

CLASSIFICATION.....CONFIDENTIAL

AIR 13/5

Vol 2

TRN/AVI/6#9

Jan 1946

GROUP AVIATION

SUB-GROUP TEMP AIRFIELD

SUBJECT

ARCHIVE

OFFICER DEALING

CONNECTED FILES

FILE OPENED 16/1/76

Aug 13/5. - Hobbs Point, Nifield

FILE CLOSED 16-8-85

CS	①	30	Type
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CS	25	10/10	10/10
DCS	26	10/10	10/10
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DCS	28	10/10	10/10
CS	29	10/10	10/10
DCS	30	10/10	10/10

1
D.C.S.

Will you please ascertain from IADE what instructions are given to passengers on IADE flights and whether these are in English or Spanish.

Obviously as the IADE service is run by the Argentine Air Force, it will probably be difficult to always have a sufficient command of English to give instructions in English.

If it emerges that instructions are always given in Spanish, please refer back to me and I will ask Bloomer Reeve if we cannot help them to prepare a short handout in English which they can give out to passengers.

[Signature]
C.S.
23.1.76

2
D.C.S.
Ref 1 I spoke with v/c Bloomer Reeve and he said that for about a year instructions were given in both Spanish and English but at present only in Spanish, it all depended whether the Steward could speak English! I asked if it would be possible to have instructions printed and displayed in English but he said that this may seem a trivial decision but unfortunately it was something that he would have to consult with his superiors!

I think perhaps Mr Monk should contact him, maybe political implications?

[Signature]
12.2.76

3
C.S.

As I thought

[Signature]
13/2/76

4

[Initials]
YE 1 b 3 / Should discuss w. V/C B.R.?

5

[Signature]
13/2

[Initials]
13/2

[Initials]
Recd, & inform upon him the importance from the security / confidence standpoint

DCS

Will you please arrange for Mr Perry to contact V C Bloomer Reeve and, as soon as possible, visit the site of the extension to Hooker's Point airstrip and agree the general limits and also agree any areas for quarries and/or borrow pits.

BP

CS
19.2.76

7

Record: Discussed with Ag SPW.

JCh are needing a lot of sand and rocks for filling in the road. Their requirements might clash with Argentines. He will have a look at the week-end.

20/2/76

8

C.S.

Ag SPW has discussed 6 with JCL. They have produced the sketch at (10). It does not appear if there is likely to be any clash over requirements. Ag SPW has also been to see a person whom he thought was V C Bloomer-Reeve's successor. No problems at present.

25/2

9

DCS You will want to put Mr. Polfield in the picture to ensure there is no clash of interest. R/ of (7) is important (also A/ & B/ of (5)). He is fully in the picture and you will want to keep in touch with him regularly about progress & a formal approval of the undertaking.

10

26/2

Kiv 7

10

Mrs Booth

I wd like to see Mr Ashfield
some time

~~DM~~ 3/4

11

CS

Have contacted - am awaiting a 'time fix'

S.B.
5/4.

12

CS

Your 10

Mr. Ashfield will come in on Thursday,
8th April, at 2.30 pm.

S.B.
6/4

12

Bu 8.4.76

File Note:

Discussed airfield with Mr Ashfield 8.4.76.

Progress reasonable, although surfacing of permanent airfield has been delayed by the bad weather in March. July should see the finish of the airfield except for clearing up and finishing touches to surrounds. The road will not be completed for some time yet.

2. There is no conflict with the Argentine extension regarding material for filling in ~~the~~ road or for ~~the~~ Argentine ext.
3. If we want to stockpile crushed metal Mr Ashfield considers that we should consider this later.

~~DM~~ 8/4

13

Y.E.

There are no problems over the Argentine extension that I know of and I discussed this on the 8th April with Mr Ashfield. With regard to (9) The Ag. SPW visited the site of the extension to the Argentine airfield, and discussed with JCL and there were no difficulties.

Mr Monk in his notes at fo. (8) paras 11 and 12 mentions the legal side of the issue. In your minute on fo. (10) you have recorded that the key issues were made to FCO and Embassy. Is there anything further we ~~can~~ do at this stage?

115 No, the legal issues
 have all been cleared
 satisfactorily by the exchange
 of Notes in the spirit
 of Consultative Committee. Copies
 are now my files.
 2 In view of the states
 of the extension it possibly
 the same as that of
 the temporary answer.
 and is covered by the
 original Agreement.
 3 J.C.O. and B.D. are fully in
 the picture.

12/4/76

DTH 12/4/76

BU 3/5/76 FOKIV

BU

15

C.S.

(14) should have directed to the SPW as he maintains a Caretaker at the terminal building whose job it is, as far as I am aware, is to keep the fire going and the building in as clean a state as possible in the circumstances.

2. I have spoken to the SPW and he says that the Royal Marines have been using the building and have burnt the stove out. There are no more of these stoves available. The Marines have as far as I can gather been using the terminal building while their own hut was being re-erected. They have not vacated the terminal building yet. SPW says he cannot afford to send someone down to clean up after the Marines. SPW thinks a gas fire is the answer provided someone can find the funds.

3. An AISE for funds?

DM 30.8

16

C.S.

I have discussed (14) with Mrs Allan. She says the Marines have not used the building for several weeks. They had their own gas fire. They used to light the stove on Thursdays but it is burnt out.

2. The PWD should see that their cleaner (Mr Tim Martin) goes back on Thursdays and gets the place cleaned up?

3. The question of heating is not going to be easy. I have checked with the Supplies Officer and he confirms that there are no more stoves available or spare parts. He considers the answer is a gas fire paid for from XIII 4. Heat Light and Power or XIV 3. Repairs and maintenance Govt. Bldgs and Installations. Gas raises the question of ~~an~~ installation as Mr Butcher has blacklisted Govt. The time might be at hand when we have someone like Ronnie Clarke have a bit of gas installation training so that we are not held to ransom.

