

CONFIDENTIAL.

TRN/AVI/5#4

D

(Formerly)

2408/A

2408/A

TEMPORARY AMPHIBIAN AIR
CONNECTED FILES. SERVICE

NUMBER

2405

DECODE.

TELEGRAM.

From EMBASSY, BUENOS AIRES.

To COLONIAL SECRETARY

Despatched : 2nd August 19 71 Time : 2030
Received : 3rd August 19 71 Time :

06802 FM Buenos Aires 021552Z Unclassified to RR FCO telno 68 addressed to the Falkland Islands of 2nd August. Jones's letter S/401/2/1 of 7th July to Whitney. Albatross aircraft performance. Air attache has obtained the following information.

1. Landing conditions. Minimum cloud base 500 feet. Minimum visibility 1.3 nautical miles. Maximum surface wind 50 knots. Maximum wave height 5 feet.
2. True air speed at economical cruise 140 knots.
3. Maximum all up weight. On water 32,500 lbs. On land normal weight 36,000 lbs and absolute maximum 46,100 lbs.
4. Short take-off distances to clear 50 feet and landing distances. Without wind or jet assisted take-off rockets (jato) 1,500 feet. With nil wind but using 2 jatos 1,100 feet. In a 30 knot wind and using 2 jatos 500 feet. The landing distance with no wind 150 feet and with a 30 knot wind 100 feet.
5. We agree with the suggested measures in para 5 of reference letter and grateful to know frequency the Stanley meteorological office will be using.
6. Albatross radio frequencies. The normal frequency is 5580 KCS. The standby frequency is 10,081 KCS which is for control night and day. However, the Albatross can work any frequency between 3,000 and 18,000 KCS. We suggest that 10,081 KCS be used as a standby at least for the next flight.
7. Full details of the ramp requirements with the next flight, together with an excellent Royal Canadian Air Force article in Shell Aviation News No. 384, which describes operations with a concrete ramp. Argentines welcome your proposals because of sea water corrosion problems which can arise if Amphibian remains for more than a few hours in the sea.
8. Albatross details. Wing span 96 feet 8 inches; Length 62 feet 10 inches; draught inwater 5 feet and minimum turning radius on land 60 feet wheel track 17 feet 8 inches and ground clearance of hull when on wheels 8 inches. Aircraft should be parked facing water secured with ropes to 3 rings set in concrete.
9. Para 8 of reference letter. Argentines consider that the existing buoy acceptable but that it needs an iron ring on top, not more than one inch thick, or down to about half inch, for securing with mooring hook.

DECODE.

TELEGRAM.

2.

From

To

Despatched :

19

Time :

Received :

19

Time :

Alternatively a strong metal ring around the buoy could be used. The boat used as a tender should have more rubber tyres around it for protection of Albatross hull. Argentines would welcome a store of 4 x 200 litre barrels of Aviation Gasoline 100/130 Octane and are interested in storing some spare jatos at Stanley. These need careful handling to avoid risks of subsequent malfunction

PETERS

PL: HT

c/s
3.

FROM BUENOS AIRES

TO FALKLAND ISLANDS

PRIORITY

NO 72 OF 9 AUGUST

INFO FCO

092135Z

UNCLASSIFIED

TELNO 72 OF 9 AUGUST

MY TELNO 71 : ALBATROSS FLIGHT.

1. Argentines confirm that four seats will be available on the return flight on 11 August but they insist on a maximum of 20 kilos of baggage per passenger. Final decision on number of passengers must still rest with pilot in light of conditions on takeoff.

2. Your telno 88. This question appeared to have been settled by proposals in your telno 78 which are acceptable to Argentines or was there a corruption in the number of the refel (73 repeat 73) which you quoted?

PETERS

LJC : P/L

S/
K

The seats in question are allocated to
S.M.O. (D. Ashmore)
Major Clarke, R.M.
Lt Col. Grobner, R.N.
W. Johnson.

2. R. ep. i.d.c. are flying. done: J.

17/6/8

9th August

71

From: The Colonial Secretary

To: Ag. D.C.A.

Harbourmaster

O.I.C. Police

Albatross Flight
of Wednesday, 11 July, 1971

This flight is due to leave Comodoro Rivadavia at 0730 hours Argentine time (10.30 hours G.M.T.) with an estimated flight time of four hours to Port Stanley.

2. The aircraft is expected to remain in Stanley up to two hours before returning.

3. D.C.A. is asked to keep radio watch on 5180 Kcs during the flight times.

4. *Further flight is planned for 20 August.*

J. A. Jones
Colonial Secretary

12th August

71

To: Inspector of Police

From: The Colonial Secretary

Visitors from Argentina

There are currently five male visitors from Argentina here, brought in yesterday by the Argentine Air Force Albatross. Two of them are diplomats and three of them Officers of the Argentine Air Force, in no case therefore is action under our aliens provision necessary but for the record the following are the ranks, names and occupations of the visitors.

1. Col. Balcarce, Argentine Ministry of Foreign Affairs.
2. Sr. Carlos Louge, " " "
3. Vice-Comodoro A. D. Lob - Argentine Air Force
" " "
4. Major L. Remorino
5. Major C. B. Reeve " " "

J. A. Jones
Colonial Secretary

25/1335Z AUG LCH1

6

OK TTR in new file "Albatross" flights

FFFF

J. J. J.

ZCZC
RR LALK
DE LCHT 2979
25/0900Z
FM CLARKE
TO BAILEY FOR COLONIAL SECRETARY

ESRO ARE VERY ANXIOUS TO HAVE MR WEBER (AN ENGINEER ON SPECIAL DUTY IN STANLEY) RETURN TO EUROPE AT EARLIEST POSSIBLE TIME. ESRO UNDERSTAND THERE MAY BE AN UNSCHEDULED FLIGHT DEPARTING FOR THE ARGENTINE ON 7 SEPT.

