

CLASSIFICATION

AIR/112

TRN/AVI/7#3

GROUP

AIR

Volume II

SUB-GROUP

7#10

SUBJECT

FIGAS

Policy

# ARCHIVE

OFFICER DEALING

CONNECTED FILES

FILE OPENED

SEE VOL. 3

FILE CLOSED

CS	1	AS	-	20/6	BU	12/9	AS	-	7/10	AS	-	23/1	RE	-	-
CS	2	Dep	-	20/6	CS	11/9	BU	7/11	✓	BU	12/2	✓	AS	11/10	✓
Type	3	AS	-	20/6	CS	11/9	CS	7/9	20/11	AS	8/6	7/2	BU	11/10	✓
CS	28/10	BU	20/6	✓	BU	12/9	✓	R	BU	BU	15/3	✓	AS	15/6	✓
Dep		CS	52	-	CS	15	✓	BU	4/11	CS	3/1	13/2	BU	27/10	✓
CS	2	29/10	BU	29/6	✓	AS	11/9	BU	28/11	CS	17/3	16/2	AS	BU	29/10
BU	12/1/17	CS	53	30/6	AS	17	6/9	AS	12/10	CS	26	15/10	PA		✓
CS	3	CS	7	✓	CS	18	5/8	AS	23	11/11	CS	20	✓	HE	21/7
CS	4	CS	8	4/7	CS	19		BU	24/11	✓	R	31	27/10	✓	✓
CS		AS	9		CS	20	11/11	AS	BU	25/11	Type				
P.A.		un	-	7/7	AS	23	7/2	Type		25/11	CS	32			
CS	11	PA	CS	7/7	CS	72	5/10	CS		25/11	Type		3/3		
CS	15	-	CS	10	5/10	AS	21	14/9	Dep		25/11	CS	35	6/11	
DG	4		CS	10	11/7	BU	24/11	✓	AS		25/11	HE	36	9/11	
CS		BU	14/7	✓	AS	BU	24/11	BU	5/12		CS	35			
PA		CS	114	5/10	BU	25/9	25/9	CS	BU	25/11	Type		14/3		
AS	47	11/6	CS	12	16/11	Type		7/11	R	24		CS			
CS	✓	16/6	CS	11/4	21/7	CS	27/9	CS	83	30/11	CS	39	23/11		
CS	-	17/6	BU	1/8	✓	CS	22/7	✓	AS	25	30/11	R	BU	11/4/78	
Type		7/6	CS	BU	2/8	AS	22/7	5/10	BU	7/12	✓	AS	BU	P.A.	
AS	-	20/6	BU	9/8	✓	un		7/10	AS	BU	9/12	CS	BU	13/11	
Dep	-	20/6	CS	BU		AS		7/10	BU	20/11	✓	R	BU	15/11	✓
AS	-	20/6	CS	117	✓	Type		7/10	AS	BU	24/11	CS	BU	7/11	
BU	29/11	29/11				AS	-	7/10	Type		11/11	R	BU	24/11	✓
Type	-	20/6	CS	BU	9/11	Dep		7/10	AS	-	20/11	CS	BU	21/11	



CS

① Is this something that SCA is to undertake by writing to DH of Canada?

DTH  
26/10

2

DCS  
1/10. pl.

8/27/10  
3

CS

①-③ The decision was made in SFC but PCA does not agree with it. Pl advise what action is to be taken now?

DTH 5/11/76

4

DG

Certificate of airworthiness for Beaver VP-FAV. At centre is the C of A for the above aircraft. You signed this on 10 December. SCA is now asking for it to be issued.

2. We can guess that the Inspector's report will make strictures about the spares holding and the effect of this on the ~~validity of our~~ of our Certificates of Airworthiness issued under a system of continuous inspection.

3. The question whether the Certificate should be issued is a difficult one to decide. We know that SCA is unable to comply with the requirements of the Air Navigation (Overseas Territories) Order 1976 and the CAA Report 1974, yet we know that we shall have to authorise operations even on a restricted scale before very long, and certainly before we have complied with the full requirements of the recommendations that we can expect from Mr Wilkinson's report.

4. The answer may well be to cover the issue of the C of A with a letter on the lines of draft at centre.

5. You may wish to discuss with H.E.

DTH

C.S.  
21-12-76



A.P.S.

1. To see the telegram at (38) please.
2. I should be grateful for any comments you may have.

J. f. c.s.

15. 4. 77.

2

C.S.

Reference your 1.

1. It is not clear from the cable whether he seeks a position as active flying pilot or as adviser in airways operation;
2. It is for the government to decide whether it requires an active pilot for flying duties or an adviser or organiser for FIGAS;
3. Suggest that we call for more particulars regarding the type of services offered and other terms attached to it.

APS

19.4.77

3

✓ C.S. 25/4

1. (39) et seq. submitted pt.
2. Action is outstanding on the telegram at (38). Comments on the telegram by APS are at 2 above. We could well call for further details (but without commitment at this stage). Para 2 of 2 does, of course, call for a policy decision.

J. 22. 4. 77.

4

PS Thanks - have noted

You may care to note (38) in case our spark on our request for a charter firm to help out.

PS 25/4

5

AS

(43) attached is AIR/13/3.

§ 18/5

By 20.5.77

KIV - v. 13 (40)

APS

I shall be grateful if you will please consider recent papers and distill terms of reference from the several suggestions.

(to AIR/III)

CS  
23.5.77

7

by 29.6.77

C.S.

The letter from C & W at (47) was received during the period you were engaged on Legco matters. I acknowledged it and referred it to Ag SCA and APS for their advice - see (48). Their replies are now in at (52) and (53). They suggest approval in principle of C & W, subject to the company providing certain details.

2. The Ag SCA suggests further that consideration might be given to permitting C & W to look after the radio equipment of H.G.A.S.

§  
20.6.77.

8

DCS

Your 7. Please arrange for Cable & Wireless to be licenced to service the radios on the private Cessna aircraft.

2. Ultimately we may find it suitable to licence C&W to service our Beaver radios but there was a clear understanding with Captain Kerr that the Sunair radios would be serviced by the Sunair agency in Buenos Aires. This was on the recommendation of Mr Wilkinson and also because C&W told me personally that they would be unable to undertake the servicing of the Sunair radios. The whole point behind our purchasing four sets was that we should never be without a serviceable one and a spare & if any developed faults they would be immediately sent away to B.A. I think it would be appropriate for you to follow this matter up if SCA has not done it, although I was under the impression that Capt Kerr had made at least preliminary contacts.

3. I have already minuted to you separately about gazetting Chief Technician Hughes.

C. S.  
4.7.77

9

Bice,

In this file (particularly para 2 of 8 above) the re CS and you were discussing this evening. Is there



another closely related file?

§. 4.7.77.

DLS  
C.S.

10.

Amended 5/10/77

A Notice authorising Mr Stephen Hughes for the purposes of the Air Navigation (Overseas Territories) Order 1976 has been prepared for the Governor's signature, and is submitted herewith pl.

2. The previous similar notice relating to Mr Norman Hall is at p. 35 of this file (flagged).

§.  
7.7.77

11

A little while ago we asked CAA if they would now remove the restrictions on FIGAS flying. They replied that they hoped to be able to do this shortly. Should we send a chaser do you think?

CS

6 Jul 77

CS

12

(109)

The attached Chaser tel. has so far brought no results, but in any case (bearing in mind current practice, the 1973 FIGAS rules and conditions, and the limitation of dual control seating) we are not sure what they could say to help us. But we shall chase them again early next week if nothing comes in.

5/7/77

13

— You & HE may want to call my late C.C. before it rains?

5/14/77.



CS

No. Write to the post.

Your letter to Capt. Hooper. HE has seen. There are 2 comments: 1) Should it be addressed to the Acting SEA? 2) At the end of para 6 might be added "and the conditions gazetted on 23 July 1973".

He has suggested that Capt. Hooper be sent a copy of the 1973 Gazette notice. (There is one in the FIGAS office of course but I imagine it is in daily use). He has also raised the point about whether dual controls ought not to remain till our next pilot has been converted.

16 July 1977

15

By 9.8.77.

KIV

C. S.

Licensing of C & W to service radio equipment of private aircraft

No action appears to have been taken on your minute at 8.

For action I suggest we ask RSC to draw up a form of licence or authority for C & W as a company to undertake the servicing of radio communications equipment in private aircraft. AFS' minute at 52 draws attention to the relevant Articles under the 1977 ANO.

The question of servicing FIGAS aircraft radios can be regarded as a separate matter?

AS(C) 31.8.77

16.

AS(C) 15 Perhaps Mr. Kanagasabai would kindly draft a licence for RSC's opinion?

17

AFS

In accordance with 15 & 16 above please.

AS(C) 1.9.77



C. S.

18.

Reference 16 and 17.

- (a) I submit a draft as requested in your 16 for your perusal (pl see folio 120)
- (b) However I must say that as licensing is not my speciality, I suggest that this draft be checked by the Legal Office.

  
APS

6.9.77

19

RSC

I shall be most grateful if you will kindly look at the draft licence at centre (f 120). It seems adequate to me as all that C & W are seeking is a licence to cover their staff servicing Mr Luxton's aircraft radio. (f 47 refers)

  
CS

6.9.77

Over



20

C.S., The Superintendent of Civil Aviation has been authorised by the Governor for the purpose of licensing maintenance engineers (including radio maintenance engineers) and members of flight crews (p. 3. Gazette 1976).

2. I believe the C. S. A. has the U. K. licence forms.

H.B.  
9.18.77.

21

AS

Ref 72 at centre, I have referred the licence to SCA.  
Please kv.

CS  
16.9.77

22.

C/S.

(70) (72) and (76).

The Ag. S. C. A. has recommended (at p. 76) that Messrs Cheek & Harris of Cable & Wireless Ltd should be authorised under the Air Navigation (Overseas Territories) Order 1977, to maintain the radio equipment on privately owned aircraft in the colony.

2. A Notice has been prepared for H.E.'s signature and is submitted in the yellow folder at centre of this file pl.

3. A copy of the 1977 Order is also submitted at centre, for reference.

29. 9. 77.

Matter now  
closed: 27  
Folio 77  
[Signature]

By 7.11.77.  
(KIV)



As

Folio 81

2. From my reading of Folio 67 I am uncertain what the next step is in the matter of mooring buoys: perhaps to inform SoA of DCA's views. Would you please look into this & follow-up?

M. 10/11

S. 12.77  
Bu. 24.11.77  
KIV - r. 16  
para 3 of (ST)  
& discuss with  
D.C.A.

24

Re: DCA has now submitted same information under cover of a memo, I recall. P. rec'd.

M. 28/11

25

A.S.

Please see my most recent exchange of memoranda with D.C.A. about mooring buoys, which rests with my memorandum of 30 November. We do seem to be getting thoroughly confused and I should be grateful for any thing that you could do to steer D.C.A. into the direction which I think he ought to be going.

C.S.

30.11.77

26

30.11.77  
Bu. 20.11.78  
(KIV)



C.S.

\* of that I was  
Sunt  
4/5  
The decision referred to by the DCA was not an arbitrary one by Mr Monk but the approval of a recommendation of the DCA who at fo (14) in AIR/13/D suggested that the radios should be despatched to the nearest Sunair agency.

2. Mr Peake was licensed under the Colonial Air Navigation Orders 1961 to 1972. I have spoken to him and he is able and willing to be licensed again under the 1977 Order together with Mr W H Roberts the Communications Supervisor. Mr Peake endorses the need for a bench test harness. He says a temporary one can be made until a permanent one is received.
3. What we need to do now is issue an authorisation similar to that at fo. (77) authorising Mr Roberts and Mr Peake in accordance with the requirements of the Air Navigation (Overseas Territories) Order 1977.
4. It will then be for Messrs Roberts and Peake to recommend the spares to be carried to enable repairs to be carried out here; this will be quicker and cheaper than sending sets away. This does not of course preclude the sending away of any items that cannot be repaired here.
5. I cannot understand why DCA is not getting replies to his telegrams about the missing transceiver, in particular his latest request of 27 January.
6. The Wilkinson Report on the accident to the Beaver commented as follows on radio equipment -  
 "The maintenance of radio equipment is unsatisfactory. If an appropriately qualified radio engineer and suitable test equipment and maintenance equipment cannot be made available, then an adequate supply of spare radio equipment should be available so that unserviceable radio sets can be replaced immediately and the defective equipment sent away for rectification."
7. I recommend we make the authorisation suggested in para 3; have Messrs Roberts and Peake look into the spares that should be carried; and if you think necessary send a firm tel to Crown Agents about the missing transceiver.

20th 16/2

21

ch

We spoke. Gazette Notice submitted for H's signature pl  
 (It is the same as [77]) 20th 16/2/78



RSC

— Thank you.

2. I should be grateful if you would verify with RSC whether the wording of the licence submitted (and that at Folio 77) is, in fact, correct.

3. The opening reference to Article 92 (Interpretation) strikes me as a little odd & I am inclined to think that a licence of this nature should be granted under Article 12 (5). But I am uncertain.

4. At the same time RSC may wish to satisfy himself that explicit reference is needed to Schedule 4 of this Order.

19/11

RSC

Pl see (77) and 28 above. Pl let us have your comments. Was (77) vetted by you?

20/2

30

G. S.

gazette Notice attached, pl.

2. (77) was not vetted by me.

GP.B.

22. II. 78.

RSC

Thank you; does this mean that-



(77) should be issued  
in another form or is it  
all right?

DSC 23/2

32

B.S., The Gazette Notice should be  
issued in the form I have drafted and  
attached.

R.B.  
24.II.78

33

RSC

Thank you for your 32. In case  
I didn't make it clear, it is not  
the intention to replace Cheek & Harris  
by Roberts & Peake in private  
planes in which case will all the  
articles be necessary for private  
planes. Sorry if we appear to  
be making heavy weather of this  
but we need to get it right.

DSC  
27.2.

34

B.S., yes, all articles are required, & y.