DM 30/8

17

DCS / Think this is a matter for PWD in the first instance. Pl. d. t. c. (14)

DM 30/8

18

18

C.S.

(16) SPW says he will tackle the terminal building as soon as he can. I hope this is not too long. ? But in a week or so to check position
D.M. 7/9

5

10.
To note (16) pl.
S. 4/9
20

C.S.

Noted.
J. 14/9
21

DOS
H. show (18) to Mr. L. Bridges.

22
S. 25/10

seen by Mr Bridges 26/10
D.M. 26/10

C.S.

By your endorsement on letter pg ~~19~~ (20)
I have seen it and am ack. letter to
Mr Ashfield. and informing Mr. Pitaluga
and Mr. Luxton to keep ^{and J.C.H. Ktd} this office advised
of their intended flights or use of the temp air strip
So that J.C.H. could be forewarned to keep
the construction gang clear of R/W. I feel this
is necessary in the interest of safety to aircraft.

(Folios 20-21 & 22 refer)

[Signature]
Rpt Supdt.
11/11/76.

24.

BK₂₃

Th. n. Report SA wd now like to see

[Signature]
3/4

25

S.C.A.

Pl see (20) ~~(21)~~ + (21)

[Signature]
R. Supdt.
3/11/76.

Copies of (20) & (21) sent to Sec.

JS 3.11.76

B/d on file pl. 5/12/1

(1)

C.S.

Extension of temporary airstrip.

John Smith phoned to say that if we are concerned about safety factors then in-flight instructions to passengers about how to put on life jackets should be read in English which is an international requirement when flying over sea. The instructions are read in Spanish and as most of the passengers are English speaking the majority do not understand what is being said.

7/12/12

NOTE ON DISCUSSION WITH V.C. BLOOMER REEVE

1. CARGO SAN GONZALO AND AIRFIELD EXTENSION

Arrival Date - The CSC is due in on 15th. BR says date was decided upon after Castagna had discussed with Harry Milne some weeks ago the arrival date of Anne Bawa. He was then told charter vessel would arrive on 20th January.

2. DEMURRAGE - BR has been notified by Harry Milne that the demurrage for the Anne Bawa will be \$1,350 per day. BR believes the Air Force will be reluctant to pay this and thinks that the Captain of the CSC will be instructed to remain in the harbour until the Anne Bawa is cleared.

3. CARGO - CSC carries the following:

Heavy equipment and materials to extend the runway amounting to 730 tons

She also has on board 250 drums of asphalt for JCL and cement for JCL

4. PERSONNEL FOR AIRFIELD EXTENSION - One NCO and six drivers will arrive on the CSC on the 15th. Two drivers will return by plane shortly and the remainder of the staff, amounting to about 35 are expected to arrive on the 9th February which is the date that VRF will clear the ESRD building.

5. EXTENSION OF AIRFIELD - The materials are sufficient to extend Hooker's Point airstrip by 350-400 metres.

6. DURATION OF WORK - approximately four months.

7. Off-loading and Storing of equipment - BR says it is intended to off-load the equipment as speedily as possible and to store it at Hooker's Point until required. He has been instructed to liaise with CPC about best route, avoiding damage to Stanley roads.

8. PERFECT OF EXTENSION - The take-off payload will be increased to 43,500 pounds from the present payload which varies between 37,000 and 39,000 lbs dependent on wind speed and direction. The landing payload will be increased from 39,000 lbs to 41,500 lbs. This is the equivalent of seven additional passengers.

9. F 28's - BR cannot be firm about the F 28, Maxxy but he expects that the strip will first be tested for suitability and if it is suitable he thinks that the F28 will alternate weekly with the F 27. The F 27 will continue to fly as it is easier to load and unload for freight.

10. FINANCIAL IMPLICATIONS - The following were discussed without commitment on either side. The authority set down against each item is that considered appropriate to pay for it.

- i Harbour dues FIG
- ii Wharfage STM (as now)
- iii Unloading ? (this is the most expensive item)
- iv Accommodation FIG (ESRD building)
- v Electricity Argentine Airforce (to exercise control)
- vi Water FIG
- vii Fuel for heating Argentine Air Force
- viii Customs on imported wine - this BR has proposed might be waived as wine is part of the normal diet of the Argentine workers! The amount is small, about \$150, and I think FIG could accept this. On the other hand, as it is so small, so could the Argentine Air Force. It is, I think, a matter for further discussion.

in Land - This could be made available by FIG on a "user" basis

x Salaries - Salaries are paid to the Argentine Air Force workers in pesos in Argentina, and these monies are not exported to the Islands. They receive an allowance of \$4 a day. When the temporary airstrip was constructed this \$4 was paid in local currency. If it is paid in pesos it would require clearing with the Central Bank for their disposal if FIG was left with amounts of pesos more than sufficient to liquidate its commitments.

The allowance paid to the workers will amount to about \$5,400 per month for four months, approximately \$22,000.

11. AGREEMENTS - Probably an extension to the airfield should come under the general 'umbrella' of paragraph 1 of the Exchange of Notes of 1971, although it is probable that the extension may in some way have to be linked to the Joint Statement attached to the 1971 Exchange of Notes if it is to come within its purview. In this connection paragraph 6 of the Joint Statement may be relevant.

12. THE SPECIFIC EXCHANGE OF NOTES relating to

- a) the construction of Hooker's Point airfield (CMND 5027 1972)
and that for the Air Service (CMND 5203 1972)

do not appear to be strictly relevant, especially ~~5027~~ as 5027 specifies that the "runway shall be approximately 800 metres long"

However, it may be appropriate to use this Exchange of Notes as a basis for understanding to be arrived at in the special consultative committee although I recommend that if this course is followed the previous Agreement be studied in the greatest detail to try and avoid some of the ambiguities that have emerged already and have caused us so many problems.