I HAVE CHECKED WITH KINNEAR AT THE FCO BUT HE HAS NO KNOWLEDGE OF SUCH A FLIGHT. HOWEVER IF IT IS POSSIBLE TO GET WEBER AWAY FROM STANLEY BEFORE THE NEXT DARWIN WE WOULD BE MOST GRATEFUL.

25/1355Z AUG 71 LCHT

W Bailey. I have no information of any such flight.

J. J. J.

FFFFFFFFFFFFZCZC

7.
Harbourmaster

"ALBATROSS" FLIGHTS

One of the lessons learned from the "Albatross" flight of 20/21 August is the need for two launches to be available. One, and particularly when that one is "Alert", is inadequate and tends to delay on-and off-loading operations.

2. I believe that Mr. Sollis would be willing to come to an arrangement for the use of "~~Seaver~~spray" for "Albatross" flights in future, particularly when they become regular, and for her use with Campbell in charge of her when Sollis himself is away from Stanley with "Forrest".

3. Let us arrange discussions (you and me), after which I will ask you to discuss with Sollis.

4. It is also advisable to discuss whether there is, and if there is, whether we can borrow it and keep it ready in your boatstore at the Government Jetty, another fender of the same kind as that which you used for this and the last "Albatross" operation. Let me know about this after, personally, you have consulted OIC B.A.S.

J.A.J.
23.8.71

Note

H/M Sp. on 20/8. B.A.S. are willing to loan us another inflatable fender. After testing it H/M will store it, for standby use, in the Harbourmaster's Warehouse on the Government Jetty.

2 H/M will discuss with Mr. Sollis i.e. the matter referred to in paras. 1-2 of my minute above.

J 25/8

~~Yk.~~ Thank you / G. G. 25/8

Minute & note above f.i.m. only.

J 25/8

Be 1 week J 25/8

B. 31.8.71.

8.

H/M

Now that "Forrest" is back in port you will be taking an early opportunity to discuss with Sollis the arrangement referred to at para 2 of my minute p.6?

J.A.J.
31.8.71

C.S.

I have already discussed it alone with Sollis and he is prepared to allow his launch 'Silver Spray' to be used for all Albatross flights. No conditions were agreed upon but I am sure we can come to an amicable arrangement.

CS
4/9

H/M.

I am grateful to C.S.

2 It is important that, whatever the agreement is, you, I & Campbell should know precisely what it is.

J
4/9

From: Group Captain J F C Melrose DFC RAF



M/12/10

Air Attache
British Embassy
Dr Luis Agote 2412
Buenos Aires
Argentina

4/5

Mr J A Jones OBE
Colonial Secretary's Office
Stanley
Falkland Islands

10 September 1971

My dear John,

You may remember that I mentioned a very useful article in Shell Aviation News No 384 of 1970 which is Part III of a Canadian Air Force summary of the art of handling an Albatross Amphibian flying boat on the water. This appears on pages 2 - 7 of the issue, of which I enclose a copy. Perhaps you would kindly pass this to Ian Campbell who will then be able to study it, perhaps together with Tom Royans to see how much wisdom can be applied for the buoying, general handling and possible taxiing on to a ramp of the Argentine Air Force visitors when they call in during the next 'X' number of months.

You should also have received a photocopy of the same article and of certain pages of the Albatross manual which describe the method of attachment to a buoy. In any case I think the Argentines left behind a complete manual with Ian Campbell on 20 August.

Almost immediately after getting back to Buenos Aires I drove off, after only two days in the office, to Chile by car. It is a two-day journey and we visited Viña del Mar and Santiago, returning the same way, fortunately in beautiful weather for both crossings of the Andes. Since last Monday I have been clearing away my backlog and this weekend we shall be fully taken up with the three-day visit of Concorde, so the pace does not slacken.

I shall always remember my excursion to Stanley with a lot of affection and pleasure, especially the great kindness and welcome shown to all of us by all of you. Please give my kind regards to Inez and to the Barton's, Goss's, Hills's, Campbell's and Uncle Tom Cobley and all. I do not leave here until 26 October and so will be watching Mr Lewis's telegrams to and fro with interest to see how the drama of making you less isolated proceeds. I wish you all good luck with this and my best wishes for your own future.

Yours ever,

Reply at 10

*OK for p2 2+08/1A
I have replied to it.*

M/13/10

Freddie

F.I.G. Ref: 2408/A

13th October 1971

¹⁰⁹
Your letter of the 10th September reached me on the 12th October and as we have no outward "Darwin" again until the 28th I fear this letter will not reach you before you leave Buenos Aires, but will *be doubt* find you in due course.

I have passed on the material to Jim Kerr, who returned on the 12th from leave, and I am sure we shall find the information from Canadian sources most useful. Meanwhile, as you say, the Argentines did leave a copy of the manual with Ian Campbell.

We all greatly enjoyed your visit and I, in particular, was very glad that you were able to see conditions here for yourself. Let us hope that your successor as Air Attache will be able to do the same fairly soon. Meanwhile I will pass on your regards and gratefully note your good wishes. We shall hope to be able to call on you some time next year in Britain when we shall be able to talk over both the past and any progress between now and then without undue pressure.

(J. A. Jones)

Group Capt. J. F. C. Melrose, D.F.C., R.A.F.,
Air Attache,
British Embassy,
Dr. Luis Agote 2412,
Buenos Aires.



17/10

BRITISH EMBASSY

BUENOS AIRES

6 October 1971

J A Jones Esq OBE
Port Stanley

Dear John,

THE ALBATROSS SERVICE

1. Freddy Melrose mentioned to me that the Albatross crew which had taken him to the Islands on his visit there in August had regretted that a rubber dinghy which had been used to go out and meet the aircraft and disembark the passengers on the first flight was not employed on this particular occasion. I understand that the owner of the dinghy is now on leave in England.

