

# SECRETARIAT

(Formerly)

0040/I	0040/I

DEVELOPMENT POLICY.

LOCAL AIR SERVICE - APPLICATIONS FOR C.D.W.F  
ASSISTANCE.

CONNECTED FILES.

NUMBER	
0159.	Purchase of aircraft.
0270	Local air service - staff.
0270/A.	Landing grounds

I am pleased to hear from you

and thank you for your interest

Application for a position at the

of the Department of the Army

in the position of

at the Department of the Army

and I am sure that you will find

the position of interest to you

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the position of interest to you

Retracted by HC in 0270 (local Air Service Staff)



2

I understand that there

are quads which could

be used immediately

at Salvador and San

Carlos and a N/S ship

at North Arm. Come

Green is a further possibility

but EE has not yet seen

it. I think he must

see out there in Portugal

or even as she is further;

alternatively, <sup>how</sup> jump to Filizuy

and thence to deep?

I hope we can get a

site on the West.

HC.

Extracted from 0270 (A. Level Oil) Review - Landings - 0270



A

E.F.

1-2

In spoke this a.m. R. furnish the  
requisite estimate of you early in  
evening.

by  
15

H.C.S.

B

1. The preparation of the necessary accurate estimate will take some time but I will endeavour to have it completed by the next mail
2. The Philomet will not be ready to put to sea until the windlass (independent) is fitted, the shaft examined (ie beaching necessary) and the question of crew, Captain and Engineer settled.
3. The rigging at Saluador could be used immediately it has been set out
4. Neither the proposed site on Pebble Island nor that at Hill Cove is suitable for construction by farm labour owing to the complete lack of consolidating equipment

CYB

4.5.48

C

7E

is only at this stage.

2. B § 2 I think we must wait for more than Berkeley sound for present.

KIV.

D

by  
6.5

the last was 'and tip' (1/10) B?

... ..



EE

A

D ~ 3 ?

7.5

H.C.S.

1. Judging by the results of the last Fitzroy trip the round trip would be a gross waste of time albeit enjoyable. On the last trip the Fitzroy called at five Settlements and I append the amount of daylight time available for the examination of proposed strips at each.

- Salvador. 1 hour. - (can be used immediately it is marked out)
- T. Inlet 1 hour (more time required for setting out & filling & drainage? <sup>proposed air</sup> required)
- Douglas - had time only for the horse ride to the settlement - over the field & return to the ship. (more time required but consider possibility of single strip exists)
- Pebble Island 1/2 hour. (too much labour required to no consolidating equipment available)
- Hill Cove 1/2 hour. (...)

Exp. 7/5/49.

JE

C

I agree with EE. His recent illness + voyage in 'Fitzroy' has created considerable amount of work super-vision. I think he must wait here he can either 'Philomel' or ride round.

2. In a word, we can get the application for the aircraft <sup>larger</sup> by post mail but we have to include a "questionnaire" for the air-strips? (Had by we not better wait?)

8.5

See us at ...

See us at ...

We are not ...

Imp. 2



E.E.

Hi. m.c. - 101.  
1075

H.C.S.

With reference to His Excellency's marginal comment on para 2 of Com 4 I submit with deference that in fact we ought to regard Camp Airfields as not only the concern of the managers but also to some extent as our own concern for the following reasons:-

- (a) The <sup>managers</sup> managers themselves have little idea as to the necessary specification of airfields in particular with regard to the level, degree of surface drainage, and degree of consolidation necessary for the safe use of aircraft.
- (b) It would be somewhat incongruous if the airfield in Stanley is to be built of hard core, correctly consolidated and surfaced (which though expensive is the only satisfactory solution) and satisfies all reasonable precautions whilst those fields in the camp are safe only in the minds of the managers

EffB 11/5/49.

EE.

Something like this was in my mind. Indeed, unless strips were readily available (e.g. Salvador) with at the expense in at least first preparation of Camp air strips to satisfactory specification from beyond the resources of the farms, in some cases?

by  
12.5

H.C.S.

A

Yes Sir and not only the financial expense - the man how loss and it is conceivable that, although the farmers are willing to do their utmost they lack the necessary plant as I cannot stress the extreme necessity for the correct consolidation (ie "all-over evenness") & drainage. Then it will be necessary for government to provide end & side markers (concrete blocks preferable for the end markers) and windsocks to every strip

Eff 17/5/48.

B

VE

5-6

In other words, we shall probably have 5 h  
content with a minimum of air strips  
at first.

B.O.  
29/6  
27/7

No. \_\_\_\_\_

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

MEMORANDUM.

4th June, 1948.

