C. S.

INDUSTRIES (Miscellaneous)
NAVAL AND MILITARY (Misc.)
MISCELLANEOUS (GENERAL)
(Aviation and A.R.P.)

No. 33/45.

1945.

Secretary of State.

SUBJECT.

1945.

10th April, 1945.

Previous Paper.

DISPOSAL OF AIRCRAFT SURPLUS TO MILITARY REQUIREMENTS.

MINUTES.

1. Telegram Unn. Circular from S. of S. of 10. 4.45
2. Letter from Manager, F.I.C., of 12. 4. 45.

(3)

Y.R.

Mr Roberts is very anxious what use of these aircraft. Dept Rel. submitted. There is no objection to this proposed cable.

13/4/45 K.B. 13. 4. 45

4. Telegram No 108 to S. of S. of 14-4-45 4
5. Circular telegram Saving from S. of S. of 25. 4. 45.
6. Letter to Manager, F.I.C., of 18. 7. 45.
7. Circ. Despatch from S. of S. of 7. 9. 45

(8)

Y.C. Rel 4) submitted pl.

13/11/45.

(9)

To Capt. Roberts at his house.

14/11/45

(10)

Seen by Capt. Roberts & returned to Office.

P.A.

Subsequent Paper.

Circ. Note from S. of S. of 26. 12. 45.

11.

(1.)

DECODE.

Copy sent to The Manager, Falkland Islands Company.

TELEGRAM.

No. 31.

From The Secretary of State for the Colonies.

To His Excellency the Governor.

Despatched: 10th April, *19* 45. *Time:* 2000.

Received: 11th April, *19* 45. *Time:* .....

UNNUMBERED CIRCULAR 10th April. 154 Miles Magister aircraft surplus to Military requirements are being offered for sale at £750 ex United Kingdom including cost of reconditioning by manufacturers. Aircraft are two-seater primary trainer cantilever monoplane constructed of spruce and ply-wood and are suitable for private or club flying. Arrangements could be made to meet any special modifications required by the purchaser. Contract would be direct between purchaser and Miles Aircraft Company.

2. Detailed specifications follow by Saving. Meanwhile if there is likely to be demands for one or more of these aircraft in territories under your Administration I shall be glad to be informed by telegram.

SECRETARY OF STATE.

G.T.C.

(2)

The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" via RADIO.

Stanley.

12th April, 1945.

COLONIAL SECRETARY'S OFFICE
12 APR 1945
FALKLAND ISLANDS

The Hon Colonial Secretary,
STANLEY.

Dear Bradley,

Thank you very much for the copy of the telegram from the Secretary of State re aircraft for sale. I shall be glad if you will ask the Secretary of State to communicate with my Head Office "Southernhay," Cavendish Road, Weybridge.

Meanwhile I propose, with your approval, to send the following telegram in code:-

"I understand fully reconditioned 2-seater planes available
"for sale at £750 ex U.K. Strongly recommend you consider
"purchase of one for purely Company farm purposes, additional
"to our plan for inter-insular services. Colonial Office
"will communicate with you on the matter."

Yours sincerely,

Harry Buck

DECODE.

(4)

TELEGRAM.

M.P. No. 33/45.

From His Excellency the Governor.

To The Secretary of State for the Colonies.

Red 1

Despatched: 14th April, *19* 45 *Time:* ....

Received: ..... *19* *Time:* ....

No. 108. Your Unnumbered Circular Telegram 10th April. One Miles Magister aircraft likely to be required by Falkland Islands Company. Grateful if you would communicate with Head Office "Southernhay", Cavendish Road, Weybridge, to which matter has been referred by local manager.

GOVERNOR.

G.T.C.

(6.)

33/45.

From the Secretary of State for the Colonies.

To the Officer Administering the Government of

Circular Telegram Saving

FALKLAND ISLANDS

25th April, 1945.

Red!

My unnumbered circular telegram of 10th April.

