

CONFIDENTIAL.

TRN/AVI/2#6

# SECRETARIAT

O916/A

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9  
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6  
/A

(Formerly)

916/A

PROPOSED AIR SERVICE - U.K. TO  
FALKLAND. F.I.C. CHARTERED  
FLYING BOAT.

CONNECTED FILES.

NUMBER

0916.

Proposed Air Service - U.K. - Falklands.

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

0916  
AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.



*Stanley*

10th October

19 51.

*H.A. 11/10/51*

The Honourable the Colonial Secretary,  
STANLEY.

Sir,

We understand that our Managing Director has already discussed with His Excellency the possibility of Aquila Airways making two trial flights U.K. - Falkland Islands and return in May and September 1952. This would relieve the pressure on Falkland Islands passenger accommodation to a certain extent. The dates we have in mind would provide a fairly close connection at Montevideo with a Royal Mail Lines sailing Homeward in May, similarly with an outward sailing in September.

The craft to be used would be a four-engined Hythe flying boat - it would accommodate between 15-20 passengers for the whole journey and 7-10 additional between Montevideo-Falkland Islands.

The single fare would be the then current B.C.A.C. rate U.K. to Montevideo (at present £239.10.0) plus £50 = £289.10.0 Falkland Islands Montevideo only or vice versa £60; plus a small charge for personal insurance.

U.K. passengers would be allowed 50 lbs. luggage; Montevideo 30 lbs luggage. Arrangements would be made re shipment of heavy baggage by sea.

The flight would probably take 6 days U.K.-Falkland Islands or return. There would be no night flying and passengers would be given accommodation at hotels en route, the cost of which would be included in the fare also meals whilst in flight.

The route would probably be:-

Southampton  
Lisbon  
Las Palmas  
Dakar or Bethurst  
Natal  
Rio de Janeiro  
Montevideo  
Port Stanley

Craft would require 1,200 gallons of Aviation spirit at Stanley.

Aquila Airways have been given all the information we have re Stanley Harbour, Falkland Islands weather, etc. etc.

"X" | The fare appears high but when allowance is made for no Montevideo board or ship expenses, it appears much more attractive.

4 "4-7" | Head Office now telegraphs that the Board will probably proceed with the proposal but wish to know to what extent Government will subsidise the cost of £8000 per round voyage. Half the accommodation at full fares would be placed at Government's disposal, and it has been already tentatively suggested that Government might consider making good any loss suffered, with a guaranteed maximum

It occurs to us that the issue of a special stamp to

/commemorate

*Reply at 4.*

*Good idea but not enough time. J. Ken.*

commemorate the unique occasion might cover the subsidy.

Please may we have your comments at an early date.

I am, Sir,  
Your obedient servant,

*A. G. Barlow*

MANAGER.

Y.E.

C/M, F.I.C. enquires whether Govt: will make some contribution towards the cost of chartering a flying boat to do two return trips U.K./Stanley, Stanley/U.K. next year. Mr. Young had already mentioned to Y.E. in England.

*The only one in my view.*

2. The venture is one of great interest. If successful it would provide B.D.A.C. with some data for their consideration of a regular service which would be of value to them, and this is the best argument I can see for some measure of Government support. Otherwise to help finance with public money a venture which on this occasion is only going to serve the richer elements of the community (or their employees whose fares the employers would presumably pay) seems to me unjustifiable.

3. I note that on the basis of the fares proposed, she could make £12,440 on the round trip. This assumes 20 passengers U.K.-Stanley and 20 Stanley to U.K., plus 7 from M/V - Stanley and 7 Stanley to M/V. The figure of £8,000 is quoted for the round trip. Does the F.I.C. scoop any profit? In fact I very much doubt if she would be full up both ways. Outwards in May and homewards in October she would probably be at least half empty.

4. The point made at "X" on page 1 has force, and I certainly think we should send anyone we could by this plane. It must be remembered that we cannot compel anyone to travel by this means, and as it is in the nature of an experimental flight some people who might be due to travel at that time might not be prepared to go by this means.

*Not to be considered.*

5. I am not attracted by the suggestion that Government should make good any loss suffered. That sounds to me like the F.I.C. having jam on both sides of its bread. Nor would it give any incentive to the F.I.C. to fill the plane. Any efforts to fill the plane would be left to us. I would rather suggest sharing the loss (or profit, if any) 50 - 50. But before ~~commit~~ committing ourselves to anything definite I would like to have more information on the number of bookings they expect to get (with names where possible - not just "Oh, a dozen people have said they will go", and then find out that half of them never meant it).

6. I do think there is a case for some measure of Govt: support.

*Yes - for the reasons noted above.*

10.10.51.

*The sort of subsidy I had in mind was a proportion of the loss incurred (2/3 FIC 1/3 Govt) but with a definite ceiling of the order of £1000-1500. Meanwhile a little more information please.*

*Mc 11/2*

4.  
16 October,

51.

1.  
Sir,

I am directed to refer to your letter dated the 10th October, 1951, on the subject of the proposed trial flights United Kingdom - Falkland Islands next year by a Hythe flying boat and to say that Government welcomes the enterprise and is prepared to consider giving some measure of financial assistance to it. The suggestion that Government should make good any loss suffered cannot, I fear, be considered, since acceptance would entail an unknown liability up to a maximum of £16,000 and would remove from the promoters of the venture a valuable and necessary incentive towards ensuring its maximum success. It is observed that if the plane should carry a full load of passengers in both directions it would be possible for a profit to be shown over and above the £8,000 estimated cost of the round trip, though it is felt that the chances of filling the plane both ways are probably remote.

2. The measure of assistance which His Excellency had in mind was a contribution towards any loss which might be sustained, in the ratio, perhaps, of one third Government to two thirds charterer with a definite ceiling of £1,000 or even £1,500 ~~at the~~. Meanwhile it would be of assistance to know what number of seats there is a reasonable certainty of getting filled. Government would be glad to avail itself of the offer of a number of seats, but is not yet in a position to say exactly how many passages it would wish to take up. A relevant point in this connection is that Government can not compel any of its servants to travel by this route; it could only offer them the opportunity of doing so.

3. The issue of a special commemorative stamp to help pay for any subsidy is an attractive idea, but such an issue would require the approval of the Secretary of State for the Colonies and the preparation and printing of even one stamp takes rather a long time, principally owing to pressure of work on the security printers. The approval of the Secretary of State for the Colonies for special stamps is only obtained with difficulty. However, it might be possible to secure it and to get the work done in time, and enquiries will be made to this end.

I am,

Sir,

Your obedient servant,

(Sgd) Michael R. Raymer

COLONIAL SECRETARY.

The Manager,  
Falkland Islands Company, Limited,  
STANLEY.



# The Falkland Islands Company, Limited.

5

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

*Stanley,*

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

18th October

19 51.

The Honourable the Colonial Secretary,  
STANLEY.

Sir,

4

We have to thank you for your letter No.0916 dated 16th October.

2. We will convey to our Head Office the view expressed in the first sentence of your second paragraph. It occurs to us that if you are successful in selling special commemorative stamps to the value of, say £1500, and the Charterers break even on the venture thereby cannot request any subsidy, then Government reaps the sole profit.

