

TRN/AVA/1 # 4

FALKLAND ISLANDS

AIR/7/1

AIR/7/1

# SECRETARIAT VOLI

FIGAS

INVESTIGATION INTO

ACCIDENTS

**ARCHIVE**

Closed 2.11.77

Pa	25/8	2
DCS	26/9	7
CS	26/9	7
CS	28/9	2
CS	28	
CS	77	
IR		

*Handwritten scribbles and a large diagonal line across the grid.*

DECODE.

3/1/56

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 28.6.56. Time: 1025 Received: 29.6.56. Time: 1600

60  
in Vol I  
No:99. My Circular No:204/54 4th March. Statistics on  
Aircraft accidents.

Ministry of Transport & Civil Aviation anxious  
to have urgently for International Civil Aviation Organisation  
purposes completed form 'G' for calendar year 1955. I should  
be grateful if you would now telegraph information.

GTC : PT

Reply at 4

AcS. original  
The file, as I thought, went to  
HM & they are searching for it.  
The return is nil but it's bad  
this business of having to be reminded  
to send out returns. If we can  
find the file we shall have to ask for a  
supply of Form G. Draft tel spec

2

etc.

I have spoken to Mr. Huckle & he says  
SofS requires flying hours, take-offs &  
landings, flying days, and passengers  
carried. & I hope he's right.

Draft tel/ etc. pl

DRM

6/7/56



MINUTE

3

Stanley,  
4th July, 1956.

From: Director of Civil Aviation,  
Stanley.

To: A.C.S.,  
Stanley.

Subject: AIR SERVICE ANNUAL REPORT

With reference to our telephone conversation this morning regarding Air Service Annual Report for the period; 1/1/55- 31/12/55, the figures which you require are as below:

Total flying hours.....	614 hrs. 15 mins.
Total number of take-offs & landings...	1,318.
Total number of flying days.....	172.
Total number of passengers carried.....	1,784.

During the above mentioned period there was two Beaver DH(C)2 floatplanes and one Auster V. sea plane in service.

D.C.A.

4/7/56.

4

its

1. I have spoken to Mr. Huckle and he says  
S. of S. requires flying hours, take-offs, landings,  
flying days & passengers carried.

Draft tel. of c pl.

DRM  
6/7/56

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 6.7.56

Time: 11.00

Received: : : :

Time: : : :

No. 132. Your telegram No. 99. Statistics of aircraft accidents. Regret delay owing to loss of Form G. Understand following information in respect of 1955 is what is required:-

Accidents	nil.
Total flying hours	644½ hours.
Total take-offs and landings	1318.
Total flying days	172.
Total passengers carried	1784.

2 Beaver DM (C) 2 seaplanes and 1 Auster V seaplane in operation during 1955.

2. Grateful if I may be supplied with further copy of correspondence regarding information required.

GOVERNOR

Bu. 30/7/56

P/L

DRM/IMR

6

4/14

90 in file  
in cont.

If you enquired what we did  
regarding further copies regarding  
the Rekon we lost track of. The  
position is at para. 2 of it.

D. L. M.  
1972

It did in  
fact return  
from the  
Chart Room  
of Philomel.  
& Rm  
4/9/56

Noted. This is presumably another of the files  
that may in due course be removed from the  
Philomel's dump. Thank you

6/11/72  
20.7.56

Bu 30/7/56

W. L. M.  
B. L. M.  
B. L. M.  
8/5/57  
BU 8/1/56

Y.H.

Accidents to Aircraft. Although we have now received the file from Harbour Dept. we still haven't got Form G as the copies we did have were used & in accordance with para 5 of 61 in 027012 we should have asked for copies of the form from M. of T & C.A but not having the file this was not done.

Draft letter asking for copies p.f.c.

D.P.M.  
4/9/56

Yes.  
A.H.F.  
26.9.56



0270/I

8

7th September, 56.

Sir,

I am directed to request you to supply this Government with 50 copies of Form G for the reporting of accidents to aircraft.

I am,

Sir,

Your obedient servant,

(Sd) D. R. Morrison

for COLONIAL SECRETARY.

The Secretary,  
Ministry of Transport & Civil Aviation,  
Berkeley Square House,  
Berkeley Square,  
LONDON, W. 1.

DRM/VM



*H.C.S.*

*Please see that this is brought to Mr. News' notice very early. It all comes from the last regime in the Department and we must ensure that it doesn't happen again.*

SAVING

COM 177/192/01

From the Secretary of State for the Colonies

To the Officers Administering the Governments of

- (1) BRITISH GULANA NO. 710. SAVING
- (2) FALKLAND ISLANDS NO. 92. SAVING
- (3) The Administrator, EAST AFRICA HIGH COMMISSION (for Commissioner for Transport) NO. ~~205~~. SAVING  
320

Date 14 September, 1956.