2. The Air Attaché did remark that in rough weather it would be useful if a similar dinghy, or perhaps the same one could be used to go out and meet the aircraft. Perhaps you could look into the possibility of using a rubber dinghy for future Albatross flights to Port Stanley.

Yours ever,

Reply at 12.

Richard

R D Lavers

12/10

4/E

This refers to a Lodare operated by Stage which technically belongs, I believe, to Lindblad.

I'll see Stage, H/M, etc., about it when you let me have this letter back.

~~Stage from Lindblad~~

17/10

13th October

71

Albatross Flights

11

The rubber dinghy which you mentioned in your letter of the 6th October as having been used to disembark and embark passengers on the first Albatross flight, i.e. that on which McMullen was evacuated from Stanley, belongs to Lindblad and is operated by Ian Strange. I am quite prepared to negotiate with Strange on the possibility of our being able to use it in connection with future flights but I have the impression that, if a careful check is made with the pilot who carried out the McMullen evacuation flight, it will be found that the Zodiac was not by any means an entirely successful vehicle and indeed, so far as medical evacuations are concerned, was unsuitable.

2. What in fact happened on that occasion was that incoming passengers disembarked on the Zodiac rubber dinghy but McMullen was embarked on the Albatross from an ordinary launch with the Zodiac being used as a baffle. Our present practice does, we consider, improve on this and we currently use an ordinary launch with a special rubber baffle between it and the aircraft which is much more suitable in every way for that purpose than the Zodiac.

3. I think it unlikely that we would be able to obtain from Strange a promise of being able to use Lindblad's Zodiac whenever we wished and we have no other rubber dinghy of that size here though there are one or two small ones capable of carrying two or three people but which are not suitable for the job envisaged.

4. Perhaps you will do a further check with the Argentine Air Force as suggested in my paragraph 1 while I take up with Strange the question of whether or not we can expect to be able to use the Zodiac for all Albatross flights.

Reply at
30

(J. A. Jones)

R. D. Lavers, Esq.,
British Embassy,
Buenos Aires.

JB

cc P.S. to H.E. for file S/401/2/1

S/C Inland 7 in f. 2408/A 17/13/12

19th October

71

Albatross Flights

A suggestion has been made that it might be useful if, in rough weather, your Zodiac could be used to disembark and embark passengers travelling by the Albatross amphibian aircraft.

2. My own assessment of the situation when the Zodiac was so used on a previous occasion was that it was, through no fault of your own, not too successful; but I can see that the use of a rubber dinghy in rough weather is preferable from the amphibian pilot's point of view to the use of an ordinary launch with its dangers of collision damage.

3. Perhaps you could consider this matter and get in touch with me with a view to discussing whether we could reach any firm arrangements for the use of the Zodiac in specifically bad weather conditions.

4. I am sending a copy of this letter to Jim Kerr.

(J. A. Jones)

See 17.

I. Strange, Esq.,
Stanley.

cc D.C.A.

JB

M 29/10

MEMORANDUM

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

27th. October, 1971.

To: Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

Copy to P.S. to H.E. for File 401/2/1

SUBJECT :-

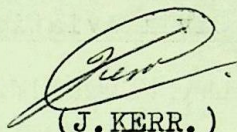
Albatross Flights.

With reference to your ¹²2408/A dated 13th. October 1971, I have read the article in Shell Aviation News and discussed the mooring and beaching methods with S.P.W. and Harbour Master, we are agreed that a slipway and hardstanding would be ideal and a near complete answer but an extremely expensive one. S.P.W. estimates the cost of reinforced concrete alone to be in the region of £10,000, in addition sheet-piling and a floating pile driver would have to be purchased and the whole exercise time consuming.

2. An aircraft dock could be constructed, but in a tidal harbour the outboard section would have to be floating and in the wind and sea conditions which develop in Stanley harbour it would be extremely difficult to maintain the position of the floating end.

3. In my opinion all we can really offer is improved bouying facilities by floating our existing bouys vertically and fitting old tyres, inflated inner tubes or both round the drums, fit 'cow horns' on top and dress bouys prior to each arrival, this would prevent hull damage and make mooring pickup easier.

4. Inflatable rubber bouys with stainless steel wire rope cage were produced for flying boat moorings, it is possible that some may be available in the Argentine which they may be prepared to loan during the period of waterbourne operations.



(J. KERR.)

Director of Civil Aviation.

29th October, 1971.

Interim Amphibian Service

I would be grateful if you would pass the information contained in this letter to your new Air Attache (as to whose rank, name and so on we are as yet without any details).

As you know we are anxious to do what we can, within the limits of our restricted financial, human and material resources, to improve facilities for Albatross amphibian aircraft handling in Stanley. To this end our aviation and public works staff have been evaluating the various alternatives. Reluctantly they have come to the conclusion that while the construction of a slipway and hardstanding would be the ideal solution it is impracticable in the light of our resources. An aircraft dock, while it might seem to be a possible solution, would have to be of the floating variety and in the wind and sea conditions which all too frequently develop in Stanley harbour would also be impracticable.

We have come to the conclusion that all we can hope to do is to improve our present buoying arrangements, so weighting our buoys as to ensure that they float vertically; by encircling them with old tyres, or inflated rubber tubes, or both; by fitting the top of them with 'cow horns'. These measures should help to prevent hull damage and make mooring pickup easier for the Albatross crews.

/Inflatable rubber buoys ...

R. W. Whitney, Esq., O.B.E.,
British Embassy,
Buenos Aires.

Inflatable rubber buoys with stainless steel wire rope cage have been produced commercially for flying boat moorings. It is possible that some are available in Argentina and could be loaned to us, being flown in by one of the amphibians on a one-off flight before the regular (interim) service begins in January.

