not Period) \_\_\_\_\_

Dated this 9th day of July, 1957. This order is subject to inspection by No Inspection, before despatch.

DEPT. NO.	DATE	ACTION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
7581/1	International Aeradio													

ITEM No.	QUANTITY	DETAILED DESCRIPTION OF ARTICLES ORDERED	ESTIMATED COST	RATE	AMOUNT
1.	1 -	Redifon Radio Telephone Type CR.45V to operate from an AC mains supply comprising an HF Transmitter and Modulator unit for telephony and CW telegraphy - a 5 spot crystal controlled frequencies between 2 and 10 Mc/s, with a carrier output of 45 to 50 watts and one 7 valve superheterodyne receiver for telephony and CW reception on 5 spot crystal controlled frequencies operating from an AC power unit which may be supplied from 100/125 and 200/250 volts, 50/60 c/s single phase AC supply. Complete with working set of valves, one hand microphone, hand book of operating instructions, two sets of crystals to cover 3023.5 and 4400 Kc/s respectively, one external 6" loudspeaker mounted in metal case with lead.			
/Cont'd..					
NDL/AC					Cost of articles specified on continuation sheet (if any)

If economy can be effected by so doing, firm should quote for despatch by Parcel Post, sub-divided if necessary. Firms may offer delivery at ports other than Liverpool or London if by so doing they can deliver f.o.b. more cheaply. For delivery f.o.b. London price must include port rates.

DISCOUNTS AND TRADE ALLOWANCES  
NET AMOUNT PAYABLE (including all charges) on receipt of Bills of Lading for the goods delivered f.o.b. by post to P.O. Cert. of Posting

508 6 8

POSTAL ADDRESS

SHIPPING MARK

Reqn. 7581 The Administrator, Port Stanley, Falkland Islands.  
C ↑ A  
Ind. No. Col. Sec's tele of 18.6.57.

Reqn. 7581 O.A.C. STANLEY.  
C ↑ A  
No. VIA MONTEVIDEO.  
Gross Weight  
Ind. No. Col. Sec's tele of 18.6.57.

W/ EM7 PALM LAND ISLANDS 7581/1.

Page No. 2.

TO MESSRS

International Aeradio Limited

ITEM No.	QUANTITY	DETAILED DESCRIPTION OF ARTICLES	ESTIMATED COST	RATE	AMOUNT
		<p>Also one set of essential spare parts for use with the above installation, comprising one set of 100% spare valves, lamps and fuses and one set of site spares comprising a large selection of 28 condensers, 47 resistors, 5 switches and other miscellaneous parts for the transmitter - 20 condensers, 37 resistors and sundry other components for the receiver - 5 condensers and sundry components for the AC mains power unit.</p> <p>Total Price for the whole of the above <u>£508.6s.8d., F.O.B.</u></p> <p><u>Delivery.</u></p> <p>The above equipment could be made available for despatch to the Docks within 3/4 months from date of receipt of order.</p> <p>Your letter E94/ARD of 21/6/57 refers.</p> <p>Please forward a copy of appropriate schedules listing the equipment, accessories and spares to be supplied.</p> <p>Inspection by the Crown Agents' Chief Inspecting Engineer is not required, to ensure that the equipment is complete and in working order before despatch.</p> <p>With regard to page 2 of your quotation E94/1947 dated 1/4/57 it is assumed that the terms mentioned do not apply since the order is placed through this office and that Crown Agents Conditions of Contract of June 1957 do apply.</p>			

but you can request

SCHEDULE NO. C.S.D.6  
(ISSUE I)

PROVISIONAL SCHEDULE OF MATERIAL

FOR

REDIFON SHORT-WAVE TRANSMITTER/RECEIVER

TYPE GR.49V

CONTENTS:

- ✓ SECTION I ..... Transmitter/Receiver
- ✓ SECTION II ..... Accessories
- ✓ SECTION III ..... Essential Spares
- SECTION IV ..... Optional Sundries

NOTES:

- a) The equipment scheduled herein is suitable for use under tropical conditions in normal protected surroundings.
- b) This schedule is submitted as a general indication of the equipment proposed. The right is reserved to modify the equipment detailed herein if technical developments indicate that such modification would improve the performance.