To 1 My telegram No. 261 of the 28th June.

5 To 2 My telegram No. 99 of the 28th June and your telegram No. 139 of the 7th July.

To 3 My telegram No. 23 of the 28th June and your savingram No. 167 Transport of the 19th July.

Statistics of Aircraft Accidents

11

With reference to my Circular No. 204/54 of the 14th March 1954 the Ministry of Transport and Civil Aviation have asked that, as the data submitted on Form "G" is published by I.C.A.O. only as a complete return for the United Kingdom and Colonial Administrations all Colonial Administrations should submit returns uniformly and as quickly as possible. (Returns have to be filed with I.C.A.O. not later than two months after the end of the year). So far, where information has not been submitted in certain cases on Form "G", I.C.A.O. have completed their publications from other sources of information which have often been inaccurate. I should be grateful, therefore, if you could arrange in due course for the earliest possible submission of returns on Form "G" in accordance with my Circular under reference in respect of the current year 1956 and subsequently. The information required on Form "G" for accidents should, of course, normally be available at the end of each year. The figures for numbers of landings and hours flown might cause more delay and, in this case, the Ministry would prefer to have provisional information as early as possible and then notify I.C.A.O. of subsequent amendments later on.

2. Stocks of blank Forms "G" can be provided on request.  
 11 To (2) only I enclose for ease of reference a copy of my Circular No. 204/54 of the 14th March 1954 together with a supply of Forms "G".

SECEP

*Reply at 16*

JCA  
 10 Dec 10 & note for future pl.  
 Form G will ~~not~~ have to be  
 completed as soon as the information  
 is available for 1956 operations.  
 J. C. A.  
 24/10/57

A.C.S. Ref. enclosure 10.  
 A monthly operations record is now kept in this department  
 and all information required on Form "G" is contained in the  
 record. I have retained 1 copy of Form "G" this will be completed  
 and returned to Secretariate by 7:1:57.

J. C. A.  
 24/10.

there is mail folder?

0270fr

COLL. 177/192/01

✓ 1-1

# Saving

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS

Date 5 October, 1956.

No. 100 Saving

10 My savingram No. 92 of the 14th September, 1956.

## Statistics of aircraft accidents

8

at B.C.

In letter No. 0271/I of the 7th September, 1956 addressed to the Ministry of Transport and Civil Aviation, the Colonial Secretary, Falkland Islands asked for 50 copies of Form G. 10 copies of this form had meanwhile been forwarded to you with my savingram under reference and I enclose herewith another 10 copies. In view of this it is thought you may not need the copies asked for from the M.T.C.A. and unless I hear from you no action will be taken on the Colonial Secretary's letter.

*[Handwritten initials]*



SECR.

DEA  
15 Form has to be completed for S. 81  
in triplicate and prepared  
in quadruplicate when  
time comes. Done for  
13/4/51  
KIV B.

15

H.C.S.

Noted thank you. Please B/F this file to me  
on 1st JAN 59.

*Handwritten signature*  
D.C.A.

*Handwritten date*  
BU 2/1/59

*Handwritten initials*  
DCA

*Handwritten notes at bottom of page*  
1/2/59  
...  
...

F. I. ref: 0270/I/II

C. O. ref:

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 10th January, 1957.

No. 6. SAVING. COLONY

10 Your Savingram No. 92. Statistics of Aircraft Accidents.

Enclosed is return for 1956.

There are no independent operators.

GOVERNOR'S DEPUTY.

Despatched  
18/1/57

MC

AIR TRANSPORT REPORTING FORM  
AIRCRAFT ACCIDENTS

FALKLAND ISLANDS

COUNTRY.....

YEAR ENDED...31/12/56.

Name of Operator	Type of Operation	Number of Accidents		Passenger Injury			Crew Injury			Others Injured		Number of Landings	Hours Flown
		Total	Fatal	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Falkland Islands Government Air Service.	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International												
	Non-Scheduled Domestic	None	None	None	None	None	None	None	None	None	None	1,920	884
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International	—	—	—	—	—	—	—	—	—	—		
	Non-Scheduled Domestic												
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International	—	—	—	—	—	—	—	—	—	—		
	Non-Scheduled Domestic												
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
Total hours flown during the by all operators engaged in public air transport = .....884.....		Remarks: Floats Off to Floats On											

## INSTRUCTIONS

Reporting Period: This form is to be filed annually by each State in respect of aircraft accidents of operators, registered in the country, which are engaged in public air transport.

Filing Date: This form should be filed not later than 2 months after the end of the year to which it refers.