R.B.  
2.III.78

35

CS  
28. Two Gazette Notices submitted for H's  
signature.

RSC has vetted which has necessitated  
fo. 77 being reissued with all the articles quoted

DSC 3/3



YE

DCA had originally asked that there should be no local maintenance of the radios in the Beaver aircraft and that equipment should be despatched to the nearest Sunair agency for repair. This has proved quite unsatisfactory in practice and he has now asked, at folio 87, that the Communications Officers should be authorised to carry out simple maintenance.

2. The Communications Officer has also represented to me the impossibility of even doing simple diagnostic work on the radios without the ability to remove them from the aircraft. In all the circumstances I recommend that you should authorise Mr Roberts and Mr Peake of P&T to undertake such work. Mr Peake was previously licensed under the Colonial Air Navigation Orders from 1961 to 1972. I have traced no similar record for Mr Roberts but I am entirely satisfied of his technical ability to undertake the sort of work that would be required. A licence, for publication in the Gazette, is accordingly submitted in the attached folder for your signature.

3. During the preparation of this licence we found that a previous licence issued for Messrs J E Cheek and M Harris of Cable & Wireless to work on private aircraft had been incorrectly drawn. The corrected version is therefore also included for your signature.



CS  
6.iii.78



37  
Chief Secretary

1. So as not to hold up operations I have signed the Gazette Notices. I am however not entirely happy about the form in which they have been drawn. The previous minuting on these papers indicates, I think, that we are in some considerable muddle over the whole question of authorities under the Air Navigation (Overseas Territories) Order.

2. In this instance, the need appears simply to be to issue licences enabling Cable & Wireless and Post & Telecommunications personnel to carry out basic maintenance on the aircraft radios. In that case, qualified Aircraft Maintenance (Radio) Engineers Licences, under Article 12 of the Order, would look to be appropriate. As they are now approved, the authorities will however allow full powers for the issue of certificates of maintenance, release and compliance as set out in Schedule 4, together with the powers referred to in the Notice deriving from other Articles in the Order. This may be inevitable, and I can well understand RSC's concern and his intentions in this regard. But by citing Article 92 (presumably the meaning of "Governor") the authorities in the Notice do in fact delegate to the persons named the power to issue licences themselves: a similar situation may also have been created in respect of other authorities issued for aircraft maintenance.

3. This whole situation emphasises the urgent need to examine all the provisions of the Order to ensure they are being properly complied with as regards the drawing up of maintenance schedules, operating instructions and regulations, licensing, delegations of authority, the grant of exemptions, etc. As it is I am being generally asked to approve the continuation of operations without much verbal or documentary assurance that the Order is being complied with in those essential respects which are applicable in this Colony.

4. A sharp solution, from my point of view, would simply be to delegate, under Article 92, all the "Governor"s powers, with the exception of Article 88 (Exemptions) and Article 91 (Regulations), to the Director of Civil Aviation, thus placing on him the entire responsibility either for compliance or the submission of applications for exemption. Unless some progress is soon made in the essential technical writing, including the revision of the 1976 and other gazette notices and regulations, as well as the follow-up to the Wilkinson Report, I may have to consider doing this.



Governor

8 March 1978



DES

70w minute at 35 & subsequent  
minuting.

2. Would you now:

- ✓ (a) arrange for publication of Gazette Notices that HE has signed;
- ✓ (b) inform DES of action taken in response to his memo at Folio 87; &
- ✓ (c) inform also all other concerned.

3. Then please return papers to me to follow-up 37

29/4/51

C.S.

File returned accordingly 22/3

40

Reg

Blk 10 April.

23/4/51

FILE NOTE

nb Capt Hooper has now produced a first draft of an Ops Manual for the Beaver. One that has been cleared, the next task will be to examine the local application of the Air Navigation (Overseas Territories) Order. AS briefed verbally,

but three weeks

13/4/51

Blk three weeks more 24/4/51

was PA 26/4/51



YE

DCA's accident report at folio 98.

2. I have placed opposite a flagged copy of the Air Navigation (Overseas Territories) Order 1977 which you may wish to retain. The relevant sections are No 79 at p 66 and Regulation 14 of Schedule 15 at p 171. Whilst the Order does not state precisely in what form the DCA should report, I understand from Mr Kanagasabai that the very least that would normally be prepared for your consideration in such circumstances is a copy of the pilot's explanation of what actually occurred together with DCA's comments upon it. You may wish to ask DCA to enlarge upon his report of 5 February?



CS

7.ii.79



FIGAS/OA

Chief Secretary,  
Stanley.

AVIATION DEPARTMENT, (6)

Stanley,

Falkland Islands.



*Dear Mr Monk,*

.....19th. November 1976...

Essential Equipment.

I refer to your AIR/1/3 and AIR/13/3 dated 17th November and in particular sub para. 3 of your first paragraph.

2. Since my earlier comments on this subject I have had second thoughts and I do not now see jettisonable doors as a safety measure on the contrary I see them as a potential danger.

3. It is one thing for a Military aircraft to be so equipped, where all passengers carried would be trained and disciplined personnel and most likely all wearing parachutes, can you imagine what would happen if some inquisitive young passenger playing with a pretty red lever or a nervous passenger, in turbulent conditions, grabs the first thing at hand and a door is accidentally jettisoned. Apart from producing a gale inside the aircraft there is every chance that it would strike the tailplane or elevator.

4. Whilst checking Service Bullitines complied with on FAT C/T Bridges found one which required Military Beavers being converted to Civil requirments to have all jettisonable doors and equipment removed and replaced before an FAA Certificate of Airworthiness can be issued, this requirment is mandatory, we cannot therefor certify our aircraft if jettisonable doors are fitted.

*Yours faithfully,*

*(J KERR)*

Supt. Civil Aviation.

*L.S. we spoke and I telegraphed to Mr Wilkinson via the J.C.O. for comments. 22/11*



3. Capt Kerr brought in this Maintenance Manual which makes it clear that the recommendations of the Accident Inspector regarding the doors of the aircraft cannot be accepted, ~~xxxxxx~~ as it is a mandatory requirement that for civil flying the door jettisoning mechanism has to be completely removed from all four doors.

(Pl, underlined in red: p 3 1.(c)(i))

# CONFIDENTIAL

## EXECUTIVE COUNCIL

MEMO NO 65/76

### FIGAS OPERATIONS

Councillors are aware that the Principal Accident Inspector, Mr. Wilkinson, advised Government that it should not operate its Beaver aircraft until the following criteria were met: (NOTE: There will undoubtedly be many other recommendations set out in his final Report but these are considered vital.)

1. "Constant Wear" life jackets to be worn by passengers and crew at all times while in the aircraft;
2. Serviceable HF radios to be installed in aircraft and to be operational;
3. Doors to be converted to be able to be jettisoned if required.

2. Government has now received 16 life jackets but they are of the satchel type, not "constant wear". They can be put on quickly but are carried in a satchel.

3. The HF radios are not yet available although Government has received manuals for them. This may indicate that the two sets which were ordered with the aircraft will be here shortly. Government has ordered two additional sets but it is advised that there is a two-month delay in delivery. Government is making efforts to shorten this period. Captain Kerr advises that information should be obtained regarding the approval of the AEL sets as aircraft radios and if so any installation must not in any way interfere with the installation fittings, wiring or antenna systems fitted to receive the ASB 60 equipment awaited.

4. As regards the jettisonable doors, it is a Mandatory requirement of the Canadian Department of Transport and the American Federal Aviation Agency, that when converting Military Beavers to Civil configuration the complete removal of all jettison equipment from all four doors, this information is provided in an DeHavilland Canada Service Bulletin. Mr. Wilkinson's further opinion was sought. He advises that Government must balance the risk of the accidental operation of such doors against the risk of people being trapped inside the aircraft in the event of an accident. Government must therefore explore ways of diminishing the risk of accidental operation and has asked DeHavillands for advice on a suitable conversion kit.



5. Pressure will build up for Government to authorise the use of the Beaver aircraft before all the basic criteria have been met. SCA considers that, once the HF radios are available and installed, it would be safe to carry out restricted flying before the other criteria have been met. To do so, however, would be to operate the aircraft against the advice of probably one of the most experienced accident inspectors in the world. If such operations are to be conducted, Government must collectively take this decision, and accept full responsibility.

6. Council is asked, therefore, to advise whether the Beaver aircraft may be operated before the full requirements have been met and, if so, on what occasions and under what conditions.

Secretariat,  
Stanley.

26 November 1976

File Ref: AIR/1/2

2. Falkland Islands Government Air Service

CR/1/2  
CR/13/2  
CR/13/3 The Committee considered the recommendations made by Mr. Wilkinson, Principal Accident Investigator before his departure from the Colony.

Members agreed that they must accept the recommendations and authorised that the following items should be obtained as soon as possible:-

- 4 HF/RF Radios
- Jettinsonable doors and fittings
- 16 constant wear life jackets for passengers and pilot, plus a further eight at a later date.

The Chairman advised that Mr. Wilkinson also considered that the stock of spares previously held by Government was inadequate and that this may effect the issue of the Certificate of Airworthiness for the aircraft. It was agreed that the stock of spares should be increased and that the Accident Survey Team be asked to make recommendations.

The provision of a rescue boat in Stanley Harbour was also considered and it was recommended that the Royal Marines be asked if they would be prepared to make one of their Geminis available to be stored at the Hangar, failing this the Supt. of Civil Aviation should endeavour to hire a suitable craft.

The Committee voted the sum of £25,000 (see Para 8) and recommended that because of the large increase in the running cost of FIGAS a very close examination of Expenditure must be made before the next year and the question of airfares should be considered at the forthcoming Budget Session of Council.



(10)

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING NO. 15/76

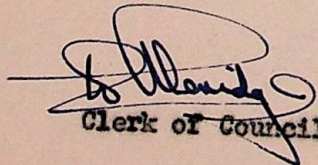
HELD ON WEDNESDAY 10TH NOVEMBER 1976

AIR/1/2

14. F.I.G.A.S.

15/76

- 14.1 The Chief Secretary told Council that difficult decisions would have to be made concerning the resumption of operations by F.I.G.A.S. Very soon a serviceable float plane and a competent and experienced pilot would be available but in view of the written recommendations regarding essential safety equipment communicated to the Chief Secretary by Mr. Wilkinson, the accident inspector, it would be unwise to commence operations until this equipment was available. This might take some months.
- 14.2 If Government continued to use the services of private aircraft for emergency flying it would soon become obvious to the general public that in fact possibly the least safe of the two alternatives available was being used, and complaints and criticism could be expected.
- 14.3 Public safety is paramount and all considerations would have to be carefully considered before a decision could be made to resume even limited emergency flying by F.I.G.A.S.

  
Clerk of Council

Ref: FIGAS/ME.

AVIATION DEPARTMENT,

(11)

R. J. P. Monk, Esq.,  
Chief Secretary,  
Stanley.



Stanley.

Falkland Islands.

*Dear Mr Monk,*

.....25th....November.19.76.

(4)

Since receiving your letter AIR/1/2 of November 16 I have done a little more digging, just to find out what sparked off the extension of the Maintenance Schedule and the answer is quite simple.

2. When enquiries were raised through FCO as to the possibility of us being able to purchase two Ex M.O.D. Beavers and eventual agreement by M.O.D. we requested history of aircraft on offer.

3. The information received quoted total airframe time to date and airframe time (2,400 hours) when the NEXT major servicing was due to be carried out, it is obvious that the uninited overlooked the vital word 'NEXT' 2,400 being a multiple of 800, no sums.

4. Engine overhaul is another question, the TBO time is laid down by the engine manufacturer, this in the case of the R985 is 800 - 1200 hours depending on operating conditions, our conditions are everything but ideal and any extension beyond 800 hours could make our overhaul costs even higher.

*Yours faithfully*

A handwritten signature in blue ink, appearing to be 'J. Kerr'.

(J KERR)  
Supt. Civil Aviation.

*Reps at (12)*



AIR/1/2 ✓  
AIR/13/2  
AIR/13/3  
28.11.76

4.1. Falkland Islands Government Air Service (2.0.)

4.1.1. The Chairman advised that 2 radios were expected to arrive in the Colony very soon.

4.1.2. Mr. A.B. Monk stated that he understood that jettisonable doors were unsuitable and did not comply with safety regulations in passenger carrying aircraft. He had been advised by Capt. Kerr and Capt. Lavigne that these type of doors were only fitted to military type aircraft as there was a danger of them being accidentally opened by a passenger, and that, in the event of the aircraft being submerged, they could not be opened like ordinary doors because of the external water pressure. It was agreed that all possible information on jettisonable doors should be obtained before a firm order is placed.



16      ~~100~~  
~~20~~

SCHEDULE

Article 16

*N. A. L.*  
GOVERNOR

8th January, 1976







102  
18

COLONIAL AIR NAVIGATION ORDERS 1961 to 1972

(Article 16(6))

Pursuant to Article 16(6) of the Colonial Air Navigation Orders 1961 to 1972, I hereby require every pilot to be medically examined every six months by a person approved by me, to the standard required by the United Kingdom Civil Aviation Authority appropriate to the holder of a Commercial Pilots Licence (Aeroplanes).

*N. G. J. J. J.*  
GOVERNOR

8th January, 1976





103  
25  
19

COLONIAL AIR NAVIGATION ORDERS 1961 to 1972  
(Article 79)

Pursuant to Article 79 of the Colonial Air Navigation Orders 1961 to 1972 the aircraft of the Falkland Islands Government Air Service are hereby exempt from the provisions of Article 56(1) of the Orders insofar as Section II, paragraph 5(e) of the Twelfth Schedule shall not apply to the aircraft when engaged on flights for the purpose of the dropping of mail.

*N. G. L. L. L.*  
GOVERNOR

8th January, 1976



104  
24 20

COLONIAL AIR NAVIGATION ORDERS 1961 to 1972  
(Article 81)

Pursuant to Article 81 of the Colonial Air Navigation Orders 1961 to 1972, Mr. Arthur Peake of the Posts and Telecommunications Department is hereby authorised for the purposes of any of the provisions of Article 6(3)(c) of the Orders.