REDIFON LIMITED,  
Broomhill Road,  
Wandsworth,  
LONDON, S.W 18.

C/JBB/ES  
7.9.1955

Tel: VANDyke 7281.

✓ SECTION I - TRANSMITTER

Item Qty. Article and Description

✓ 1 1 REDIFON short-wave transmitter/receiver, type GR.49V comprising the following main draw-out units assembled in heavy gauge aluminium cabinet.

- ✓ a) 1 - Transmitter and Modulator Unit, type G.61V for telephony and CW telegraphy transmission on five spot crystal controlled frequencies between 2.0 and 10 Mc/s with unmodulated carrier output of 45/50 watts.
- ✓ b) 1 - Superheterodyne Receiver Unit, type R.62V for telephony and CW telegraphy reception on five spot crystal controlled frequencies.

Overall dimensions of the transmitter/receiver are:-

Height 2 ft. 1½ ins. (65 cms)

Width 1 ft. 9 ins. (53 cms)

Depth 1 ft. 3 ins. (38 cms)

✓ 2 1

Power Supply Unit:

Either

- ✓ a) A.C. Power Supply Unit, type PU.30V for operation from 100/125 and 200/250 volts, 50/60 cycles, single phase A.C. supply assembled in heavy gauge metal case.

Overall dimensions of the A.C. power unit are:-

Height 11½ ins. (29 cms)

Width 1 ft. 5¼ ins. (41 cms)

Depth 10¼ ins. (26 cms)

Or

- b) D.C. Power Unit, type PU.29V for operation from 24 volt D.C. supply complete with filters to eliminate interference assembled in heavy gauge metal case.

Overall dimensions of the D.C. Power Unit are:-

Height 11 ins. (28 cms)

Width 1 ft. 6 ins. (45 cms)

Depth 1 ft. 1 in. (33 cms)

✓ SECTION I - TRANSMITTER

Item	Qty.	Article and Description
✓ 3	1	Set of Working Valves, comprising:- ✓ a) <u>For the Transmitter Modulator Unit</u> 1 - type 807 - Oscillator 2 - type 807 - Power Amplifier 1 - type 6J7G - A.F. Amplifier 1 - type 6V6G - Modulator Driver 2 - type 807 - Modulator ✓ b) <u>For the Receiver Unit</u> 1 - type 6K7G - R.F. Amplifier 1 - type 6X8G or K65 - Frequency Changer 2 - type 6K7G - I.F. Amplifier 1 - type 6H6G - Detector 1 - type 6J7G - Audio Amplifier 1 - type 6V6G - Audio Output ✓ c) <u>For the A.C. Power Unit</u> 1 - type 5Z4G - H.T. Rectifier 2 - type U.52 - H.T. Rectifier
✓ 4	1	Hand micro-telephone with moving coil insert and press switch.
✓ 5	1	Set of two plug-in crystals cut for an operating frequency to be specified (a maximum of 5 sets can be accommodated).
✓ 6	1	Handbook of operating instructions.

SECTION II - ACCESSORIES.