3. Meanwhile we shall advertise the provisional flights and keep you advised.

I am, Sir,

Your obedient servant,

*A. G. Parlow*

MANAGER.

*W. H. H.*  
*20/10/51.*

*ACS*  
*I attach 1212 dealing with instructions regarding new issues of postage stamps.*  
*W. H. H.*  
*22/10/51*

6.

Y. E.

wished to inform the S/S of the F.I.C's proposal for chartering two trips of a flying boat next year. Draft saving at cover s.f.c.

22.10.51.

As amended pt. I don't think we need burden S/S with the expenditure.

I am more and more sceptical about this project; I don't see where the passengers are to come from.

W.C.

22/X

23/10/51.

A.

7

Y.E.

The Postmaster has had a bright idea in connection with the philatelic revenue which we might collect from the flight of the chartered Hythe flying boat, if it comes off. His suggestion is that we have a special cancellation prepared to be used in the automatic franking machine which the Post Office has. At present we have a series of wavy lines in this, but it is easy to prepare any form desired. Y.E. will recall that in England they often use "Post Early for Christmas", and I remember at one time they had "Blood donors wanted". P/M suggests we could copy this idea, using whatever wording we liked, "First External Air Mail", or something like that. He considers that philatelically it would be nearly as profitable as a special stamp, and it has the advantage that it would be cheaper to produce (he estimates 25/- or so) and quicker.

*Overseas*

2. As far as I know no approval is required from the S/S for this, and if the idea seems good to Y.E. we could delete from the Saving at cover the first part of para 2.

B.

W.

25.10.51.

The idea is ~~excellent~~ - let us so proceed; even if the proposal doesn't materialise we should have lost much. I think we might not make quite as much? i.e. unless the cancellation <sup>caption</sup> is clean and complete will it have any philatelic value? I prefer it because we probably won't know till the last moment whether FIC will be able to make the grade or not, and it is difficult to acquire stamps or such **MC 25/4** terms.

C.

ACS Pl amend savings at cover by omitting part in pencilled brackets - para 2.  
x P/N to read as indicated above, please.

W.  
26/10/51.

Note  
x P/M. so instructed  
*W.P.A.C.S.*  
26/10/51

SAVING TELEGRAM TO THE SECRETARY OF STATE FOR THE COLONIES.

24th October, 1951.

No. 176

G.W.M.

Experimental Air Flight to the Falklands.

For your information Falkland Islands Company have it in mind to charter a flying boat from Aquila Airways to make two round trips next year from the United Kingdom to Port Stanley and return at a cost of £8,000 per round trip. Should this project materialise - and I have no doubts as to whether it will - I feel that a limited measure of assistance from public funds for the first of these flights would be admissible for the reason that they would provide useful data for the further consideration of a regular external air service to the Coast which I have been advocating for some time past and is now being re-examined by the B.O.A.C.

2. I shall be grateful if you will also favour me with your views on a subsidy if this venture comes off. I contemplated guaranteeing the charterer against loss to a maximum of, say, £2,500 but this would of course require the approval of the legislature.

GOVERNOR.

S.P.T.

Page 7<sup>c</sup> Will you please confirm that I/M. will order the special cancellation plate for use with the automatic franking machine

Hon ColSec.

P.M. has now said that it is quite possible that collectors will place a fairly large number of stamps on envelopes for this first air service, and such covers would not be handled by the Franking machine. In view of this P.M. has advised that a hand del. stamp suitably designed would be the answer. If you approve this will be ordered by airmail next Fitzroy.  
Proposed design attached please.

A.M. SP  
1.11.51.

P.S. The letters by this service would be hand stamped which will encourage Philatelists.  
2. Propose ordering 4 stamps for Port Stanley and 1 for Fitzroy.

A.M.

1.11.51

Y.E.  
Please see minute by S.P.T. at foot of previous page.  
This is merely a modification of the original proposed  
by P/A. We can defer ordering a bit longer till we are  
more sure that the venture will come off.

ll  
1/11/51

Yes. BU 15/11

McKi

// BU with full dealing with our own proposals  
before next meeting. McKi

ll  
1/11/51

OK 11/11/51

Record:

Pages 10 + 11 have been removed to  
to 140a + 140b in 0916/II.

SS.  
6/3.

DECODE.

TELEGRAM RECEIVED.

From SECRETARY OF STATE to GOVERNOR.

Despatched: 27.11.51. Time: 1430. Received: 28.11.51. Time: 0845.

8A  
No 223. Your telegram No 176, Saving October 24th. Experimental  
Charter Flight.

I am interested to hear of suggestion in your first paragraph. Before commenting on proposed guarantee of £1500 I should be glad to learn whether this applies to first flight only and what if any Government load you would expect to be carried on each flight.

SECRETARY OF STATE.

pps.pl.  
(Intld) M. R. R.  
28/11/51

GTC  
SS

14

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 30.11.51. Time: 1500. Received:..... Time:.....

12 No 274. Your telegram No 223. Experimental Charter Flight.  
 Guarantee would be limited to first flight and would be £1,000  
 only, not £1,500. Government load confined to small letter  
 mail (for which special stamp cancellation might be introduced).  
 Might possibly be one or two passengers on Government account  
 as far as Montevideo but you will appreciate that Government  
 could not compel any of its servants to travel by this means.

GOVERNOR.

*[Handwritten signature]*  
 3/12/51

GTC.  
SS

15

ACS

Printed at 8-9. Have these special cancellation  
outlets been ordered?

W

19/2/52.

ACS

He informs me that the cancellation stamp  
shown at page 8<sup>c</sup> has not been ordered but that  
if approved he could place the order telegraphically

W  
21/2/52

ACS

Yes, pl: ask him to do so, stressing that it must be here by  
3<sup>rd</sup> week in April. If necessary it could be flown out by the  
Flying boat. In any case it can be sent air mail from U.K.

W

20/2/52.

S.P.T.

16

15 Will you please arrange accordingly

L. J. Ford  
20/2/52

Hon Cal Sec

Will you approve the proposed design at 8 pl. This stamp will serve better than the first proposal.

In addition I propose, and PM concurs, that the Franking machine can also be fitted with appropriate lettering to replace the wavy lines.

Subject to your approval this will be ordered at the same time, telegraphically. Draft

telegram attached pl. AM. ST  
20.2.52

In "Direct Air Mail", substitute First Overseas Air Mail (see p. 7). Otherwise approve.

W  
... 20/2/52

S.P.T.

To note & amend telegram accordingly, pl

L. J. Ford  
28/2/52

Hon Cal Sec

Thank you. Telegram will go this

evening.

AM. ST  
20.2.52

BW  
30/2/52

H. C. S.

17



The Government has now been officially notified that the Aquilla flying boat will be arriving here at the end of April - I understand that Mr Young has informed H.E. and the newly published itinerary of the "Fitzroy" contains the information also.

I am not sure what arrangements have been made between the F.I.C. and Aquilla Airways to facilitate the turn-round of this aircraft at this end, but in any case a good deal of assistance will presumably have to come from the Government, and we also have to ensure that any of the I.C.A.O. safety regulations applicable to this type of operation are carried out while the plane is in the Falkland Islands area.

In theory we can offer no facilities at all, but that sounds rather harsh and discouraging which we obviously wish to avoid being, and if we knew what were their exact requirements it might be possible to meet these by improvisation.

