SECRETARIAT

(Formerly)

0270/HH.	0270/HH

F.I.G.A.S. - OTTER.

CONNECTED FILES.

NUMBER	

D C. A.

In making our plans for the future we should keep in mind the possibility of replacing our Beavers - or one of them - at some date with an Otter. We have to reckon that for [illegible] long periods we are operating with one plane. On such occasions it would no doubt be an advantage to be able to carry more. At other times (perhaps we could reckon that with a larger plane we might be able to economise by cutting down on the number of flights. At all times we ought to be able to carry more freight.

Could your plane make a list of the advantages and disadvantages and let us have your conclusions

5th 21/1/63

H.C.S.

The OTTER is really an unknown quantity to me and I have no literature on the machine, however the advantages as I see them would be larger carrying capacity, with increased passenger comfort and a longer range. As far as disadvantages are concerned I would not be prepared to give an opinion until I know something about the o/e.

It would in my opinion be very bad planning to replace two aircraft with one, because for long periods each year there would be no aircraft available for an emergency, which was and still is the primary reason for setting up an Air Service.

BJ 15.1.63

4/1/63.

Memo to DCA

He will double request for literature on

79

Ref: 0040/X.

Colonial Secretary's Office,
Stanley, Falkland Islands.

15th January, 1963.

Gentlemen,

Otter Seaplane

I am directed to request you to be good enough to forward to this Government all available information on the above mentioned aircraft, in particular, that dealing with dimensions, passenger and freight configurations and take off and landing performances.

2. It would also be appreciated if you could advise cost of such an aircraft and approximate cost of essential 'on site' spares required for one years operation.

I am,
Gentlemen,
Your obedient servant,

for COLONIAL SECRETARY.

The DeHavilland Aircraft of Canada Limited,
Downsview, P.O.,
Toronto,
Ontario,
CANADA.

JK/IM.

Reply at 8

Bu 2.4.63
(mail)
No mail
3.4.63

Bu 30.4.63

No mail
1.5.63

Bu 17/5/63.

Bu 24.5.63

THE DE HAVILLAND AIRCRAFT OF CANADA, LIMITED
DOWNSVIEW, ONTARIO

CABLES
"MOTH" TORONTO

SHIPMENTS
WEST TORONTO

February 6, 1963.

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

Reference 0040/X.

Dear Sirs:

Thank you very much for your letter of January 15, 1963 enquiring about an Otter seaplane for your use in the Falkland Islands.

We enclose the following literature:

DHC-3 Otter Route Study
" " Brochure
" " Performance Data
" " Performance Chart
Otter and Beaver Standard Radio Equipment.

We are sure that with the above information the questions asked in your letter regarding dimensions, cabin configurations and performance will be satisfactorily answered.

The basic aircraft price including all standard equipment is $96,500.00. The standard Otter floats to convert to a seaplane are $10,473.00. Packing of the complete aircraft (case size 40'x10'x10', approximate weight 13,680 lbs.) for export sea shipment, which includes inhibiting and dismantling is $3,050. Packing the floats, which would be a

separate case, is $650.00 (case size 27'x8'x6', approximate weight 5,320 lbs.). There is a great variety of special order equipment available and we would be pleased to supply you a Specification-Quotation on receipt of your advice regarding the proposed operation of the Otter.

The approximate cost of a recommended spares holding one one year's operation is $20,000.00. A detailed priced recommended spares holding can be supplied at the time a Specification-Quotation is made up for the aircraft. Since there is also a variety of radio equipment available the enclosed Otter standard radio equipment list dated August 30th, 1962 indicates equipment that we have engineered into the Otter aircraft and can be installed with the least amount of effort.

We thank you for your valued enquiry and look forward to hearing from you shortly with the necessary details so that a firm Specification-Quotation with delivery advice can be made up for you. At the present time we could supply an Otter packed at our factory in approximately nine weeks from receipt of confirmed specification and financial arrangements.

Yours very truly,

THE DE HAVILLAND AIRCRAFT OF CANADA, LIMITED

C.G. Mann,
Sales Department.