Item Qty. Article and Description

---

- |     |              |  |
|-----|--------------|--|
| 1   | As<br>req'd. | Additional sets of two plug-in type crystals for unit type GR.49V (frequencies to be stated in order - a maximum of 5 sets can be accommodated). |
| 2   | 1            | Pair of monitoring headphones complete with lead and plug.   |
| 3   | 1            | Telegraph key, type A.5039 complete with lead and plug.  |
| ✓ 4 | 1            | External 6" loudspeaker mounted in metal cabinet and complete with lead.   |

Overall dimensions of the loudspeaker are:-

Height 8 ins. (23 cms)

Width 7 ins. (18 cms)

Depth 4 ins. (10 cms)

Item Qty. Article and Description

✓ 1 1 Set of Spare Parts for Transmitter/Receiver comprising:-  
Valves for Transmitter  
 5 - type 607  
 1 - type 6V6G  
 1 - type 6J7G  
Valves for Receiver  
 3 - type 6K7C  
 1 - type 6CH35 or 6X8G  
 1 - type 6V6G  
 1 - type 6X5G  
 1 - type 6J7G  
Pilot Lamps for Receiver  
 3 - 8 V, 1.6 W, H.E.S.

✓ 2 1 Set of Spares for Power Supply Unit  
Either a) Spares valves and fuses for A.C. Power Unit  
 i) 2 - Valves type U52  
 ii) 1 - Valve type 6X5G  
 iii) 12 - 5A cartridge fuses  
 iv) 12 - 2A cartridge fuses  
 v) 6 - 1A cartridge fuses  
 vi) 6 - 150mA cartridge fuses  
Or b) Spare Rotary Transformer Brushes and Fuses for D.C. Power Unit  
 i) 1 Set Rotary Transformer Brushes, as follows:-  
 4 - type CP.1389/S  
 2 - type OP.1386/S  
 2 - type 2434/9  
 2 - type 2434/8  
 ii) 12 - 5A cartridge fuses  
 iii) 6 - 1A cartridge fuses  
 iv) 6 - 250mA cartridge fuses

SECTION IV - Optional Sundries

Item	Qty.	Article and Description
1	1	500 watt, 230 volt, A.C. Generating Equipment, comprising petrol engine, 500 watt alternator and switchboard, all assembled and mounted on a common bedplate with all essential accessories.
2	1	24 volt Battery consisting of four 6 volt units having a capacity of 120 ampere hours, at the 10 hour rate, complete with interconnectors, and terminals and containers with lifting handles.
3	1	24 volt Petrol Electric Battery Charging Set, comprising petrol engine, 500 watt generator and switchboard, all assembled and mounted on a common bedplate with all essential accessories.
4	1	Portable Aerial Earth System, comprising:-  a) 1 - Telescopic Mast Aerial 40 ft. high, complete with raising and lowering gear and insulating folding tripod stand.  b) 1 - Portable Earth System, comprising a six section drum on a steel frame provided with six 7/.029" copper conductors each 100 ft. in length and mounted one in each section of the drum. Each drum provided complete with earth rod and six ground pegs.
5	1	Permanent Aerial and Earth System, comprising:-  a) 2 - 44 ft. x 4 1/2 ins. diameter sectional steel masts complete with two sets of three guys together with all necessary guy adjusters, anchors, halyards, halyard anchor and all necessary fittings.  b) 1 Set - Mast Erecting Gear for masts at Part (a) above.  c) 1 - Long Wire Aerial complete with insulators and all necessary fittings.  d) 1 Set - Earth Equipment consisting of 20 radials of 7/.048" silicon bronze wire made off to a length of 100 ft.

(Alternatively a co-axial fed dipole aerial can be supplied in place of 5(c) when 5(d) will no longer be required).

SITE SPARE PARTS LIST

FOR

REDIFON TYPE GR49V SHORT WAVE RADIO TELEPHONE.

CONTENTS:

- ✓ Section I - Transmitter Unit Type G.61.V.
- ✓ Section II - Receiver Unit, Type R.62.V.
- Section III - D.C. Power Unit Type PU.29.V.
- ✓ Section IV - A.C. Power Unit Type PU.30.V.

NOTE:

The right is reserved to modify this list if technical developments indicate that such modification to the equipment would improve the performance.

Redifon Limited,  
Broomhill Road,  
Wandsworth,  
LONDON, S.W.18.

Issue I  
R/CB/JM  
1.5.56.