I consulted Mr Halls and the staff of the Air Service about what they considered would be desirable points to clear up before the plane sets out, and between us we arranged the following list of questions.

1. What arrangements are being made to refuel the aircraft, supposing that this is necessary here? Supposing the aircraft required 1000 gallons, we could with FIGAS equipment refuel her in about 6½ hours, provided that the FIC supplied the petrol, the transport (i.e. the "Clio"), and half a dozen chamois leathers. We should also like to get a longer hose for the rotary pump.
2. Will the aircraft require lubricating oil, if so, what grade?
3. What arrangement is being made for the safe mooring of the aircraft overnight? We can supply the necessary buoy to prevent damage to the hull by inadvertent striking, and Mr Clements at Fitzroy could supply the information on rigging the moorings as he was engaged on flying boat crash tender work during the war.
4. What charts of the Falkland Islands and Port Stanley Harbour does the aircraft carry - it is important that the latter should include a scale presentation of the "Fennia" with its swinging circle shown. It would also be advisable to inform the pilot that in Spencer's opinion the hills on the west are considerably higher than the spot heights shown on the current Admiralty chart.
5. What are the minimum meteorological standards that the aircraft will continue the flight and approach under. It is important to have these defined beforehand, because the Met. Office, in addition to supplying along the route information, must make a special point of giving a warning of the approach of such conditions.
6. What arrangements have been made to inform the Controller of Civil Aviation here immediately the aircraft leaves Montevideo?
7. What frequency will the aircraft be operating on during the flight? What calls does he require etc?
8. Will the aircraft expect or require an M/F homing beacon to be rigged? This could be improvised so long as we have time to make the necessary preparations. No other radio aids of any sort can be supplied.
9. Has the aircraft been notified that there are no night aids of any description in the Falkland Islands?
10. Supposing that the aircraft is delayed in the Falkland Islands for an appreciable period by weather conditions, does she carry a Flight Engineer competent to issue a certificate of safety for flight should a new one become necessary?

Not necessary

18  
11. What arrangements are being made to receive the aircraft once it has arrived. Unless the FIC have otherwise arranged, it is suggested that the "Alert" should patrol the alighting area for an hour before the E.T.A. to clear any floating wreckage, and after the plane is sighted should take station at the head of the landing area and light a smoke flare to indicate wind direction. After the landing is accomplished, the "Alert" should lead the aircraft to the appropriate buoy. The "Clio" should take the passengers ashore to the FIC Shipping Office for medical and customs clearance (provided that the two officers concerned agree to this arrangement), and then return to start refuelling.

12. The aircraft will require meteorological information during the flight and for the return trip: the Met Office here are conversant with normal aircraft requirements, but would like to know in advance of any special information the pilot requires.

H.E. has suggested that in view of the absence of information from other sources the following telegram should be sent to the Communications Department of the Colonial Office:-

"UNDERSTAND AQUILLA AIRWAYS ARRANGING CHARTER FLIGHT TO FALKLAND ISLANDS END APRIL USING HYTHE FLYING BOAT. NO FACILITIES HAVE BEEN ARRANGED BY CIVIL AVIATION AUTHORITIES HERE AND GOVERNMENT ANXIOUS TO ASCERTAIN WHAT ASSISTANCE COMPANY MAY REQUIRE.

This would clear up any misapprehension that the Aquilla Company may have concerning facilities here and would probably produce some of the answers required above.

*John G. ...*  
26. 2. '52.

H/57

I think it would be simpler to discuss with F.I.C. first (Mr. Barton or Mr. Young). They may already know the answers to at least some of the points. #

H  
... 27/2/52

H.C.S. I have spoken to Mr Barton - he states that the only swags known to him is the mooring buoy, where we will help them out as we have two. As regards the other points: refuelling apparatus is being brought down from Maste with the a/c. Otherwise he also seems to be in the dark. "Aquilla" seem to me to be asking for very little!

H.C.S. I understand H.E. has now instructed Mr Young to tell Aquilla to contact us direct since he (H.E.) is personally a little disturbed by the apparent lack of preparation here

*H* 3.3.52.

*H* 10.3.52.

A

Y.F. Please see 17 & 18.

Do you wish a telegram to the Co. along the lines suggested by ~~HMC/C~~ or is the young party to be able to take the necessary action?

14/3

You please.

M.C. 14/iii

ACJ  
me. 15/3  
as drafted by

B

S/P&T

Have we received  
our special cancellation  
stamp for the  
FIC charter plane?

M.C. 15/iii

C.

ACS

B. above. Cancellation stamp sent for about 4<sup>th</sup> & G.P.O. has guaranteed that it will connect this incoming "Fitzroy"

W.H. 18/3/52

ACS

C confirmed.

Adv. SPI  
26-3-52

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 17.3.52. Time: 1515. Received: ..... Time: .....

8A

No 56. My telegram No 176 Saving 24th October, 1951. Understand Aquilla airways arranging Charter Flight to Falklands end April using Hythe Flying Boat.

- 2. No facilities arranged here by civil aviation authorities pending information from Company regarding assistance required.
- 3. Grateful they be asked communicate early.

Reply at ~~22~~ 23.

GOVERNOR.

Des. B on 19 - pl. see C on 19  
suffered by P.M. pl.

B/18/3.

Y.E.

Please see (19) B+C.

Notes. Inc.

K.I.V. 19B. + C.

18.13  
17/iii  
19A, 19B, 19C

21

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley*

19th March

19 52.

The Honourable the Colonial Secretary,  
STANLEY.



Sir,

Flying-Boat:

We understand that a grant of £1000 has been sanctioned by Legislative Council towards the cost of this experimental flight and we beg to express our thanks for the assistance granted.

2. We have requested Aquila Airways to get in touch direct with Government regarding Meteorological Reports, Radio Frequencies, A.O.I.C. regulations, etc.

I.C.A.O.

3. It is understood that the G.P.O. London will pay £7 per kilo for 1st class mail and £1.10.0 per kilo for 2nd class. In view of the grant referred to in para.1 above we propose to carry 10 kilos F.I./U.K Air mail free, and suggest that if the weight of mail carried is in excess of 10 kilos the G.P.O. rate shall apply to the excess.

4. We are acting as Agents for Aquila Airways and shall appreciate any assistance the Communications Department can give us. Suitable moorings, well fendered will be required, may we re-purchase from F.I.G.A.S. the aircraft buoy now moored in the harbour opposite the hangar? It is proposed to moor the flying boat between the Public and West Jetties.

5. s.s. "Fitzroy" ships from Shell-Mex in Montevideo this voyage 50 drums of 100 octane Spirit which we will store temporarily in a lighter. The Shell Company is lending the aircraft a suitable pump for re-fuelling.

6. In view of Mr. Hall's flying experience it would be appreciated if he could be deputed to contact the Captain on arrival and give him such advice and assistance as he can.

I am, Sir,

Your obedient servant,

*U.B. Daniels*  
MANAGER.

Reply at 24.

ACF  
PP. P.  
20/3

Extracted to  
0666-Postal  
H/M  
✓ H/M

DECODE.

Copy filed in FIGAS/10 - Proposed Air Service to Mainland.  
TELEGRAM SENT.