CGM/hd

10

10

AVIATION DEPARTMENT,
Stanley,
Falkland Islands.

18th. May, 1963.

Sir,

P + Q and a b c

I have the honour to foreward the enclosed correspondence and pamphlets on the DHC 3 Otter aircraft received from the De Havilland Aircraft of Canada.

2. The direct operating costs at a 60% load factor compare very favourably with those of the Beaver, performance figures also are most favourable.

3. Advantages of the Otter over the Beaver as I see them are as follows:-

(i) Higher cruising speed and much longer range, this would enable a complete mail drop to be carried out in one day.

(ii) Capable of carrying a greater number of passengers over a longer distance.

(iii) Larger floor area would allow for larger freights and greater pay-load for much heavier freights, such as parcel post.

(iv) Large unrestricted loading door on port side.

(v) Folding seats for quick conversion to freighter.

(vi) Capable of carrying up to six stretchers.

4. Disadvantages are:-

(i) The aircraft could not, without difficulty, be housed in the hangar at present in use.

(ii) Could not be utilised fully as a passenger aircraft all the year.

(iii) Take-off and landing rolls longer than the Beaver, this would exclude certain settlements dependant on wind direction and eliminate Roy Cove at all times. As a practising pilot I would not really consider the elimination of Roy Cove a disadvantage only a safety factor, even for the Beaver.

(iv) It would be necessary to hold two lots of spares as only a limited number of Beaver spares are interchangeable with the Otter.

I have the Honour to be,
Sir,
Your Obedient Servant,

Director of Civil Aviation.

The Honourable,
The Colonial Secretary,
PORT STANLEY.

Y.E.

Please see 10. I discussed this with the DCA. Alfa Echo is now about ten years old and will probably have to be replaced in the next two years. I think it is worth giving very serious consideration to replacing her with an Otter. It seems to me that the ideal service for this Colony would be one Otter and one Beaver. At any rate if we bought an Otter this would be the service which could be operating and after it had been tried out for some years Government could decide whether they wanted to keep it for ever.

2. The only disadvantage that I can see of having two different types of aircraft is that spare parts would be a bit more expensive and troublesome; DCA does not think this will be a very serious problem. The small items such as bolts etc. would be interchangeable between the Otter and the Beaver anyhow and a good deal of the instrumentation would he thinks, be the same.

3. When the Otter was undergoing annual C of A inspection we should be in the same position as we are now without the benefit of having a larger plane; when the Beaver was undergoing C of A inspection we would of course probably have to undertake a large number of flights with a plane larger than we required. But on the whole it appears that the service with the two planes would be more economical both in fuel and strain on planes and also strain on pilots than the present arrangement.

4. As regards passenger flights an extreme example of the usefulness of an Otter would be the beginning or ending of term at Darwin school. It is not unusual for two flights to have to be made between Darwin and Stanley now because there is not enough seating accommodation in the Beaver to take all the children who wish to travel. In this case of course one could cut down an entire flight by having a larger plane.

5. DCA also contemplates with the extra seating accommodation, being able to do a long flight with two pilots who could relieve each other, thus of course greatly increasing the number of landings that could be done. DCA also reckons that he could manage all the parcels and paper mail. This might well remove a great headache which we have at present and avoid the enormous waits which some people have until the Philomel can visit them with their parcel mail. I imagine that we would inaugurate a new service with a rate greater than the present rate for parcel mails but very much cheaper than the present air rate for parcel mails. Whether we would still send mails to the Camp by the Darwin and Philomel when they happen to be going directly after the mail arrived from Monte and if so at what rates is something which we could decide later on.

6. As regards operational costs the DCA has given me the following figures. Beaver cruising speed 120 m.p.h. fuel consumption 18-20 gallons per hour. Otter cruising speed 130 m.p.h. petrol consumption 23 gallons per hour. Taking the Beavers consumption as 19 to the hour this would mean that the Otter would only do 5.65 miles to the gallon while the Beaver would do 6.32. As the Otter would take nine passengers besides the co-pilot, while the Beaver would only take five the Otter is obviously more economical per weight and number of passengers carried.