VANdyke 7281

SECTION No. I

Spare Parts for Transmitter Type G61V

Item	Qty	Description	Circuit Ref
1.	1 set	28	Condensers comprising:
a)	1	Condenser .01 mfd + 20% TCC M4WU 750V DC	C7.16
b)	1	Condenser .5 mfd + 15% TCC Type 92 750V DC	C2.
c)	2	Condenser .1 mfd + 20% TCC CP45N 350V DC	C15.32
d)	1	Condenser .25 mfd + 20% TCC CP47S 500V DC	C26.
e)	1	Condenser .02 mfd + 20% TCC CP45U 750V DC	C28.
f)	1	Condenser 50 mfd +50% TCC CE32B 12V DC -20%	C29.
g)	1	Condenser 25 mfd +50% TCC CE32C 25V DC -20%	C30.
h)	2	Condenser 2 mfd + 20% TCC CP144T 600V DC	C27.31
i)	1	Condenser .5 mfd + 15% TCC Type 82 500V DC	C33.
j)	1	Condenser .001 mfd + 20% TCC MBU 750V DC	C17.
k)	1	Condenser 150 pfd + 10% Dubilier CTS427 500V DC	C8.
l)	1	Condenser 50 pfd + 10% Dubilier CTS310 500V DC	C9.
m)	4	Condenser .01 mfd + 20% TCC M4U 750V DC	C1.3.18A.18B.20A. 20B.34.35.36A.36B.
n)	1	Condenser 10 pfd + 10% Dubilier CTS310 500V DC	C4.
o)	1	Condenser 25 pfd + 10% Dubilier CTS310 500V DC	C5.
p)	1	Condenser 50 pfd + 10% TCC SCT.1 500V DC	C6.
q)	2	Condenser 4.8-100 pfd Polar C803 Variable	C1C-14..
r)	2	Condenser 300 pfd + 10% TCC LPT2640	C22A-F.
s)	1	Condenser 54 pfd Eddystone Type 589 Variable	C23.
t)	1	Condenser .25 mfd + 15% TCC Type 92 750V DC	C37.
2.	1 set	47	Resistors comprising:
a)	3	Resistor 47,000 ohms + 20% 1/2 watt Erie RMA.9	R1-5.
b)	1	Resistor 330,000 ohms + 20% 1/2 watt Erie RMA.9	R26.
c)	1	Resistor 33 ohms + 20% 1/2 watt Erie RMA.9	R7.
d)	1	Resistor 100,000 ohms + 10% 2 watt Erie RMA.1	R6.
e)	1	Resistor 8,200 ohms + 10% 2 watt Erie RMA.1	R10.
f)	2	Resistor 47,000 ohms + 20% 1 watt Erie RMA.2 (Modified to P.17364/S)	R17.18.40.41.
g)	2	Resistor 47 ohms + 20% 1/2 watt Erie RMA.9	R15.16.