Miles Magister aircraft surplus to military requirements:-

Specification	Two seater primary trainer cantilever monoplane. Spruce and plywood.
Landing Gear	divided type, Lockheed. Dunlop tyres, Bendix cables. One 150 h.p. De Havilland Gypsy Major, 4 cylinder in line inverted air cooled engine on welded steel tube mounting.
Fuel Tanks	21 gallons capacity, carried in centre section wings.
Accommodation	2 open cockpits, tandem, duel control, door to each. Parachute seats. Large locker behind rear cockpit.
Equipment	A full set of standard instruments in both cockpits including Turn & Bank Indicators, Fore & Aft Levels, Compasses and Blind Flying Hood on rear cockpit. Woodon Airscrew, Aerobatic Harness, Luggage Locker, Map Pockets, Fire Extinguisher and Speaking Tubes.
Dimensions	Span 35'10" Length 28'3" Height 6'8" Wing Area 176 sq. ft.
Weight	Empty 1,240 lbs. Loaded 1,845 lbs.
Performance	Maximum speed at 1,000 ft. 145 m.p.h. Cruising speed 2,000 revs. 125 m.p.h. Landing speed 45 m.p.h. Initial rate of climb 850 ft/min. Service ceiling 18,000 ft. Range 299 miles.

SECRET.

33/45.

(b.)

18th July, 45.

Rec'd

Sir,

With reference to your letter of the 12th April, I enclose particulars received from the Secretary of State of the Miles Magister aircraft. No advice has yet been received as to whether your application has been successful.

I have the honour to be,

Sir,

Your obedient servant,

K. G. BRADLEY

Colonial Secretary.

The Manager,
Falkland Islands Company, Ltd.,
STANLEY.

33/45

(7)

CIRCULAR

Downing Street,

7th September, 1945.

Sir,

With reference to previous correspondence regarding types of British aircraft which would be available for civil use after the war, I have the honour to transmit for your information and guidance a note which has been prepared in the Ministry of Civil Aviation on types of British civil aircraft which are suitable for Colonial use.

2. If there is any further information or advice which Colonial Governments may desire on the subject, I shall be glad to arrange for it to be obtained.

3. The separate memorandum regarding the standard Anson trainer, to which reference is made in paragraph 1 A (iv) of the enclosure, was not circulated to the Governors of Colonial territories outside Africa, since the condition of the aircraft declared surplus in Egypt and Southern Rhodesia was such that the cost of transporting the aircraft to places outside Africa would not have been justified.

I have the honour to be,
Sir,
Your most obedient, humble servant,

G. H. HALL.

The Officer Administering
the Government of

FALKLAND ISLANDS

(7a)

BRITISH CIVIL AIRCRAFT SUITABLE FOR COLONIAL USE

Now that the end of the European war has come and we are approaching the culmination of the Far Eastern struggle, many orders and enquiries for civil aircraft types are reaching the British aircraft industry. Little definite information, however, has been available for these prospective purchasers, who have found it difficult to understand why prices and production dates are so vague. This memorandum is intended briefly to explain the reason, and to give some idea of what types of aircraft are being developed and when they will be available for export.

During the war years, the British aircraft industry has produced magnificient military aeroplanes in large numbers. All its factory space, all its design staffs, tool manufacturers and factory workers, indeed all its available resources have been wholly devoted to that end. It is only recently that it has been possible to make a serious start on civil types, and, when it is realised that, from the day on which a designer starts to create a new aeroplane to the day when that creation is available for sale, a period of anything from one to five years, depending on the size and complexity of the aircraft, must elapse, it is obvious that it will yet be some time before new civil aeroplanes are on the market in large numbers.

It may be remarked that the Americans have advanced further than we in the creation of new types of civil aircraft. This is largely true, but it must be remembered that Britain was at War for two years before the American aircraft industry swung into full war production, two years in which great numbers of their designers were still preparing plans for civil types. However, by arrangement with U.S.A. we have, during the war, concentrated on the production of fighters and bombers, looking to America for our supplies of transport aircraft. In consequence, their industry is better prepared than ours to switch over to the production of commercial transport aircraft.

Before the War, and still more during the War, British aircraft have operated all over the World; a great deal of experience of local conditions has been built up, experience that will be at the service of owners of civil aircraft in all parts of the World. Account has been taken, in the design of our new aircraft, of the necessity for providing for such climatic conditions as may be encountered.