CS

(8)

NOTE FOR S.T.H. VESSEL

CABO SAN GONZALO AND EXTENSION OF HOOKER'S POINT

Points emerging from a discussion with Vice-Comodoro Bloomer Reeve 5.2.76.

1. Medical Attention

There should be no problem about the giving of medical attention to the employees who will lengthen the strip.

2. Explosives

The explosives will have to be properly stored in a magazine with the detonators in a different place; so that LADE can have access to this store, they will need a contact man. I have since spoken to the C.F.O. and asked him to liaise with S.P.W. about a storage location and access. Bloomer Reeve to notify the type of explosive.

3. Removal of Telephone Line

In order to get the rock crusher out to the site, some telephone lines will have to be disconnected. The Postmaster will have to liaise with Bloomer Reeve to agree a date. It may be possible just for the lines to be taken down but for the poles to remain.

4. Quarry

The quarry site must be agreed with S.P.W.

5. Electricity

The electricity used must be metered and charged for.

6. Telephone

They will probably require a telephone on site.

7. Accommodation

The question of accommodating the workforce in the Esro Building has yet to be resolved. This seems to be the only suitable location but the question of water will present a problem as it has done with the Y.P.F. workers. LADE are prepared to pay overtime for an operative to work at weekends pumping from the Filtration Plant. Water for the Esro Building cannot be drawn off the high level tank but only off the rising main.

8. Transport

The use of transport should be regularised. It may be appropriate to allow the workforce to use their own transport without registering it locally but note must be taken of this. Their drivers will, of course, have to be licenced.

9. Discipline

It seems sensible that minor breaches of discipline are dealt with administratively and left to the Works Manager to carry out. Most of the workforce are civilians attached to the Air Force, so presumably are subject to some form of sanction. Major breaches of the law must, of course, be dealt with by the Courts.

10. Advance Party

Bloomer Reeve said that nine more men will arrive on the Cabo San Gonzalo on the 6th February, but they will stay on board until Tuesday, 10th February.

11. Immediate Work

Immediately after the departure of the Fokker on Monday, 9th February, the workforce will start work on the water logged section of the present runway approximately 100 yards from its east end.

They will work throughout the week so that the runway will be closed but Bloomer Reeve says that the flight on the 16th February should not be interfered with.

NOTE: A public announcement should be made about this.

12. Borrow Pits, Land and Site generally

S.P.W. and/or a Secretariat Officer, must visit the site with a LADE representative to demarcate the land to be used for the extension and also to agree on any sites for borrow pits and or quarries as well as access.

The legal aspects of this should be gone into by the Registrar.

It is important that any agreement made in this respect does not clash with the work being undertaken by J.C.L. It is, for instance, especially important that LADE do not encroach on the contractual site and also that they do not interfere with the free access by J.C.L. transport to Cape Pembroke. It is also prudent for them to ensure they do not disrupt, in any way, the workings of J.C.L. as regards borrow pits, shingle etc.

ATW/13/5

6e

10th February, 1976

Chief Secretary

Deputy Chief Secretary
Test Factor
Senior Medical Officer
Superintendent of Public Works
CHIEF POLICE OFFICER

EXTENSION OF THE TEMPORARY AIRFIELD

I attach a note on points concerning your Department that were reached in discussions between myself and Vice Commodore Bloomer Reeve.

Will you please keep these in mind so that if approval is given you are ready to carry out the work involved.

I emphasise, except for the storage of the explosives, no other action should be taken until you have my approval that Government has agreed to the items mentioned.

A.J.P. Monk
CHIEF SECRETARY

9. Discipline

It seems sensible that minor breaches of discipline are dealt with administratively and left to the Works Manager to carry out. Most of the workforce are civilians attached to the Air Force, so presumably are subject to some form of sanction. Major breaches of the law must, of course, be dealt with by the Courts.

CHIEF S
16 FEB 1976
FALKLAND

HNE.

Team to extend Hooker's Point Airstrip

The workers for the airstrip are expecting to move into the Esro Building (if they have not already started to do so). We shall, thus, once again be presented with a fait accompli and Y.E. considered, to keep our options open, I should authorise Bloomer Reeve to instal the workers in the Esro Building on a week to week basis for the time being, pointing out to him that he will be liable, unless negotiations result in a controlling agreement, for the cost of electricity, water, oil and repairs.

As regards water you will know from a copy of my minute concerning my discussions with Bloomer Reeve about this a couple of weeks ago, that water is a problem at week ends. I have already instructed Mr. Stewart that if water is required to be pumped at week ends specially to keep the Esro Building supplied, a bill for such labour should be submitted by S.P.W. to Vice Comodore Bloomer Reeve. He has also proposed to me that it might be possible to erect a special tank from materials already available here. I have asked Mr. Morrison to explore this possibility with him. If we have the materials it will probably take 5 days to erect.

C.S.
10.2.76

65
As proposed above.
But please pass V.C.
Bloomer - Reeve to seek
a decision on all these points.
from the M.F.A., adding
that I am doing everything
possible through the Embassy in
B.A. inter (unofficially) to the
loss of potential trouble build up. 10/2



AIR/13/5

(6)

13th February,

76.

Vice Comodore Bloomer Reeve,
L.A.D.E.,
Stanley.

I refer to matters arising from the extension of Hooker's Point airstrip and to discussions that have taken place between us about the accommodation and other matters concerning the workforce that will carry out the extension and, provided you agree, I am prepared on an administrative basis to offer on behalf of the Falkland Islands Government the use of the building (known as the Esro Building) at the West end of Stanley Harbour on the following conditions:-

- A/
1. Occupation will be on a weekly basis unless and until negotiations now taking place result in a controlling agreement for a longer term.
- B/
2. Subject also to a controlling agreement that may be subsequently negotiated, the following items will be for LADE's account:
- a. Electricity
 - b. Water
 - c. Oil for central heating and other purposes
 - d. Repairs and maintenance of the building

The following will be for the account of Falkland Islands Government:

- a. Telephone installation
- b. Provision of the building rent free.