h)	1	Resistor 1,000 ohms + 20% 1 watt Erie RMA.2	R12.
i)	1	Resistor 270,000 ohms + 20% 1/2 watt Erie RMA.8	R27.
j)	1	Resistor 2,200,000 ohms + 20% 1/2 watt Erie RMA.8	R8.
k)	1	Resistor 4,700 ohms + 20% 1/2 watt Erie RMA.9	R23.
l)	1	Resistor 220,000 ohms + 20% 1/2 watt Erie RMA.9	R24.30.
m)	1	Resistor 15,000 ohms + 5% Painton P.5003F	R13.
n)	1	Resistor 2,200 ohms + 20% 1/2 watt Erie RMA.9	R9.31.
o)	1	Resistor 27,000 ohms + 20% 2 watt Erie RMA.1	R49.
p)	1	Resistor 22 ohms + 20% 1/2 watt Erie RMA.9	R32.
q)	1	Resistor 100,000 ohms + 20% 1 watt Erie RMA.2	R33.
r)	1	Resistor 470,000 ohms + 20% 1/2 watt Erie RMA.9	R34.
s)	1	Resistor 1,500 ohms + 20% 1 watt Erie RMA.2	R36.
t)	2	Resistor 100 ohms + 20% 1/2 watt Erie RMA.9	R35.42.43.
u)	2	Resistor 15,000 ohms + 5% 12 watt Welwyn AW3112	R37.45.
v)	1	Resistor 20,000 ohms + 5% 12 watt Welwyn AW3112	R46.
w)	2	Resistor 10,000 ohms + 20% 1/2 watt Erie RMA.9	R38.39.
x)	1	Resistor 470 ohms + 20% 1 watt Erie RMA.2	R51.
y)	1	Resistor 47,000 ohms + 20% 2 watt Erie RMA.1	R28A.
z)	1	Resistor 39 ohms + 10% 2 watt Erie RMA.1	R53.
aa)	1	Resistor 250 ohms + 20% 1 watt Erie RMA.2	R20.
ab)	1	Resistor 330 ohms + 20% 1/2 watt Erie RMA.8	R44.
ac)	1	Resistor 1,500 ohms + 20% 1/2 watt Erie RMA.8	R21.
ad)	1	Resistor 100 ohms + 20% 1/2 watt Erie RMA.8	R19.22.
ae)	1	Resistor 14 ohms 30 watt Berco VSK.1	R52.
af)	1	Resistor 270,000 ohms + 10% 1/2 watt Erie RMA.8	R28B.
ag)	1	Resistor 150,000 ohms + 10% 2 watt Erie RMA.1	R29.
ah)	1	Resistor 4,700 ohms + 20% 1/2 watt Erie RMA.8	R48.
ai)	1	Resistor 1,000,000 ohms + 20% 1/2 watt Erie RMA.8	R50.
aj)	1	Resistor 1,000,000 ohms + 10% 1/2 watt Erie RMA.8	R55A.55B.