Climate affects both the performance of the aircraft (this is briefly discussed below), and the materials with which the aircraft is constructed. For instance, extremes of temperature may cause expansion and contraction of metals, which would, if aircraft builders did not take this fully into consideration, cause serious structural weaknesses. Other climatic dangers that must be watched are the effect of great heat upon tyres, the effect of blown sand upon engines and the effect of heat and damp upon wood and fabric. Experience gained in the operation of aircraft all over the world, has, however, provided the necessary knowledge and safeguards to overcome all these dangers.

It is important for air line operators and private owners to consider the provision of adequate servicing and maintenance facilities. Good maintenance is essential and this may be difficult in those Colonies where facilities are scarce. British regulations require that an aircraft operated for hire or reward shall be inspected by a qualified engineer on any day on which operations are carried out, and periodical complete overhauls of engines and airframe are also required. Air line operators will usually undertake these inspections and overhauls themselves at a Central depot. The privately-owned light aircraft, too, should be inspected regularly (say at least every 50 hours) by a qualified engineer and the engines overhauled as considered necessary by the engineer. Unless he is himself a qualified engineer, the private owner will require easily accessible servicing facilities, in the shape of a flying club or other institution.

/Details

Details of new British civil types that are considered suitable for overseas operators are given on a separate sheet. It is hoped that all of these will be available for export before the end of 1947; some, of course will be ready long before that, and there are a few surplus military machines suitable for civil use available now; a note of the date on which each of these aircraft is expected to become available is incorporated in this list.

Various performance figures are also included in this list, so as to provide a rough estimate of the individual aeroplane's suitability for the job for which it is required. It must be borne in mind, however, that these figures are not universally applicable; an aircraft engine's performance, i.e. the power it can develop, is affected very considerably by climatic conditions. For example, high air temperatures may seriously reduce power output, increase the required take-off run and the petrol consumption and thus reduce the range. Again, as the altitude increases so an engine's power decreases until, ultimately, there comes a point at which sufficient power to increase height is no longer developed.

Since altitude affects engine performance and the lifting ability of the wings, the altitude of the aerodrome will seriously affect the take-off run required by an aircraft. In order to provide a rough guide from which to estimate the extent of altitude's effect upon an aircraft's take-off run, it may be said that, for every thousand feet of altitude above sea-level, its take-off run is increased by approximately one twentieth of its sea-level run.

It must be pointed out, too, that figures given for the range of an aircraft can only be approximate since it depends so much upon the climatic conditions and upon the speed and altitude at which the aircraft is flying. The figures given, however, will provide a rough guide and, in no case, will they be far from the actual figures of operation in any part of the world.

Further details of any of these aeroplanes, with due reference to the conditions of that part of the world for which it is required, can be readily obtained from the Ministry Of Civil Aviation or from the manufacturer concerned. It is hoped that the attached list will prove of value in assisting prospective purchasers to decide which aircraft are likely to be most suitable to them. Information regarding the types of aircraft most suitable for Colonial needs will be welcomed and will be useful in considering further designs of civil aircraft.

BRIEF DETAILS OF BRITISH CIVIL AIRCRAFT

1. TRANSPORT AIRCRAFT

The aircraft in this class are mainly for use on regular scheduled services, although the smaller ones can be used for charter work. Regular services presuppose adequate ground facilities - aerodromes, hangars, engineering staffs, radio, etc. In the operation of such aircraft, if carrying passengers for hire or reward, there must be provision for the inspection, by qualified engineers, of the airframe and engines before each day's flying. Engines, too, must periodically undergo a complete overhaul, which will necessitate the provision of at least one central maintenance depot provided with the necessary equipment, and with an adequate stock of spare parts and, advisedly, spare engines. It is impossible to give any useful estimate of the cost of maintenance as this will vary greatly according to local conditions and the type and numbers of aircraft in use.