2

From SECRETARY OF STATE to GOVERNOR

Despatched: 22. 3. 52. Time: 12.45 Received: 23. 3. 52. Time: -----

20.

No. 48. Restricted. Your telegram No. 56. Aquilla Hythe flying boat on charter to Falkland Islands Company, leaving Southampton on April 20th via Madeira Dakar Natal Rio de Janeiro and Montevideo arriving Port Stanley April 27th returning May 1st. Crown Agents were invited to consider in conjunction with Falkland Islands Company whether use can be made of flight for official passengers and freight.

2. Aquilla have been asked to communicate with you in conjunction with Falkland Islands Company as regards assistance required although Aquilla state any necessary facilities had been arranged with the Falkland Islands Company.

3 On the subject of proposed air service generally to mainland please see my telegram No. 54 saving and enclosure of today's date.

SECRETARY OF STATE.

Page 23

Y.H.

Y.H. wishes to know the latest position I think that is at (21) File recalled from H/M. we should ask F.I.C. if they have telegraphed re para 2 of (21) when we can expect a communication.

(KIV 21) Pl. do so

G.T.C.

VP

26th March, 52.

Sir,

21.

I am directed to refer to your letter of the 19th of March, 1952, and to enquire whether the request to Aquilla Airways (mentioned in your paragraph 2) has been telegraphed and when you expect that this Government may receive a reply, as it is felt that the proper organisation of these particular arrangements are of the greatest urgency.

2. Government will be pleased to lend the aircraft buoy you mention but does not wish to sell it.

3. With regard to the other points mentioned in your letter, the Harbour Master's Department will give you all the assistance which it can.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Colonial Manager,  
Falkland Islands Company, Limited,  
STANLEY.

25

URGENT

SPT  
C.M.O.  
H.M.

} Pages (2) to (4)  
For information & comments where necessary.  
Please pass early. ~~and~~

ACS Pse recall file in one week if not returned.

How C.S.

26/3

Can London be asked "what Radio frequencies, times and call letters will be used by aircraft" and advise that:  
"Falkland Is use VPC on 500 + 417 Kc/s VPC 3 on 8195 VPC 4 on 8555 and VPC 7 on 17110 Kc/s."

2. Should I arrange with Montevideo for W/T Schedules covering the period immediately prior to and during the flight?

P.S. Q11 SPT 26.3.52.  
21 para 3. Is it intended we send letters packets and parcels fl. and at what postage rates?

Recd  
by  
(27)

Extracted to 0666 -  
Postal Fees -  
Regulation

1/10  
on  
subject  
file

It is unlikely that papers or parcels will be sent but unless we publish rates the general public will naturally expect these packages to go by this opportunity?

Second class mail rates do not exist in FI as yet and 21 para 3 offers the service for £1-10 per kilo. Before this rate or suitable rates for this service can be applied, approval in Council will be required I believe.

AM: SPI  
26. 3. 52

H.C.S. 21-24 seen by.

The arrangements which should be made for met. are:-

- i) W/T Contact (preferably direct with the W/T station of the Uruguayan Met office) so that we can assist them to brief the a/c before flight and provide a landing forecast for Stanley, to the best of our ability. Contact should be made at least twice, first, on the day prior to flight and again immediately before take-off.
- ii) A means of passing weather reports to the aircraft at intervals. The international Q code would be used for this, supplemented by such additional information about expected conditions as we can give (I shall probably ask a number of West Camp stations to pass us 1/2 hourly reports while the flight is on.)
- iii) A means of passing last-minute information to the aircraft while in the circuit prior to landing (This could be important if the day happened to be stormy, with gusty winds, etc. This information should not be passed by an untrained observer whose estimates of wind speeds, particularly of gusts, can be very far wrong.
- iv) Contact with the Uruguayan Met office for the reverse process during the outward flight from Stanley

21-24  
29

2. If the above proposals are communicated to Aguirre then the company should be warned that our forecasts are likely to prove unreliable because we have very little data to work on.

3. There might be some point in suggesting that the flight should start so as to arrive in Stanley during the early hours of the morning or in the two hours before dusk, when strong winds are least likely to make a landing difficult.
4. Re part by H.M. at 5 on 17; it would be useful to know this, but the responsibility for deciding whether conditions are suitable rests with the captain of the a/c and we should be careful not to convey the impression that Stanley will decide for him whether conditions are suitable to accept the a/c here?
5. I have spoken to SP&T who thinks that arrangements can be made as in para 1 but I suggest a meeting between H.M., SP&T, Manager FIC, myself and perhaps also Mr. Hulls, to coordinate arrangements properly.

There appears to be a case for establishing a 'control point' overlooking the barrow (Town Hall roof?) from which H.M. could 'talk' to the a/c while in the "circuit", & perhaps also to the "Alert" ("18" net?). Other points would emerge at a meeting, I feel sure.

GH  
26.3.52

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

27th March, 1952

The Chief Met. Officer,

Stanley, Falkland Islands.

The Honourable,

The Colonial Secretary,

Stanley.

SUBJECT :-

We spoke about attached telegram from Air Ministry.

S.P.&T and I saw Mr Barton this afternoon and it was agreed that a continuous W/T watch should be kept by Stanley Radio (VPC), also that S.P.& T should make arrangements with Montevideo to pass the landing forecast requested by Aquila for 0900z 27th April. S.P. & T pointed out to Mr Barton that he (S.P.& T.) would need to know the call sign and operating frequencies of the aircraft, and Mr Barton undertook to telegraph F.I.C. Head Office, London, for this information if it was not contained in the incoming mail this time.

I mentioned to Mr Barton the possibility of controlling the aircraft during the last half hour of the flight, from an R/T point in the Town Hall and he thought that this was a good plan. S.P.& T. said that arrangements could be made for this, including a walkie-talkie link with the "Alert" if necessary. I suggested that this could be left for a few days until Mr Huckle returned.

Presumably Government will be sending details of the radio arrangements to Secretary of State in due course? Meanwhile I would like to send the attached reply to Air Ministry. Do you approve please?

G. A. Hartman

P.M.O.  
 advised  
 1/4

ACF  
 Draft telegram  
 appd - then P.P.  
 back to me for  
 meeting with Mr  
 Mercer 9 am. 1/4.

31/3

Copy to Mr Barton for information.

COPY

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES.