I trust these meet with your agreement. Doubtless there will be some matters which are not covered in this interim agreement but these can be resolved ad hoc as they arise by discussion between us.

As regards the payment for water it is my understanding that you will reimburse the Superintendent of Public Works in respect of additional labour required to operate the filtration and pumping plant during weekends when it would not normally be required to top up the high level tank. In this connection, I believe we both think it would be worthwhile to give consideration to the installation by your workforce, of an additional reservoir tank on the top of one of the disused satellite tracking pillars.

If you decide on this course, the Public Works Department will give you all assistance in tracing suitable material and also by giving advice where necessary.

A.J.P. Monk
CHIEF SECRETARY

17th February,

76

Our Ref: IR/13/5

Vico Comodore Bloomer Reeve,
L.A.D.E.,
Stanley.

Dear Sir,

I refer to recent discussions about the extension to Hooker's Point Airstrip and in particular to the need to regularise the operations and logistical support in advance of the commencement of work.

A/ I have now written to you about the accommodation and I think it is appropriate that we should discuss urgently the question of access to the site for the extension. In this connection and without prejudice to anything that hopefully will emerge shortly from discussions in the ~~Joint~~ Consultative Committee, it is important, I believe, for our representatives to visit the site and agree on the area that will be used for the extension and for any other purposes in connection with the extension. I believe also that this should be done before work actually commences.

If this meets with your concurrence, perhaps you will be kind enough to contact me at an early date and in any event before work commences.

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

A.J.P. Monk
CHIEF SECRETARY

Hooker's Point

Reference

AIR 13/5

9

10

H.M. the Governor

EXTENSION TO HOOKER'S POINT

I raised with Bloomer Reeve this morning the need for quick action in the Special Consultative Committee to regularise the arrangement for the extension to the airstrip.

2. He was very reluctant to take the matter up with his authorities in B.A. but eventually agreed to do so.

3. In fact, work has started on the extension and I am arranging for ASPW to go out to the strip tomorrow morning with a LABE representative and roughly demarcate the boundaries and authorise quarry and borrow-pit sites.

4. He asked about disciplinary offences and I said this would be best dealt with administratively, and I undertook to consult with GPO with a view to having minor offences referred to the C.O. in charge of the work force.

[Signature]

CS
18.2.76

[Handwritten notes in red ink:]
C.S.
II
No spoke today
have reminded JCO & BIA
of the key issues by
telegram.
2. Pick future that Para. 3
acted upon with V.C.
Remotion
2-5/2

AIR/12/5 ~~10~~ (11)

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(WOOL PRODUCERS)

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"GIBSTAY PORTSTANLEY"



GIBRALTAR STATION
PORT SAN SALVADOR
FALKLAND ISLANDS
SOUTH ATLANTIC

27th February 1976

Major Remorino,
C/o. L. A. D. E.,
Port Stanley.

Dear Major Remorino

I understand you are back in the islands supervising the improvements to Hecker's Point airfield; I hope I will have the pleasure of meeting you again before you return home.

The reason for writing is that I am concerned to hear that some of the airstrip machinery has been crossing our aircraft railway and that as a result, the rails are bent in one place to such an extent that our truck cannot travel to and from the airstrip. This would not be an immediate problem for me alone as my aircraft is damaged and grounded but I am worried about the expected arrival next week of Mr. Bill Luxton's Skyhawk because he will be using our hangar.

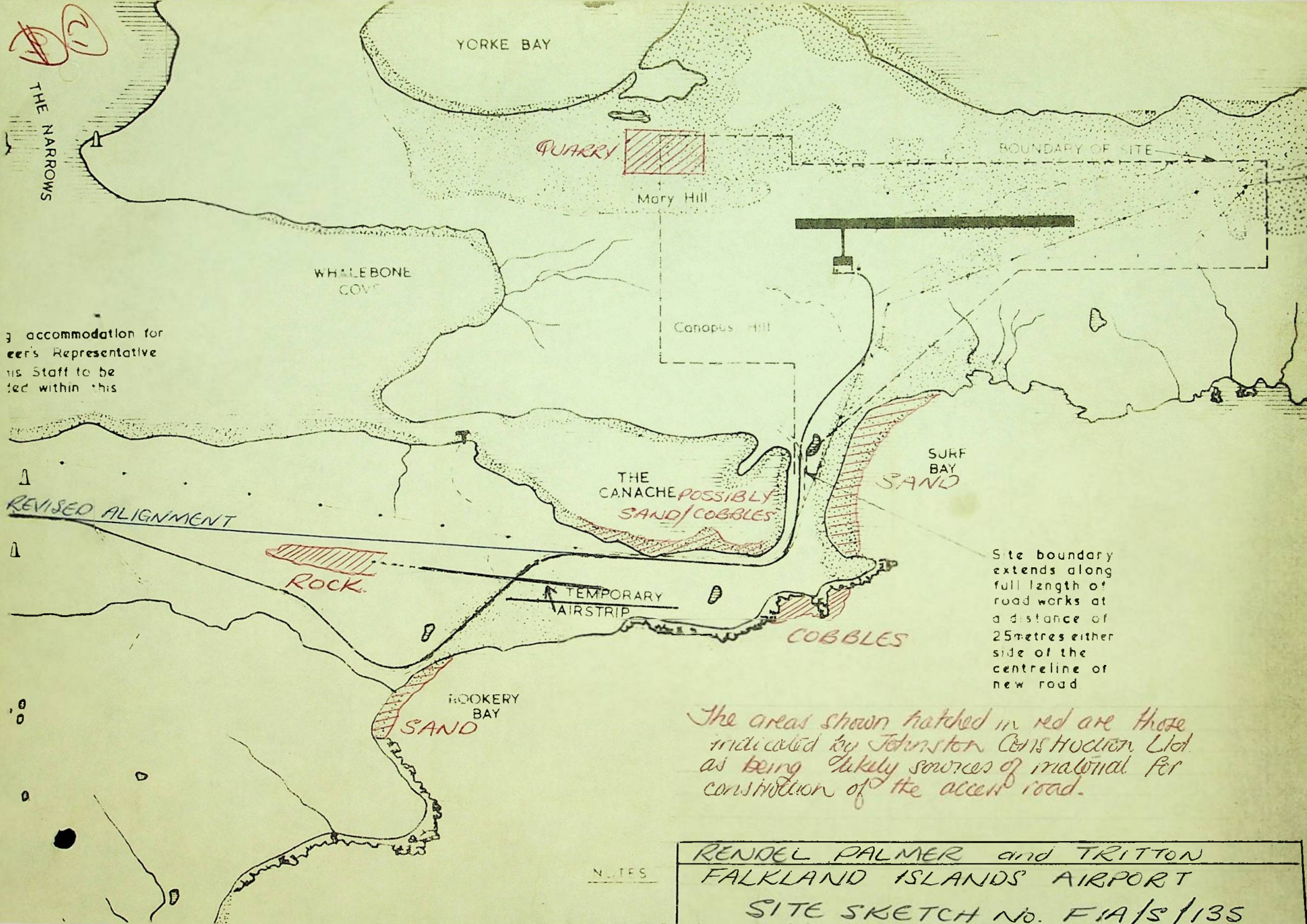
We will be most grateful if you would kindly arrange for the damaged rails to be repaired as quickly as possible and perhaps you would ask your drivers to please avoid taking any vehicles over the railway which is vital to the safety of our flying operations.