A. Aircraft designed for medium-distance passenger-carrying airlines (i.e. to carry 14 - 25 passengers over distances between 500 - 1000 miles)

(i) Vickers Viking (VC1) which will only be of interest to the the larger Colonies, is a twin-engined, low-wing monoplane, developed from the famous Wellington bomber, and powered by two Bristol Hercules supercharged engines. It will be able to carry up to 27 passengers. A choice of three different seating arrangements - for 21, 24 and 27 passengers respectively - will be available. The fuselage will be all-metal, though the outer section of the wings may, at least in the earlier models, be fabric-covered. It has been proved in the War, however, that fabric, if properly treated, will stand up to any climatic condition.

Range, carrying 25 passengers, will be 1500 miles at 210 m.p.h. at 10,000 ft., or 1875 miles at 160 m.p.h. at 10,000 ft.

Take-off run at sea-level, 850 yds. Retractable undercarriage.

Price: as a rough estimate, £37,000 ex U.K.

Available probably end of 1946.

(ii) Miles Marathon (M.60), built according to requirements laid down by the Brabazon committee, is an all-metal, high-wing monoplane, fitted with 4 De Havilland Gypsy VI supercharged in-line engines of 350 H.P. each. It will be able to carry 14 passengers, plus a reasonable quantity of luggage and freight.

Range carrying 14 passengers, will be 750 miles at 180 m.p.h. at 10,000 ft.

Take-off run, sea-level: about 900 yds. Retractable undercarriage. (Pressure cabin can be fitted if required).

Price: a very rough estimate is £25,000 ex U.K. Available, probably late 1947.

B. Aircraft designed for short distance passenger-carrying and feeder services (i.e. to carry 6 - 12 passengers over distances up to 500 miles)

(i) De Havilland Dove (D.H.104), built according to requirements drawn up by the Brabazon committee, is an all-metal, low-wing monoplane, powered by two De Havilland Gypsy VI supercharged in-line engines of 350 H.P. each. If it is equipped with a lavatory it will be able to carry 8 passengers, or 10 if no lavatory is fitted.

Range, carrying 10 passengers, will be 250 miles at 160 m.p.h., at 5000 ft.

Range, carrying 8 passengers, will be 500 miles at 160 m.p.h. at 5000 ft.

Take-off run, sea-level: about 700 yds. Retractable undercarriage.

Price: about £12,500 ex U.K. Available, probably 1947.

(ii) Avro XIX, developed from the Anson, is a low wing monoplane powered by two Armstrong-Siddeley Cheetah XV radial engines of 450 H.P. each, and having a hydraulically operated undercarriage. It will carry 5 - 7 passengers.

Range: carrying 6 passengers, 660 miles at 140 m.p.h.
or 600 miles at 160 m.p.h.

Take-off run, sea level: 400 yds. Retractable undercarriage.

Price: about £10,000 ex U.K. (Lease terms might be arranged. See Note below). Available, end 1945.

Note. Early models will be of wood and tubular steel construction, but the manufacturers intend later to produce metal wings that will be easily fitted to the fuselage. Thus the aircraft will become all metal by means of two alterations which can be made in situ.

(iii) De Havilland Dragon Rapide (R.A.F. name "Dominie"). This is a twin-engined biplane of wooden construction, fitted with two D.H. Gypsy VI engines of 200 H.P. each; it has been in use all over the world both before and during the War, and has given excellent service. Some have been declared surplus to R.A.F. needs and, after conversion, will be immediately available for export. The civil version will again be built when conditions permit. It can carry 5 - 7 passengers.

Range: with six passengers, 550 miles, 132 m.p.h. at 5,000 ft.

Take-off run, sea-level: 200 yds. Fixed under-carriage.

Price: about £5,500 ex U.K. (or lease terms might be arranged. See Note below). Now available.

Note. This aircraft is particularly suitable for operations from small aerodromes. It is inexpensive to repair and maintain and can be operated at a low cost.

(iv) Avro Anson. The standard Anson trainer, about which a separate memorandum has been circulated, is a twin-engined (two Cheetah XIX of 350 H.P.), low wing monoplane, of tubular steel and fabric construction. A number have been declared surplus in Egypt and Southern Rhodesia (see Memo: mentioned above) and can be modified to carry 7/8 passengers.

Manually retractable undercarriage.

Range: about 500 miles.

Price: not more than £5,000, and may be substantially less.

/C.