- Notes:
- 1) Data for individual operators are required only in respect of those operators whose aircraft were involved in an accident — regardless of where the accident took place.
  - 2) The total number of hours flown by all operators (whether involved in accidents or not) should also be inserted in the space provided. The form should be filed giving this information even if there are no accidents to report.

---

Aircraft Accident means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:

- a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or
- b) the aircraft received substantial damage (Annex 13).

- Notes:
- 1) An accident resulting in only minor injuries or damages need not be reported.
  - 2) A collision between two or more aircraft should be reported separately for each operator involved, and additional details should be provided under 'Remarks'.

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Type of Operation:

- a) 'Scheduled International', 'Scheduled Domestic', 'Non-Scheduled International' and 'Non-Scheduled Domestic' operations relate to flights operated for the purpose of carrying revenue load.
- b) 'Non-Revenue Flights' relate to positioning flights, test flights, training flights, etc..
- c) Data should be reported in columns 3 to 12 opposite the type of operation in which the aircraft was engaged at the time of the accident.
- d) Data should be reported in columns 13 and 14 relating to the total activities of the operator during the year, subdivided into the types of operation indicated.

Passenger Injury: Include the total number of passengers involved, both revenue and non-revenue.

Crew Injury: Include hostesses, stewards and supernumerary crew in addition to flight crew.

Others Injured: Include all persons injured other than those aboard the aircraft.

Number of Landings: If the number of landings cannot be ascertained without difficulty an estimate may be given and a note inserted under 'Remarks' indicating that the figure is an estimate.

Hours Flown: Report to nearest number of whole hours. Indicate under 'Remarks' basis used — such as 'block-to-block', 'wheels off-wheels on', etc..

*BU 2/1/58 1957 Return*



DECODE.

TELEGRAM.

From O.A.G.

To CAPTAIN WILKINSON, H.M.S. PROTECTOR.

Despatched . 5th February 1956 19 Time : 1130

Received : : 19 Time : :

I am advised report we have on accident to Huntings helicopter appears to contain a number of conflicting statements. There is reason to believe helicopter may have been overloaded. Before next step is decided and report submitted to Secretary of State I am most anxious to have Lieutenant Brigham's advice on these papers. If it does not conflict with Service Regulations and you see no objection grateful if he may land early to discuss with Director of Civil Aviation and myself on arrival.

O.A.G.

Original at 0270/II/ 19

Copy to FIDS/5/401.

Re See 20.

GOVERNMENT TELEGRAPH SERVICE

20  
16#

FALKLAND ISLANDS

SENT

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

12.2.57.

To  
 COMMANDING OFFICER HMS PROTECTOR  
 A/C FIDS

19

~~0270/1/ MY TELEGRAM 0270/1/72 STOP HELICOPTER ENQUIRY STOP~~

IT APPEARS PRESENT ENQUIRY WOULD SERIOUSLY PREJUDICE

SURVEY IF PILOT IS TO BE PRESENT STOP IT MAY THEREFORE

HAVE TO BE CANCELLED AND MATTER REFERRED TO MINISTRY OF

CIVIL AVIATION FOR WHATEVER ACTION THEY CONSIDER NECESSARY

STOP IF OPPORTUNITY ARISES GRATEFUL IF YOU DISCUSS MATTER

WITH SURVEY LEADER TO SEE IF ALTERNATE ARRANGEMENTS CAN BE

MADE

OAG

long cut - 5/413

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

21

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

12.2.57.

To PAISLEY  
GEXMKN BASE B

A/C FIDS

0270/1/ FOLLOWING FOR MOTT YOURTEL HAS 26 STO HELICOPTER  
 ENQUIRY STOP I AGREE SURVEY PROGRAMME MUST NOT BE  
 PREJUDICED STOP IF PILOT AND PASSENGER ARE PASSING THROUGH  
 STANLEY BETWEEN 1ST AND 5TH MARCH OR 21ST AND 24TH MARCH  
 IT MAY BE POSSIBLE TO ARRANGE ENQUIRY HERE STOP OTHERWISE  
 MATTER WILL BE PASSED TO MINISTRY OF CIVIL AVIATION FOR  
 WHATEVER STEPS THEY CONSIDER NECESSARY IN THE CIRCUMSTANCES  
 PARA 2 WE ASSUME NO CHARGE WILL BE MADE FOR SALVAGE  
 OPERATION IF POSSIBLE PLEASE TAKE UP MATTER WITH HM SHIP  
 DIRECT

OAG

Copy at 5/412

F. I. ref: 0270/1/11

C. O. ref:

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 8th January, 1958.

*No.* 7. SAVING. COLONY

My Saving Telegram No. 6 of 10th January, 1957. Statistics  
of Aircraft Accidents.