7. As regards disadvantages DCA wonders whether it would ever be safe to take the Otter into Roy Cove. There is however a safe bit of water only ten minutes away by car - Crooked Inlet and from what the DCA tells me I am not sure that we ought not in any case to abandon Roy Cove as a landing place. Without going so far as this we could of course still go on serving Roy Cove with the Beaver and when the Beaver was out of action we would have to go to Crooked Inlet. To some extent this objection would

apply/. . .

apply in respect of Port Howard which is difficult in some weather. When the Beaver was out of action there might be some occasions when the weather would have enabled a second Beaver to fly there but would not enable the Otter to go.

8. There remains the question of the Hangar. The information we have at present is not quite sufficient to judge what would be the best way of accommodating the Otter, because we do not know all the facts e.g. the height the tail would be off the ground. It seems just possible that we would be able to accommodate the Otter in the existing Hangar with "skates", which I gather is something you put under the plane and on which it can be revolved. If this is not possible it might be possible to make a broad extension of the existing Hangar seawards so that the tail would fit into the existing Hangar and the planes be housed in the broader extension. Or perhaps the extension would not even have to be broader. I think the planes are narrower than the present Hangar. These are all things which would have to be gone into, but I think that perhaps, if the general idea appeals to Y.E. ~~it would be~~ would be worth pursuing, DCA might get all the particulars that he requires to enable him to consider the question of housing the plane. Should he at the same time enquire whether there is any truth in the rumour that the Otter is likely to go out of production?

9. I have left to the end one other point which is perhaps more important than anything else. The DCA has not referred to it in his memorandum but I asked him whether he thought it would be possible, if we had an Otter to do flights to Punta Arenas. I suggested that it would not be right to do such flights with a single engined aircraft. DCA however stated that in his opinion it would be quite safe. The engine would after all be tested properly before the plane started off, as of course it is for all flights. Punta Arenas would I think be about $3\frac{1}{2}$ hours flight from Stanley. The DCA imagines that the Otter would carry extra tanks which would enable her to do the journey there and back without refulling. The point of this is not of course that she would not refuel in Punta but that if she started off and the weather became bad she could always return. The DCA does not think the prospect of being caught by bad weather is very great in view of the weather reports they would be able to get from the Coast. DCA has not been to Punta but he understands that there is a good harbour and he does not think there will be any difficulty or danger about alighting there.

10. If this were really possible of course it might completely revolutionise our outlook on life in the Falklands. One would perhaps start with an air service half way between Darwins but one might even contemplate going on to a weekly service. I think the DCA might be asked to verify about the extra tanks.

11. Shall I now ask DCA to find out about the dimensions which he still does not know e.g. height of tail above ground also about the extra tanks and any other information he may require. On receipt of this information perhaps a memorandum could be written to Executive Council on the lines of the above minute and it could be discussed at the next meeting after Y.E. returns from England.

Initial cost. From the figures given it appears that the otter with floats would cost about 110 000 dollars or between £39 000 & £40 000. The Beavers are valued at £18 000. There is under £2000 in the Revenue fund

RHDM/LH
0270/HH
6th June, 1963.

2/6/63

H.C.S.

I have often thought about the possibility of replacing one of our Beavers with an Otter, and have discussed it in the past with the D.C.A. At that time we did not have as full particulars as we have now and the hangar seemed to be the main problem. I agree that we should find out all the additional dimensions we need to know about and any other information the D.C.A. may require.

2. I am not sure how soon we shall need a replacement for Alpha Echo, for although she is now about ten years old, if corrosion is no problem with her she might go on for much longer than two years; but I do agree that the ideal combination for this place would be an Otter and a Beaver. We could, I think, deliver all parcel and paper mail to the Camp by air in an Otter, and we might be able to do a certain amount of air freighting as well.