29

~~SECRET~~

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
37	LONDON	92/84	NFT	26.3.52

To

METEOR FALKLANDS

261100z FROM AIR MINISTRY LONDON TO METEOR FALKLANDS ISLANDS MET 5300  
 MAR 26 UNCLAS FOR HOWKINS STOP AQUILA AIRWAYS CHARTER FLYING BOAT  
 LEAVING MONTEVIDEO 1100Z 27 APRIL REPEAT 27 APRIL DUE STANLEY 1900Z  
 STOP LANDING FORECAST STANLEY PERIOD 1800 TO 2100Z INCLUDING STATE OF  
 SEA REQUIRED AT MET MONTEVIDEO BY 0900Z STOP AIRCRAFT MAY ALSO  
 REQUEST LANDING FORECAST IN FLIGHT STOP PRESUME ANY AMENDMENT TO  
 ABOVE TIMES WILL BE NOTIFIED DIRECT BY MONTEVIDEO STOP CAN YOU  
 SUPPLY STOP 261100z

Time

20  
30  
Draft telegram to Air Ministry

MO 13 LONDON =

MET 1020/21 DATED 28/3 STOP YOUR MET 5300  
DATED 26MARCH STOP CAN SUPPLY AT 0900Z AND IN  
FLIGHT AS REQUIRED STOP GOVERNMENT ARRANGING  
CONTINUOUS W/T WATCH DURING FLIGHT CAN THEREFORE  
PASS HOURLY REPORTS FROM STANLEY IN Q CODE IF  
AQUILA WILL STATE WHETHER THESE REQUIRED STOP  
AIRCRAFT CAN ALSO REQUEST ANY OTHER INFORMATION  
AS NEEDED STOP UNDERSTAND DETAILS W/T SCHEDULES  
*Commercial direct Aquila*  
~~FOLLOWING THROUGH COLONIAL OFFICE = METEOR~~  
FALKLANDS

31

28/3

W. G. H. Langford 1126

The primary telephone  
 reports from the Commission flying  
 over the South American continent  
 have shown 14000' altitudes and  
 including meteorological require-  
 ments in colonial office star  
 would appreciate confirmation  
 radio station available work  
 aircraft 4510 and 404 K/s  
 star helped small craft cleared  
 from eastern end harbor  
 for arrival

W. G. H.

Proof  
all expense 17.0.

W. G. H.

boating

# GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

## SENT.

Number	Office of Origin	Words	Handed in at	Date
				1.4.52.
To				
	NEWCASTLE			HM/C

31

YOUR TELEGRAM 28TH MARCH STOP  
FLYING BOAT STOP FORMAL PERMISSION GRANTED FLYING BOAT TO  
DORCHESTER AIRPORT PORT OF JETTY 1900 HOURS APRIL 27TH STOP  
RADIO STATION VPO WILL RECEIVE YOU ON 6510 AND 404 Kc/s AND  
TRANSMIT ON 8555 OR 8195 AND 317 Kc/s STOP HAVE RECEIVED FROM  
AIR MINISTRY DETAILS YOUR METEOROLOGICAL REQUIREMENTS AND HAVE  
REPLIED TO THEM STOP THIS SERVICE WILL ALSO BE HANDLED BY VPO  
WHO WILL KEEP CONTINUOUS WATCH DURING FLIGHT STOP DETAILS LANDING  
PROCEDURE AND LOCAL VISUAL FOLLOWING.

CHIEF SECRETARY

Call sign?  
Local control. 6 mins.

Time

33  
5th April, 52.

From: The Colonial Secretary,

To: Harbour Master,

STANLEY.

Aquilla Flying Boat.

32. I am directed to forward to you a copy of a telegram addressed to Boating London of the 1st of April, 1952, for your information.

2. Colonial Manager, Falkland Islands Company will appreciate any assistance your Department can give him and in particular has asked:-

NO ✓ (a) If he can re-purchase the aircraft buoy from F.I.G.A.S. He has been advised that he may borrow it. He proposes to moor the flying boat between the public and west jetties.

✓ (b) If Mr. Halls could contact the Captain on arrival and give him such advise and assistance as he can. Please ask Mr. Halls accordingly.

3. Aquilla ask if small craft can be cleared from the eastern end of the harbour before their arrival.

4. Please consult with Superintendent, Posts and Telegraphs over the question of ground control when the flying boat comes in to land.

(Sgd) C. Campbell

COLONIAL SECRETARY.

ACS This appeared in my dep. Any  
action required?

P  
8/4

VP

6/14  
1/4

H.C.S.

17

34

With reference the proposed visit of the Aquilla flying boat, the following arrangements have now been made:-

(1) The F.I.C. will borrow one or both of the F.I.G.A.S. buoys and lay them in the harbour in such position(s) as Aquilla may require. I have informed the F.I.C. that they may have a free hand as regards positioning these.

(2) The S.P.T. has arranged that the necessary Met. reports will be passed to the flying boat through Montevideo, and later while in flight on the appropriate frequencies.

(3) Approach control procedure will be carried out by Mr Halls operating an R/T set in the Town Hall during the last fifteen minutes of the flight.

(4) The "Alert" will patrol the alighting area for two hours before the aircraft's arrival to clear any driftwood etc from the surface. She will be in R/T contact with the Town Hall.

(5) The "Alert" and "Clio" will take station at the end and commencement of the alighting area just before the aircraft arrives and will burn smoke candles to indicate this area to the plane.

(6) The "Alert" will guide the aircraft to the mooring buoy after landing.

(7) F.I.G.A.S. engineers will give whatever assistance they may be able to to the flight engineer of the plane.

(8) It is suggested that passengers be landed for Customs and Medical clearance at the F.I.C. Shipping Office.

(9) All small boats (other than the "Alert" and "Clio") will be stopped running during the landing.

(10) The warship will be berthed alongside the "Fennia" during the landing to reduce the number of obstacles as far as possible.

The following small points still need clarification:-

(a) What call sign will the flying boat be using?

(b) We must inform Aquilla of the frequency that we shall use for approach procedure. THE S.P.T. suggests we try using 6.5 megs, but we are going to carry out trials later this week to ensure this will be alright.

I suggest we therefore send the following telegram to BOATING.

"FURTHER TO MY TELEGRAM 1st APRIL. WHAT CALL SIGN WILL FLYING BOAT BE USING. STANLEY CONTROL WILL TAKE OVER COMMUNICATIONS DURING LAST FIFTEEN MINUTES OF FLIGHT RECEIVING AND TRANSMITTING ON 6510 k/cs."

*Final instructions regarding boat*

*John H. H. H.*

H.M.

*Y.F. Pre see (23) - (34).*

16.4.

*H/M's paras (8) & (10) can be arranged.*

*(2) an enquiry along the lines of x/ will be c sent after consultation with S.P.T.*

*S/P/T's minute of 25-26? Y.S.O.*

*Early pt. MC 24/IV*

*ACP telegram from other R/T back to R/T*

35

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES.  
SENT.

Number	Office of Origin	Words	Handed In at	Date
				21.4.52.
To				
DEPARTING LONDON				HOA/C

37. FURTHER TO MY TELEGRAM 1ST APRIL STOP WHEN CALL SIGN WILL BE  
BOAT BY USING STOP BY HELY CONTROL WILL TAKE OVER COMMUNICATIONS  
DURING LAST FIFTEEN MINUTES OF FLIGHT RECEIVING AND TRANSMITTING  
ON 6510 K/c.

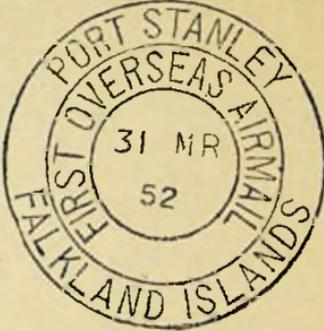
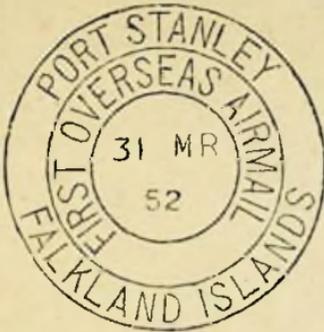
COLONIAL SECRETARY

Reply at 39

Time

0916

36



FIRST   
 OVERSEAS   
 AIR MAIL 

FIRST   
 OVERSEAS   
 AIR MAIL 

*Duke effective.*

*1/11  
1914*

*inc.*

*Ref p. 16*

*Yk. Specimen Flying  
Book stamp Yk. P*

*1274*

A

ACP

be obtain views of C/C & Gms. on

(34)<sup>A</sup> para 7.