Enclosed is return for 1957.

There are no independent operators.

GOVERNOR.

12  
Rec 31/12/58

AIR TRANSPORT REPORTING FORM  
AIRCRAFT ACCIDENTSCOUNTRY **FALKLAND ISLANDS.**YEAR ENDED **31/12/57.**

Name of Operator	Type of Operation	Number of Accidents		Passenger Injury			Crew Injury			Others Injured		Number of Landings	Hours Flown
		Total	Fatal	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
Falkland Islands Government Air Service.	Scheduled International											1,160.	560.
	Scheduled Domestic												
	Non-Scheduled International												
	Non-Scheduled Domestic	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE		
	Non-Revenue Flights												
Total Operations	—	—	—	—	—	—	—	—	—	—			
	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International	---	---	---	---	---	---	---	---	---	---		
	Non-Scheduled Domestic												
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International	---	---	---	---	---	---	---	---	---	---		
	Non-Scheduled Domestic												
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
Total hours flown during the year by all operators engaged in public air transport = <b>...560.....</b>		Remarks: <b>Floats off to Floats on.</b>											

F. I. ref: 0270/I/II

C. O. ref:

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 12th January, 1959.

No. 6. SAVING. COLONY.

26

My Saving Telegram No. 7 of 8th January, 1958. Statistics of Aircraft Accidents.

31. 3 copies Enclosed is return for 1958.

There are no independent operators.

*See to full for further  
if as copy of form G once in appendix*

GOVERNOR'S DEPUTY.

AIR TRANSPORT REPORTING FORM  
AIRCRAFT ACCIDENTSCOUNTRY... **FALKLAND ISLANDS.**YEAR ENDED... **31st. Dec. 195**

Name of Operator	Type of Operation	Number of Accidents		Passenger Injury			Crew Injury			Others Injured		Number of Landings	Hours Flown
		Total	Fatal	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
<b>Falkland Islands Government Air Service.</b>	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International												
	Non-Scheduled Domestic	ONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	1,022.	523.
	Non-Revenue Flights												
Total Operations	—	—	—	—	—	—	—	—	—	—	—	1,022.	523.
	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International	---	---	---	---	---	---	---	---	---	---		
	Non-Scheduled Domestic												
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International	---	---	---	---	---	---	---	---	---	---		
	Non-Scheduled Domestic												
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
Total hours flown during the year by all operators engaged in public air transport = ... <del>XXX</del> ...523....		Remarks: Floats off to Floats on. One aircraft overturned on take off and completely submerged in salt water.											

33  
D.C.A.

ll prepare Form G in quadruplicate in respect of 1959 for submission to the S of S.

h.p.d.  
for S  
21/12/59.

34  
H.C.S.

Completed Form "G" in respect of 1959 attached.

There are only sufficient Forms for one more return, I would suggest a further supply be requested now, as a request for a repeat of any return is always possible. (Suggest 25 copies)

J.H.  
11/1/1960

35  
A.C.S.

30 as amended?

J.H.  
4.1.60

36

✓ ↓

5.1.60.



F. I. ref: 0270/I/II.

C. O. ref:

37

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 7th January, 1959.

*No.* 8. SAVING. COLONY.

My Savingram Telegram No.6 of 12th January, 1958. Statistics  
of Aircraft Accidents.

SD 3 copies Enclosed is return for 1959.

There are no independent operators.

Grateful if 25 copies of Form G could be supplied.

GOVERNOR.

AIR TRANSPORT REPORTING FORM  
AIRCRAFT ACCIDENTSCOUNTRY **FALKLAND ISLANDS.**YEAR ENDED **31.12.195**

Name of Operator	Type of Operation	Number of Accidents		Passenger Injury			Crew Injury			Others Injured		Number of Landings	Hours Flown
		Total	Fatal	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
<b>Falkland Islands Government Air Service.</b>	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International												
	Non-Scheduled Domestic	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	1,185.	622
	Non-Revenue Flights												
Total Operations	—	—	—	—	—	—	—	—	—	—	—	1,185.	622.
	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International												
	Non-Scheduled Domestic												
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
	Scheduled International												
	Scheduled Domestic												
	Non-Scheduled International												
	Non-Scheduled Domestic												
	Non-Revenue Flights												
	Total Operations	—	—	—	—	—	—	—	—	—	—		
Total hours flown during the year by all operators engaged in public air transport = ....622.....		Remarks: <b>Flights off to Flights on. There are no independent operators.</b>											

F. I. ref: 0270/I/II

C. O. ref:

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 16th January, 1961.

No. 24.      SAVING.      COLONY

37      My Savingram Telegram No. 8 of 7th January, 1959.  
Statistics of Aircraft Accidents.

48 3 copies      Enclosed is return for 1960.