*N. G. J. [Signature]*  
GOVERNOR

8th January, 1976





105  
25  
21

COLONIAL AIR NAVIGATION ORDERS 1961 to 1972  
(Article 81)

Pursuant to Article 81 of the Colonial Air Navigation Orders 1961 to 1972, Mr. Ian B. Bridges and Mr. Derek S. Bramley, both of the Civil Aviation Department, are hereby authorised for the purposes of any of the provisions of the Orders specified in the following Schedule -

SCHEDULE

Article 6(3)(c)

Article 7(4)(c)

*N. G. J. Leitch*  
GOVERNOR

8th January, 1976







107  
27  
23

COLONIAL AIR NAVIGATION ORDERS 1961 - 1972  
(Article 79)

Pursuant to Article 79 of the Colonial Air Navigation Orders 1961 to 1972, the pilots of the Falkland Islands Government Air Service are hereby exempt from the provisions of the Orders specified in the following Schedule -

SCHEDULE

- (i) Paragraph 2A of Part A of the Ninth Schedule insofar as they shall not be required to hold an Instrument rating when flying Beaver aircraft on flights for the purpose of Public transport; and
- (ii) Article 32 (2) insofar as they shall not apply to the dropping of mail from aircraft.

*N. G. [Signature]*  
GOVERNOR

8th January, 1976



108  
~~22~~  
24

COLONIAL AIR NAVIGATION ORDERS 1961 to 1972  
(Article 81)

Pursuant to Article 81 of the Colonial Air Navigation Orders 1961 to 1972, persons in the Aviation Department for the time being holding the office of Superintendent of Civil Aviation and Pilot are hereby authorised for the purposes of any of the provisions of Part C paragraph 1. of the Ninth Schedule to the Orders.

*N. A. L. L. L.*  
GOVERNOR

8th January, 1976



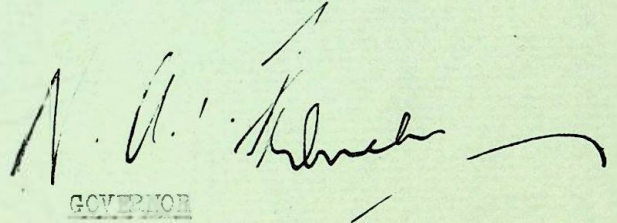


25 24

COLONIAL AIR NAVIGATION (AMENDMENT) ORDER 1968

(ARTICLE 1 (3) )

Pursuant to Article 1 (3) of the Colonial Air Navigation (Amendment) Order 1968, the first day of January 1977 is the date appointed on which Articles 2(5) (a) (b) (d) (e) (f) (g) and (h) and 7 of the said Order shall come into operation.

  
GOVERNOR

8th January, 1976

COLONIAL AIR NAVIGATION ORDERS 1961 to 1972

(Article 59(1))

Pursuant to Article 59(1) of the Colonial Air Navigation Orders 1961 to 1972, the areas of water specified in column 2 of the Schedule adjacent to the places specified in column 1 of the Schedule are hereby notified as Government aerodromes available for take-off and landing by aircraft of the Falkland Islands Government Air Service.

SCHEDULE

Column 1

Places

Albemarle  
Barren Island  
Bleaker Island  
George Island

Column 2

Aerodrome

Albemarle Harbour  
Barren Island House  
Bleaker Settlement  
George Island House

5<sup>th</sup>

April 1976

N. A. L. L. L.  
GOVERNOR



COLONIAL AIR NAVIGATION ORDERS 1961 to 1972

(Article 59(1))

Pursuant to Article 59(1) of the Colonial Air Navigation Orders 1961 to 1972, the area of water specified in column 2 of the Schedule adjacent to the place specified in column 1 of the Schedule is hereby notified as a Government aerodrome available for take-off and landing by aircraft of the Falkland Islands Government Air Service.

SCHEDULE

Column 1

Column 2

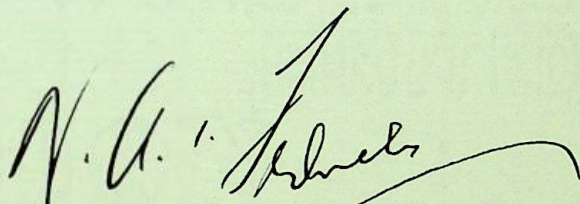
Place

Aerodrome

Fitzroy

Kelp Lagoon

19<sup>th</sup> April 1976

  
GOVERNOR



COLONIAL AIR NAVIGATION ORDERS 1961 to 1972

(Article 59(1))

Pursuant to Article 59(1) of the Colonial Air Navigation Orders 1961 to 1972, the area of water specified in column 2 of the Schedule adjacent to the place specified in column 1 of the Schedule is hereby notified as a Government aerodrome available for take-off and landing by aircraft of the Falkland Islands Government Air Service.

SCHEDULE

Column 1

Column 2

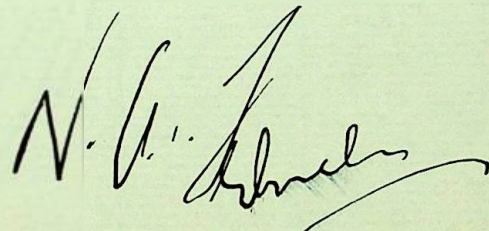
Place

Aerodrome

Swan Island

Swan Island

27<sup>th</sup> May, 1976

  
GOVERNOR



G.N. No. 10

THE AIR NAVIGATION (OVERSEAS TERRITORIES) ORDER 1976  
(Article 92)

Pursuant to Article 92 of the Air Navigation (Overseas Territories) Order 1976, Mr. Norman M. Hall, of the Civil Aviation Department is hereby authorised for the purposes of any of the provisions of the Order specified in the following Schedule -

SCHEDULE

Article 9(4)(d)

Article 11(5)(e)

2. The Notice issued under Article 81 of the Colonial Air Navigation Orders 1961 to 1972 dated 8th January 1976, insofar as it relates to Mr. Derek S. Bramley, is cancelled.



GOVERNOR

24th January 1977

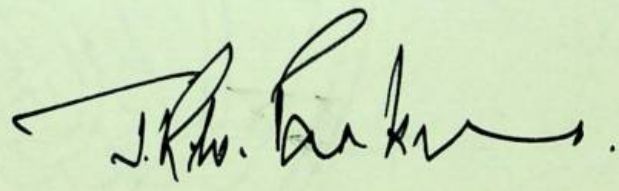
G.N. No. 11

THE AIR NAVIGATION (OVERSEAS TERRITORIES) ORDER 1976  
(Article 66(1))

Pursuant to Article 66(1) of the Air Navigation (Overseas Territories) Order 1976, the area of water specified in column 2 of the Schedule adjacent to the place specified in column 1 of the Schedule is hereby notified as a Government aerodrome available for take-off and landing by aircraft of the Falkland Islands Government Air Service.

SCHEDULE

Column 1	Column 2
<u>Place</u>	<u>Aerodrome</u>
Brenton Loch	Brenton Loch



GOVERNOR

24th January 1977



AIR/1/2

42

1st December 1976

Supt. Civil Aviation  
F I G A S

Thank you for your letter of 25 November  
(Ref FIGAS/NE). Your interpretation of  
the servicing interval is obviously right  
and I have no hesitation in accepting  
your view.

2. You are right too of course to point  
out that we must do nothing which diminishes  
our high standard of servicing. You could  
well be correct that to extend the servicing  
interval could in the end prove more costly.

A J P Monk  
Chief Secretary.

m.

Ref: FIGAS/AO.

AVIATION DEPARTMENT, 18

His Excellency  
The Acting Governor,  
Port Stanley,  
Falkland Islands.

Stanley,

Falkland Islands.



...7th. December.....1976..

*Your Excellency,*

I have the honour to refer to the enclosed Certificate of Airworthiness submitted for favour of your signature.

2. The aircraft referred to has been inspected by my engineers and they are satisfied that the whole meets the requirments for issue of C. of A.

3. I have tset flown this aircraft, all services are operating normally, control surfaces are correctly sensed and loaded, the aircraft is therefore airworthy when operated within the Flight Manual limits.

4. I reccommend to Your Excellency the validation of the above mentioned Certificate.

I am  
Your Dbedient Servant,

(J KERR)

Supt. Civil Aviation.

Back to:

CS - Thanks  
Dkt 10/12

u.f.s. Chief Secretary.

*11/12/76*  
*May sign. / will make it clear that*  
*operations must be commenced only i.g.w. C.O.'s*  
*directed. Sq/2*  
*Issued 24/12/76*  
*Dem*



To Capt Kerr MBE

The Acting Governor has authorised you to fly Beaver VP-FAV today, December 12, on the recommendation of the SMO that Mr Fogerty at Port Stephens requires urgent medical treatment.

2. This authorisation is made in accordance with the Overseas Territories Air Navigation Order (formerly CANU) and you should comply in every respect so far as you are able with the requirements of that Order and the CAA Report on the Government Air Service.

3. You should ensure before you take off that there is a watch kept on 4.5 by your staff and/or the Marines and/or Cable & Wireless, and that each settlement is asked to report your progress en route in both directions.

4. In the event of any deterioration of weather which in your opinion might hazard your aircraft, you should either return to Stanley or seek safe anchorage as soon as possible.

5. In the event of any untoward occurrence, you should report by the first available means.



A J P Monk  
CHIEF SECRETARY

12 Dec 1976.

6. You should pl. ensure that life-saving  
equipment is carried.



(15)  
Medical Department,  
Stanley,  
Falkland Islands.

...12th December 19...76

The Chief Secretary,  
The Secretariat,  
Stanley,

Dear Mr Monk,

Ref: Mr Richard Foggarty, Port Stephens.

The above has sustained a wound of his thigh which I judge to be of a nature requiring urgent medical attention. I therefore recommend that permission should be granted to utilise a Figas Beaver to transport a doctor to Port Stephens to carry out the necessary treatment to-day.

I make this recommendation in the knowledge that to utilise the Beaver in this way will be contrary to the advice given to Government by the Air Accident Investigation Team concerning the use of the Government Beavers, but I consider that the risks involved in not treating this case urgently outweigh the risks of disregarding this advice.

Yours sincerely,



Derek Cox.  
Senior Medical Officer.



AR 13/3  
APR 11/2

(19)

D.C.S.

## FIGAS SAFETY

1. We are agreed that more pressure for Beaver flights can be expected now that the safety principle has been breached by yesterday's medical 'emergency'. It is therefore even more urgent, especially as nearly two months has elapsed since the Beaver accident, that we implement just as quickly as possible the 'fire brigade' safety measures recommended by the Accidents Inspector.

2. I suggest that responsibility for chasing up this matter be passed to one man, and I would suggest Bill Etheridge, not just because he has the necessary persistence but because of his knowledge of radio. Subject to your views, his detailed terms of reference might be:-

- a. to find out where the two radio sets are that were despatched to us some weeks ago, and to do everything possible to have them delivered and installed;
- b. meanwhile to make emergency arrangements here for the installation of some kind of satisfactory radio in one Beaver;
- c. to ensure that the lifebelts at present available have been tested so that they can be used with confidence on any emergency flights;
- d. to pressure the makers of the new safety belts into giving us higher priority in the queue;
- e. to consider what broadcast announcements might be necessary to keep the public informed of what is being done and the reason for any delay;
- f. to liaise as necessary with Captain Kerr to ensure the quickest possible follow-up on our attempts to get Mr Conchie's release for duty in the Colony, and to obtain a decision on jettisonable doors.



G J A Slater

13 December 1976

On file please

*Reply pl*  
*5/14*

CS



38



214 GOVERNOR FK  
214 GOVERNOR FK OK+?  
214 GOVERNOR FK  
STARON VCR

ATTENTION GOVERNOR GENERAL  
FALKLAND ISLANDS  
DEAR SIR

WE UNDERSTAND THATMAYBE REQUIREMENT FOR COMMERCIAL AIR  
OPERATION AND OR ORGANISER YOUR AREA STOP HAVE OPERATION EXPERTIZE  
NBOTH IN CANADA AND INTERNATIONAL WITH LICENCED FLIGHT CREWS  
FAMILIAR WITH ICAO AVIATION REQUIREMENTS HAVE BRITISH ALTP STOP  
MAYBE OFFER OUR SERVICES TO ASSIST AVIATION YOUR AREA STOP  
PLEASE ADVISE TO YOUR REQUIREMENTS JOHN LINGHAM ADDRESS  
PO BOX 23195 VANCOUVER AMF BC CANADA TEL 604 278 8484  
214 GOVERNOR FK  
STARON VCR

RRRR  
214 GOVERNOR FK

*Interim Reply*



# MEMORANDUM

Reference .....

Date ..... 19 April 1977

From Airport Superintendent

To Chief Secretary

## REQUIREMENTS FOR GRANTING CPL (AEROPLANES) IN THE COLONY

Reference your minute dated 14 April, the regulations for the above purposes are set out in Part IV of the Air Navigation (Overseas Territories) Order 1976 and 1977. In order to eliminate the necessity to re-type these regulations, I am here only referring to the vital sections, as follows:

### 1. The Governor is empowered to grant licences and ratings

Article 20(1)(a): The Governor may grant licences, subject to such conditions as he thinks fit, of any of the classes specified in Part A of Schedule 9 to this Order authorising the holder to act as a member of the flight crew of an aircraft registered in the Territory, upon his being satisfied that the applicant is a fit person to hold the licence, and is qualified by reason of his knowledge, experience, competence, skill, physical and mental fitness to act in the capacity to which the licence relates, and for that purpose the applicant shall furnish such evidence and undergo such examinations and tests (including in particular medical examinations) as the Governor may require of him.