With thanks and best wishes.

Yours oep
R. M. Pitaluga

ROBIN PITALUGA

c.c. The Hon. Chief Secretary.
The Hon. W. R. Luxton.



accommodation for
... Representative
... Staff to be
... within this

1
REVIS'D ALIGNMENT

0
0

NOTES

RENDEL PALMER and TRITTON
FALKLAND ISLANDS AIRPORT
SITE SKETCH No. FIA/S/135

AIR 12/13/5

Registry
No.

DRAFT

Type 1

SECURITY CLASSIFICATION

Top Secret.
Secret.
Confidential.
Restricted.
Unclassified.

To:-

FROM

Telephone No. Ext.

Department

PRIVACY MARKING

In Confidence

*1) Original to
UNCLASSIFIED
EXTENSION TO
AIR STRIP*

Balcarce handed us an Aide Memoire this morning (copy by bag) which confirms that the Argentine Government will be responsible for all the costs involved in the extension of the temporary air strip, including those involved in unloading and storage of equipment brought to the Islands for the extension. The Aide Memoire also states that the "provisions of the Exchange of Notes of 2 May 1972 apply to the extension, including those contained in paragraphs 7 (I) and (II) of the Agreement". Finally the Aide Memoire informs us that it has been agreed that the work force should be paid in sterling.

*G.S.
= This is an extract
from a telegram from the
Embassy in Buenos Aires
(No. 156 of 27/2)
Re: show to JCS a return on
Secretariat file.*

File pl

NOTHING TO BE WRITTEN IN THIS MARGIN

MEMORANDUM

14

Reference AIR/13/5

It is requested that this number and date should be quoted.

Date 26th August 1976.....

From Tourist & Information Officer

To Chief Secretary
Stahley




Subject:-

Terminal Building, Hookers Point Airfield

The terminal building at Hookers Point Airfield is in a disgustingly dirty and dilapidated condition, it has not even, for the last two weeks at least, been swept out and today the floor was littered with cigarette ends which added to the squalid appearance of the whole building. To add to the general discomfort the stove has disintegrated and there is no heating. It is not very warm at Hookers Point in the summer and at this time of year, without heating, it is most uncomfortable - especially for out-going passengers who have to wait for at least an hour and a half in the airport and officials e.g. Customs and L.A.D.E. who are there from the time of the aircrafts arrival until its departure.

As this building is a strangers first introduction to the Falklands it does not create a very good impression in the state it is in now - judging from several newcomers faces today and remarks made they certainly were not impressed.

Is it possible to do something about the situation? A clean-up and some form of heating is all that is required. Two gas heaters would be sufficient - these would be preferable to another solid fuel stove as it would cut dust and dirt to a minimum.


Tourist & Information Officer

MEMORANDUM

Refer.....

It is requested that this number and date should be quoted.

Date 3rd September, 1976.



From Supt. of Public Works.

To Chief Secretary.

Subject:- Terminal Building Temporary Airfield. YR Memo AIR/13/5 1 SEPT 1976

The comments made by the T. and I.O. are rather misleading and unnecessary drawn out, true, it is not in it's former glory, and we all know why, this is the second time it got out of control.

2. The building was designed and erected from a 1939 Nissen Hut to last up to 'two years!' and used once a week. We have whole families living 24 hours a day, 7 days a week, 52 weeks a year in dilapidated conditions. But the Hut in question hurts my pride too.

3. However to answer to this one is to more constructive with less criticism. As and when we can drop on to it, we will. The heating side of it, would require further investigation, it appears the T. and I.O. is not aware of the shortcomings into the gas affair, but the installation of gas there was proposed months ago.

4. I am most reluctant to commit any of the approved votes to any additional items, judging from the present rate of expenditure. The remedial works to the building would be absorbed in Government buildings, but heating appliances would perhaps come from Minor Works.

JW Layman
Supt. of Public Works.

CRS.