(J. A. JONES)

c.c. Director of Civil Aviation

CB

1514 - Bu no 13

9/E *[Signature]*
1/11

From p. 9 + y. i.

[Signature]

2nd November

71

Albatross Flights

You will have heard that there is to be an Albatross flight on the 16th of November and in this connection I would be grateful to have, as early as possible, your views on the matter referred to in my letter of the 19th of October concerning your Zodiac.

13

(J. A. Jones)

I. Strange, Esq.,
Stanley.

JB

cc D.C.A.

Bn. 9.11.71.

18

Mg/11

5 Ross Road West
Stanley
Falkland Islands.

8th November 1971

J.A.Jones Esq
Colonial Secretary
Secretariat
Stanley.

Albatross Flights

Dear Mr Jones,

Further to our telephone conversation regarding the above flights, and in reply to your letter dated the 19th October No 2408/A, this letter serves as written confirmation that I agree in principle to the use of the Zodiac as detailed in your letter. * 13

As you indicate, however, the matter should be discussed further and at your convenience perhaps we could meet and come to some arrangement.

Yours sincerely,

I. J. Strange

Reply at 19.

I.J.Strange.

10th November, 1971

Albatross Flights

18
Thank you for your letter of the 8th November containing agreement to the use of the Zodiac should we need it in connection with Albatross amphibian flights.

2. I have informed the Director of Civil Aviation of your willingness to cooperate over this matter and, as you know, an Albatross flight is scheduled for Tuesday 16th November. The Director may therefore call on you for assistance on that day should weather conditions warrant it.

3. When the flight of the 16th has taken place and the present pressure of work eased slightly I will arrange for the Director to hold discussions with you with the aim of arriving at some acceptable agreement for use of the Zodiac on a regular basis in anticipation of the start of the interim amphibian service in the new year.

J. A. Jones
Colonial Secretary

Mr. I. J. Strange,
5 Ross Road West,
Stanley.

cc: D.C.A.

S/c
Rebun 7 pte & enable me to dictate
further letter to B.A. w.r.t. p. 11.

J
11/11

11th November

71

Albatross Flights

In my letter of the 13th October I sent you an interim reply to your letter of the 6th October about the Zodiac rubber dinghy which was used in connection with one of the Albatross amphibian flights.

2. Ian Strange has now returned from leave and he has confirmed that in principle there is no objection to the use of the Zodiac when weather conditions make it necessary. As I said in my letter of the 13th October, the Zodiac has distinct limitations but I will nevertheless endeavour, during the next few weeks, to work out with Strange some regular arrangement for its use when needed. You will at least be able to inform the Argentines that it is available as a stand-by.

(J. A. Jones)

R. D. Lavers, Esq.,
British Embassy,
Buenos Aires.

JB

g. k. / 12/11
From p. 17 f.g.v. (You last saw at p. 16).
J. A. Jones

13th November 1971.

Travel Agents

At the time of dictating this letter I have not available to me the letter of some two months ago in which you informed us that you would be letting us have a short list of names of reputable travel agents from whom we could make a final selection of agents to look after the passenger movements beyond Comodoro of Government staff using the interim amphibian service. It is becoming increasingly important for us to have your short list and I would be grateful if you would provide me with it as soon as possible, if necessary by telegram.

(J. A. Jones)

R. W. Whitney, Esq., O.B.E.,
British Embassy,
Buenos Aires.

CB

DECODE.

TELEGRAM.

From HADOW BUENOS AIRES

To COLONIAL SECRETARY

Despatched : 4th November 1971 Time : 0320

Received : 4th November 1971 Time :

10303

FM Buenos Aires Information FCO. Your telno 148.
Albatross Flight. It is confirmed that Owens can travel
on the return flight on 16th November.

HADOW

Y.E.

I have informed Sloggie; and Owens, whom I endeavoured
also to contact, was unavailable.

J.A.J.
4/11/71

S/C

For copying into "Albatross Flights" file.

J.A.J.
4/11/71

5th November

71

27.

The purpose of this letter is to place on record the fact that it has been confirmed that Mr. E. Owens, Manager, West Store, can travel to Argentina on the Albatross flight currently scheduled to take place on Tuesday, the 16th November.

As you will be aware from public announcements, the costs of this particular flight are being met by the British Government.

(J. A. Jones)

The Colonial Manager,
The Falkland Islands Co., Ltd.,
Stanley.

JB

24 24
DECODE.

TELEGRAM.

From HADOW BUENOS AIRES

To GOVERNOR FALKLAND ISLANDS

Despatched : 10th November 19 71 *Time* : 2104

Received : 11th November 19 71 *Time* :

FM Buenos Aires 101955Z Unclassified to Priority Montevideo
telno 40 of 10th November. Information FCO, Information
Falkland Islands. Telno 141 to Buenos Aires Mail for
Albatross Flight. Grateful if personal airmail for Falklands
as requested in reference telegram can be despatched to B.A.
by 12th November. The weight of the mail should not exceed
10 lbs.

HADOW

S/C

I take it this refers to personal mail sent by diplomatic
bag and not to 'public' mail, and so should not be the sub-
ject of any local radio announcement?

J.A.J.
11/11/71

PL: HT

25
DECODE.

TELEGRAM.

From HADOW BUENOS AIRES

To GOVERNOR FALKLAND ISLANDS

Despatched : 10th November 19 71 *Time :* 2100

Received : 11th November 19 71 *Time :*

FM Buenos Aires 101944Z Unclassified to Priority FCO telno 653 of 10th November Information Falkland Islands. Your telno 279 to Falklands and your telno 342 to Montevideo Airfield

1. Arrangements have been made to meet party as requested accommodation and onward flights are booked
2. The Argentine airforce confirm that 80 lbs of baggage and equipment per person will be acceptable although consequently efforts should be made to keep weight down if possible.
3. Commercial section is making arrangements requested in Para 5 of your telno 279. There will be little effective working time in Buenos Aires since onward flight leaves for Comodoro in the afternoon of Monday 15th November. FCO pass Falklands

HADOW

S/C In addition to usual copies one should be made for me to pass to H.E. Airfield file is the correct one. I have informed S.P.W. of the weight of baggage the visitors will be carrying

Amendment at 26

JAJ
11/11/71

26

DECODE.