Article 20 (2): The Governor may include in a licence a rating, subject to such conditions as he thinks fit, of any of the classes specified in Part B of the said Schedule, upon his being satisfied that the applicant is qualified as aforesaid to act in the capacity to which the rating relates, and such rating shall be deemed to form part of the licence.

Article 20(4)(a): Subject to the provisions of subparagraph (c) of this paragraph, the holder of a pilot's licence or a flight engineer's licence shall not be entitled to exercise the privileges of an aircraft rating contained in the licence on a flight unless the licence bears a valid certificate of test or a valid certificate of experience which certificate shall in either case be appropriate to the functions he is to perform on that flight in accordance with Part C of the said Schedule and shall otherwise comply with that Part.

## SCHEDULE 9 - Flight Crew of Aircraft: Licences and Ratings

### PART A-LICENCES

Minimum Age, Period of Validity, Privileges.

#### 1. Aeroplane Pilots.

### Commercial Pilot's Licence (Aeroplanes)

Minimum Age - 18 years

Maximum period of validity - 10 years

/Privileges

Privileges:

- (1) The holder of the licence shall be entitled to exercise the privileges of a Private Pilot's Licence (Aeroplanes) which includes an instrument meteorological conditions rating (aeroplanes) and a night rating (aeroplanes) and shall be entitled to fly as pilot in command of an aeroplane on a special VFR flight notwithstanding that the flight visibility is less than  $1\frac{1}{2}$  nautical miles; and
- (2) he shall be entitled to fly as pilot in command of an aeroplane of a type specified in Part 1 of the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever:  
Provided that:
  - (a) he shall not, unless his licence includes an instrument rating (aeroplanes), fly such an aeroplane on any scheduled journey;
  - (b) he shall not fly such an aeroplane at night on which any passenger is carried unless his licence includes an instrument rating (aeroplanes) or he has within the immediately preceding 90 days carried out as pilot in command ~~not~~ not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than  $12^{\circ}$  below the horizon;
  - (c) he shall not, unless his licence includes an instrument rating (aeroplanes) fly any such aeroplane of which the maximum total weight authorised exceeds 2,300 kg on any flight for the purpose of public transport, except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome;
  - (d) he shall not fly such an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 5,700 kg; and
- (3) he shall be entitled to fly as co-pilot of any aeroplane of a type specified in the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

PART B-RATINGS

1. The following ratings may be included in a pilot's licence granted under Part IV of this Order, and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows:

Aircraft rating. The licence shall entitle the holder to act as pilot only of aircraft of the types specified in the aircraft rating and different types of aircraft may be specified in respect of different privileges of a licence.

Instrument Meteorological Conditions Rating (Aeroplanes) shall entitle the holder of a private pilot's licence (aeroplanes) to fly as pilot in command of an aeroplane:

/(a)



- (a) on a flight outside controlled airspace without being subject to the restrictions contained in proviso (c)(i) to the privileges of such a licence set out in Part A of this Schedule; and
- (b) on a special VFR flight in a control zone in a flight visibility of less than 5, but not less than  $1\frac{1}{2}$ , nautical miles.

Instrument Rating (Aeroplanes) shall entitle the holder of the licence to act as pilot in command or co-pilot of an aeroplane flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

Night Rating (aeroplanes) shall entitle the holder of a private pilot's licence (aeroplanes) to act as pilot in command at night of an aeroplane in which a passenger is carried.

#### PART C-CERTIFICATE OF TEST OR EXPERIENCE

1. (a) A certificate of test or a certificate of experience required by Article 20(4) of this Order shall not be appropriate to the functions to be performed on a flight unless it is a certificate appropriate to the description of the flight according to the following Table:-

Case	Class of Licence	Description of Flight	Certificate Required
B	Commercial Pilot's Licence(Aeroplanes)	Carriage of passengers on a flight in respect of which the holder of the licence receives remuneration	Certificate of test
C	Commercial Pilot's Licence(Aeroplanes)	For public transport	Certificate of test
D	Commercial Pilot's Licence(Aeroplanes)	For aerial work	Certificate of test or certificate of experience

- (b) For the purposes of this Part of this Schedule references to Cases are references to the Cases indicated in the first Column of the Table in paragraph 1(a) of this Part of this Schedule.

#### Certificate of Test

2. A certificate of test required by Article 20(4) or 20(5) of this Order shall be signed by a person authorised by the Governor to sign certificates of this kind and shall certify the following particulars:

- (a) the functions to which the certificate relates;
- (b) that the person signing the certificate is satisfied that on a date specified in the certificate the holder of the licence or personal flying logbook of which the certificate forms part, as the case may be, passed an appropriate test of his ability to perform the functions to which the certificate relates;
- (c) the type of aircraft or flight simulator in or by means of which the test was conducted;
- (d) the date on which it was signed.

/Nature of

### Nature of test

3. The appropriate test referred to in paragraph 2 of this Part of this Schedule shall be:

- (a) in the case of a test which entitles the holder of the licence of which the certificate forms part to act as pilot in command and/or co-pilot of aircraft of the type specified in the certificate, a test of the pilot's competence to fly the aircraft as pilot in command and/or co-pilot and shall where the Governor so specifies in respect of the whole or part of a test be conducted in an aircraft in flight or by means of a flight simulator approved by the Governor;
- (b) in the case of a test which entitles the holder of the licence of which the certificate forms part to act as flight engineer of aircraft of the types specified in the certificate, a test of the flight engineer's competence to perform the duties of a flight engineer in the type of aircraft to be used on the flight and shall, where the Governor so specifies in respect of the whole or part of a test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Governor;
- (c) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which an Instrument Rating relates a test of his ability to perform the functions to which the rating relates and shall, where the Governor so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Governor;
- (d) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which a flying instructor's rating, an assistant flying instructor's rating or an instrument meteorological conditions rating relates, a test of his ability to perform the functions to which the rating relates and shall be conducted in an aircraft in flight.

### Period of Validity of Certificate of Test

4. (a) A certificate of test required by Article (20(4) of this Order shall not be valid in relation to a flight made more than 13 months in Cases A, B, E and H, or more than 6 months in Cases C, D and G, after the date of the test which it certifies:

Provided that in the case of Cases C, D and G two certificates of test shall together be deemed to constitute a valid certificate of test if they certify flying tests conducted on two occasions within the period of 13 months preceding the flight on which the functions are to be performed, such occasions being separated by an interval of not less than 4 months, and if both certificates are appropriate to those functions.

/Certificate of



### Certificate of Experience

5. A certificate of experience required by Article 20 (4) of this Order shall be signed by a person authorised by the Governor to sign such a certificate and shall certify the following particulars:

- (a) the functions to which the certificate relates;
- (b) in the case of a pilot or flight engineer, that on the date on which the certificate was signed the holder of the licence or personal flying logbook of which it forms part, as the case may be, produced his personal flying logbook to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which his licence relates within the appropriate period specified in paragraph 6 of this Part of this schedule;
- (c) in the case of a flight navigator that on the date on which the certificate was signed the holder of the licence of which it forms part produced his navigation logs, charts and workings of astronomical observations to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which the licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;
- (d) in the case of a pilot or flight engineer the type or types of aircraft in which the experience was gained;
- (e) the date on which it was signed.

### Period of experience

6. A certificate of experience shall not be valid unless the experience certified was gained within the period of 13 months preceding the signing of the certificate in the case of Cases A, E, F and H, or 6 months preceding the signing of the certificate in the case of Case D.

### Period of Validity of Certificate of Experience

7. A certificate of experience shall not be valid more than 6 months after it was signed for Case D nor more than 13 months after it was signed for any other Case.

### 5. REMARKS

Before granting a CPL to a pilot the Governor should satisfy himself whether that person is fully qualified in knowledge and experience. The normal practice is a student will join a recognised flying school employing licenced instructors and go through a flying training course both in the air and on ground (for ground subjects), and pass the technical examinations held in UK every year for obtaining Commercial Pilots' Licences.

Flying experience alone, without passing the technical examination of ground subjects held by CAA in UK, does not qualify one to obtain a CPL.

The Air Navigation Order does not specify the number of hours required to obtain a CPL, therefore I give below the recommendations specified by ICAO in Annex 1 - "Personnel Licensing" - for guidance:

- 2.4.1.3.1. He shall have completed not less than 200 hours of aeroplane flight time or 150 hours of flight time if he has satisfactorily completed a course of approved training. The total of 200 hours or 150 hours, as the case may be, shall include:

- a) 100 hours as pilot-in-command;
- b) 20 hours of cross-country flight time as pilot-in-command including one flight of not less than 300 nautical miles in the course of which not less than two full-stop landings at different points shall be made;
- c) ten hours of instrument time, of which not more than five hours may be instrument ground time; and
- d) if flight by night privileges are required, five hours of flight by night including not less than 10 take-offs and 10 landings by night as pilot-in-command and as sole manipulator of the controls;

provided that the requirement to complete the experience specified in a), b), c) and d) may be reduced in accordance with the degree of skill and experience of the holder of a licence to fly rotorcraft or gliders.

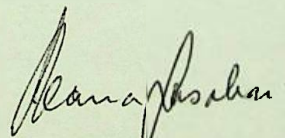
2.4.1.4. Skill. He shall, according to the provisions of 2.1.3., have demonstrated his ability to:

- a) perform both normal and emergency flight manoeuvres appropriate to the type of aeroplane used in the test; and
- b) comply with air traffic services practices and procedures, and carry out the appropriate communications, with a degree of competency appropriate to the privileges of the holder of a commercial pilot-aeroplane licence.

## 6. The Governor is empowered to validate Licences

### Article 21 (Air Navigation Order)

The Governor may issue a certificate of validation rendering valid for the purposes of this Order any licence as a member of the flight crew of aircraft granted under the law of any country other than the Territory. A certificate of validation may be issued subject to such conditions and for such periods as the Governor thinks fit.



Bala Kanagasabai  
Airport Superintendent



APS

I should be most grateful if you could kindly set out the conditions for:

- a) the granting of CPLs in the colony to pilots who may not possess CPLs but have relevant flying experience; and
- b) the requirements for validation of CPLs in the colony.

2. It would be most useful if you could let me have two copies so that I can let HE have one, and it would be additionally helpful if you would indicate the appropriate sections in the Order.



CS  
14.4.77

B/V M FKAS Rahay pte pl.  
S2/c

RESTRICTED

AIR/1/2 (45)

TEL  
From Port Stanley

(3)

Sent 9

60

RESTRICTED  
RR CAA (fco please pass)  
~~T- ROUTINE FCO~~  
RR info FCO (SAMD)  
Tel No. of Jun 77

FIGAS -

1. Having sought opinion from DOT, DHC, ICAO, DOT CANADA, DOT AUSTRALIA and FAA, none consider jettisonable doors for Beaver essential.
2. Pl<sup>case</sup> obtain CAA and <sup>Director of Services Overseas</sup> ~~DOSO~~ definitive opinion.
3. Pl<sup>case</sup> also ask CAA if restrictions recommended by Chief Inspector of Accidents and referred to in your tel 537 of <sup>19</sup>76 should be continued or modified once Hooper is checked out.

PARKER

\*(Director of Services Overseas)

1 June 77

File ref AIR/1/2  
AIR/13/3

m.

RESTRICTED



6 June 1977

Capt J Kerr MBE  
Superintendent  
Civil Aviation  
Stanley

Some time ago we discussed the strain that you were having to take during the period when we were restricted to one pilot. I have for some time now been concerned about this position, particularly in the face of the strict injunctions imposed on us by the CAA when it authorised us to resume restricted flying.

2. To be frank I have withheld from mentioning the matter because I know that you are eager to utilise the air service as effectively as you can and I did not wish to interfere. However if it is any help I believe I should reiterate Government's position in case it provides you with the necessary authority to quote in dealing with demands from the public if they tend to become over-insistent.

3. In this connection you will recall that CAA sent us a telegram approving restricted flying laying down five conditions. For ease of reference I attach a copy of this.

4. Some of these conditions have now been met and on H.E.'s instructions we have asked the Civil Aviation Authority whether the restrictions may now be lifted or modified; or if they cannot, when we should think again about this matter. We should please keep each other informed about progress in this connection by fairly frequent contact.

5. In addition to the conditions set down by CAA we must of course now follow up vigorously the other essential requirements expressed in the Wilkinson Report together with his earlier "fire brigade" directions, particularly those regarding an 'Operations Manual'. I believe you have already written to UK about a suitable pro-forma manual. I have recently taken the liberty to reiterate this request to Mr Wainwright. You will I know wish to keep this very important matter under constant review with CAA.

CONFIDENTIAL

./.

Draft at (30) + (41) on AIR 1/13 Vol. 2 refers.  
Also minutes 4 + 5 therein.



6. Similarly, if funds are required for further instruments or an up-dated system of their control, I shall give this every support.

7. If in any of these matters there is any assistance my office can give, in say either preparing or printing papers, or other secretarial facilities, please do not hesitate to ask.

8. We continue to press London for additional pilots and it is most unfortunate that we do not have as much success as we should like; we have however been assured that ODM are doing everything they possibly can for us.

9. If there is any other way in which I can help please let me know. I believe the time is propitious for us to obtain ready approval from SFC and even ODM for additional spares, etc.

10. I have addressed this letter to you personally and confidentially. Please make its contents known to Russ Hooper and your staff. The method of so doing I know I can leave to you.

A J P Monk  
Chief Secretary

Encls.

m.

CONFIDENTIAL



Government Announcement

## FIGAS OPERATIONS

Captain Russ Hooper has now taken over from Captain Jim Kerr and will do his utmost to keep FIGAS flying as effectively as possible.

The public will understand that despite the fact that Russ Hooper is a very experienced pilot, he has had to convert to our Beavers in a comparatively short time, and we are extremely grateful to him for the willingness he has shown in accepting his new responsibilities and adapting to our conditions.

The public will, we are sure, continue to show patience and forbearance during the next few weeks so as to make Captain Hooper's task as easy as possible. There is a backlog of bookings, and the restrictions imposed on flying by the Civil Aviation Authority still apply, although it is hoped that we will be able to have these lifted fairly soon, when the essential safety requirements have all been complied with.