17

I.B. Bridges,
Aviation Department,
STANLEY

19th October 1976.



Sir,

On Friday the 14th October I had occasion to visit the temporary airstrip to position fuel for Mr. W. Luxton's Cessna aircraft.

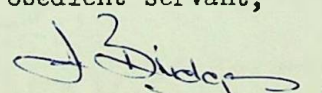
I realise that at present you are faced with many problems, however, I feel I would be negligent if I were not to bring to government's notice my observations on the condition of the runway surface.

The non-slip finish of the original runway section has, with the exception of a small area, been totally eroded by weather and the abrasive action of sand, all that now remains is a polished aluminium surface. When wet the surface is highly dangerous, its anti-skid property nil.

I am sure you are aware that modern aircraft anti-skid systems and reverse pitch propellers are most effective in retarding forward motion under normal circumstances. I would submit to you that conditions here are far from normal, crosswind landings frequent, and runway width marginal. I fear that if the condition of the surface is not improved immediately it might well result in a serious accident.

In the interest of public safety I feel it my duty to report the above observations to government.

I am,
Sir,
Your obedient servant,


I.B. BRIDGES R.A.F.
CHIEF TECHNICIAN

Chief Secretary,
STANLEY

20/10
This was read over in French to the Council
by A. Villanueva at 630 pm today.
What was the V-C's reaction?
B.S. Alex. Hoob me
informed *20/10* *20/10*

Mr Monk

Comments from Vice Comodoro Carnelli ref Ian Bridges' letter on conditions of temporary airstrip.

(Telephone conversation pm 20 Oct 76)

1. They are aware of the state of the airstrip
2. Recent occasions when the F27 did not land or was delayed were mainly due to bad weather conditions when strip could have been wet, although
3. the construction of the strip does not allow for the aluminium plates to remain wet for long, particularly when windy.
4. Extension provides ample braking and slowing-down space; there are now 600 metres extra length.
5. Local weather conditions are thoroughly checked and transmitted directly to the pilot and crew of the F27 prior to departure of aircraft from Comodoro Rivadavia.
6. The V.C. appreciates our concern but asked me to reassure you that all care is taken and at no time would they risk coming across if conditions were unsuitable.

Mania.

BS / I see thank you.

21/10

cc AIR/13/5 ✓

19

Chief Secretary's Office
Stanley
Falkland Islands

AV/AP/I

22 October 1976

B Ashfield Esq
Engineer's Representative
Rendel, Palmer & Tritton
Stanley

K Cadman Esq
Johnston Construction Ltd
Stanley

cc. Vice Comodoro R Carnelli
Stanley

HOOVER'S POINT AIRSTRIP

As agreed yesterday I have now seen Vice Comodoro Carnelli and explained that heavy vehicles will not cross the runway but will go round the eastern end. The exception will be the water bowser and essential Land Rovers.

2. I also explained that there will be no activity carried on closer than 50 metres to the runway.

3. I also suggested that it might be preferable to revert to the original crossing line as this would probably cause less erosion of the verges of the runway and also would enable checks to be made more easily to ensure that there are no stones, sand or other material left on the runway which might prove a hazard.

4. Provided it is convenient to you, Vice Comodoro Carnelli will meet you on site at the temporary airstrip at 10 a.m. on Tuesday, 26 October to firm up details. I hope to be there myself as well but commitments may prevent this.

A J P Monk
Chief Secretary.

El.

Note to Brian Ashfield: I return your drawings with this letter.

Engineer for the Works:

Please reply to:

20

Rendel Palmer & Tritton

Consulting & Designing Engineers

Southwark Bridge House

61 Southwark Street, London, SE1 1SA

Tel 01-928 8999

Cables Rendels London SE1

Telex No. 919553

Code Rendconsult-Ldn

ENGINEER'S REPRESENTATIVE

P.O. Box 212

Port Stanley

Falkland Islands

CONFIDENTIAL

Your Ref

Our Ref 971/1/8-128

27th October, 1976

FALKLAND ISLANDS AIRPORT

The Chief Secretary,
Secretariat,
Stanley,
Falkland Islands.

Attention of Mr. A. J. Monk - Chief Secretary

Dear Sir,

Hookers Point Airstrip

The meeting between Vice Commodore Carnelli, J.C.L. Project Manager Mr. K. Cadman and the writer took place as arranged at the temporary airstrip on Monday 25th October. Agreement appears to have been reached between Carnelli and Cadman on the crossing of the temporary airstrip for restricted traffic with the heavier haul equipment being diverted to traverse around the east end of the strip.

The question of indiscriminant landing of light aircraft was raised by Carnelli/Cadman. It was requested that through your office the likely users of the temporary airstrip be formally requested to forewarn Johnston Construction Ltd of all future landings so that the appropriate warning can be issued to the construction personnel.

Yours faithfully,

B.G. Ashfield

B. G. Ashfield
ENGINEER'S REPRESENTATIVE

Mr. Kanagambai

To encl.

329/10

Seen Thanks.

1/11/76

*Copy to SCIT
3.11.76*

See 21 + 22

1st November

76

R M Pitaluga Esq OBE
Salvador
East Falkland.

V R Luxton Esq
Chartres
West Falkland.

Dear Sir,

LANDINGS AT THE TEMPORARY AIRSTRIP, HOOKER'S POINT

Please be good enough to ensure to notify Johnston Construction Ltd (telephone 26, 6 rings - permanent airfield site office -) of your future intended landings at the Hooker's Point airstrip to enable JCL to issue appropriate warning to the construction personnel to keep clear of the area of landing of the aircraft.

Yours faithfully,

R
S. Managasabai
Airport Superintendent
for Chief Secretary.

GH:m

Copy to SCIT
3.11.76
JS

(19) ~ (20) refer.

Ref: AV/AP/12

17 August

78

cc AIR/13/5 ✓

Handwritten signature and initials.