(7c)

C. Aircraft designed primarily for the carriage of freight

The two aircraft described below have been designed to provide great carrying capacity at a low operating cost. This means that speed has been sacrificed to these ends. Both aircraft can easily be fitted to carry passengers. Freight aircraft will be of great value in districts where surface transport is not highly developed, e.g. in mountainuous or jungle country. In Central America, for instance, a great network or air services for freight carrying has been established with great success. It should be remembered, however, that on passenger aircraft there is usually reserve payload which is available for carriage of freight, and that specially designed freighters will only be required where large quantities of freight are to be transported.

(i) Bristol Freighter (170). This will be a twin-engined, all metal, high wing monoplane of great strength and reliability, fitted with two Bristol Hercules 130 14 cylinder sleeve-value engines of 1675 H.P. each. It will be able to carry a maximim freight load of 13,070 lbs., or 40 passengers with baggage and freight. There will be 2360 cu.ft. of freight space, and wide doors in the nose will give easy loading facilities. The passenger version will have a door at the side of the fuselage.

Range, carrying 12,170 lbs. 200 miles at 180 m.p.h. at 5,000 ft. Range, carrying 9,620 lbs. 600 miles at 180 m.p.h. at 5,000 ft. using 50.7% power and allowing for 60% reserve of fuel.

Take-off to 50 ft. sea level: 635 yds. Fixed undercarriage.

Available: probably middle of 1946 or 1947.

Price: (Firms rough estimate) £25,000 ex U.K.

(ii) Miles Aerovan. This is a twin-engined, high wing monoplane, of wooden construction, fitted with two Cirrus Major engines of 150 H.P. each. It will carry a load of 2,200 lb. or can be fitted to carry 6, 8 or 10 passengers. There is a large door at the back for the loading of freight.

Range: 400 miles at 110 m.p.h.

Take-off, sea level: 260 yds. Fixed tricycle under-carriage.

Landing speed, about 30/35 m.p.h.

Price: (Firm's provisional estimate) £5,000 ex U.K.

2. LIGHT AIRCRAFT (Single-engined machines carrying between 2 and 4 persons including the pilot).

A. To carry 3 or 4 persons over a range of 250 - 500 miles. Aircraft in this category would be suitable for charter or taxi services, for business firms or for the wealthy private owner.

(i) Percival Proctor. This is a low wing monoplane of wooden construction, fitted with a D.H. Gypsy Queen engine of 210 H.P. It has a constant speed propellor and a fixed undercarriage. It will carry 3 - 4 persons, including the pilot. The R.A.F. has used this aircraft for training purposes; some of these may be available towards the end of this year. New production for civil purposes will start soon.

Range: about 500 miles at 140 m.p.h. at 3,600 ft.

Extra tanks will give a range of 750 miles.

Take-off, sea level: 600 yds.

 Price (new): probably about £3,300 /(ii)

(ii) Miles Messenger (M.38). This is a low wing monoplane of wooden construction, fitted with a D.H. Gypsy Major III engine of 160 H.P. Alternative power plants can be fitted. A number of this type are being produced for military purposes, and the makers are prepared to accept orders for civil production.

Range about 260 miles at 110 m.p.h. at 3,600 ft.

Extra tanks will give a range of 520 miles.

Take-off, sea-level, carrying 4 persons, 350 yds.

Take-off, sea level, carrying 2 persons 150 yds.

This aircraft has a very low landing speed. Fixed undercarriage.

Price: probably about £2,000 - £2,500 ex U.K.

(iii) Miles Mercury (M.28). This aircraft is similar to the Messenger, but has a retractable undercarriage and a higher landing speed. Its performance figures are:-

Range: 435 miles at 150 m.p.h. at 3,600 ft.

Take-off, sea level: 350 yds.

Price: £2,500 - £3,250 ex U.K.

B. Aircraft for club, training and sporting flying, to carry 1 or 2 persons

(i) Taylorcraft Auster. This is a high wing monoplane, of composite construction, with enclosed cabin and two seats with dual control arranged side by side. It has a D.H. Gypsy Major engine of 130 H.P., and alternative power plants are available. This type has been used for reconnaissance duties by the R.A.F. and the Army and some may be surplus this year. The makers intend building new machines for civil purposes.