There are no independent operators.

GOVERNOR

## AIR TRANSPORT REPORTING FORM AIRCRAFT ACCIDENTS

Year ended: 31st December, 1960.Country: FALKLAND ISLANDS.

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured					
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured	
								Fatal	Serious	Fatal	Serious	Fatal	Serious
a	b	c	d	e	f	g	h	i	j	k	l	m	n
<b>FALKLAND ISLANDS GOVERNMENT.</b>	Scheduled international.....	1,193.	580.		1.	NIL.	6.	1.	NIL.	NIL.	NIL.	NIL.	NIL.
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
	Non-revenue.....												
Scheduled international.....													
Scheduled territorial.....													
Scheduled domestic.....													
Non-scheduled international.....													
Non-scheduled territorial.....													
Non-scheduled domestic.....													
Non-revenue.....													
Total hours flown and number of landings during the year by all operators engaged in public air transport:		Aircraft hours.....	580.	Remarks: <u>Flots off to Flots on.</u>									
		Landings.....	1,193.										

F. I. ref: 0270/I/II

C. O. ref:

53

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 3rd January, 1962.

No. 3.      SAVING.      COLONY.

37

My Savingram No. 8 of 7th January, 1959.

Statistics of Aircraft Accidents.

54

Enclosed is return for 1961.

There are no independent operators.

GOVERNOR

## AIR TRANSPORT REPORTING FORM AIRCRAFT ACCIDENTS

Year ended: 31st. December, 1961.Country: FALKLAND ISLANDS.

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured					
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured	
								Fatal	Serious	Fatal	Serious	Fatal	Serious
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>	<i>f</i>	<i>g</i>	<i>h</i>	<i>i</i>	<i>j</i>	<i>k</i>	<i>l</i>	<i>m</i>	<i>n</i>
<b>FALKLAND ISLANDS GOVERNMENT.</b>	Scheduled international.....	<b>1,434.</b>	<b>603.</b>	<b>Nil.</b>	<b>Nil.</b>	<b>Nil.</b>	<b>Nil.</b>	<b>Nil.</b>	<b>Nil.</b>	<b>Nil.</b>	<b>Nil.</b>	<b>Nil.</b>	<b>Nil.</b>
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
	Non-revenue.....												
Scheduled international.....													
Scheduled territorial.....													
Scheduled domestic.....													
Non-scheduled international.....													
Non-scheduled territorial.....													
Non-scheduled domestic.....													
Non-revenue.....													
Total hours flown and number of landings during the year by all operators engaged in public air transport:				Aircraft hours..... <b>603.</b>	Remarks: <b>Flats off to flats on.</b>								
				Landings..... <b>1,434.</b>									

F. I. ref: 0270/I/II

C. O. ref:

S

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 7th January, 1963.

No. 4.

SAVING.

COLONY

37

My savingram No. 8 of 7th January, 1959.

Statistics of Aircraft Accidents.

Enclosed is return for 1962.

There are no independent operators.

59

GOVERNOR

## AIR TRANSPORT REPORTING FORM AIRCRAFT ACCIDENTS

Year ended: 31st December, 1962.Country: FALKLAND ISLANDS.

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured					
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured	
								Fatal	Serious	Fatal	Serious	Fatal	Serious
a	b	c	d	e	f	g	h	i	j	k	l	m	n
<b>FALKLAND ISLANDS GOVERNMENT.</b>	Scheduled international.....	1,436.	742.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
Non-revenue.....													
	Scheduled international.....												
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
Non-revenue.....													
	Scheduled international.....												
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
Non-revenue.....													

**Total hours flown and number of landings during the year by all operators engaged in public transport:**

Aircraft hours..... 742.

Landings..... 1,436.

**Remarks:**

Floats off to floats on.



F. I. ref: 0270/I/II

C. O. ref:

62

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 10th January, 1964.

No. 12 SAVING. COLONY

37

My Savingsgram No. 8 of the 7th of January, 1959.

Statistics of Aircraft Accidents.

63

Enclosed is return for 1963.

There are no independent operators.

GOVERNOR

**AIR TRANSPORT REPORTING FORM**  
**AIRCRAFT ACCIDENTS**

Year ended: 31st. December, 1963.Country: FALKLAND ISLANDS.