Mrs V Malcolm SEM
Hon Secretary
Falkland Islands Committee (Local Branch)
Stanley

Thank you for your letter of 24 July drawing my attention to your Committee's dissatisfaction with the Reply that I gave at the last Session of Legislative Council to Councillor Bowles' question about the formal opening of Stanley Airport.

I am not entirely surprised to learn of the Committee's view and I am myself disappointed that I was not able to give a more positive reply. All of us want to open the Airport formally in the most appropriate and suitable way. But it has unfortunately not yet proved possible - for a variety of different reasons - to settle upon a definite date. Until that can be done I am sure that you would agree that it would be premature to formulate any precise plans.

At present we are still hopeful that we might be able to arrange for the formal opening to coincide with the arrival of FICAS' first land-plane and I can assure you that the need to mark the occasion is very much in the minds of both the Administration and Government as a whole. Incidentally, if you have any specific suggestions to put forward, I should be glad to have them. (The occasion will also be ~~marked~~ internationally by the issue of a set of commemorative stamps, which are already being produced: a point that I made in Legislative Council).

You also raised the question of the removal of the temporary airfield at Docker's Point, about which we are awaiting an answer from the Argentine authorities. When I spoke of this at the last Legislative Council meeting in 1977, I simply said that it had been "tentatively agreed already with the LADE authorities that the runway plates will not be removed before the Spring of 1978 " No commitment had been given or received; but the matter is being pursued and I shall bear in mind the points that you have made about the strength of local feeling.

I always welcome an exchange of views on topics of this nature.

JOHN MASSINGHAM
Chief Secretary

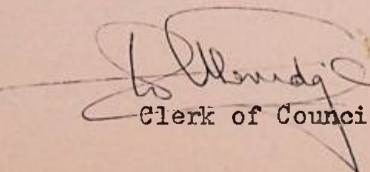
24

ER/13/5

24. Removal of Temporary Airstrip at Hookers Point

1/78

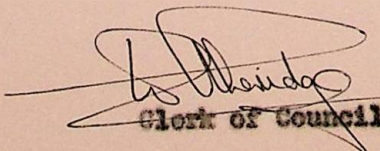
Council noted pressure, again notably from the Falkland Islands Committee, for the removal of the temporary airstrip at Hookers Point. It was said that latest indications from the Argentine authorities were that it would not be removed before the spring of 1979. However, an assurance was given that it would be blocked off for security reasons without delay to prevent its use by anything but the smallest aircraft.


Clerk of Council

AIR/13/5 3. Removal of Temporary Airstrip (7/78 - 24)

8/78

There was a suggestion from a Councillor that Government should consider the possibility of purchasing the aluminium strips for local use.


Clerk of Council

→ PH
13/5

Acting Governor

Director of Public Works

FORMER TEMPORARY AIRFIELD: HOOKER'S POINT

We have discussed this problem in general terms and this is just to say that when Mr Butcher renders his account for cutting down the hazardous near-vertical piece of plating, and for any other work that he may be doing to it, would you kindly pass it to me together with any other charges that may have been incurred by PWD for clearing the road, so that I can consider their submission to the Argentine authorities for settlement.

JOHN MASSINGHAM

26
27

TAPA
12/15

3 November

78

Ref: AIR/13/5

Vicecomodoro E J Cahosa
LADE Office
Stanley

TEMPORARY AIRFIELD: HOOKER'S POINT

We discussed yesterday afternoon the implications of the destruction of the temporary airfield at Hooker's Point by the wind during the previous night.

I am pleased to know that you have taken urgent steps to call in an Engineer of the Argentine Air Force to assess the damage and the problem of dismantling and securing the remaining metal plates. These now constitute a very real hazard. If the wind could thus lift and scatter approximately 1,000 metres of inter-locked heavy sheeting, the individual sheets and relatively small sections that now remain could easily be blown on to and across the adjoining main road to Stanley Airport. I very much hope, therefore, that you have indicated this danger to the authorities in the Argentine and that due consideration is already being given to the possibility of bringing in a small task force to render the remainder of the metal airstrip entirely safe. As you know, the ESRO hostel has been made ready for an Air Force construction team and the problems of accommodating a small task force of workers should be minimal.

I have explained to you that I have had no alternative but to authorise the cutting down of one section of the metal plating that is swaying dangerously in a near vertical position near to the road at the western end of the damaged area. This particular piece of the runway is a constant threat to anyone passing by and, as you will realise, it is impossible to entirely close the main road, even though we are trying to discourage its use. Similarly, I have had to instruct the Director of Public Works to take whatever steps are necessary to dismantle and remove those sections of the sheeting that are actually strewn on the road. But that will be the limit of the immediate steps that we shall be taking to render safe sections which are causing a threat to safety. Should other sections become dangerous, I shall - as we agreed - draw these to your attention before authorising the Public Works Department to remove or dismantle them. But I am confident that you understand that it was not possible to delay action on rendering safe the existing hazards.

You indicated that the Air Force Engineer should be arriving on the aircraft tomorrow, Saturday, 4 November. In the circumstances, both Mr Mason, the Director of Public Works, and I myself, think that it would be appropriate for us to be at the airport to meet him so that we can agree and arrange then an appropriate time to survey the damage and discuss the possible next steps.

JOHN MASSINGHAM

7 December

78

7-12-78
J. J. P.

Vicecomodoro E J Canosa
LADE OFFICE
STANLEY

TEMPORARY AIRFIELD: HOCKER'S POINT

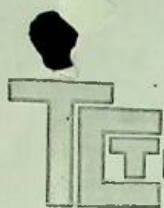
It is possible that you will receive a request from Mr Neil Reid, of Transocean Construction and Trading Limited, to buy any aluminium alloy sheets that may not be wanted by the Argentine Air Force.