Government will very greatly appreciate it if the public will do all it can during the next few weeks to assist Russ Hooper by endeavouring to keep to the established priorities, bearing in mind that during the winter months the simple fact of shortening days imposes a restriction of its own and the Beavers may only fly during daylight hours. It is often the case, too, that a decision on whether to fly or not cannot be made early in the day, until the meteorological and other conditions are established.

/Meantime,



Meantime, the conversion on to Beavers of Major Willoughby continues, and Government is pressing vigorously for ODM to recruit additional pilots. We all hope that these remedies will produce positive results fairly soon.

Thanks are due to the very friendly and willing co-operation shown by Russ Hooper, who has settled down to his duties remarkably quickly and smoothly. Our thanks are also renewed to Jim Kerr, without whose experience and advice this conversion would not have been possible, and who deferred his departure on leave for this purpose. Neither should we overlook the excellent work done by the engineers and apprentices, who have co-operated wholeheartedly during recent difficult months.

Russ Hooper has already made many friends throughout the Colony, and we are sure he will make very many more. Meantime all that we ask is that he is allowed to operate things at the pace he considers safe and reasonable.

The Secretariat,  
Stanley.

8 June 1977.

Public Notice No. 56/77.

AIR/1/2





# **CABLE AND WIRELESS LIMITED**

Incorporated in England

P.O. Box 179 Port Stanley Falkland Islands

Telephone 389



FLK/LOC94/ENG/GM

9th June 1977.

Chief Secretary  
Secretariat  
Stanley.

Dear Sir, Aircraft Radio Maintenance Licence

Cable and Wireless Limited have recently been approached by Mr. Luxton of Chartres to maintain his aircrafts radio equipment. We have advised Mr. Luxton that we would be willing to offer this service when we have obtained the relevant maintenance Licence.

We would be grateful therefore if you could advise us of the necessary details required in an application for such a Licence, and whether the Licence would apply to individual Technicians, or, as is now the practice in the United Kingdom, to the Company.

Yours faithfully,

Branch Engineer.

*See 20*

AIR/1/2

20th June, 1977

48

Chief Secretary

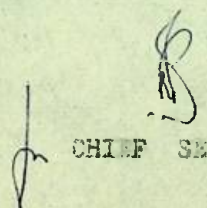
Ag. Supt. Civil Aviation

Airport Superintendent

Aircraft Radio Maintenance Licence

I attach a copy of a letter recently received by me from Cable and Wireless Ltd., and should be grateful for your advice in the matter.

2. In this connection you may wish to note that on 5th January 1970, Mr. Arthur Peade of the Posts & Tels Dept. was authorised by the Governor under Article 81 of the CAMO 1961-72 for any of the provisions of Article 6(3)(c) of the Order.

  
CHIEF SECRETARY

MDW

Reply at  
(52)



REF:

AIR/1/2

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



THE SECRETARIAT,

STANLEY, FALKLAND ISLANDS,

SOUTH ATLANTIC.

16 June 1977

~~XXXX~~

19.....

Mr R J Mainwright  
OSO Civil Aviation Authority  
Aviation House  
129 Kingsway  
London WC2 B6NN

Dear Reg,

Hope you had a pleasant journey back to the UK. I wonder if you could let me have the Civil Air Publication Number of the handbook which deals with the preparation of the Operation Manual appropriate to the DHC2 Beaver floatplane. If my memory serves me correctly, the handbook can be obtained from the Publications Centre at Cheltenham and there was a special edition issued for the smaller type of aircraft just before I left the UK. I look forward to hearing from you further.

For your information, we still desperately need our copy of the Flight Manual held by Mr Wilkinson. At least, I haven't seen a copy yet.

Yours faithfully,

R Hooper  
Ag Supt of Civil Aviation

VM

214 GOVERNOR FKE

214 GOVERNOR FK

214 GOVERNOR FK

22119 EGGCYA G

FM DOT LONDON 221242Z

TO ROUTINE PORT STANLEY TELNO ALLOT 001 OF THE 22ND JUNE

TO CHIEF SECRETARY, FALKLANDS ISLANDS GOVERNMENT PORT STANLEY  
FROM WILKINSON, AIB, LONDON.

REFERENCE YOUR SIGNAL OF 17 JUNE. FLIGHT MANUAL AND BEAVER  
LOADING DATA DOCUMENT DESPATCHED VIA FCO ON 20 JUNE.

ee CS.

cc sent to Hooper  
22/6.

(51)

NNNN

TOD 1258Z PD

22119 EGGCYA G

214 GOVERNOR FK



# MEMORANDUM

Reference FIA/1/1

Date 22nd June 1977

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

Your Ref:- AIR/1/2

From Airport Superintendent

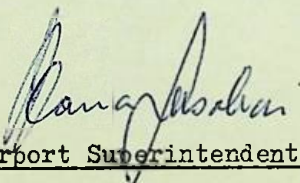


To: Chief Secretary

Subject:- Aircraft Radio Maintenance Licence

Reference your memo AIR/1/2 of 20th June 1977, on the above subject please be advised as follows:-

1. Under Article 12 of The Air Navigation (Overseas Territories) Order 1977, the Governor is empowered to grant Aircraft Maintenance Engineer's Licence specified in Schedule 4 to this Order. This covers granting of Aircraft Maintenance Engineer's - Category R (Radio) as well.
2. This granting of a licence is of course subject to H.E. the Governor being satisfied that the applicant (if an individual) or a company as in the case of Cable and Wireless, is a fit person or body to hold the licence, and has furnished such evidence and passed such examinations and tests as the Governor may require of them for the purpose of establishing that they possess sufficient knowledge, experience, competence and skill in Radio and Telecommunication engineering.
3. Therefore it is my view that there is no objection in H.E. the Governor granting an "Aircraft Maintenance Engineer's Licence - Category R (Radio)" to Cable and Wireless provided Cable and Wireless makes an application and submits proof of employing technically qualified Radio Engineers or Technicians on its staff.
4. A fee is chargeable to such an issue of Licences as is the practice in all countries, and the licence issued is normally valid for two years, subject to the provisions of Article 58 of this order, as mentioned in Article 12 para 4.

  
Airport Superintendent

# MEMORANDUM

Reference .....

It is requested that this number and date should be quoted

Date 22nd June 1977



From Ag. Superintendent,  
Civil Aviation,  
STANLEY

Chief Secretary,  
STANLEY

Subject:-

AIRCRAFT RADIO MAINTENANCE LICENCE

Reference is made to your memo.AIR/1/2 dated 20/6/77 and to Cable and Wireless Ltd., letter dated 9th June 1977.

Comments are as follows:

1. It is agreed that it would be sensible to approve the Cable & Wireless organisation rather than the individual. When this is done in the United Kingdom the organisation concerned has to prepare a document (similar to our proposed Ops. Manual) stating details of administration, together with information on the names of the key personnel plus their qualifications, and the names of persons qualified to sign certificates of maintenance etc,. If we proceed perhaps this could be done by letter rather than a manual. This may sound bureaucratic. It is not, because one will appreciate the wide differences in working environment between ground and airborne equipment and hence the different procedures of maintenance.
2. If we follow the above procedure it would be sensible to make the approval cover the Beaver/F.I.G.A.S. aircraft as well as the Cessna 172 aircraft. In which case it might be politic to relate the approval to all aircraft based in the Territory, under a stipulated weight of say 2700 Kg. It is recommended that very careful consideration be given for approval to work on visiting aircraft of any weight or complexity due to the liability involved. After all the original request is to cover a private operation whereas F.I.G.A.S. & others will be public transport.
3. In our opinion the approval should be limited to work on straight transmitters, receivers (including A.D.F.'s), aerial systems, microphones, headsets and the like. That is, initially at least, no coverage for a radio navigation equipment.
4. In the case of the Beaver operation our engineers confirm that they require signatures on their maintenance Releases to cover the radio equipment. This requirement could be met by the above proposed system without any additional printing of new certificates.  
for
5. The existing maintenance policy, the new Beaver Sunair Radio equipment is obscure. There was a suggestion of having a contract with an agent in Buenos Aires. Presumably if the suggested approval procedure is instituted then the whole question of servicing this equipment could be delegated to Cable & Wireless Ltd.
6. If this approval scheme in its entirety seems complex then it is recommended that it be introduced for the private Cessna aircraft in the first instance.

(R. HOOPER)

AG. SUPT. CIVIL AVIATION



FIGAS  
Policy.

AIR 11/2

~~CONFIDENTIAL~~

NOT TO BE PLACED  
ON FILE

55

H E the Governor


Y E

The report by the Accident Inspector presents considerable problems. I have no doubt that SCA is now actively pursuing the recommendations in the report, but I believe Y.E. would wish me to follow this matter up fairly soon. The most appropriate time would probably be once Capt Hooper is in post and acting as SCA.

2. Meantime I believe we should pursue vigorously the "fire brigade" requirements set down by the Accident Inspector. These are:-

- (a) to equip both aircraft with serviceable radios (this has been done but replacements are still awaited);
- (b) provide jettisonable doors; (we await a decision on this from CAA);
- (c) equip the aircraft with "constant wear" life jackets; (this has not yet been fully complied with);
- (d) provide a boat to stand by in Stanley harbour; (SFC has voted funds for this but we await advice from CAA and expect to get this from Mr Wainwright).

3. In due course I propose to issue the letter at folio 30 on AIR/1/3 attached.



C. S.

30 May 1977

Ref paragraph 2(a), tel has been cleared with SCA and sent about seats and radios. (38) *replies.*

Chief Secretary

1. I agree we must now pursue.

2. I understand that jettisonable devices are being fitted to the pilots' doors of both aircraft. In a conversation last evening with Mr Wainwright (CAA) I understood that a meeting took place with his Director last week to determine the advice we should be given in this regard. It seems that the CAA have come round to the view that the passenger doors should not be jettisonable and that we could modify our restrictions on the number of passengers to be carried and the requirement that a safety man should accompany each flight. Mr Wainwright suggested that we should immediately telegraph CAA for a definitive ruling (this may already have been done following Mr Kanagasabi's summary of the advice received from other authorities).

m.

/3.

CONFIDENTIAL

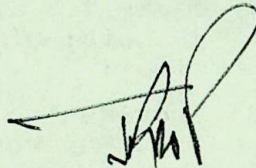
CONFIDENTIAL

3. There are other matters, arising from the air accident report, to be considered, e.g.

- (a) the positioning of the life raft in the aircraft;
- (b) the implementation of a regular maintenance schedule for the instruments.

In addition the immediate problem concerning life jackets should be looked into. At the moment these are carried in containers on the aircraft but passengers are not instructed in their use. It would be difficult to do this with passengers boarding at intermediate stops from boats etc unless spares were held in each settlement for passengers' prior practice.

4. You may find it necessary to amend the draft of the letter at Folio 30.



Governor

31 May 1977

CONFIDENTIAL



FIGAS Policy  
AIR 112

(56)

Draft notes on meeting of CS with members of Internal Air Service

Present: Chief Secretary (Chairman)  
Mr Russ Hooper  
Mr Ian Bridges  
Mr I Hughes  
Mr N Hall  
Major N Willoughby  
Mr G Cheek

1. Administration

(This subject was debated before the stenographer's arrival)

- 1.2 Log Book: It was thought that Wainwright might be sending out a sample book. It was a big job, and one person's full-time work on it would be necessary. Major Willoughby expressed his willingness to submit a draft.

2. Manuals

- 2.1 Pilot Operations Manual: This had been taken away by Mr Wilkinson, the Accident Inspector, and had not been returned. It was a necessary adjunct to flights and an urgent telex should be sent requesting its immediate return.

- 2.2 Technical and Parts Manuals: Capt Kerr had been asked for a new set of publications.

3. Weight and Balance

- 3.1 At present take-off weight was the subject of an intelligent guess by the pilot - as the weight of the plane was not known.
- 3.2 Captain Hooper hoped to sort this out ~~xxxxx~~ this week with information given by Ch Tech Ian Bridges.

4. Life Raft

- 4.1 The Inspector had recommended that this should be carried externally.
- 4.2 It was at present carried at side of hammock seat, but this was not considered a good place,
- 4.3 It was beyond capabilities here to devise a method of carrying the life raft externally, and it would be necessary to approach de Havillands to look into the matter and advise how this could be done.

5. Crew Members

Capt Hooper considered it necessary for ~~xxx~~ a crew member to be

carried for a given period while new pilots were familiarising themselves with the territory - this could be either a member of the ground staff or a Marine.

This brought up the question of

#### 6.0 Insurance

6.1 Crew members should be covered in the same way as pilots.

6.2 Present insurance policies for pilots and crew members would be looked into to see if adequate cover was given. Advice of Wainwright and/or CAA would be sought on this question.

#### 7.0 Finance

7.1 Air Service personnel understood that the reason for the lack of spares etc. was due to insufficient funds.

7.2 A new set of floats was needed as the two aircraft were fitted with different types of floats and this affected the balance of the aircraft.

7.3 The CS reiterated that there would be no restraint - by him or SFC - on financial support for spares or anything necessary for the safety of the aircraft or its passengers.

7.4 Capt Hooper and his Technicians should go through the estimates to ascertain that funds requested were adequate for the financial year. If a new set of floats were necessary these should be added to the estimates.

#### 8.0 Safety Precautions

8.1 The restrictions laid down by CAA would have to continue until we received a definitive reply that they could be removed. This reply was expected soon.

8.2 Boat: No external advice had been given as it was thought in Britain that local knowledge would give the best answer to what type of boat would best serve our purpose.

8.3 A "Rigid Raider" had been thought suitable, but Major Willoughby pointed out that an outboard motor would not be sufficiently reliable.

8.4 It was decided to consult Capt Sollis and Mr W Goss on the type of boat most suitable for use with the aircraft.

8.5 A boat, even if only a rowing boat, should be put into service until a motor boat was acquired. The pream from South George would be inspected and, if suitable, taken up to the hangar.