✓ SECTION No. I Continued

Spare Parts for Transmitter Type G61V

<u>Item</u>	<u>Qty</u>	<u>Description</u>	<u>Circuit Ref</u>
3.	1	Potentiometer 1,000,000 ohms Morganite Type HVAR 10510 to Spec.1/OP3646/S.	R25.
4.	1 set	5 Switches comprising:	
a)	1	Switch to Spec OP.3639 B.N.S.F.	S1.
b)	1	Switch to Spec OP.3640 B.N.S.F.	S2.
c)	1	Switch to Spec OP.3641 F & E.	S3.
d)	1	Switch to Spec OP.3642 B.N.S.F.	S4.
e)	1	Switch to Spec OP.3643 B.N.S.F.	S5.
5.	1	Moving Coil Microphone Insert Lustraphone.	
6.	15	Tapping Clips for Serial Tank Coil to P.16893/2	

✓ SECTION No. II

Spare Parts for Receiver Unit Type R62V

1.	1 set	20	Condensers comprising:	
a)	2		Condenser .01 mfd $\pm$ 20% TCC MBN 350V DC	C1.25.
b)	6		Condenser .1 mfd $\pm$ 20% TCC CP45N 350V DC	C2.8.9.11.12.20. 21.26.30.31.36-38 42.43.47.51.
c)	1		Condenser .0001 mfd $\pm$ 20% TCC M2N 350V DC	C41.
d)	1		Condenser .001 mfd $\pm$ 20% TCC M2N 350V DC	C24.
e)	1		Condenser .003 mfd $\pm$ 20% TCC MBN 350V DC	C46.
f)	1		Condenser .005 mfd $\pm$ 20% TCC M3N 350V DC	C49.
g)	1		Condenser 1 mfd $\pm$ 15% TCC Type 62 350V DC	C48.
h)	1		Condenser 3 pfd $\pm$ 20% TCC SCD.1 500V DC	C10.29.
i)	2		Condenser 100 pfd $\pm$ 2% LEM 1510 350V DC	C18.19.27.28.35. 39.
j)	1		Condenser 18 pfd $\pm$ 20% TCC SCD.4 500V DC	C22.
k)	1		Condenser 10 pfd $\pm$ 20% TCC SCD.2 500V DC	C23.
l)	1		Condenser 130 pfd $\pm$ 2% LEM 2010 350V DC	C34.40.
m)	1		Condenser 100 pfd $\pm$ 20% TCC SCT.2 500V DC	C44.45.
2.	1 set	37	Resistors comprising:	
a)	2		Resistor 1,000,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.9	R2.25.
b)	2		Resistor 22,000 ohms $\pm$ 20% 1 watt Erie RMA.2	R3.4.
c)	2		Resistor 1,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.9	R10.17.
d)	1		Resistor 100,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.9	R7.
e)	2		Resistor 100,000 ohms $\pm$ 20% 1 watt Erie RMA.2	R1.31A.
f)	2		Resistor 2,200 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.9	R6.15.
g)	1		Resistor 15,000 ohms $\pm$ 20% 2 watt Erie RMA.1	R8.
h)	1		Resistor 220 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R12.
i)	2		Resistor 47,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.9	R11.33.
j)	2		Resistor 47,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R14.20.
k)	2		Resistor 68,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R13.21.28.
l)	1		Resistor 560 ohms $\pm$ 10% $\frac{1}{2}$ watt Erie RMA.9	R23.
m)	1		Resistor 15,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.9	R27.
n)	1		Resistor 100 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R37.
o)	1		Resistor 10,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.9	R32.
p)	1		Resistor 1,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R22.
q)	1		Resistor 270,000 ohms $\pm$ 20% $\frac{1}{4}$ watt Erie RMA.9	R30.
r)	1		Resistor 27 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R38.
s)	1		Resistor 100 ohms $\pm$ 20% $\frac{1}{4}$ watt Erie RMA.9	R35.
t)	1		Resistor 330 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R36.
u)	1		Resistor 27 ohms $\pm$ 10% 2 watt Erie RMA.1	R39.
v)	2		Resistor 43 ohms $\pm$ 10% 1 watt Erie RMA.2	R40.41.
w)	1		Resistor 2,200,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R26.
x)	1		Resistor 220,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.9	R9.
y)	1		Resistor 680,000 ohms $\pm$ 20% $\frac{1}{2}$ watt Erie RMA.8	R24.
z)	1		Resistor 5,000 ohms Berco VSK.1 (Less Clips)	R34.
aa)	1		Resistor 200,000 ohms $\pm$ 10% $\frac{1}{2}$ watt Erie RMA.8	R16.
ab)	1		Resistor 50,000 ohms $\pm$ 20% $\frac{1}{4}$ watt Erie RMA.9	R19.

✓ SECTION No. II Continued

Spare Parts for Receiver Unit Type R62V

<u>Item</u>	<u>Qty</u>	<u>Description</u>	<u>Circuit Ref.</u>
3.	1	Choke Bulgin S.W.68.	L2.4.
4.	1 set	2 Switches comprising:	
a)	1	Switch to Spec OP.3644/S B.N.S.F.	S1.
b)	1	Switch to Spec OP.3645/S B.N.S.F.	S2.
5.	1 set	3 Potentiometers comprising:	
a)	1	Potentiometer 10,000 ohms Morganite HNR 10310 to 2/OP.3646/S.	R18.
b)	1	Potentiometer 2000 ohms Morganite HNR 20250 to 1/OP.3646/S.	R5.
c)	1	Potentiometer 500,000 ohms Morganite HNR 50410 to 1/OP.3646/S	R29.
6.	1	Relay Siemens H.89.C 1,000 ohms each coil.	X1.

SECTION No. III

Spare Parts for D.C. Power Unit Type PU29V.