To The Honourable,

The Colonial Secretary,

STANLEY.

From The Executive Engineer,

Stanley, Falkland Islands.

I have the honour to submit herewith two number copies of the estimate of grant to be asked for from the Colonial Development and Welfare Fund in connection with the establishment of an air service in the Falkland Islands.

*E. S. Bunting*  
Executive Engineer.



3rd June, 1948.

ESTIMATE OF GRANT FROM THE COLONIAL DEVELOPMENT AND WELFARE  
FUND TO BE AVAILABLE FOR PROPOSED AIR SERVICE, FALKLAND ISLANDS.

A. AIRFIELD AND HANGAR IN STANLEY.

1. Site of Field - the extreme South of the Town and to the west of the Meteorological Station, running approximately East-West.
2. Configuration of ground and proximity of town limit the airfield to a single strip.
3. The boggy nature of the adjoining ground and possibility of maximum cross wind are factors necessitating minimum safe dimensions of surfaced strip of 300 yards by 50 yards.

To	Estimated Cost. £
Clearing ground and transporting soil at 5/- per cubic yard	1250
Gathering, transporting and depositing rock on site at 12/6 per ton	4375
1250 cubic yards of broken stone (i.e. 3" layer) delivered to site at 30/- per cubic yard	1875
Digging and transporting clay 1000 cubic yards at 4/-	200
Laying mattress and surfacing with broken stone and clay	1150
Approach road to strip and hangar floor	1000
Drainage trenches	100
Rolling and water to site	100
Hangar (assumption that old materials can be obtained from Army Camp)	1000
Cost of concrete block for end and side markers and windsock	80
TOTAL	<u>11130</u>
Contingencies (5%)	<u>556</u>
GRAND TOTAL	<u><u>£11686</u></u>

B. CAMP AIRFIELDS.

To provision of end and side markers and windsock to (say) 10 fields including freight	1000
Unforeseen expenditure on various fields e.g. possible drainage and consolidation problem for which the managers must have help from the Public Works Department	2000

C. Cost of Aircraft and spares and delivery charges 2000

GRAND TOTAL OF COMBINED AIRFIELDS £16686

C. (continued)

and the supply of special tools equipment.

In addition the salaries of the pilot and the engineer, passages from England, depreciation of aircraft, insurance of aircraft etc. should be taken into account.

E. J. Bunting

EXECUTIVE ENGINEER.

and was had to make up  
then had to make up  
radio was not complete report from the pilot of the plane

then is no hope of getting this away by  
this mail. It is about 1000 miles

estimates for the Airwork  
small standard size printer simple 5/6 in pad

July 1949 was done just cheaply in printing was  
YE.

is the estimate for 1949 YE.  
called. Reas i.e. some printer shop 0270

annually recurrent cost of the Gemini  
is given as £5,800 the Auster

with a £4,000. I am  
hearing of his commitment

Dear Sir's attention 2000 5, 6 here.

2. I submit that before we go further

(with a C.S.W.F. application) in

Shd. also be printed about Camp

landings grounds.

5.6



CS.

EE is on the wrong foot. When I last saw him before I went on here I told him that I did not intend to indulge in any major expenditure over what is a purely interim scheme and that he should direct his attention to the field near the Muns Stan Hotel which should require very little work; as to a hangar we require nothing more elaborate than was provided at Marquise Bay which was used by the FIDS detachment in a few days and cost a quite trivial sum.

I have also made it clear all along that Govt. does not intend to spend money on Camp grounds for precisely the same reason: if they can produce and maintain a strip or strips, well and good - if not we can't cope.

I want the project to appear as a 3 year experimental scheme financed entirely by CCW.

MC 10/11

EE.

Re. investigation possibilities of  
'Luna Star' at present - early  
conclusion.  
14.6



C. (continued)

to the supply of  
special tools &  
equipment

In addition the salaries of the pilot and the engineer, passages from England, depreciation of aircraft, insurance of aircraft etc. should be taken into account.

E. J. Bunting  
EXECUTIVE ENGINEER.

H.C.S.

hoped to and will set out a possible strip near the Horns Sta as soon as possible. I beg to submit however that a lowering of the <sup>engineering</sup> standards required for the fields will not payen the long run. It is possible a first class pilot would refuse to fly from any but safe fields. I return this file as your office has asked for it but I think more work is necessary at the Horns Sta site than this Excellency considers.

JFB  
29/6/48

0000/I Prod.

CO  
C  
EE has been told that we need to get the Air Service down by the end of the month.

11-12B

MC 28  
+ly

He decided before he left for U.K. that it wd. not be possible to get the Scheme off. But now he must do a law. PAL  
14.7