#### 9.0 Action on Decisions made

9.1 CS considered it necessary to have one person directly responsible for follow-up action on decisions (indents, telegrams etc).

9.2 It was decided that Mr G Cheek should take on this responsibility



57

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

AIR 11/2

Number	Office of Origin	Words	Handed In at	Date
--------	------------------	-------	--------------	------

To LTF G WILKINSON ACCIDENTS INVESTIGATION BRANCH DEPARTMENT OF TRADE  
SHELLMEX HOUSE STRAND LONDON

No. 134  
PILOTS FLIGHT MANUAL

WOULD BE GRATEFUL IF YOU COULD KINDLY DESPATCH SOONEST FIGAS COPY OF  
DHIC2 PILOTS FLIGHT MANUAL RETAINED BY YOUR DEPARTMENT DURING ACCIDENT  
INVESTIGATION LATE 1976. DUE TO PERSONNEL ADDITIONS REFERENCE TO THIS  
MANUAL NOT ESSENTIAL. IF ALREADY DESPATCHED GRATEFUL FOR DATE AND  
METHOD OF TRANSMISSION. PLEASE TREAT AS VERY URGENT

CHIEFSEC



Time

110  
59

I, Robin A. M. Pitaluga, hereby excuse and indemnify the Falkland Islands Government from all and every responsibility and any claims in connection with the landing of my aircraft CESSNA VP-FAR at the Stanley racecourse and while it is undergoing servicing in the Government Air Service workshops and hangar.

A handwritten signature in blue ink, appearing to read 'R. M. Pitaluga', is written over a horizontal line.

7 July 1977



APS

Grateful if you would look at the enclosed and if need be link it to the Air Navigation Order. Please discuss with the Registrar, Supreme Court, if need be.

111  
60  
Maria  
ppc. s.

7 July 77  
Encls.  
m.

C. S.

No reference in Air Navigation Regulations to such matters, but I have amended the draft to include indemnity from any probable claims also.

h  
APS  
7.7.77

DCS

You may wish to note the indemnity attached.

2. Hopefully we can have the notice gazetting <sup>Hughes</sup> Stevens signed and ready by the 11th. If possible it should be signed today, as W.E. is away over the weekend.

gpm  
C. S.  
8.7.77

C.S.

Noted thank you. The notice relating to C/T Hughes has been submitted for signature please.

8.7.77.

G.N. No. 41

THE AIR NAVIGATION (OVERSEAS TERRITORIES) ORDER 1977  
(Article 92)

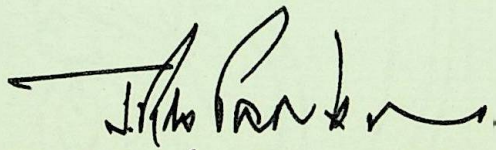
Pursuant to Article 92 of the Air Navigation (Overseas Territories) Order 1977, Mr. Stephen Hughes, of the Civil Aviation Department is hereby authorised for the purposes of any of the provisions of the Order specified in the following Schedule -

SCHEDULE

Article 9(4)(d)

Article 11(5)(e)

2. The Notice issued under Article 81 of the Colonial Air Navigation Orders 1961 to 1972 dated 8th January 1976, insofar as it relates to Mr. Ian B. Bridges, is cancelled.



GOVERNOR

8th July 1977



RR PORT STANLEY

GRS 210

CYPHER/CAT A

FM DTI 121445Z

RESTRICTED

TO ROUTINE PORT STANLEY TEL NO 185 OF 12 JULY.

1. FOR MONK FROM WAINWRIGHT DOSO/CAA REFERENCE YOUR AIR/1/2 OF JUNE 1 CONCERNING BEAVER OPERATIONS.

2. CAA (AIRWORTHINESS) VIEW IS THAT BEAVER WOULD PROBABLY BE CERTIFICATED FOR UK REGISTER WITHOUT JETTISONABLE DOORS. HOWEVER DOSO AND AIB OPINION IS THAT SUCH DOORS ARE DESIRABLE AT LEAST AT PILOT'S POSITION IN FALKLANDS OPERATING CONDITIONS. WE RECOMMEND YOU CONTINUE TO CONSIDER THIS MODIFICATION IF WORK CAN BE DONE AND APPROVED LOCALLY.

3. RESTRICTIONS ON PASSENGERS CARRIED AND REQUIREMENT FOR EXTRA CREW MEMBER MAY BE WITHDRAWN: PILOT SHOULD BRIEF ALL PASSENGERS ON EMERGENCY PROCEDURES BEFORE EVERY TAKE-OFF.

4. AS RECOMMENDED BY WILKINSON, CONSTANT WEAR LIFE JACKETS SHOULD BE PROVIDED: ALTERNATIVELY, AS AN INTERIM MEASURE, ALL PASSENGERS SHOULD BE SHOWN BEFORE BOARDING HOW TO DON LIFE JACKETS.

5. AIRCRAFT RADIOS MUST BE SERVICEABLE ON ALL FLIGHTS ORIGINATING STANLEY.

6. DINGHY MUST BE CARRIED AND THE PILOT SHOULD ENSURE THAT, AS FAR AS MAY BE PRACTICABLE, ACCESS IS NOT OBSTRUCTED BY FREIGHT OR BAGGAGE.

7. AS A SEPARATE GENERAL ISSUE NOT ARISING OUT OF ACCIDENT OR THE ENQUIRY, WE WOULD ALSO RECOMMEND THAT, IF POSSIBLE, THE CONTROLS AT THE CO-PILOTS POSITION SHOULD BE REMOVED FROM THE AIRCRAFT DURING PASSENGER CARRYING FLIGHTS.

NNNN

SENT AT 12/1938Z DGB

RECD AT 12/1938Z GMS

- 1) Hk to Sec JRM. 11/7. (63)
- 2) CS
- 3) Copy please to Capt Hooper (115) refer

184/1



44



115  
64

14 July 1977

Superintendent  
Civil Aviation  
F I G A S  
Stanley

-- In case you have not received a copy direct of Mr Wainwright's telegram to me I attach a copy.

2. Probably, like me, you will regard this with mixed feelings; it is at least good news of a sort.

3. As regards the individual recommendations, I understand that the jettisonable doors are already fitted in the pilot's position and that the dual rudder pedals have been removed. I know you have in hand already the re-ordering of the Constant Wear life jackets but you will wish to note CAA's recommendations for the interim period until we receive life jackets of the type recommended.

4. I know you will agree entirely about the aircraft radios. The purpose in ordering four of these, as you probably know, was that we could send any needing repair to Sunair's agency in Buenos Aires; this may present a problem and for the avoidance of doubt it may be as well if you could kindly arrange for Mr Cheek to discuss this with Cable & Wireless and/or the Postmaster and his staff, to see whether some first line servicing should be done here. If this was to be the case you will appreciate that we ought to clear with Sunair that this would not jeopardise any guarantee over this equipment.

5. I know you have studied carefully the storage of the dinghy and Wainwright's recommendation will probably help in this connection.



6. Finally I am sure you will welcome the lifting of restrictions on passengers carried but I believe the extent to which you implement this should be left entirely to your discretion, in accordance with the guidance given in the CAA Report of 1974 and the various flight and operations manuals.
7. Similarly you may well wish to retain the extra crew member and I would thoroughly endorse any recommendations you make in this regard.
8. I believe the recommendation to brief all passengers on emergency procedures is sound. It will be a chore and obviously will meet with some jocular resistance from passengers but I am sure they will soon learn to accept this.
9. I take advantage of this letter to let you know that Mr S Hughes has been authorised by a certificate signed by His Excellency for the provisions of Articles 9.4(d) and 11.5(e) of the Air Navigation (Overseas Territories) Order 1977. A copy of this will appear in the next Gazette.

A J P Monk  
Chief Secretary

cc. H E the Governor

Encis.  
m.



21 July 1977

Captain R Hooper  
F I G A S  
Stanley

-- Following my letter of 14 July to which I attached a copy of Wainwright's telegram, I thought you would now like to see a copy of the 1973 Gazette Notice relating to the operations of FIGAS. The fares section of this has been recently revised but you will want to examine this as time allows to see what other changes need to be made. Hopefully it will also give you some further guidance as to the operation of the Service.

2. I understand the Governor has raised with you the question of retaining the dual control pedals in the Beaver. This is a matter for your decision but I shall be grateful if you will let me know in due course what you have arranged.

A J P Monk  
Chief Secretary

Encls.

m.

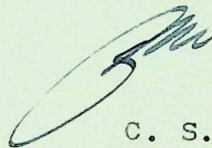


117  
(66)

NOTE FOR FILE

At the SOA meeting this morning, 3rd August, it was suggested that a mooring buoy at each settlement could well be an aid to safety. I undertook to discuss this as and when with Captain Hooper.

Apparently at one time most settlements had mooring buoys but they fell into disuse as the pilots became more and more accustomed to taxiing up to jetties, but obviously if Captain Hooper is going to find a buoy safer we should look further into this matter.

  
C. S.

AJPM:m

3 August 77

Ref: AIR/1/2

12 August 1977

118  
67

Capt R Hooper  
FIGAS  
Stanley

Recently, in discussion with the SOA, a proposal was put forward that Camp settlements would be prepared to re-establish the mooring buoys for use by the Beavers which, I am told, used to be the regular practice at one time.

2. Obviously if we were to decide that there should be mooring buoys they could not be installed overnight, but I believe the idea generally is one which will commend itself to you.

3. Before I take the matter any farther, however, I shall be most grateful for your own views. If you feel that buoys are a good idea perhaps you may wish to discuss the matter with Jack Sollis and any other experienced person to try and advise the best form of buoy.

A J P Monk



# MEMORANDUM

Referen/ AER/1/2.  
I requested that this  
number and date should be  
quoted.

Date 18th August 1977

From Ag. S.C.A.



To CHIEF SECRETARY  
SECRETARIAT.

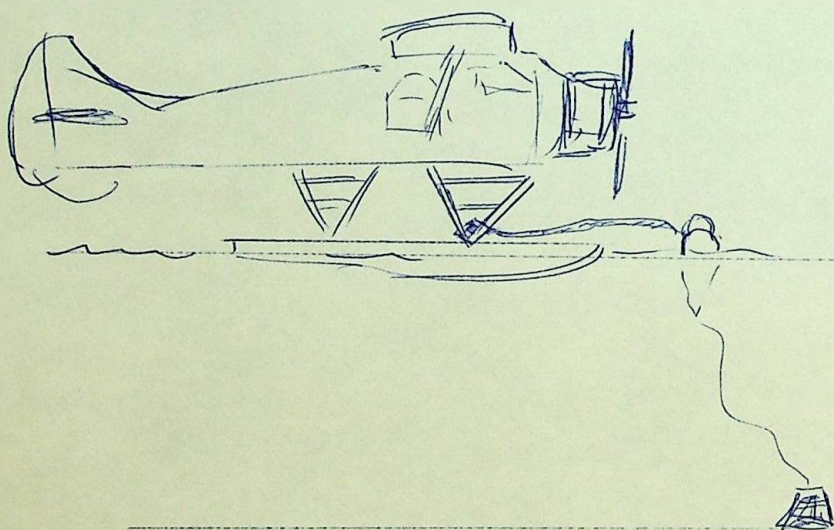
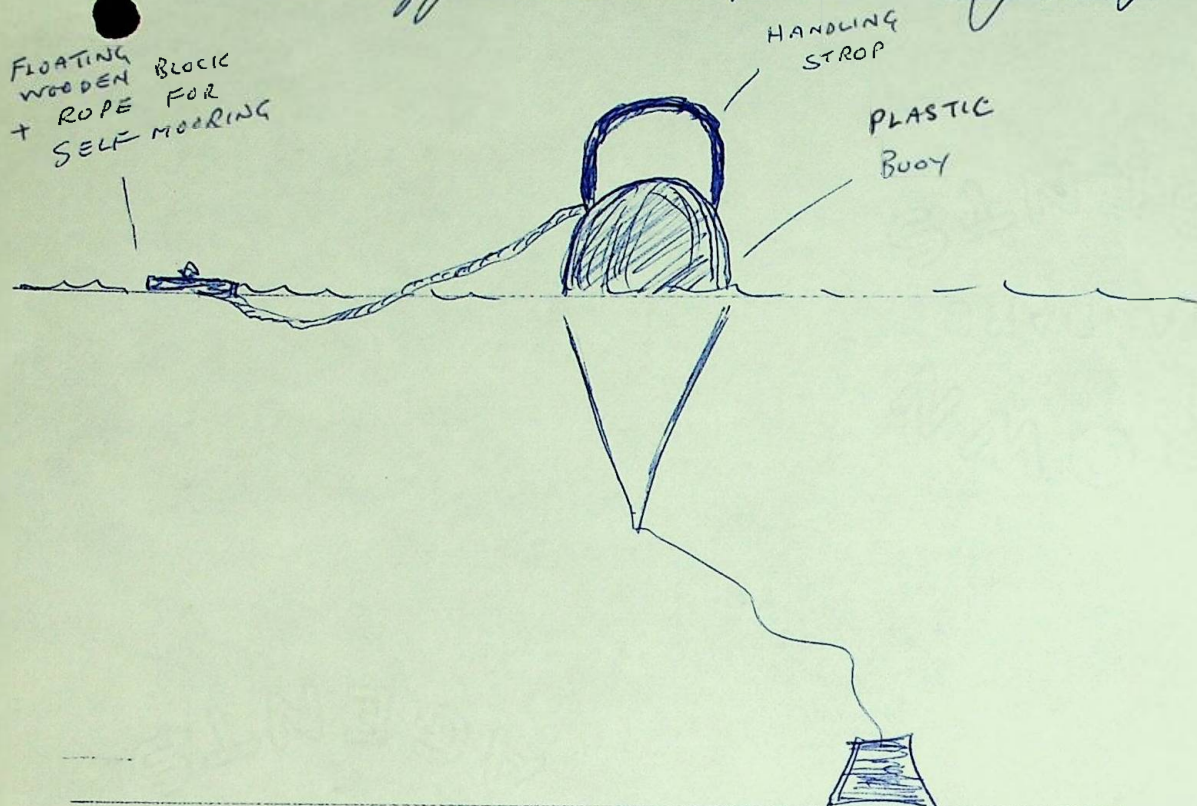
Subject:-

F.I.G.A.S. POLICY.