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured					
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured	
				e	f	g	h	Fatal	Serious	Fatal	Serious	Fatal	Serious
a	b	c	d	e	f	g	h	i	j	k	l	m	n
FALKLAND ISLANDS GOVERNMENT.	Scheduled international.....	1,775.	750.	NIL.	NIL.	NIL.	NIL.	NIL.	NIL.	NIL.	NIL.	NIL.	NIL.
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
Non-revenue.....													
	Scheduled international.....												
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
Non-revenue.....													
	Scheduled international.....												
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
Non-revenue.....													
Total hours flown and number of landings during the year by all operators engaged in public air transport:		Aircraft hours.....	750.	Remarks:									
		Landings.....	1,775.	floats off to floats on.									

F. I. ref: 0270/I/II

C. O. ref:

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 8th January, 1965.

N. 4. SAVING. COLONY.

My Savingram No. 8 of the 7th of January, 1959.

Statistics of Aircraft Accidents.

1  
Enclosed is return for 1964.

There are no independent operators.

GOVERNOR

## AIR TRANSPORT REPORTING FORM AIRCRAFT ACCIDENTS

Year ended: 31st. december, 1964.Country: FAROE ISLANDS.

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured					
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured	
								Fatal	Serious	Fatal	Serious	Fatal	Serious
a	b	c	d	e	f	g	h	i	j	k	l	m	n
<b>FAROE ISLANDS GOVERNMENT.</b>	Scheduled international.....	<b>1,544.</b>	<b>659.</b>	<b>NIL.</b>	<b>NIL.</b>	<b>NIL.</b>	<b>NIL.</b>	<b>NIL.</b>	<b>NIL.</b>	<b>NIL.</b>	<b>NIL.</b>	<b>NIL.</b>	<b>NIL.</b>
	Scheduled territorial.....												
	Scheduled domestic.....												
	Non-scheduled international.....												
	Non-scheduled territorial.....												
	Non-scheduled domestic.....												
	Non-revenue.....												
Scheduled international.....													
Scheduled territorial.....													
Scheduled domestic.....													
Non-scheduled international.....													
Non-scheduled territorial.....													
Non-scheduled domestic.....													
Non-revenue.....													
Scheduled international.....													
Scheduled territorial.....													
Scheduled domestic.....													
Non-scheduled international.....													
Non-scheduled territorial.....													
Non-scheduled domestic.....													
Non-revenue.....													
Total hours flown and number of landings during the year by all operators engaged in public air transport:				Aircraft hours <b>659.</b>		Remarks:  <b>floats off to floats on.</b>							
				Landings <b>1,544.</b>									

F. I. ref: 0270/I/II

C. O. ref:

67

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 12th January, 1966.

No. 10. SAVING. COLONY

My Savingram No. 8 of the 7th of January, 1959.

Statistics of Aircraft Accidents.

a  
-----  
Enclosed is return for 1965.

There are no independent operators.

Grateful if I may be supplied with a supply of Form G.

GOVERNOR

**AIR TRANSPORT REPORTING FORM**  
**AIRCRAFT ACCIDENTS**

Year ended: 31st. december, 1965.Country: FALKLAND ISLANDS.

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured							
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured			
				e	f	g	h	Fatal	Serious	Fatal	Serious	Fatal	Serious		
a	b	c	d					i	j	k	l	m	n		
falkland islands government air service.	Scheduled international.....	2,161.	918 hrs.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	
	Scheduled territorial.....														
	Scheduled domestic.....														
	Non-scheduled international.....														
	Non-scheduled territorial.....														
	Non-scheduled domestic.....														
	Non-revenue.....														
Scheduled international.....															
Scheduled territorial.....															
Scheduled domestic.....															
Non-scheduled international.....															
Non-scheduled territorial.....															
Non-scheduled domestic.....															
Non-revenue.....															
Scheduled international.....															
Scheduled territorial.....															
Scheduled domestic.....															
Non-scheduled international.....															
Non-scheduled territorial.....															
Non-scheduled domestic.....															
Non-revenue.....															
Total hours flown and number of landings during the year by all operators engaged in public air transport:		Aircraft hours	0 918.	Remarks:											
		Landings	2,161.	aircraft hours calculated plots off to plots on.											

F. I. ref: 0270/I/II

C. O. ref:

69

SAVING TELEGRAM.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for the Colonies.

*Date:* 6th January 1967

~~No. 9.~~ SAVING COLONY

37

My Savingram No. 8 of the 7th January 1959.

Statistics of Aircraft Accidents.

a

Enclosed is return for 1966.

There are no independent operators.