2) be confirm from ~~top~~ that he is

making the arrangements mentioned in

(34)<sup>A</sup> para 10.

KIV

21/4

A.Lms.

B.

b. of b.

As at para .1 of A above every, pl.

C

22/4

HCS

I think it would be right for medical clearance to a surgeon on board  
the av. capt.

22/4/52

A.C.S

I am of the opinion all passengers should  
land at J.S.B. East Jetty and their baggage etc  
~~which~~ can then be examined in the  
warehouse. The flying boats papers can be  
dealt with when the captain is free.

22/4/52

Para 2 of A above -

Am. is only & we did.

telegraph him? 22/4

25/4

41

DECODE.

TELEGRAM.

39

*From* Boating, London.

*To* The Colonial Secretary

---

*Despatched* : 22nd April, 19 52 *Time* : 1128

*Received* : 23rd April, 19 52 *Time* : 0845

Aircraft callsign GAGJN. Possible control open watch earlier enable pass weather information suggest initial contact three hours before arrival then arrange QRX.

BOATING.

P/L.  
S.S.

40

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES.  
SENT.

Number	Office of Origin	Words	Handed in at	Date
				23.4.52.
<i>To</i>				
	BOATING LONDON			HCA/C

FOR INFORMATION OF FLYING BOAT EN ROUTE FALKLAND ISLANDS STOP  
 VPC ON 417 Kc/s AND VPC4 ON 8555 Kc/s W/T WILL KEEP CONSTANT  
 WATCH FOR PERIOD TWO HOURS PRIOR TO START OF FLIGHT FROM  
 MONTEVIDEO AND WILL LISTEN FOR GAGJN ON 6510 Kc/s AND 404  
 Kc/s STOP LANDING CONTROL ON R/T WILL COMMENCE OPERATION ON  
 6510 Kc/s LISTENING FOR GAGJN ALSO ON 6510 Kc/s DURING LAST  
 FIFTEEN MINUTES OF FLIGHT.

COLONIAL SECRETARY

*Time*

41

GOVERNMENT TELEGRAPH SERVICE  
FALKLAND ISLANDS AND DEPENDENCIES.  
SENT.

Number	Office of Origin	Words	Handed in at	Date
				23.4.52.
To				
	HARBOUR MASTER, PHILIP ISL.			180./0

34

YOUR MINUTE 16TH APRIL STOP VISIT AQUILLA FLYING BOAT STOP  
HAVE YOU ARRANGED FOR WARSHIP BERTH ALONGSIDE PENNIA.

COLONIAL SECRETARY

*REP* See address file about  
no. of the arrangements -  
also when he returns,

24/4

Spoke G. J. B. - this has been all  
arranged  
K.I.V. 38

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES

42

RECEIVED

Number	Office of Origin	Words	Handed in at	Date
2	PHILOMEL	17	1000	25/4/52

To  
 COLONIAL SECRETARY STANLEY

RETURNING STANLEY WITH VERYAN BAY 0800 SATURDAY AND CAN COMPLETE  
 ARRANGEMENTS THEN

HARBOUR MASTER

*MS*  
*25/4*

Time SJS

# The Falkland Islands Company, Limited.

43

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*Stanley,*

25th April, 1952.



Sir,

## FLYING BOAT.

According to latest news we expect this craft to arrive in Stanley on Sunday afternoon - time not yet known. In the interests of safety, I suggest that a Police notice be broadcast as follows -

AS THE FLYING BOAT IS DUE TO ARRIVE IN STANLEY ON THE AFTERNOON OF SUNDAY NEXT, 27th APRIL, NO SMALL CRAFT WILL BE PERMITTED TO MOVE IN THE HARBOUR BETWEEN THE HOURS OF NOON AND SUNSET. AT NO TIME DURING HER STAY IN THE HARBOUR WILL ANY CRAFT OTHER THAN THOSE AUTHORISED BY GOVERNMENT OR THE FALKLAND ISLANDS CO., LTD. BE PERMITTED TO APPROACH THE FLYING BOAT.

I am,

Sir,

your obedient servant,

*A.G. Darton*

Manager.

The Honourable

The Colonial Secretary,

Stanley.

*Spoke H.B. John. Am.*  
*is copying with this*

*26.4.*

44

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 30.4.52      Time: 1530      Received: .....      Time: .....

No 68      First flying boat landed Port Stanley 1800 hours G.M.T.  
28th April, in perfect weather conditions after uneventful trip.

2.      This was Aquila Hythe flying boat on charter to  
Falkland Islands Company.

3.      Flight from Montevideo took  $7\frac{3}{4}$  hours.

GOVERNOR

*Handwritten signature*  
115

GTC  
SS

AIR MAIL.

The Falkland Islands Company, Limited. 45

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

INLAND & FOREIGN TELEGRAMS:

~~“SOUTHERNHAY” WEYBRIDGE.~~

TELEPHONE No.: ~~WEYBRIDGE 8100.~~

120, PALL MALL,  
LONDON, S.W.1.

TEL WHITENALL 007716.

~~“SOUTHERNHAY,”~~

~~GAVENDISH ROAD,~~

~~WEYBRIDGE,~~

~~SURREY.~~

0911b



17th April, 1952.

Sir,

On the occasion of the first direct flight from England to the Falkland Islands my Board desires me to convey to you their greetings and express their hope that this trial flight may lead to the establishment in the near X future of a regular Air Service.

Yours faithfully,

Managing Director.

Please acknowledge return the  
Sackbut at X

His Excellency  
Sir G. Miles Clifford, K.B.E., C.M.G., O.B.E.,  
Stanley,  
FALKLAND ISLANDS.

Reply at 46

46.

30th April, 52.

Sir,

45.

I am directed by His Excellency to acknowledge receipt of your letter of the 17th of April, 1952, and to express his thanks for your kind message of greeting.

2. I am to state that His Excellency heartily endorses your sentiments regarding the establishment of a regular Air Service.

I am,

Sir,

Your obedient servant,

C. CAMPBELL

Colonial Secretary.

L. W. H. Young, Esq.,  
Managing Director,  
Falkland Islands Co., Ltd.,  
120, Pall Mall,  
LONDON, S. W. 1.

WHL

*File*  
2.5.

DECODE.

4

TELEGRAM.

*From* Capt. Pearson, Aquila Airways Flying Boat.

*To* H.E. the Governor.

---

*Despatched* : 2nd May, 19 52 *Time* :

*Received* : 2nd May, 19 52 *Time* :

Many thanks your message. Crew and myself wish to thank yourself and people of the Falkland Islands for the kindness and hospitality received during our stay and hope to have the pleasure of another visit.

PEARSON.