1. Your letter dated 12th August 1977 acknowledged with thanks.
2. It is agreed that the problem of moorings etc. is one that needs sorting out. I will contact Captain Sollis as suggested.
3. The matter has been discussed already as the result of talks between Mr Gordon Slater and Mr Robin Pitaluga.
4. As an interim suggestion the attached sketch will show what is needed. The undersigned will report back in due course.

Ag. S.C.A.  
(Hooper)

# Interim Suggestion - Seaplane mooring buoy



## NOTES

- 1) PILOT CAN SELF-MOOR IF NO BOAT AVAILABLE
- 2) MOORING ROPE WITH WOODEN CHOCK ALWAYS PRESENT
- 3) HANDLING STROP DESIRABLE
- 4) SIMILAR CAN BUOY ALREADY AT GOOSE GREEN, USED RECENTLY IN ADVERSE WIND.
- 5) THE FLOATING MOORING ROPE COULD TO ADVANTAGE BE STOWED IN A CLIP BY THE HANDLING STROP INSTEAD OF BEING LEFT IN THE WATER.
- 6) SITE SHOULD BE AT LEAST 50 YDS FROM OTHER OBSTRUCTIONS

*R. H. Heger*



Ref: AIR/1/2

13 September 1977

Supt Civil Aviation

cc Cable & Wireless Ltd

LICENSING OF CABLE & WIRELESS LTD TO SERVICE PRIVATE AIRCRAFT RADIOS

Cable & Wireless Ltd have applied to be licensed to service Mr Luxton's aircraft radio.

2. We had prepared a draft licence, a copy of which is attached, only to discover at the last moment that the SCA has been authorised by the Governor for the purpose of licensing maintenance engineers, including radio maintenance engineers. (Page 3 of 1976 Gazette refers)

3. I believe you have the UK licence forms and would appreciate it if you will licence Cable & Wireless Ltd accordingly.

A J P Monk

Chief Secretary

JB

FIGAS Policy  
v/m  
H.E.

122  
71  
COLONIAL AIR NAVIGATION ORDER

The article in the Order referring to the Governor's powers to call for medical reports on pilots is Article 16(6) at p 18 of the Order which reads:

"Every holder of a licence, other than a flight radiotelephony operator's licence, granted under this Article shall submit himself to medical examination, by a person approved by the Governor, upon applying for the renewal of the licence and upon such occasions as the Governor may require."

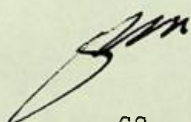
Article 16(8)

"A licence, other than a flight radiotelephony operator's licence, granted under this Part of this Order shall be deemed to be suspended upon the occurrence of such an injury, or the elapse of such period of illness as is referred to in paragraph (7) of this Article. The suspension of the licence shall cease: -

(a) upon the holder being medically examined under arrangements made by the Governor and pronounced fit to resume his functions under the licence; or

(b) upon the Governor exempting the holder from the requirement of a medical examination, subject to such conditions as the Governor may think fit."

2. These sections are taken from the Colonial Air Navigation Order 1961 as amended. The New Colonial Air Navigation Order 1976 comes into effect with minor exceptions on November 1976. The powers of the Governor to order medical examination are shown at Articles 19 and 20. They are more explicit than the 1961 Order but, of course, are not yet in force.

  
CS  
20.10.76



AIR/1/2

Reference.....

73

CS

#### FIGAS - MEDICAL FLIGHTS

1. As Captains Kerr, Hooper and Emsley should all be flying in little more than a month, this may be the time to consider a suggestion by the SMO that a medical plane be provided once a week in place of the twice a week Doctors' flights which so distort FIGAS flight plans on Mondays and Fridays.
2. No doubt FIGAS will want to chew this one over well first. They are, quite rightly, likely to resist allowing the once a week plane to become exclusively medical, because this would almost certainly be uneconomic in the use of both plane and pilot for that day. Perhaps the SMO should nominate in advance which settlements he wished to visit on that day, leaving FIGAS free to take on passengers for any leg of the journey and leaving the pilot free to make short passenger or mail hops while the Doctor is busy at a settlement.
3. If you think this is worth passing on to FIGAS perhaps they could also be urged to take a strong initial stand against having the plane exclusively medical. It might even be worth keeping the whole thing on the level of an experiment which could be adjusted or even abandoned if it proves wasteful in terms of pilot/plane usage.



*GD*  
G J A Slater

5 September 1977

*B/O on FIGAS Policy file to me, pl.  
S 6/9*

Ref: AIR/1/2

15 September 1977

Capt R Hooper  
Ag SCA  
FIGAS

FIGAS MEDICAL FLIGHTS

--- I attach a copy of a minute <sup>(13)</sup> HE has sent me about substituting one medical flight per week for the present Monday and Friday flights.

2. I have some reservations about what is proposed and would welcome your comments to consider alongside my views. He has suggested that it might be tried as an experiment and there seems to be great merit in this. I am sure we both agree that the most important thing is that we should utilise the valuable pilot time and aircraft availability in as economical a fashion as possible.

3. In any event I believe we should resist any attempt by any department to bespeak an aircraft on any particular day for a particular purpose as a regular undertaking.



A J P Monk  
Chief Secretary

JB



# MEMORANDUM

Reference AIR/1/2

Date 17. September 1977

From Ag. S.C.A.



To Chief Secretary  
Secretariat

## F.I.G.A.S. Medical Flights.

1. Thank you for your letter <sup>76</sup>dated 15th September 1977 re the above.
2. I am prepared to do what is most expedient for all concerned.  
Since the doctor can call for a "Medivac" flight at any time during the week, an alternative scheme might be to have one medical flight per week either on a Monday or Friday depending upon weather, and then have a mobile doctor in camp during the week whom we could drop on a Monday and collect on a Thursday. This of course, could presumably operate when we have the extra doctor available.

Ag. S.C.A.

# MEMORANDUM

Ref: FIGAS/RGTH

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

Date 27th September 1977

From Ag. S.C.A.  
Aviation Dept.



Chief Secretary,  
Secretariat.

Subject:-

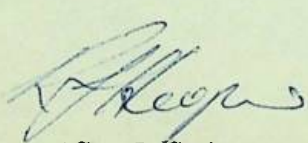
Licensing of Cable & Wireless Ltd.

1. Receipt of your <sup>70</sup>letter ref. AIR/1/2 dated 13th September and enclosure is acknowledged with thanks.
2. It is true that FIGAS hold copies of UK Certificates of Validity for radio engineers. The issue of such a licence is a technical matter and one which cannot be undertaken without much research. In any event, the standard form would require the addition of certain conditions. The wording of those would also require research.
3. It is recommended, therefore, that a simple Gazette entry be used instead; this would have the advantage of permitting Messrs. Cable & Wireless to clear the immediate problem of Mr Luxton's radio. The suggested format is as follows:-

The Air Navigation (Overseas Territories) Order 1977.

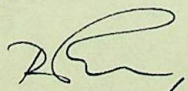
(Article 92)

Pursuant to Article 92 of the Air Navigation (Overseas Territories) Order 1977, Mr John Edward Cheek and Mr Michael Harris of Cable & Wireless Ltd are hereby authorised for the purposes of any of the provisions of Article 9 (4) (d) of the Order. This order is in respect of radio and ancillary equipment fitted in private aircraft operated and registered in the Colony.

  
AG. S.C.A.

AS

Pl deal quickly

  
28/9



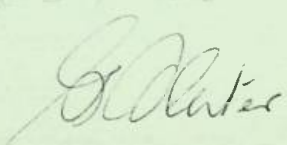
Gazette Notice No. 59

The Air Navigation (Overseas Territories) Order 1977  
(Article 92)

Pursuant to Article 92 of the Air Navigation (Overseas Territories) Order 1977, Mr. John Edward Cheek and Mr. Michael Harris, both of Cable & Wireless Limited, are hereby authorised for the purposes of any of the provisions of the Order specified in the following Schedule -

SCHEDULE  
Article 9 (4) (d)

2. This authority is in respect of radio and ancillary equipment fitted in private aircraft operated and registered in the Colony.

*3 6 71 No 59 is correct*  
  
Acting Governor

*30th* September 1977

c.c. Ag. S.C.A.

Manager C & W Ltd.

Printer 

178

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

Number	Office of Origin	Words	Handed In at	Date
--------	------------------	-------	--------------	------

7.10.77

To

MR W. R. LUXTON, CHARTRES.

NO. 233

YOU WILL WISH TO KNOW THAT THE ACTING GOVERNOR HAS NOW AUTHORISED  
MEMBERS JOHN CHENK AND MICHAEL HARRIS TO ATTEND TO RADIOS AND  
ANCILLARY EQUIPMENT IN PRIVATELY OWNED AIRCRAFT IN THE COLONY.

CHIEF SECRETARY



Time



## MEMORANDUM

Reference ...RIGAS/AD.

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

Date .....19th October 1977.



From Director Civil Aviation To Chief Secretary

R + R  
20/11

Subject:- Mooring Bouys.

I refer to your AIR/1/2 dated 12th. August.

67 nb 2 months to reply

2. To the best of my knowledge the majority of settlements do in fact have moorings laid, granted some do have boats swinging from them and when the boat is of schooner type it is usually manned.

3. At settlements where moorings have been abandoned alternative docking arrangements have been provided by the farm, either by tractor and trailer or mobile gangways, which has the added advantage of always being sited in sheltered water.

4. I have no desire to discourage the laying of moorings at all settlements because their are advantages, such as an aircraft having to overnight on camp or even long waits in tidal waters.

(J. KERR)

Director Civil Aviation.

nb. Reply sent 20/11

AIR/1/2

20 October 1977

(80)

R - Bill  
two weeks  
12/1 DCA

Chief Secretary

MOORING BUOYS

(79)

I am grateful for your memo FIGAS/AO of 19 October, and for your confirmation that you would welcome the relaying of moorings if the SOA were to agree. However, I note that in the final paragraph of his minute to you of 12 August my predecessor sought your views on what sort of buoys we should encourage the SOA to get. I wonder, therefore, whether you have had any chance to think about this: it would be helpful if we could put a positive suggestion forward.

J D Massingham  
Chief Secretary

JB



(81)

# MEMORANDUM

Reference ETGAS/AC.

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

Date 26th. October 1977.



From Director Civil Aviation

To Chief Secretary

Good: 5 + bu one month

Subject:-

MOORING BOUYS.

(80)

27/x

I refer to your AIR/1/2 dated 20th October and apologise for not providing the information requested in your predecessors memo.

2. The type of bouy which I consider would be most use and safest in terms of float damage, is the inflatable plastic type, not less than 14"/350mm sphere, preferably with a centre stainless steel rod rings top and bottom. Failing this the bouy should have two moulded lugs for attaching anchor cable shackle and mooring strop.

3. I have approached Mr Miller, Manager of Port San Carlos who has just such a bouy, for any literature and costs he may have on the equipment, this he has agreed to provide and I will make this available to you as soon as I receive it.

(J. KERR.)

Director Civil Aviation.

AIR/1/2

25th November 1977

Chief Secretary

Director of Civil Aviation

Mooring Buoys

Would you kindly refer to your memorandum <sup>81</sup>FIGAS/AC dated 26th October 1977.

2. Have there been any developments in this matter please?

CHIEF SECRETARY



AIR 11/2

(83)

# MEMORANDUM

Reference FIGAS/AO...

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

Date 25th. November 1977.



From Director Civil Aviation To Chief Secretary


Subject:-

MOORING BOUYS.

I refer to my letter of 26th October on the above subject and am pleased to advise you that I have now received, on loan, Thomas Foulkes catalogue which is enclosed.

2. The buoy which I would recommend is 'Bar Handle B' Patt. 61 or 62. Unfortunately I can find no trace of the date of the catalogue and prices may have changed by now.

3. It may be advantageous for Government to purchase a number of these bouys which could then be sold to settlements requiring one.

  
(J. KERR)  
Director Civil Aviation.

30th November 1977

T at 6  
AS for 25

[30/11]

Chief Secretary

Director of Civil Aviation

MOORING BUOYS

83

Thank you for your memorandum of 25th November to which was attached Thomas Foulkes catalogue.

I am uncertain whether Government should invest in a store of these buoys until it is assured that people are prepared to buy them from us. I am a child in these matters, but it would seem to me that you should obtain an up-to-date quotation for such buoys and for any other ancillary equipment which may be required; and then circulate to all concerned to obtain their reaction and even possible firm orders. I see no difficulty then, in principle, of our acting as an importing agency for a number of farms and settlements. But to do this we would require the authority of Standing Finance Committee. Perhaps you might like to go ahead on the lines I have indicated, though I am of course open to argument if I have misunderstood the facts. Should that prove to have been the case perhaps you would liaise with Mr. Browning about the next steps forward.

I return the Thomas Foulkes catalogue.

J. D. Massingham  
CHIEF SECRETARY

us



AIR/13/22

# MEMORANDUM

Refer: ~~REGAS/RM.~~

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



Date 12th. February 1978.

From Director Civil Aviation

To Chief Secretary

*URGENT*

Subject:- Aircraft Radio Maintenance.

*This was a recommendation of DCA - see (4)*

At the time of purchasing Beavers FAV and FAV the then Chief Secretary ruled that the H/F radio equipment installed should be returned to the manufacturer for repairs and overhaul, to this end two complete spare radio installations were placed on order, unfortunately only one complete unit was received, the transceiver of the fourth unit being missing from the consignment but was in fact included in the invoice.