TELEGRAM.

From HADOW BUENOS AIRES

To GOVERNOR FALKLAND ISLANDS

Despatched : 11th November 1971 *Time* : 1417

Received : 12th November 1971 *Time* :

Unclassified to Priority FCO telno 375 of 11th November
and information Priority Falkland Islands. My telno 563
Paragraph 2 should read as follows:

25

The Argentine Air Force confirm that 80 lbs. of
baggage and equipment per person will be accept-
able, although this will be stretching the capa-
city of the aircraft. Consequently efforts should
be made to keep weight down if possible.

HADOW

PL: HT

DECODE.

TELEGRAM.

From HADOW BUENOS AIRES

To GOVERNOR FALKLAND ISLANDS

Despatched : 12th November 1971 Time : 2254

Received : 13th November 1971 Time :

En Clair FM Buenos Aires 122105Z Unclassified to Priority
Falkland Islands telno 108 of 12th November. Your telegram
No. 153: Albatross Flights.

1. M.F.A. are consulting with Argentine Air Force on possibility of evacuating medical cases on Albatross return flight on 16th November. Unlikely that we shall have an answer before 15th November but it is probable that at least Mrs. Evans and baby and Smith will be able to travel. Final decision in any case rests with pilot in light of weather conditions at time of takeoff

HADOW

See 29

PL: HT

28

GOVERNMENT ANNOUNCEMENT - CAPE PEMBROKE AIRFIELD

Information has been received of the appointment of the firm of Rendell, Palmer and Tritton, consulting engineers, in connection with the Cape Pembroke Airfield construction project. The appointment of this civilian firm as consulting engineers means that it has been found impossible in present circumstances for the Royal Engineers to carry out the construction of the airfield. That this might be so has always been a possibility and the British Army's commitments elsewhere are such as to make it impracticable for the Sappers to do the job for us.

The firm of Rendell, Palmer and Tritton, besides being one of international reputation, has operated in Brazil and Chile and so has recent experience of construction work in this hemisphere.

Listeners will recall that it had been anticipated that a Sapper party of six would visit the Colony flying in by Albatross on the 16th November, staying for a month in order to carry out preliminary design studies for the airfield. This task will now be carried out by the party of six members of the staff of Rendell, Palmer and Tritton. The senior engineer in charge is Mr. Warren and the other members of the party are Mr. Lovegrove, Mr. Hatwell, Mr. Smith, Mr. Cross and Mr. Boustead. The party will be in the Colony for approximately a month in order to make the preliminary design study and carry out soil surveys.

Colonial Secretary's Office,
Stanley, Falkland Islands.
9th November, 1971.

To be broadcast tonight Tuesday 9th
Wednesday 10th

*PK Copies for Airfield PR, Albatross Amphibian
Line PR.*

*J
10/11*

29
DECODE.

TELEGRAM.

From HADOW BUENOS AIRES

To GOVERNOR FALKLAND ISLANDS

Despatched : 15th November 19 71 *Time* : 1620

Received : 15th November 19 71 *Time* :

27
FM Buenos Aires 151346Z Unclassified to Priority Falklands telno 109 of 15th November. My telno 108 Albatross Flight.

1. Argentines confirm that all medical cases and Mr. Evans can be carried on Albatross Flight on return to Comodoro on 16th November. Maximum payload for takeoff on water is 1,200 pounds and quantity of baggage should therefore be controlled.

2. On outward flight Albatross is due to take off from Comodoro at 0900Z (repeat 0900Z) and it is requested that the dinghy to disembark passengers should be ready from 1330Z (repeat 1330Z) Radio frequency - 5580K/CS (repeat 5580) NDB - VPC 417

HADOW

S.M.O., D.C.A., H.M. informed telephonically

J.A.J.
15/11/71

PL: HT



BRITISH EMBASSY

BUENOS AIRES

15 November 1971

4/5

J A Jones Esq OBE
Port Stanley

Dear John.

RUBBER DINGHY FOR THE ALBATROSS

1. Thank you for your letter¹² 2408/A of 13 October. I showed your letter to the Air Attaché who raised this point when he saw Comodoro Lob of the Argentine Air Force on 9 November. Although I am sure from what you say that the present arrangements which you have worked out are an improvement on the earlier disembarkation procedure, the Argentine Air Force have told us that they do think it important to have the use of the Zodiac dinghy available to them. Consequently it would be helpful if Strange would allow you to use it for the time being, although obviously it may be necessary to agree on another arrangement in the New Year.

Yours ever,

Richard.

Reply to 32

R D Lavers

Wte
Lp { dictated 16/11 J 16/11
Hc Re in Conf. f. 2408/A. J 17/11

ANNOUNCEMENT

Albatross amphibian flight of 16th November

Tomorrows visiting Albatross amphibian is expected to leave Comodoro Rivadavia at 6 a.m. Stanley time and to arrive here at about 1030 a.m.

The amphibian, which as listeners already know is bringing in the 6 man team, led by Mr. Warren, of Rendel, Palmer and Tritton the Consulting Engineers, will lift out the two visiting British Members of Parliament, Mr. Conlan and Mr. Luce; Mr. E. Owens, Manager of the Falkland Islands Company's West Store; and two medical cases - 12 weeks old baby John Pole-Evans and his mother and father, and Mr. Thomas Smith. Baby John and Mr. Thomas Smith will both be going to the British Hospital in Buenos Aires for treatment.