1.	1 set	7 Condensers comprising:	
a)	1	Condenser 8 mfd $\pm 15\%$ TCC Type 92 750V DC	C1.2.
b)	1	Condenser 4 mfd $\pm 15\%$ TCC Type 62 350V DC	C3.6.7.
c)	2	Condenser .01 mfd $\pm 20\%$ TCC M4U 750V DC	C4.5.8.9.
d)	1	Condenser .1 mfd $\pm 20\%$ TCC CP46S 500V DC	C12.
e)	2	Condenser .1 mfd $\pm 20\%$ TCC CP45N 350V DC	C10.11.13.14.
2.	1	Relay Siemens M2 1,000 ohms Heavy Duty 250V wkg to Spec OP.1573.	X2-2

✓ SECTION No. IV

Spare Parts for A.C. Power Unit Type FU30V.

1.	1 set	5 Condensers comprising:	
a)	1	Condenser 8 mfd $\pm 15\%$ TCC Type 92 750V DC	C1.2.
b)	1	Condenser 8 mfd $\pm 15\%$ TCC Type 62 350V DC	C6.
c)	2	Condenser 250 mfd $\pm 50\%$ TCC CELOD 50V DC $-20\%$	C3.4.
d)	1	Condenser 4 mfd $\pm 15\%$ TCC Type 62 350V DC	C5.
2.	1 set	3 Resistors comprising:	
a)	1	Resistor 30 ohms $\pm 10\%$ 2 watt Erie RMA.1	R2.
b)	1	Resistor 270,000 ohms $\pm 20\%$ 2 watt Erie RMA.1	R1.
c)	1	Resistor 270,000 ohms $\pm 20\%$ 1 watt Erie RMA.2	R3.
3.	1	Relay Siemens M2 1,000 ohms Heavy Duty 250V wkg to Spec OP.1573.	X1.2.
4.	1	Switch D.P. On-Off Arrow 80602 LT 10A/250V	S1.



# INTERNATIONAL AERADIO LTD.

*Engineering Division*

HAYES ROAD, SOUTHALL, MIDDLESEX

Telephone SOUThall 2411  
Cables INTAERIO SOUTHALL

E. 51/15/KT.

9th July, 1957.

The D.C.A.,  
Port Stanley,  
Falkland Islands.

Dear Sirs,

We wish to acknowledge receipt of your cable as follows:-

100

REF YOUR E.94/1947 QUOTATION REDIFON GR49V  
ETC ACCEPTABLE STOP CROWN AGENTS LONDON  
INSTRUCTED TO PLACE ORDER STOP FREQUENCY  
CHANGE PROBABLY WILL CONFIRM EARLIEST PLEASE  
SUPPLY CROWN AGENTS WITH COPY OF QUOTATION

and are pleased to inform you that after having passed a copy of the quotation as requested to the Crown Agents we have just received a firm order which is receiving our active attention.

The equipment in toto has been ordered and we look forward to inspecting and having the equipment ready for the ship within the stipulated delivery period. We note in the Crown Agents order there is no reference to Item 2 of our original quotation, the aerial equipment, and presume that you do not require this. We trust our action meets with your approval and would assure you of our best attention at all times.

} X

Yours faithfully,  
INTERNATIONAL AERADIO LIMITED.

*118*  
*H.E.S./ X*  
*G.A. have been advised p.p. by cable to info. I.A.L. that item 2 is required and dimentions supplied*

*K. Turffrey*  
K. Turffrey

Technical Sales Department.

*Rev. P.E.A.*

ADVICE OF AMENDMENT ORDER PLACED

19

W/6 EM7 Falkland Islands 7581/1 00270/k

THE CROWN AGENTS  
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS  
4 MILLBANK, LONDON, S.W.1

All letters to be addressed to the Crown Agents, the above reference being quoted.



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

Authy. Col. Sec. tel of 18th  
Ident No: June, 1957.

Special A/c (if any)  
Dept.