C.S. to see and pass to News Editor. Plane expected to arrive  
(Intld)M.C. M/V 2.45p.m.  
2/5 (Intld)M.L.O.

Passed to Capt. Watson accy.  
(Intld)J.B.  
2/5

P/L.  
80

Pa  
45

S.P.T.

H/M.

C.M.O.

Can you please let me have brief reports on the Flynn boat's visit as it affected your Dept's together with any criticisms & recommendations which would be of help on future similar occasions.

  
13.1.51

49  
Hon Col Sec,

This Dept maintained continuous watch for the ~~maintaining~~ deviation of the flight -  
ms to Stanley and Stanley to ms. Routes were attended on each hour, when we made contact with each other.

There was no difficulty but I recommend in future the Landing Control takes over during the last 30 minutes of the flight, so as to have the control established in plenty of time before the landing.

DM SPi

26.5.52

H.C.S.

I agree with S.P.T's comment above. One point struck me during the visit: that was that the F.I.C. seemed inclined to regard themselves as the controllers. Admittedly, our organisation is not designed to cope with this type of flying, but even so we laid on every possible facility. As an example of what I mean, I informed Cahill that we would burn a smoke float to give the flying boat captain an accurate idea of wind direction. I was informed this was not required, but subsequently discovered that the F.I.C. asked H.M.S. "Vergan Bay" to make smoke for just this purpose. This is only a minor point, but in future I feel all this type of organisation should be tied up under our control. Similarly, the Colonial Managers letter 25<sup>th</sup> April ignores my department completely & notice - in point of fact a notice was already in being before that letter was written!

A

dfh 27.4.

Cmo

H.C.S.

S.P.T's continuous watch was ideal for our purposes, though hourly contacts are all that could be expected for net. information. I have no amendments to suggest except that the a/c should pass hourly in-flight reports to us. The net routine would then be:-

Mate - Stanley.

1. Pass Stanley landing feast to Mate, 1 hour before flight starts.
2. Receive Mate route feast, before flight starts.
3. Pass Stanley obs. to a/c every hour in flight, and collect in-flight reports from him.
4. amend landing feast, if necessary, 1 hour before etc.

Stanley - Mate

1. Collect Mate landing feast 1 hour before take-off
2. Pass our route feast to Mate before take-off
3. Pass ~~in-flight~~ Stanley obs to a/c every hour for fuel & food hours & collect in-flight reports from him.

All routines to be handled by VPC but net messages typed at the Net Office and fed to transmitter as required by the operator in charge there

51

Y.H.  
You will visit to see 49-50.

I agree with D.M. on Apr. 50, it appears  
we need some Air Safety Navigation Regulations

See. *J.B.*  
24/4.  
CS. Yes - we will have to consider if  
any permanent or semi-permanent external  
air service results.  
*J.B.*  
26/6

*J.B.*  
P.A.

This should go on file. (0416)

52

MEMORANDUM.

NO. (0416)  
It is requested that, in any reference to this memorandum the above number and the date may be quoted.



23rd May, 1952.

To: The Honourable,  
The Colonial Secretary,  
Stanley.

From: Supt. Posts & Telegraphs  
Stanley, Falkland Islands.

SUBJECT:- Airmail account.

Herewith an account received from the Falkland Islands Co, Ltd, for air freight of 8 bags mail. This mail was made up as follows:

- 4. Bags from Post Office...30,954. grammes.
  - 3. " from Vevyan Bay.....16,061. "
  - 2. " " C.S.O. (for SofS).. 8,509. "
- Total.....55,524. Grammes.

A.C.S.  
Payment to you  
appx 27/5

~~E. Stevenson~~  
for Supt. Posts & Telegraphs.

4/5 P26 is attached - rather heavier than I had expected. Taking into account time, trouble etc., I do not think that we will have anything worth while repaying to F.I.C. from the balance of our stamp profits.

Aque. NO 27/5

27/5 They will have done too badly either

# 1020 HOUSE

at 1020 Prince Street  
in Alexandria, Va.



The manager,  
Board of Trade (or)  
Chamber of Commerce,  
Port Stanley,  
Falkland Islands.

Dear Sir -

Not long ago I purchased two first flight covers, experimental direct flying boat service England - Falkland Islands, and return, postmarked 16 April 52 and 21 April.

May I impose on you to get me pertinent facts about the flight, press releases and newspaper clippings and accounts, and, if possible, give me the number of covers carried, both incoming and return.

I collect not only stamps and first flights, but also get the facts related to the issues of the stamps and purpose of the flights, therefore this inquiry.

Any information you may give me will be greatly appreciated. If there should be anything at all that I can do to reciprocate, for you or the local stamp club, please do not hesitate to call on me.

Very sincerely,

*Frederic Uhlig*  
Frederic Uhlig.

4 January  
53.

*Reply at 56.*

Telephone

K1-8-0835

Te-6-8279

Subs.

Shd we disclose the No. of letters posted or?

2. As the paper was an F.C. one we ~~old~~ refer him to them for purpose of flight?

S  
2/3

S.P.

Spoke Subs. — x on reverse — will you pl. supply the inf. requested.

ACS.

There is no record here of the number of letters received by the Flying Boat last April.

5312 ordinary and 849 Registered letters were despatched to the United Kingdom

445 ordinary and 110 Registered letters were despatched to foreign countries.

AM SPi

4.3.53

ACS

Letter was wrongly filed. Flying Boat file.

SS.  
6/3.

Now in the

of. Pl. draft a reply on inf. available

all done by  
pl. p. 2/3  
Lam's.

7th April, 53.

Sir,

54 With reference to your letter of the 4th of January, 1953, I have to inform you that there are no newspapers in the Colony and therefore your request for press releases cannot be met. Other particulars are as follows:-

- (a) The Aquila Flying Boat was chartered by the Falkland Islands Company, which Company besides being the largest firm engaged in the sheepfarming industry here also maintains a shipping service between Port Stanley and Montevideo.
- (b) The Flying Boat departed from Southampton, England, on the 20th April, 1952, arriving here on the 28th April, 1952.
- (c) The Flying Boat left Port Stanley for her return flight to the United Kingdom on the 2nd May, 1953, when she carried 5312 ordinary and 849 registered letters for the United Kingdom, and 455 ordinary and 110 registered letters for foreign destinations.

I am,

Sir,  
Your obedient servant,

(Sgd) J. E. Briscoe

Acting Colonial Secretary.

r. Frederic Uhlig,  
1020 House,  
1020 Prince Street,  
Alexandria, Va.

0916/A 57 X  
**The Falkland Islands Company, Limited.**

°(INCORPORATED BY ROYAL CHARTER 1851.)°

REGISTERED 1902.

AGENTS FOR LLOYDS.

*Stanley,*

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

4th November, 1954.



Sir,

Our Head Office have advised us that they are considering chartering a flying boat next year for two flights between the United Kingdom and the Colony in April and September. 22 passages will be available on the through journey and 42 for the flight Falklands/Montevideo and vice versa.

I am to enquire whether Government would consider subsidising the flights, the amount required for each being £2,500.

I am,  
Sir,  
your obedient servant,

A handwritten signature in dark ink, appearing to read "J. H. Rose". The signature is written in a cursive style with a large initial "J".

for Manager.

The Honourable  
The Colonial Secretary,  
Stanley.