Colonial Secretary's Office,
Stanley, Falkland Islands.

15th November, 1971

Ref: 2408/A

MJ

1/6 to appropriate fly
17/11/71

FIG Ref: 2408/A
BA Ref: 4/5

17th November 1971

Rubber Dinghy for the Albatross

For the Albatross flight by which your ³⁰letter of the 15th November came to me we had the Zodiac rubber dinghy available. In the event it was used primarily as a tender to carry the JATO rockets out to the aircraft immediately on its arrival; but evacuation of the consulting engineers team and its baggage was carried out by the launch "Sea Spray" and it is difficult to see how we can make any other arrangements if the on- and off-loading of passengers' baggage and small items of freight is to be effected fairly quickly. However, as I said in an earlier letter, Ian Strange is entirely agreeable to the Zodiac being used and we shall arrange to have it standing by for all Albatross flights.

(J. A. Jones)

R. D. Lavers, Esq.,
British Embassy,
Buenos Aires.

JB

Bu 1.12.72.

33

Interim amphibian air service flight No. I 1 North of 12th January 1972

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. Casserly		Short term visitor. No Travel Card.	H.E.C.	British Technical Assistance Expert (Water Engineer)
2					
3					
4					
5					
6*					
7*					

* Medical evacuation

Colonial Secretary

34

Interim amphibian air service flight No. I 2 North of 26th January 1971²

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. Casserly				See 12th January. Alternative flight date
2					
3					
4					
5					
6 ^a					
7 ^a					

* Medical evacuation

Colonial Secretary

Interim amphibian air service flight No. I ³ North of ^{8th February} 1971²

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Miss C. Fookes		Argentine Card	P.I.C. (Medical Dept.)	Nursing Sister on loan from British Hospital, S.A.
2	M ^r Johnston			Mother of Miss Johnston	
3	Miss C. Johnston			F.I.C. (Student)	St. Mary's, Ambrose (Aged 11)
4					
5					
6					
7					

* Medical evacuation

Colonial Secretary

Interim amphibian air service flight No. I 4 North of 22nd February 1921

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	<i>Subd. Edwards. See Flight 25</i> Mr. E. Edwards		Short term visitor No Travel Card	B.A.S.	Visiting Scientist
2	<i>Subd. Dr. Ferguson</i> Dr. G. H. Ferguson			F.I.S. (Medical Department)	
3.	Miss J. Ford			F.I.S. (Student)	St. Hilda's, Buenos Aires (Aged 11)
4	Miss C. Johnston <i>st. 4.</i> <i>Ms Ford 23/1/71</i>			<i>Mark of Miss J. Ford</i>	St. Mary's, Cumbre (Aged 11)
5	<i>Add Ms Johnston Ms Ford</i> <i>23/1/71</i>				
6*					
7*					

* Medical evacuation

Colonial Secretary

37

Interim amphibian air service flight No. I ~~5~~ North of ~~14th March~~ 1971

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. K. Edwards				See 22nd February. Alternative Flight date
2	Mr. V.E. Puhleniorff			P.I.C. (P. & T.)	Southward air passage needed October
3	Dr. G. W. Ferguson 23/11/71				
4					
5					
6					
7					

* Medical evacuation

Colonial Secretary

38
Interim amphibian air service flight No. I 6 North of ~~20th March~~ 1921

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. J. A. Jones, C.B.E.			P.I.O.	Colonial Secretary
2	Mrs. J. A. Jones			"	
3.	Miss A. Cunn			"	
4	Miss L. Chapman			"	
5					
6					
7					

* Medical evacuation

Colonial Secretary

39

Interim amphibian air service flight No. I 7 North of 12th April 1971

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. K. T. Mills			F.I.C. (P. & F. Dept)	Southward air passage needed October
2	Mrs. K. T. Mills			"	"
3.	Master D. Mills			"	" (Aged 13)
4	Mr. J. Jacobsen			F.I.C. (P.W. Dept.)	Southward air passage needed September
5					
6*					
7*					

* Medical evacuation

Colonial Secretary

4
Interim amphibian air service flight No. I ⁸ North of 26th April 197²

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. H. Bennett			F.I.C. (Supreme Ct.)	Southward air passage needed September
2	Mrs. H. Bennett			"	"
3	Mr. J. Bound			F.I.C. (SUPT. P & T)	Southward air passage needed October/November
4	Mr. F. T. Lellman			F.I.C. (Educ. Dpt.)	Southward air passage needed August
5.	Mr. C. Smith			F.I.C. (P & T Dept)	
6*					
7					

* Medical evacuation

Colonial Secretary

44
Interim amphibian air service flight No. I 9 North of 9th May 1971 2

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. D. Bull			F.I.C. (Educ. Dept.)	
2	Mr. B. Hughes			F.I.C. (medical Dept.)	
3	Mrs. B. Hughes			"	
4.	Master P. Hughes			"	
5	Mr. J. S. Smith			F.I.C. (Treasury Dept)	Southward air passages needed October
6	Mrs. J. S. Smith			"	"

* Medical evacuation

Colonial Secretary

42

Interim amphibian air service flight No. I 10 North of 23rd May 1971

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. S. A. Booth			P.I.C. (Educ. Dept.)	Southward air passage needed September
2	Mrs. S. A. Booth			"	"
3	Mr. T. Pottersen			P.I.C. (Printing Dept.)	Southward air passage needed September
4	Mrs. T. Pottersen			"	"
5	Master D. Pottersen				(Aged 11) "
6	Miss T. Pottersen				(Aged 8) "
7*					

* Medical evacuation

Colonial Secretary

Interim amphibian air service flight No. I **11** North of **14th June** 1971

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. D. Evans			P.I.C. (Educ. Dept.)	Southward air passage needed September/October
2	Mrs. D. Evans			"	"
3	Master M. Evans			"	" (Aged 6)
4	Master R. Evans			"	" (Aged 3)
5	Mr. T. Reive			P.I.C. (Aviation Dept.)	Southward air passage needed November.
6	Miss S. Reive			"	" (Aged 11)
7*					