The Crown Agents transmit below a copy of a letter regarding a contract of which details have already been forwarded under the reference shown.

The Colonial Secretary,  
Falkland Islands.

A copy of International Aeradio Ltd. letter dated 27th August, 1957 is enclosed, your confirmation that this amendment meets your wishes is awaited.

DCA  
279

5th September, 1957.

Gentlemen,

Your Ref. E51/170BC

I am directed to refer to the order dated 4th July, 1957 for Redifon Radio Telephone under the above requisition and to confirm that the radiated frequencies now required for this equipment are ~~3440~~, 4500, 4675 and 5550 KCS as detailed in Secretary, Falkland Islands, telegram to you on the 26th August, 1957.

It is noted you are prepared to accept cancellation of the crystals required in the original two frequencies at no charge and that you have already amended the order to include the crystals for the four frequencies detailed above.

The extra charge of £48 for four channels instead of two is agreed and the total contract sum is amended thereby to £550. 1s. 8d.

It is also noted that due to the late advice of change in frequencies delivery will now be extended from October/November to November/December 1957.

I am, Gentlemen,  
Your obedient servant,

The International Aeradio  
Ltd.,  
Engineering Division,  
Hayes Road,  
Southall,  
Middlesex.

CSB/AR

120  
E.51/15/DBC

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

27th August, 1957.

For the attention of Mr. Laurance

Dear Sir,

W/EM7 Falkland Islands 7581/1

In confirmation of our telephone conversation, the following is the text of a telegram which we received from Port Stanley on the 26th August:-

105 FURTHER MYTEL 18 JUNE RADIATED FREQUENCIES NOW  
REQUIRED ARE 3440 4500 4675 AND 5580 KCS - SECRETARY

We would confirm that we are prepared to accept cancellation of the crystals required for the original two frequencies at no charge to yourselves, and we have amended the order to include crystals for the four frequencies now given.

The extra charge for four channels instead of two will be £18.0.0. (eighteen pounds) and we presume that you will issue an amendment to contract to cover this sum, in the near future.

Due to this late advice of change in frequencies, we regret that delivery will now be prolonged by approximately one month.

Yours faithfully,  
INTERNATIONAL AERADIO LTD.,



D.B. CLEMON  
Technical Superintendent

DBC/LMA

ADVISE OF AMENDMENT ORDER PLACED

1/5 EM7 Falkland Islands 7531/1

THE CROWN AGENTS  
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS  
4 MILLBANK, LONDON, S.W.1

All letters to be addressed to the Crown Agents, the above reference being quoted.

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

Authy. Col. Sec. tel of 18th  
Indent No. June, 1957.

Special A/c (if any)  
Dept.

The Crown Agents transmit below a copy of a letter regarding a contract of which details have already been forwarded under the reference shown.

The Colonial Secretary,  
Falkland Islands.

A copy of International Aeradio Ltd. letter dated 27th August, 1957 is enclosed, your confirmation that this amendment meets your wishes is awaited.

5th September, 1957.

Gentlemen,

*See Ref 51/15/ABC*

I am directed to refer to the order dated 4th July, 1957 for Radifon Radio Telephone under the above requisition and to confirm that the radiated frequencies now required for this equipment are 3440, 4500, 4675 and 5500 KCS as detailed in Secretary, Falkland Islands, telegram to you on the 26th August, 1957.

It is noted you are prepared to accept cancellation of the crystals required in the original two frequencies at no charge and that you have already amended the order to include the crystals for the four frequencies detailed above.

The extra charge of £18 for four channels instead of two is agreed and the total contract sum is amended thereby to £530. 1s. 8d.

It is also noted that due to the late advice of change in frequencies delivery will now be extended from October/November to November/December 1957.

I am, Gentlemen,  
Your obedient servant,

The International Aeradio  
Ltd.,  
Engineering Division,  
Hayes Road,  
Southall,  
Middlesex.