Range: 250 - 300 miles at 100 m.p.h. at 1,000 ft.

Take-off, sea-level: 50 - 100 yds. Fixed undercarriage.

Price: (Firm's provisional estimate) £825 (new).

(ii) Miles Magister. This is a low-wing monoplane of wooden construction, with two open cockpits, tandem, with dual control. It has a D.H. Gypsy Major engine of 130 H.P. This type has been extensively used by the R.A.F. as a primary trainer, and is fully aerobatic. It is now out of production, but a number of part-used machines have been declared surplus.

The price for aircraft reconditioned by the manufacturers is £750 ex U.K.

Range: 400 miles at 125 - 130 m.p.h.

Take-off, sea-level: 150 yds.

(iii) De Havilland Tiger Moth. This is a biplane of wooden construction, with two open cockpits, tandem, with dual control. It has a D.H. Gypsy Major engine of 130 H.P. It was extensively used before the War as an elementary trainer and as a private aircraft. The R.A.F. have used it all over the world as a trainer. It is now out of production, but a number of surplus R.A.F. machines are now available in Southern Rhodesia.

/Range:

Range: 300 miles at 94 m.p.h.

Take-off, sea-level: 150 yds.

Price: from £250.

NOTE: Lease Terms

There may be cases where operators will not wish to purchase aircraft that will shortly be replaced by newer models, e.g. an operator may wish to use, though he may not wish to buy, reconditioned Dominies until Doves or new Dragon Rapides become available. In appropriate cases, H.M. Government, although they would prefer to effect an outright sale, are prepared to lease such aircraft. The lease would be for a minimum period of two years, or until the aircraft were replaced by new British aircraft. The rent for a Dominie would be about £1,500 per annum, and for an Avro XIX about £2,000 per annum, for the minimum period, but if the aircraft were retained beyond that a reduction in rent for succeeding years would be favourably considered. The aircraft would be maintained at the expense of the lessee and returned in good condition at the end of the lease. Spares would have to be purchased by the lessee, but spare engines could be hired for an additional annual sum. The aircraft would have to be insured at the expense of the lessee in the British insurance market.

C.A.I.
June, 1945.

No. 1.

33/45.

Circular Note

FALKLAND ISLANDS

Transmitted with the compliments of the Secretary of State for the Colonies, for information and distribution, with reference to his circular [illegible] **of the** DESPATCH 7 SEP 1945 Red 7.

COLONIAL SECRETARY'S OFFICE 14 NOV 1945 FALKLAND ISLANDS

DEC 26 [illegible] 1945

Colonial Office,
Downing Street.

Note by the Secretary of State's Air Transport Adviser recording small types of aircraft under construction by Taylorcraft Aeroplanes Limited.

Taylorcraft are building two small types, one a 2-seater for military purposes and a 3-seater for civil use. The standard model of the latter is fitted with a 100 h.p. Cirrus and is priced complete at £935 ex works.

This aircraft is chiefly interesting because it has been designed for take-off at slow speed in a short distance. It is said to take off at 30 miles per hour, has a maximum speed of 125 m.p.h. and cruises at 100 m.p.h. As fitted with a 15 gallon tank, it is said to have a range in still air of 250 miles. It can be fitted with a longer range tank holding about 30 gallons.

It is a sturdy little monoplane of steel tube construction which is welded. The main spars are of wood, but these are solid and of a heavy section so that they are unlikely to be seriously affected by changes of temperature. The only other use of wood is to give the necessary shape for fabric covering. The ribs of the wings are metal.

Fabric employed was largely cotton, which appears to be satisfactory. Linen is also used, but does not appear to be standard practice. An unusual method is adopted in applying the fabric to the wings. It is stuck on with dope and is not sewn, as in standard practice.

One of the difficulties at present is the high cost of the British Cirrus engine, and a number of American engines of 75 h.p. are on order, which should give a lower selling price.

While the welded steel tube construction of this aircraft is perfect provided that no damage occurs, a good standard of skill in welding is necessary to effect repairs. At the same time the aircraft is very sturdy and should not, in the normal way, receive damage.