2. A number of telegrams have been dispatched to Crown Agents advising them that one transceiver is still missing and requesting that they enquire into the whereabouts of the missing unit, to date none of our telegrams have been acknowledged, the latest hastener being dispatched on January 27th. this year.

3. In the beginning it was thought that by adopting the procedure in paragraph one all our radio problems would be solved but this has not been the case, we are still having to ground aircraft because of un-serviceable H.F. radios.

4. On the advise of Sunair, the manufacturer, we dispatched one faulty unit to their servicing agency in Buenos Aires, this has been returned with the comment that the set will not work if the ariels are the wrong length, to me this is just so much nonsense, this unit operated normally in the aircraft for some seven months and suggests to me that nothing was done to the set in B.A.

5. Under the present system whereby the studio engineers are no longer permitted to test and service the radio equipment we are in a very vulnerable position, even to the extent of having an aircraft grounded because of a poor solder joint or a loose screw.

6. To overcome the need to dispatch valueable equipment for minor repairs, I suggest that we purchase a bench test harness which will simulate the aircraft installation and used in conjunction with instruments already in the Broadcast studio, the fault can be pinpointed thus saving time and carriage charges when only minor repairs are required.

7. Should the above suggestion be agreed to it will be necessary, to legalise the position, to have a gazette notice issued with the name or names of persons authorised to carry out the maintenance.

*[Signature]*  
(J. KERR)

Director Civil Aviation.

*DCA*  
1. mentioned this in conversation earlier today.  
2. DCA's case seems a good one & I know Comm. Officer feels similarly.  
3. Could you identify why the ruling at X was made, & whether there are any

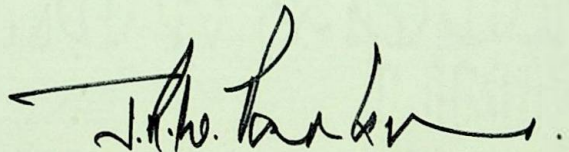
The Air Navigation (Overseas Territories) Order 1977  
(Article 92)

Pursuant to Article 92 of the Air Navigation (Overseas Territories) Order 1977, Mr William Henry Roberts and Mr Arthur Peake, both of the Posts and Telecommunications Department, are hereby authorised for the purposes of any of the provisions of the Order specified in the following Schedule -

**SCHEDULE**

- Article 11 (4)
- Article 12 (1) to (5)
- Article 13(2)
- Article 14 (5)
- Article 17

2. This authority is in respect of radio and ancillary equipment fitted in Falkland Islands Government aircraft operated and registered in the Colony.



GOVERNOR

8th March 1978

copy sent to Messrs. Roberts & Peake



89

Gazette Notice No 19

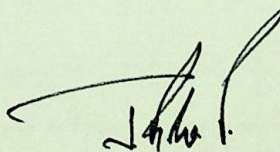
The Air Navigation (Overseas Territories) Order 1977  
(Article 92)

Pursuant to Article 92 of the Air Navigation (Overseas Territories) Order 1977, Mr John Edward Cheek and Mr Michael Harris, both of Cable & Wireless Limited, are hereby authorised for the purpose of any of the provisions of the Order specified in the following Schedule -

SCHEDULE

- Article 11 (4)
- Article 12 (1) to (5)
- Article 13 (2)
- Article 14 (5)
- Article 17

- 2. This authority is in respect of radio and ancillary equipment fitted in private aircraft operated and registered in the Colony.
- 3. Gazette Notice No 59 of 1977 is cancelled.



GOVERNOR

 March 1978

copy sent to Messrs. Cheek & Harris

AIR/1/2

14th March 1973

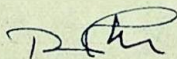
Chief Secretary

Director of Civil Aviation

RADIO MAINTENANCE

Please refer to your memo of 13th February.

Messrs. Roberts and Peake have been licensed to undertake repairs to the radios of the Beavers; and Messrs. Cheek and Harris the radios of the private aircraft.

*for*   
CHIEF SECRETARY

us



COPY NO. ....

FALKLAND ISLANDS GOVERNMENT  
AIR SERVICE

DHC2 BEAVER

OPERATIONS MANUAL

1st Edition July 1978





INTRODUCTION

Text to describe scope of manual; that it has been prepared to meet legal and other essential requirements; that it must be read by the staff concerned; and that the contents of the manual must form the basis of the operation.

Mention of associated publications and use of aircraft library.

Inform readers that term 'Air Navigation Order' means the current A.N.O. in use, as amended.

Errors and omissions should be reported.

Amendment service will be used to introduce revised or new procedures and information.

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CAP 2 CONTO//

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directions, known obstructions & problems, altitudes where applicable.



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Limitation on Flight Time	)	
	)	As laid down
Limitation on Duty hours	)	in
	)	C.A.P. 371
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10th April 1978

(91)

Noted: T & P  
M.W.  
J

R.G.T. Hooper

Director Civil Aviation  
cc Chief Secretary ✓  
Airport Superintendent

OPERATIONS MANUAL - BEAVER

Herewith as promised, suggested book format. The information given on the various contents pages are not the ultimate headings but phrases to suggest what a particular topic will cover. The following comments are offered.

- 1) The chapter on emergencies might be best placed at the end of the book for ease of reference,
- 2) In theory, there should be a Pilots Order Book. Do you wish to resurrect same? or include the relevant data in the Operations Manual?
- 3) Will there be a Falkland Island Air Pilot - just a short-length document to cover local regulations and then cross-referring to the relevant I.C.A.O. document?
- 4) Will there be a Falkland Island Notam service to inform F.I.G.A.S. and private owners of any events or happenings which might affect aeronautical safety? Instances which spring to mind are landing strip unserviceability, live firing in the Stanley area, shipping movements etc.

The reference to Notams and Air Pilot may seem a little premature at this stage but it is considered that with the introduction of landing strips to many settlements there will be a continued increase in private aviation throughout the Islands. In which case, it may be expedient to have some channels for the dissemination of official information regarding private flying.

- 5) Limits on flight, duty and rest periods can be based on CAP 371 and modified as necessary to suit local requirements.
- 6) Views as to the contents and stowage of the aircraft library would be appreciated. Typical suggestions are aircraft check lists, ops. manual, map of Falklands, pilots hand-book etc.
- 7) Some of the writings on aircraft technical matters may be shortened by cross-referring to the DeHavilland (Canada) Pilots hand-book. In which case it might be necessary to order up a few copies of the relevant publications. It may be politic to order up extra check lists if they exist for the Beaver float planes.
- 8) Decisions on some of the above mentioned points will affect considerably the book contents and hence the number of pages. This means that it would be unwise to order up the binders until the various decisions are made. It is requested therefore that an early meeting be organised so that these and associated points can be clarified.

*[Handwritten signature]*



CS,

(92)

Following our meeting with HE, I spoke to DCA regarding the possibility of an announcement being broadcast each morning giving an indication of the proposed movements of the aircraft.

He assures me that such an announcement is made each morning between 9 am and 9.30 am over the R/T network by Rene. The announcement advises either the time by which it is hoped that the aircraft will take-off from Stanley, or if further Net. reports are being called for, the time by which it is hoped that a decision can be taken whether there will be flying (another announcement is then made at that time).

30.5.78

Y/E

for your information.

2. I will try to ensure that these announcements include, when appropriate, a prognosis of any aircraft trouble & in a suitably revised form, carried in the evenings.

30/5

C.S.

Good. Thank you.

John. 31/5

AS

Keep a close eye & a hot ear on this with to my mind above.

31/5





# CABLE AND WIRELESS

## CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS	5/47
OFFICE STAMP AND DATE		NO. OF WORDS		DATE		93	
				14 JULY			
		INSTRUCTIONS					
				VIA CW			

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS  
CLASS  
AND  
ADDRESS

CIVIL AVIATION AUTHORITY (TELEX NO: 27100)  
FOR A.W.D. MR HURMAN

REPEATED FOR INFORMATION TO: BAS CAMBRIDGE  
HEADQUARTERS

In accordance with my licensing powers under the Air Navigation (Overseas Territories) Order, you are hereby authorised to oversee the repair of the British Antarctic Survey Twin-Otter aircraft VP-FAQ to C of A renewal standard.

PARKER, Governor and High Commissioner

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER  
NOT TO BE TELEGRAPHED

Government House. TELEPHONE 48



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.

ZCZC 012

C/1691/78

PRIORITY

1030

14/7/78

qu

FM CAMBRIDGE HQ  
TO STANLEY

FOR HE GOVERNO FM B. PETERS.

REFERENCE REPAIR OF BAS TWIN OTTER VP-FAQ THE UK CIVIL

AVIATION AUTHORITY ASK THAT YOU AS C OF A LICENCE ISSUING AUTHORITY

REQUEST DIRECT THAT CAA OVERSEE REPAIR OF AIRCRAFT TO C OF A

RENEWAL STANDARD.

PSE TELEX DIRECT TO CAA. TELEX NO 27100 (27100) FOR A.W.D. MR  
HURMAN.

/AM

ph  
17/11



# MEMORANDUM

Reference

FIGAS/ME. Air 1/12

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

Date 9th October 1978.



From Director Civil Aviation

To Acting Governor

*Spoken with DCA who will  
prepare master telegram to CA for  
me to S.C.D. PA*  
*19/10*

Subject:- Aircraft Availability.

I refer to your Priority memorandum of even date and have the honour to advise you that VP-FAV has 35:25 hours available before the next inspection is due, this is a 300 hour servicing and should take approximately two working days to complete, this however is dependent on what faults may be found.

2. The inspection and overhaul of the powerplant section of VP-FAT is all but complete, the same can not be said about the airframe and I would be loathe to suggest a date when this aircraft will be can be returned to service.

3. I have no reason to believe that we are approaching a crisis, but like all machines the aircraft in use could fail without prior warning and I just don't know how one can make recommendations to avert the unknown, or unexpected.

(J. KERR)  
Director Civil Aviation.

INNS V M

214 GOVERNOR FK  
916205 CALOND G  
214 GOVERNOR FK

TO: CROWN AGENTS, LONDON  
FM: ACTING GOVERNOR, PORT STANLEY, FALKLAND ISLANDS

11 OCTOBER 1978

FOR ATTENTION BEABY

1. INDENTS AV 121/78 AND AV 158/78 BOTH ADVISED STORES REQUIRED FOR BEAVER AIRCRAFT ON MAJOR OVERHAUL AND REQUESTED EARLIEST POSSIBLE DELIVERY BY AIR. TO DATE NO, REPEAT NO, ADVICE OF ORDERS PLACED HAS BEEN RECEIVED.
2. AIRCRAFT VITAL FOR INTERNAL COMMUNICATIONS AND OVERHAUL NOW BEING SERIOUSLY HELD UP. IMPERATIVE THAT IOR PRIORITY NOW BE APPLIED.
3. GRATEFUL YOU TAKE URGENT STEPS TO SECURE STORES AND ALSO ADVISE ON POSITION AS SOON AS POSSIBLE.

NNNN

SENT 1180///111805Z

214 GOVERNOR FK  
916205 CALOND G

Re - Reply received by D.C.A.

~~AF/172~~  
ACTION  
COPY

96

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Copies to D.C.A.



29 January 1979

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7-2 pa  
1/29  
J

Chief Secretary

Director of Civil Aviation

MISHAP TO AIRCRAFT

May I take it that, in accordance with Regulation 14(1)(a) of Schedule 15 of the Air Navigation (Overseas Territories) Order 1977, you will be submitting to the Governor a report about the mishap to aircraft VP-FAV at Bleaker Island last week.

JOHN MASSINGHAM

JB

His Excellency the Governor,  
Government House,  
STANLEY.

98  
AVIATION DEPARTMENT,

Stanley,

Falkland Islands.

...5th...February.....1979...

HE has seen

Your Excellency,

I have the honour to report, in accordance with Article 79 of the Air Navigation (Overseas Territories) Order 1977, a taxiing accident involving DH(C)2 Beaver Mk II registration VP-FAV at BLEAKER ISLAND on January 25th. Owners Falkland Islands Government and commanded by Capt. D.S.Emsley.

2. There were no injuries to crew or passengers.

3. The aircraft tailplane has received extensive damage, right hand elevator is beyond economical repair, former at rear fuselage station 228 bent and will require replacement, elevator torque tube and trim rods will also have to be replaced.

I am Sir,  
Your Obedient Servant,



(J. KERR)  
Director Civil Aviation.



Government House

PORT STANLEY

Falkland Islands

Ta Pu  
14  
11

The Honourable R Bennett OBE JP

I have received the notification by the Director of Civil Aviation, dated 5 February 1979, informing me of the accident which involved the FIGAS aircraft, VP-FAV, at Bleaker Island on 25 January.

This was a notifiable accident under the terms of Regulation 4 (b) of the Regulations of 1 August 1959, made under Section 10 of the Civil Aviation Act 1949.

I therefore appoint you, under Regulation 7, as Inspector to investigate the accident with Mr Bala Kanagasabai as Assessor. The terms of reference of the investigation will be:

To report to me, under Regulation 9, on the circumstances and cause of the accident which took place on January 25 including the reasons requiring passengers to be picked up from the uninhabited island of Bleaker on the date in question and the state of the facilities available for such a service, and to make recommendations concerning the future use of water-aerodromes at uninhabited settlements, the equipment and facilities that will be required of the owners if such aerodromes are to continue to be used, and the facilities and equipment which should be required for sea plane operations at all other landing and take-off places: the report should include an estimate of the cost of the repairs to the aircraft required as a result of the accident.

The inquiry may be held in private, with the calling only of such witnesses as may be essential to ascertain the facts.

I am copying this minute to the Chief Secretary to note and to arrange for the issue of a brief Gazette notice; to the Director of Civil Aviation and to the Airport Superintendent.

*John P. ...*

Governor  
13 February 1979

Copies to:

Chief Secretary ✓  
Director of Civil Aviation  
Airport Superintendent