When formal representations were made to the Argentine authorities by the British Embassy in Buenos Aires requesting the removal of the airstrip the point was made informally that the Falkland Islands Government would like first refusal to buy any scrap materials from the airfield. I should be grateful if you would bear this point in mind if, indeed, there are items of which you would wish to dispose, or which are not worth shipping away from Stanley.

JOHN MASSINGHAM

cc Director of Public Works

(29A)



Transocean construction & trading limited

Port Stanley - Falkland Islands

UK Office: 94a Whitechapel High Street
London E1 7RH

Telex 916013 CORD-G

Director of Public Works,
Stanley.

30th November, 1978.

Dear Mr. Mason,

We understand that PWD have now been presented with the foundation material at the temporary airfield site and that it is immediately available for use.

As you know we are awaiting reconnection of the site road to the Goose Green pebble bank in order to complete the Hostel site road and also to stockpile for the floor filling and for which we have contracted with you re the supply of machinery to load, distribute etc.

With the advent of the Airfield material if your machinery is not immediately available we can provide our own excavator and tractor trailers that would be capable of winning material for road and foundation fill as we must carry out this operation now if we are not to request further extensions of time. If you are in agreement with our request to utilise the Airfield material please let us know by return and we will start operations from the East end of the deposit.

Whilst on the question of the Airfield we would like to utilise a supply of the interlocking sheets that are too damaged for further use as a means of bridging over the Hostel site main to allow the balance of the earth moving to start to coincide with the availability of the 807 after its major welding repair. We are surprised that this welding has been set aside from your programme in favour of the town road repairs as the use of the 807 is so crucial to our programme and without which we are unable to carry out the works in a safe manner re the water main. If you could give us a firm date for the utilisation of the 807 it would assist.

Whilst our repair works to the primamry unit at the crusher is now complete we must advise you that the secondary unit operations are lagging behind and also that some difficulty seems to exist in the electrical circuit. Again the availability of the Airfield material can assist in pulling back the lost days as it will be possible merely to rescreen the material using a water flush for which you are currently repairing the Sykes Pump unit and again we would ask your confirmation that we may take Airport material to the crusher site with our own equipment for a trial run.

At the Hostel site itself we have now set out the building roughly particularly with respect to the high element of the structure and the deep excavations to rock for mass concrete filling can be undertaken as soon as the 807 is available. The first batch of roof frames is now available for checking and we will be setting out and excavating for the drainage in the next few days if your staff would care to check these elements of the works.

Yours truly,

Directors: NG Reid (Managing) HM Milne F.C.A. JR Robertson



29
 27/12/78

4th December

78.

The Manager,
 Transocean Construction & Trading Ltd,
Port Stanley.

Dear Sirs,

1. I refer to your letter of the 30th November, the contents of which are noted.
2. Firstly, the temporary airfield fill material should shortly become available for use elsewhere, and I would suggest that you keep in touch with me and we can arrange for you to excavate and transport from the East end. I think there is little possibility of P.A.T.A. plant being made available to you for this purpose.
3. In your second paragraph you state that you are awaiting reconstruction of the site road to Goose Green pebble bank in order to complete the Hostel site road. You may be waiting for the P.W.D. to complete their access road to Goose Green, but I would remind you that in the separate Lump Sum Contract you have negotiated with the M.O.D., for the access to the beach materials at Eliza Cove, and Goose Green is the contractor's responsibility. There are not any grounds for delay on this subject which you can transfer to the P.W.D.
4. Furthermore, I have not contracted with you to supply plant to stockpile for the floor filling at the Hostel Site and as for the access road you could have completed it weeks ago if you had not left its construction to concentrate upon the main hostel excavations.
5. I was interested to learn that the 807 is so crucial to your program, and without it you are unable to guarantee the safety of the water main. I have repeatedly warned you in the past of the need to protect the water rising main without a great deal of success, but to insist upon the 807 being made available for this reason appears to me another blatant attempt to transfer your site problems to the P.W.D. I have already mentioned to you that we will try and help you with the 807 once it comes out of the Workshop, but I would ask you to realize that the P.W.D. has a heavy plant commitment on the Stanley - Darwin road, which cannot be neglected.
6. The interlocking aluminium alloy sheets from the temporary airfield are not the property of Government at this point in time. I would advise you to contact the Argentinian Representative Air Commodore Canosa, if you wish to use them for the Hostel.
7. I note your remarks concerning the site progress in your final paragraph, and I will ask the Building Superintendent to arrange a meeting with you in order to check the roof frames, and drainage.
8. Finally, I realise you are hard-pressed for plant and transport on this contract, and I will do what I can to assist you. Nevertheless, I resent most strongly your incessant tendency to place all your troubles on the P.W.D.'s inability to supply plant and transport when you need it. In terms of your contract, you are entirely responsible for the supply of the plant and transport for the project, see para 16, of the Special Specifications.

Yours truly,

Director Public Works.

c.c. Mohn Hodges, Engineering Adviser.

Chief Secretary A
 Development Officer.
 Building Superintendent.

For your information. Copy of Transoceans letter of 30 Nov. 1978 attached

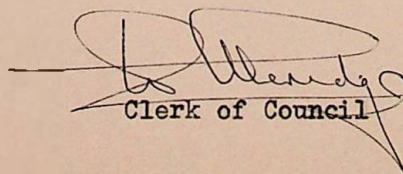
EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING HELD ON WEDNESDAY 12TH DECEMBER 1978

AIR/13/5

2. Temporary Airstrip (8/78 - 3)

9/78

Council was told that Government had informed the Argentine authorities of its interest in acquiring some of the aluminium strips which had formed the temporary airstrip, but that it was understood that most of the material would be taken away for use elsewhere. The Argentine authorities were making preliminary arrangements for its removal at the request of the Falkland Islands Government.


Clerk of Council