

C. S. O.

0270/k
~~FIGAS/23~~

TRN/AVI/2#3

(Formerly)

~~0270/g~~

0270/g

SUBJECT :

HIRE OF F.I.D.S. AIRCRAFT FOR USE IN COLONY

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

CONNECTED FILES.

NUMBER AND YEAR:

EX. CO. MINUTES

0270/

H. Air Store

Please quote in reply.

No. FIDS/73.....

FALKLAND ISLANDS DEPENDENCIES SURVEY.

PORT STANLEY,

FALKLAND ISLANDS.

.....30th March.....19.50..

H. C. S.

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

W. L. L.

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

R

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

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

What about
the Base E
motor boat ?

JAB 30/3

Y.E.

3

pp 1-3. The slipway and "blast-pen" for the sea-planes have now been completed, but Col. Butler draws attention to one or two other items, which in his opinion are still required. The "blast-pen" is simply a three-sided shelter ten feet high made of corrugated iron, which will suffice to protect the aircraft from the wind. Col. Butler suggests that a high barbed wire fence should be erected to keep out unauthorised persons. The E.E. does not view this with favour and he says, presumably with truth, that if this accommodation is temporary, it would be cheaper both in money and man-power to employ a watchman. This brings me to the main point. Is the accommodation temporary? Both these aircraft have now been exposed to the weather down South for over three months, and presumably on return here should be thoroughly overhauled. With the sort of weather which we may expect at this time of year, it would be very difficult for the mechanics to do this without a roof over them. As far as the Auster is concerned, the E.E. thinks that we could contrive to haul her up on her beaching trolley and get her into the existing hangar for overhauling, but this could not be done with the Norseman. Another point is, how long these two aircraft can safely be left exposed to the weather without deteriorating. If they are going to be here not more than six months I imagine it might be all right, but if longer, then I think they ought to be housed under cover. Admittedly we do not know until we have tried them out whether they are going to be here for a short or a long time. As I have already said, I myself feel confident that we shall find the Auster float plane very suitable, though I have my doubts as to whether it will prove an economic proposition to run the Norseman here. That however remains to be proved one way or the other.

I have inspected it

Yes

That is the nub.

I share them; but we cannot tell until we've tried her out.

Retain it ^{probably} but will not be in a position to use it until early in '52.

2. What is the future of the Norseman if it does prove to be uneconomic to be run in the Colony? Will FIDS retain it, or will they seek to dispose of it? If the former, then presumably it would be based in Stanley and go down South for the season. If that were so, I think it would need some permanent hangar. But if it is disposed of, we do not want to be left with a large hangar for which we should have no use (except possibly in connection with an External air service).

Yes

3. With so many questions which are unanswered, and which perhaps we cannot answer until we have given these planes a trial, the best solution would appear to be to use the existing blast-pen for the present and to defer for a few months any decision about a proper hangar. But this leaves the problems of security and ability to carry out maintenance. It would be possible for anyone intent on doing so to scale the sides of the blast-pen but they will be sufficient to keep out the ordinary inquisitive passer-by, if some form of wire gate can be put in on the fourth side (the side facing the harbour). The E.E. informs me that this can be done. The cabin of the Norseman can be locked, but not that of the Auster.

Yes.

4. Col. Butler's second item is two buoys. I have discussed this with Messrs. Butler and Bunting, and it appears that the P.W.D. can construct what is required. Col. Butler has taken the opportunity of Mr. J. Clement's being in town to consult him about the mooring buoys, since Mr. Clement had experience during the war with flying boats whilst serving with the R.A.F. The E.E. is going to get on with preparing the buoys, and I suggest that their final placing should be done after consultation with the pilots.

Pos.