* Medical evacuation

Colonial Secretary

44
Interim amphibian air service flight No. I 32 North of 28th June 1971²

Serial	Passengers name	Passport No.	Travel Card No.	Sponsor	Remarks
1	Mr. R. T. Clarke			P.I.C. (P.W. Dept.)	Southward air passage needed October/November
2	Mrs. R. T. Clarke			"	"
3	Master D. Clarke			"	(Aged 14)
4	Master E. Clarke			"	(Aged 13)
5	Miss E. Clarke			"	(Aged 3)
6*					
7*					

* Medical evacuation

Colonial Secretary

Government Notice

Recent Executive Council communiques mentioned that the interim air service to be operated with the Albatross amphibian aircraft would start in January at a frequency of two return flights from Comodoro Rivadavia to Stanley per month and that it was anticipated that the flights would be made on the 2nd and 4th Tuesday or Wednesday of each month. On this basis the first such flight can be anticipated to take place on the 11th or 12th of January, 1972.

2. Listeners are advised that all bookings for flights by the interim amphibious air service will be handled by the Colonial Secretary's Office.

Sc Copy for Albatross flights file *[Signature]* 6/1/72

2408/B

D.C.A.
H/M

BUOYS FOR ALBATROSS FLIGHTS

The modified buoy used for the recent Albatross flight was a success. The other three buoys should be similarly modified as soon as possible.

J.A.J.
18.11.71

He like copy 17

file pl.
DECODE.

TELEGRAM.

From CROWN AGENTS

To SECRETARY STANLEY

Despatched : 19th November 19 71 Time : 1150

Received : 19th November 19 71 Time :

Yourtel 246 not possible obtain Genset for despatch vessel closing date 26th November due nonstandard voltage and frequency. Shall we order and endeavour ship following sailing in about 3 months? Please telegraph

CROWN

ACS-

Please answer. Yr.

PL: HT

22/11.

46a

DECODE.

TELEGRAM.

247b

From SECRETARY STANLEY

To CROWN AGENTS

Despatched : 22nd November 19 71 *Time :* 10 a.m.

Received : 19 *Time :*

No. 252

Yourtel 19th Genset. Please order and ship as suggested.

SECRETARY

PL: HT

See 12.12.71
(main file)

HELD ON 19TH OCTOBER 1971

2.

Meeting No. 14/71

468
C

2408/B

ii. Temporary airfield

His Excellency informed Members that he had received a telegram from London on this matter. An Exchange of Letters between Britain and Argentina would be necessary if Argentina were to build the temporary airfield, particularly incorporating a clause safeguarding the sovereignty of the islands. The reluctance on the part of the local public to having foreign military personnel stationed in the Colony, albeit engaged on the construction of the temporary airfield, was fully appreciated in Whitehall. Members considered that the responsibility for the technical specifications of the temporary airfield should lie unequivocally upon the Argentine authorities, who would plan and finance its construction.

After considering the matter, Council advised that His Excellency should confirm to the Foreign and Commonwealth Office, London:

- (a) approval for use of the temporary airfield by Argentina;
- (b) only Argentine military supervisory personnel with a civilian construction team allowing a variation in the number of Islanders engaged, should be employed on the construction;
- (c) another agreement involving an Exchange of Letters embodying the "sovereignty umbrella" to be negotiated;
- (d) responsibility for technical specifications would rest with the Argentine authorities.

It was noted by Members that the question of accommodation for the Argentine contingent might present problems.

Groning
Chair of Council

1564

22nd November

47
72

To: D.C.A.

From: The Colonial Secretary

Leave Passages 1972

As nothing further has been received since your memorandum ref: FIGAS/SC a provisional booking by the amphibious service for Mr. T. Reive and Miss S. Reive has been made for flight No1 1.11 North on the 14th of June, with southward booking requested in November.

J. A. Jones
Colonial Secretary

file pl
2408/B

C.T.

Albatross Flights: Personal Insurance

I would be grateful if you would ascertain from local representatives of Insurance Companies rates for air travel insurance for those who will be travelling by the amphibious service with effect from January next. At the same time I suggest you explore with the representatives the possibility of bulk cover for government staff up to, say, the sum of £5,000 per individual.

2. I understand that insurance brokers will cover flights on military planes in the normal manner provided that they are not on actual military operations.

J.A.J.
22.11.71

22nd November

71

Director of Civil Aviation

Colonial Secretary

Interim Amphibious Service

You will recall that we discussed with the pilot of the Albatross on Tuesday, the 16th November, the question of the form of passenger manifest which would be used when regular flights began in January and, off the cuff, agreed that the form would be based on the ICAO model. However, I have subsequently been able to lay my hands on papers which were not available to me on Tuesday, as I had a recollection that the question of the form of manifest had already been agreed and I found that this is so. It was agreed (while you were on leave) that the form would in fact be of the kind used for internal traffic in Argentina. However, the Argentine authorities have not followed up that particular agreement and have not supplied any forms. In these circumstances I suggest you go ahead and arrange a short printing of the type of manifest you showed me last week. If, later, the Argentine Air Force supply us with copies of a different form there will be no difficulty in switching to it.

(J. A. Jones)
Colonial Secretary

Y.E. 23/11

To see 23/11

JB

1/2 In file 2408 24/11

S/C

SOUTHWARD AMPHIBIOUS FLIGHTS

I am having flights booking schedules for the first six months of next year, which I spent all Saturday morning preparing, typed in quadruplicate. One copy we shall retain here as a working copy (as no doubt some alterations will have to be made as we go along), one I am sending to the B.A. embassy, one to the F.C.O. and one to C.A.A. I have done the covering letters for the copies to B.A. and F.C.O. You are to do the covering letter for the copy to the C.A.A.: it should, as will the copies to B.A. and F.C.O., go by the bag on "Darwin" of 27th November.