GOVERNOR

**AIR TRANSPORT REPORTING FORM  
AIRCRAFT ACCIDENTS**

Year ended: **31st. December, 1966.**Country: **FALKLAND ISLANDS.**

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured						
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured		
				e	f	g	h	Fatal	Serious	Fatal	Serious	Fatal	Serious	
a	b	c	d	e	f	g	h	i	j	k	l	m	n	
Falkland Islands Government Air Service.	Scheduled international .....													
	Scheduled domestic .....													
	Non-scheduled international .....													
	Non-scheduled domestic ..... X	2,174.	904;40.	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
	Non-revenue .....													
	Scheduled international .....													
	Scheduled domestic .....													
	Non-scheduled international .....													
	Non-scheduled domestic .....													
	Non-revenue .....													
	Scheduled international .....													
	Scheduled domestic .....													
	Non-scheduled international .....													
	Non-scheduled domestic .....													
	Non-revenue .....													
Total hours flown and number of landings during the year by all operators engaged in public air transport:		Aircraft hours	904;40.	Remarks: flying time only, floats ff to floats on.										
		Landings	2,174.											



F. I. ref: 0270/I/II

C. O. ref:

SAVING ~~TELEGRAM.~~ DESPATCH

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for ~~the Colonies~~ Commonwealth Affairs

*Date:* 13th January 1968

*No.* 14 SAVING. COLONY

My Savingram No. 8 of the 7th January 1959.

Statistics of Aircraft Accidents.

Enclosed is return for 1967.

There are no independent operators.

GOVERNOR

AR.

**AIR TRANSPORT REPORTING FORM**  
**AIRCRAFT ACCIDENTS**

Year ended: 31st DECEMBER, 1967.

Country: FALKLAND ISLANDS.

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured						
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured		
				e	f	g	h	Fatal	Serious	Fatal	Serious	Fatal	Serious	
a	b	c	d					i	j	k	l	m	n	
Falkland Islands Government Air Service.	Scheduled international .....													
	Scheduled domestic .....													
	Non-scheduled international .....													
	Non-scheduled domestic ..... X	2,444	992,40	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
	Non-revenue .....													
	Scheduled international .....													
	Scheduled domestic .....													
	Non-scheduled international .....													
	Non-scheduled domestic .....													
	Non-revenue .....													
	Scheduled international .....													
	Scheduled domestic .....													
	Non-scheduled international .....													
	Non-scheduled domestic .....													
	Non-revenue .....													
Total hours flown and number of landings during the year by all operators engaged in public air transport:		Aircraft hours 992,40		Remarks:		Flying time only, Flouts off to Flouts on.								
		Landings 2,444												

on - 12/65.

F. I. ref: 0270/I/II

C. O. ref:

72

SAVING DESPATCH.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for Commonwealth Affairs.

*Date:* 16th January 1969

No. 20 SAVING. COLONY

My Savingram No. 8 of the 7th January 1959.

Statistics of Aircraft Accidents.

Enclosed is return for 1968.

There are no independent operators.

Grateful if I may be supplied with a further stock of I.C.A.O.

Form G.

GOVERNOR.

## AIR TRANSPORT REPORTING FORM AIRCRAFT ACCIDENTS

Year ended: 31st. December, 1968.Country: FALKLAND ISLANDS

FORM G

Name of Operator	Type of Operation	Number of Landings	Aircraft Hours	Number of Accidents		Number of Persons Aboard		Number of Persons Injured						
				Total	Fatal	Passengers	Crew	Passengers Injured		Crew Members Injured		Others Injured		
								Fatal	Serious	Fatal	Serious	Fatal	Serious	
a	b	c	d	e	f	g	h	i	j	k	l	m	n	
<b>FALKLAND ISLANDS GOVERNMENT AIR SERVICE.</b>	Scheduled international.....													
	Scheduled territorial.....													
	Scheduled domestic.....													
	Non-scheduled international.....													
	Non-scheduled territorial..... <b>X.</b>	<b>2,636.</b>	<b>1,140.</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>	<b>NIL</b>
	Non-scheduled domestic.....													
Non-revenue.....														
	Scheduled international.....													
	Scheduled territorial.....													
	Scheduled domestic.....													
	Non-scheduled international.....													
	Non-scheduled territorial.....													
	Non-scheduled domestic.....													
	Non-revenue.....													
	Scheduled international.....													
	Scheduled territorial.....													
	Scheduled domestic.....													
	Non-scheduled international.....													
	Non-scheduled territorial.....													
	Non-scheduled domestic.....													
	Non-revenue.....													
Total hours flown and number of landings during the year by all operators engaged in public air transport:			<b>1,140 hrs.</b>		<b>Flying time only. Flights off to Flights on.</b>									
			<b>2,636.</b>	<b>Remarks: There are no independent operators.</b>										

F. I. ref: 0270/L/II

C. O. ref:

73

SAVING DESPATCH.

*From:* The Officer Administering the Government of the Falkland Islands.

*To:* The Secretary of State for Commonwealth Affairs.

*Date:* 6th November, 1969.