5. The third item mentioned by C. I. Butler is not of any urgency, and can wait.

6. ~~4~~ One other point has occurred to me. We shall need the full-time services of a motor-boat once we start operating with sea-planes. Clearly a boat should be in readiness during every take-off and landing in case of accidents, and it will also be required for ferrying the passengers until the landing-stage is erected. In any case it may be handy for taking crews to and from the plane when she is at moorings. The most suitable boat for this purpose would I think be the FIDS motor-boat, which I suggest that Government might take over if FIDS can spare it. The "Alert" requires a crew of two, and is needed for a number of odd jobs such as taking Agricultural Dept. personnel across to the Camber; attending to the Harbour entrance lights and other daily chores. I understand that the FIDS motor-boat is used by FIDS for going over to the FIDS stores in the Camber, but it could be arranged that this duty should be performed by the "Alert".

I have already said that it shd. be made available

It can do both jobs?



4.4.50.

CS. (S/F to see en route). ~~SPS~~

I have replied marginally.

If F.I.Q.S. is to be confined to static Bases, they would have no use for the Norseman (and little for the Anota) and in the event of the latter proving uneconomical to the Colony they would have to buy and dispose of her. Neither question can be answered immediately — the first awaits a decision on policy, the second a period of trial with close accounting.

Meanwhile the aircraft must be safeguarded so far as is humanly possible.

INC 4/iv

E.E.


To see pages 3-4. Would you arrange for some form of wire door or gate to be added on the fourth (i.e. harbour) side of the blast pen. You will see that H.E. agrees to the FIDS motor boat being made available. On return of the file I will pursue the question of its exact status, whether it is to be bought by the Colony from FIDS or loaned or what.



5.4.50.

H.C.S.

1. The mechanic is preparing the buoy (mooring).
2. The question of entrance "gates" is being looked into and I am unable to decide the exact type until I know the height of the Auster Whips above ground level when the craft is on floats & beaching gear.
3. I had the F.I.D.S motor boat inspected this morning and regret to have to report that the sea-cock had been left open the sump therefore becoming full of sea water. I have given orders for the engine to be taken out and shipped but this work will take some time as I have assumed that its priority is the buoy (mooring).
4. The progress of the landing stage construction is noted

 6.4.50.

B.V. 20/4/50.

B.V. 1/5/50.

E.E.

Reference the landing stage for the floatplanes. We agreed originally that there was no urgency for this, because I then thought that it would only be required for passengers embarking and disembarking. But I now understand that it is required for refuelling purposes, a job which is at present done by rowing out a couple of drums in a boat. This is obviously wasteful, both of material and time. The latter is a consideration during the short winter days, and often makes the difference between being able to make two trips in the day or only one.

2. I gather that the material for the landing stage, one side of the packing crate in which the Norseman was shipped is available. In the interval while we are waiting for next tide to do the Philomel repairs, could some of the ~~harbour staff~~ staff

6

harbour staff tackle this ?. As to the best place to put the raft, I leave that to the experts. Messrs Spencer and Smith will use it most, and they had better decide where they want it to be.

[Handwritten mark]

5.6.50.

H.C.S.

Work will commence Wednesday 7 June 1950

[Signature] 6/6/50.

E.E.

Thank you. One other point which I forgot to mention. Ref: p.4. para 6 & my minute to H.E. What is the present position as regards the FIDS motor boat?

[Handwritten mark]

9 JUN 1950

H.C.S.

1. Repairs to the F. I.D.S motor boat engine are completed
2. Repairs to the actual boat are now required as she is leaking v. badly - However 1st priority is the landing raft.

[Signature] 9.6.50.

Messrs Spencer & Smith.

To see above minutes for information.

[Handwritten mark]

13/6/50.

[Signature]

[Signature] 13.6.50

B.V. 7/7/50

B.V. 15/7/50

E.E.

How goes the floating landing stage to the float planes?

[Handwritten mark]

18/7.

H.C.S.

I regret slowly due to having had to concentrate on Council chambers. However progress will be speeded up now

Landing slings erected and in use.



9 AUG 1950

P.A.