J.A.J.
22.11.71

22nd November 71

Director of Civil Aviation

Colonial Secretary

Interim Amphibious Service

You will recall that we discussed with the pilot of the Albatross on Tuesday, the 16th November, the question of the form of passenger manifest which would be used when regular flights began in January and, off the cuff, agreed that the form would be based on the ICAO model. However, I have subsequently been able to lay my hands on papers which were not available to me on Tuesday, as I had a recollection that the question of the form of manifest had already been agreed and I found that this is so. It was agreed (while you were on leave) that the form would in fact be of the kind used for internal traffic in Argentina. However, the Argentine authorities have not followed up that particular agreement and have not supplied any forms. In these circumstances I suggest you go ahead and arrange a short printing of the type of manifest you showed me last week. If, later, the Argentine Air Force supply us with copies of a different form there will be no difficulty in switching to it.

(J. A. Jones)
Colonial Secretary

JB

1564

52

S/C

INTERIM AMPHIBIAN SERVICE: ADMINISTRATIVE ARRANGEMENTS

As you know the interim amphibious service is to begin in January and the C.S.O. will be responsible for bookings. Two important points need to be made. The first is that our responsibility for bookings is confined to bookings on the Albatross from Stanley to Comodoro. Hotel accommodation in Comodoro and onward air or sea bookings from Argentina will, as is the case now with onward bookings from Montevideo, be effected through the F.I.C. travel agency. You should therefore ensure that a smooth working arrangement is established with Mr. B. Barnes for the purpose. (I don't anticipate that there will be any difficulty). The second is that since we will be responsible for the departure booking it is up to us to ensure that all medical documentation of passengers is in order. You should make an early check with S.M.C. about this - and I mean early: it must be done, and any loose ends that may be discovered must be tied up by the end of this month. We don't want any last minute panics to mess up the initiation of this service.

J.A.J.
22.11.71

cc: 2408/A

~~54~~
53

Interim Amphibious Service

When the amphibian service begins on a regular basis in January 1972 it will be necessary for Miss Miriam Booth of the B.A.S. to be employed regularly in your office to fulfil the interpreting function which she has hitherto done on an ad hoc basis. The B.A.S. has generously agreed to release Miss Booth to us for this purpose on the basis that we remunerate her in such a way that she does not lose financially through the arrangement. In these circumstances His Excellency has, after consultation with the Officer-in-Charge, B.A.S., agreed to a rate of remuneration of 60p per hour. On the assumption that Miss Booth spends an average of ten hours on this duty on each occasion upon which an Albatross flight takes place, and in view of the intended flight frequency of twice monthly with effect from January, 1972, the cost of Miss Booth's services to us for the 6-months period January - June 1972 will be £72. Accordingly you should apply to the Treasury for the provision by Special Warrant of this sum by augmentation of Head IV Aviation Sub-head 5 Incidental Expenses. In your 1972/3 Estimates you should include a new item for remuneration of Temporary Interpreter/Circuit Operator to cover the matter for a full financial year.

2. When making your application to the Treasury, now, for a Special Warrant and, in due course, in your 1972/3 Estimates for a new sub-head you should quote this memorandum as authority.

J.A.J.
22.11.71

He En fly in 2408

1564

54

22nd November, 1971

Interim Amphibious Service

We do of course appreciate, as you mentioned in a recent letter, that the impression needs, so far as possible, to be avoided that the staff of the Falkland Islands Government are monopolising the interim air service. Nevertheless, I have a responsibility to move my staff in and out on leave and in a situation where the Falkland Islands Company naturally is giving priority on its revised shipping service to its employees the bulk of my staff will need to be carried by the air service.

2. That said, I must emphasise that we have no intention of excluding other categories from the enjoyment of the facility the service offers; it is merely that this government's convenience must first be served if the machine is to be kept operating satisfactorily. In the light of the information given to me officially by the pilot of the Albatross which visited us on the 16th of November that it is the intention for flights to take place on the second and fourth Tuesdays or Wednesdays of each month I have been able to revise the flight booking schedule for the first six months of 1972 which I sent to you under cover of my letter of the 23rd of September.

... 3. This revision is contained in the attached forms which are naturally still to some extent provisional. No particular significance should be attached to the format chosen; it is designed to suit my needs as we are handling the bookings in my office. You will see that/...

R. W. Whitney, Esq., O.B.E.,
British Embassy,
Buenos Aires.

55
#6

that while there is a preponderance of P.I.C. staff booked during the normal peak months, room has been left for medical evacuation cases to be carried on each flight and in many cases there is additional flexibility as not all seats are taken up, even theoretically. Provision is also made for the return movement to Argentina of Miss Peckes, Nursing Sister on loan to us from the British Hospital in Buenos Aires, and for the movement of a British Antarctic Survey scientist and a visiting fireman from the Crown Agents whose task is to look at our water purification plant under British Technical Assistance arrangements. It is probable that, between the time this letter is drafted and the time it is posted further passage allocations to, for example, staff of the Science Research Council of the RSRS and RSNO stations will be made. Like any passenger booking business, finalization of passage lists a long time in advance of the flying date will be impossible, but the bookings shown on the attached sheets, though provisional, are unlikely to be subject to change.

4. I hope that, with the attached schedules as a guide, it will be possible for the M.P.A. to slot into it inward passengers in such a way that the bookings I have made can stand. This is my main purpose in forwarding it to you well in advance of the start of the interim amphibious service.

J. A. Jones
Colonial Secretary

cc: G. F. Kinnear, Esq., O.B.E.,
S.A. & I. O. Dept.,
F.S.O.