3. But I do feel it would be extremely unwise for us to contemplate a regular service to Punta Arenas by Otter. I know that the odds are against anything going wrong, but we should not contemplate a scheduled service on this route with a single-engined aircraft, and I would not like it to be thought that even in an emergency the Air Service would be prepared to undertake such a flight. There would be absolutely no hope of a rescue should the aircraft come down at sea, and she would be operating in as unsettled weather conditions as can be expected anywhere. I mentioned this to the H.C.T. recently, and he thought that International Air Regulations had something to say about single-engined aircraft operating over the sea for distances such as this. I think any such operation would be unwise in the extreme, and I am completely opposed to it.

June 18, 1963.

14

To DCA in ref 6/2

R 19/6/63

CG

15

0270/III

21st. June, 63.

To: Director of Civil Aviation,

From: The Colonial Secretary,

STANLEY.

Otter Aircraft

We spoke recently about the probability of replacing our oldest Beaver when the time comes with an Otter.

2. You said that before we could really decide what, if any, additions would be necessary to our existing hangar you would require to know further particulars relating to the dimensions of an Otter e.g. the height of the tail off the ground when the aircraft is at rest. Could you please now obtain this information?

3. There is a rumour that Otters may go out of production. I do not know whether you have any knowledge about this. It might be well without referring to this rumour to ask them to confirm that in the forseeable future it would always be possible for them to execute an order for an Otter if one was required and to supply the required spares.

(Sgd) R.H.D. Manders

COLONIAL SECRETARY

RHDM/FH

16

Ref: 0270/HII.

Colonial Secretary's Office,
Stanley, Falkland Islands.

25th June, 1963.

Gentlemen,

8.9

I am directed to acknowledge receipt of your letter CGM/hd dated 6th February, 1963, and literature appertaining to the DHC.3 Otter Seaplane.

2. We would be most grateful if you could advise on the following points:-

(a) The highest point of the mainplane above ground level, and

(b) The lowest point of the tailplane above ground level, when the seaplane model is beached on the standard supplied beaching gear.

3. In the interests of future development of this Government's Air Service it would be appreciated if you could confirm that your company will, in the foreseable future, be in a position to execute an order for an Otter Seaplane and to supply the required spares during the estimated life of the aircraft.

I am,
Gentlemen,
Your obedient servant,

(Sgd.) H.L. Bound

for COLONIAL SECRETARY.

The DeHavilland Aircraft of Canada, Ltd.,
Downsview, P.O.,
Toronto,
Ontario,
CANADA.

Copy to DCA

JK/IM.

? DFA file

Bs 10.9.63

17

THE DE HAVILLAND AIRCRAFT OF CANADA, LIMITED

DOWNSVIEW, ONTARIO

CABLES "MOTH" TORONTO

SHIPMENTS WEST TORONTO

Your: 0270/HH

25th July, 1963

Colonial Secretary's Office,
Stanley,
Falkland Islands.

COLONIAL SECRETARY'S OFFICE
28 AUG 1963
FALKLAND ISLANDS

Dear Sir:

16 Thank you for your letter of the 25th June, 1963. To answer your queries as per your paragraphs, para 2(a) 168.0 in. (14 ft), para 2(b) 97.5 in (8ft 1½ in) Full details will be seen in the enclosed three view dimensional diagram.

We are most happy to confirm that we will, in the forseeable future, be in a position to execute an order for an Otter seaplane and that spares for such aircraft will continue to be available for at least 15 years from the date of manufacture of the last aircraft of this series. Therefore it is evident there will be no shortage of spares during any reasonable life of such an aircraft.

Yours very truly,
THE DE HAVILLAND AIRCRAFT OF CANADA LIMITED

John F. B. Shaw

John F. B. Shaw,
Sales Department

Encs:

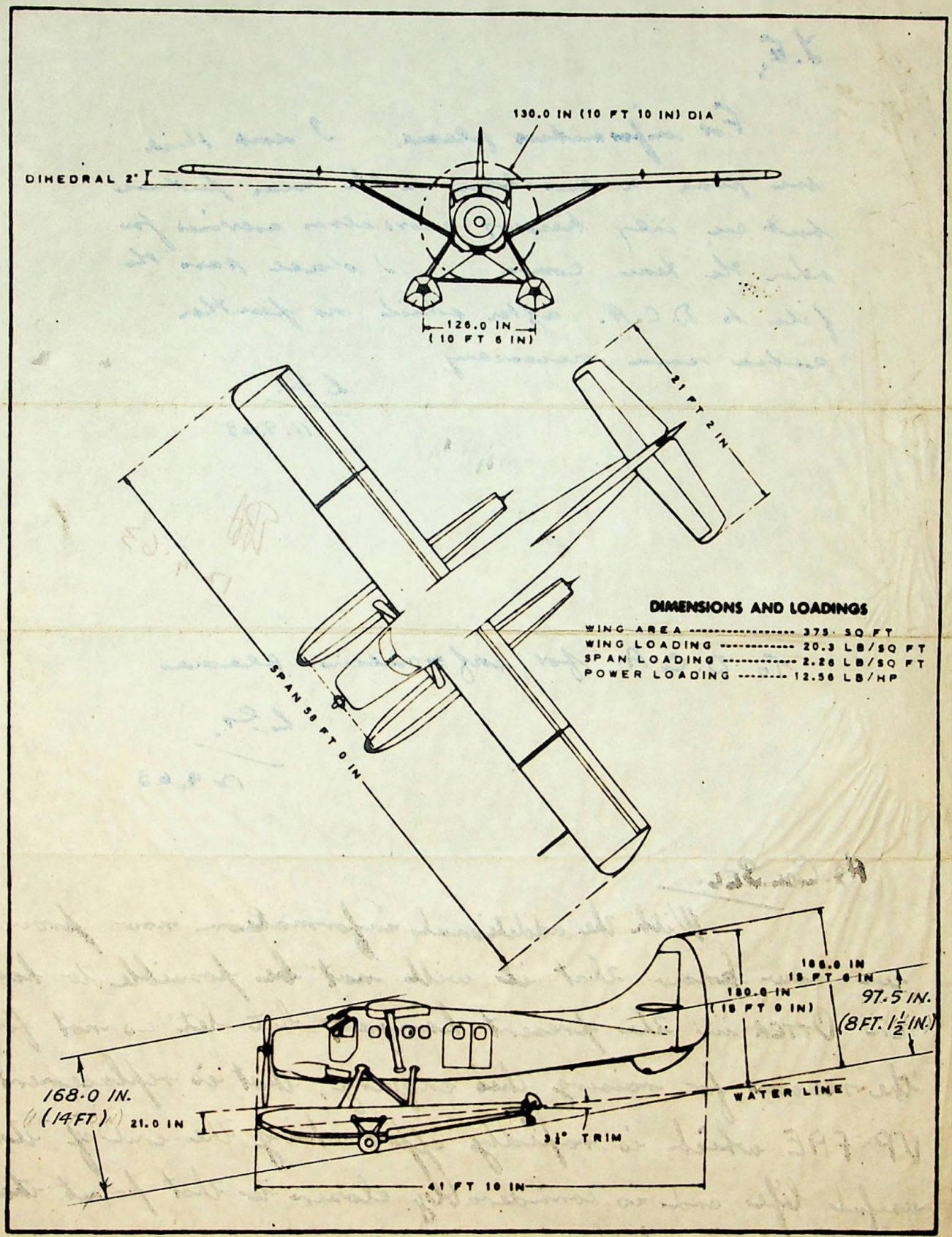

Fig. 2 Three View Dimensional Diagram: Seaplane

Y.E.

For information please. I don't think we plan a purchase in the near future but are only keeping ourselves covered for when the time comes. I should pass the file to D.C.A. after which no further action seem necessary.

L. Ls.
11.9.63

12-9-63

To D.C.A. for information please

L. Ls.
12.9.63

HQ. Coal. Sec.

With the additional information now provided we now know that it will not be possible to house an OTTER in the present hangar, but let us not forget the reason for raising this enquiry, that is replacement of VP-FAE which is rapidly approaching the end of its useful life and is considerably closer to that point than you appear to think.

R. 12/9/63.