No. 127 SAVING. COLONY

My Saving 20 of 16th January 1969.

Statistics of Aircraft Accidents.

I should be grateful <sup>ful</sup> for an early supply of I.C.A.O. Form  
G. The stock request<sup>ed</sup> in my saving under reference has not  
yet been received.

GOVERNOR.

ABA.

Su 29.12.69

AVIATION DEPARTMENT,

Stanley,

Falkland Islands.

Ref: FIGAS/ME

24th September, 1974

Your Excellency,

I have the honour to report a taxiing accident, involving Beaver VP-FAK of which I was commander, on Friday 20th September at San Carlos.

Whilst taxiing downwind, difficulty in steering was experienced, the turning arc being considerable greater than one would expect when turning from downwind to upwind, this resulted in the right-hand elevator balance horn striking the jetty, thus tearing the elevator off the hinge pins.

Passengers on board were: Mrs. J. Wilson, Supt. T. Peck, and Mr. R. Larsen, no injuries were sustained and onward passengers were rather surprised when informed that the aircraft had been damaged and the flight would have to be abandoned.

An immediate inspection of the damage was made, and advised to Stanley radio, with a request that a replacement elevator and engineer be flown to San Carlos at first available opportunity. Bearing in mind that you were still convalescing I did not request that you be advised.

On arriving San Carlos, Ch. Tn. FOWLER carried out a further and closer inspection of the damage and it was found that the tailplane was damaged at the forward R.H. pick up point, a request was then sent to Stanley to fly out a spare tailplane as soon as possible, this being received on Saturday morning.

The following is a diary of recovery action, after ascertaining the full extent of damage the aircraft was beached at approximately 15.00 on Friday 20th September and dismantling commenced, this being completed by 17.00. The aircraft refloated at about 19.00 and anchored off pending the arrival of replacement parts.

Saturday 21st September the tailplane arrived at about 10.30 and was found to be minus the port forward pick up bracket, this meant removing the bracket from the damaged tail plane and fitting to replacement. All components were ready for reassembly by mid-day. Unfortunately a strong SSW wind and frequent snow showers prevented the aircraft from being beached and at 17.00 recovery action for the day was abandoned.

Because of tide times it was decided to recommence at 05.30 on Sunday 22nd, unfortunately at that time the wind was still strong SSW and air temp. 22°F and beaching delayed until 11.30 and by 13.00 all components were re-installed and because of tide state the aircraft anchored off where the work was completed. I carried out duplicate check of all locking pins and wires and cable tensions, rigging checks, control surface movement and control sense, the aircraft was then ready flight at 16.00 hours.

Chief Tn. Fowler cleared the aircraft for ferry flight to base only because bracket removed from the damaged tailplane was found to be corroding on the inside and would have to be replaced, the aircraft was then flown to Stanley, arriving at 17.20.

On Monday 23rd the tailplane was removed and corroded bracket replaced, and all horizontal tail surfaces repainted.

Re-assembly and flight testing is scheduled for Tuesday Sept 24th.

I have personally thanked Mr & Mrs. Monk for the kind hospitality shown to Mr Fowler and I during our enforced stop at San Carlos. I have also thanked Mr Monk for making available workshop facilities, machinery and labour, without which our recovery efforts would have been considerably more difficult. One person in particular I would like to mention is Mr. Patrick Berntsen, who worked with us throughout the

...../complete

complete operation, giving stearling service as boatman, tractor driver and general assistant, all in his own time.

I am Sir,

Your Obedient Servant,



J. KERR  
SUPT. OF CIVIL AVIATION

JK/DPE

PERSONAL

24 September 1974

Mr J Kerr MBE  
Superintendent of Civil Aviation  
STANLEY

Dear Jim

Thank you for your Report of 24 September regarding the accident involving Beaver VP-FAK which happened whilst you were taxiing at San Carlos.

These mishaps are often likely to occur, and we were indeed fortunate that the damage was not more severe. Would you please convey my thanks to Chief Technician Fowler for the work he did in carrying out repairs under what must have been very trying weather conditions.

Yours ever

E G Lewis



# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

## SENT

Number	Office of Origin	Words	Handed In at	Date
			A/C H/C	24 Sept 1974

To  
The Hon A B Monk JP  
SAN CARLOS

Personal from Governor:

I would like to thank you both for all the assistance and hospitality extended to Jim Kerr and Doug Fowler during their enforced stay due to the mishap of the Beaver YP-25A1.

I would be grateful if you would also convey my personal thanks to Mr Patrick Berntsen who did so much to help the crew in carrying out the necessary repairs.

Kindest regards

LEWIS

III

DCS  
To will work to see.

CS  
Seen, ty.  
12th  
26.9

MA  
25.9.

Time