BvF

Reply at 60.

See 64

YH

(57)

This bare request without supporting figures of charter costs, estimate of fares, number of passengers etc. is a little naive. Nor is there any suggestion that this is a pioneering venture which was the reason for an subsidy of £2,000 on the 1952 flight. This history of the first flight is from ① on this file & it will be seen that we more than covered the cost of subsidy by the sale of stamps. This however is unlikely to occur again to the same degree.

2) The last discussion on an R.C. sponsored external air service is shown at (187) & (188) 09/16/52.

I seem to recall Sir Walter mentioning a figure of £10,000 to cover air & Fitzroy subsidies. (Our present grant subsidy to Fitzroy is £600 for 10 trips = £6,000 pa.).

3) If we subsidize each of these proposed flights to the limit of £2,500 this is a figure of about £100 per passenger on an average & the taxpayers will in fact be subsidizing the R.C. & the rich elements in the community who can afford this form of travel. It would be more appropriate if Govt agreed to take up a certain number of passengers.

4) I feel however that the first thing to do is to get R.C. to come clean regarding the financial implications of the venture and then see if we can help with passages, subsidy etc., we would feel more inclined to subsidize if

It was known that F.C. was bearing part of the loss. It might well be that the figures quoted were so astronomical that we would advise F.C. to drop the whole plan.

5) When considering a subsidy I think that for the two flights this year it would be reasonable to take into account stamp profits from the pioneering angle.

SJ

We must ask for details from the FIC saying Govt views the project favourably

D.H.

8th November,

54.

Sir,

57.

I am directed to refer to your letter of the 4th of November, 1954, and to state that Government welcomes the proposal of your Head Office to try and arrange two charter flights from the United Kingdom in 1955.

2. With regard to your enquiry whether Government will subsidize these flights I am to request that you will be good enough to furnish full details of the loss which it is estimated that your Company will incur in order that the matter may be given immediate consideration.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Manager,  
Falkland Islands Company, Limited,  
STANLEY.

BU 15/11  
BU 17/11

Reply at 61

61  
X

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

*Stanley,*

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

15th November, 1954.



Sir,

60

With referenceto your letter No. 0916/A dated 8th November, 1954 our Head Office advise that they have a quotation from Aquila Airways of £11,500 for each round flight United Kingdom - Falklands - United Kingdom.

It is impossible for them to estimate earnings to exceed £9,000 per flight.

Fares proposed are as follows -

United Kingdom to Falkland Islands £ 240.

Montevideo to Falkland Islands £ 40.

We may be permitted to accept bookings from England for Brazil and Uruguay should space be available.

Would you please advise us of the number of possible Government bookings.

I am,  
Sir,  
your obedient servant,

*[Signature]*

for Manager.

44 x 200  
94 x 40

The Honourable  
The Colonial Secretary,  
Stanley.

B.W.F.

Reply at 64

ACL

(61) + (57)

62

According to my calculations the maximum the could earn on passages is

$$\begin{aligned} £ 200 \times 44 &= £ 8800 \\ £ 40 \times 84 &= £ 3360 \\ &£ 12160 \end{aligned}$$

plus freight charges for mail. Draft at cover to come. ~~then~~

2) In the meantime I would be glad if you could endorse me if

- x/a) Govt bookings in April & May.
- b) Govt bookings which had been postponed during that month.

c) Some comparative figures of cost by boat

- a) To work
- b) ~~to~~ Through to England

for various grades of Govt servants e.g.  
CS. 1st A, ~~2nd~~ 2nd A from Highland, ~~1st~~ 1st A  
and 2nd A Officer.

15/11

PS. I would like the information at X/ early. Q

H.C.S.

Your para 2 of 62, pl.

APRIL.

- (a) Mr. & Mrs. Campbell & 2 children
- Mr. & Mrs. T.I. Biggs & 3 children
- Mr. & Mrs. Draycott & child
- Dr. & Mrs. R. Messor
- Miss H. Lippold
- Mr. & Mrs. L. Gleadell & child
- Mr. & Mrs. Elliott and children

MAY.

Messrs. H. Sedgwick, J. Whitney and L.J. Halliday.

- (b) Mr. & Mrs. Hasenholler May - June ✓
- Mr. & Mrs. P.G. Summers May - June. ✓
- & 4 children

(c)

	Fitzroy	Andes	Alcantara	Highland	Total	Plane	Difference
Col. Sec.	15	224			239	240	- 1
	15		210		225	240	- 15
S.E. etc.	15			179	194	240	- 46
A.C.S. etc.	15	137	137		152	240	- 88
<del>Air make</del>	15				248		+ 23
(Aft cabins	12)						

*W.H.*

16.11.54

Acf Pao send attached letter <sup>as above</sup> to the above  
 thro' Heads of Dep'ts where necessary.

*Q*  
 16/11/54

16th November, 54.

Sir,

6/x 57

I am directed to refer to your letters of the 15th and 4th of November, 1954, and to state that from the figures quoted it would appear that the maximum fare earnings could amount to £12,160 to which might be added some freight earnings in respect of mail. I am to enquire therefore if more details of the figure of £9,000 could be supplied.

2. I am also to enquire what reductions, if any, will be made for children and what will be the baggage allowance.

3. Details of possible Government bookings will be furnished as soon as possible.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

See 87

The Manager,  
Falkland Islands Company, Limited,  
STANLEY.

MEMORANDUM

No. 0916/A.

16th November, 1954.

Urgent.

To: *A. below*

From: Colonial Secretary,  
Stanley, Falkland Islands.

STANLEY.

I am directed to state that the Falkland Islands Company are contemplating chartering a flying boat from the United Kingdom to the Falkland Islands and return next April.

2. In the event of Government taking up any of the passages I am to enquire whether you would wish to avail yourself of the opportunity of flying

- (a) The whole way to the United Kingdom, or
- (b) To Montevideo and then on by boat.

3. An early reply is requested.

*Campbell*  
Colonial Secretary.

*BU 23/11*

CC/JC

*HBS*  
*Whitney - ask W/T op. to talk to him re above pl.?*  
*See 67 / send him a signed.*  
*17/11*

- To: Mr. Campbell. - Reply 70
- Mr. T.I. Biggs.
- Mr. Draycott.
- Dr. Slessor.
- Miss H. Ippold. - Reply 76
- Mr. L. Gleadell. - Reply 70
- Mr. Elliott. - Reply 69
- Mr. H. Sedgwick. - Reply 70
- Mr. L.J. Halliday. - Reply 66
- Mr. Hasenholler. - Reply 75
- Mr. P.G. Summers. - Reply 68

*inf where applicable.*

Urgent.

0816/A.

Memorandum

17.11.54.

To The Honourable

The Colonial Secretary,  
Stanley.

From. Superintendent P & T  
Stanley.

65

With reference to your Urgent Memorandum No 0816/A of 16th November, 1954, I beg to advise you that Mr L.J. Halliday would like to fly as far as Montevideo only.

*J. M. ...*

Superintendent P & T

17.11.54



Act

Buf.

0916/17

67

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

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

10.11.54

To

PRIORITY ADMIN. OFFICES, SOUTH GEORGIA

DEVI/C

REPLY URGENTLY REQUIRED. NO 204 FALKLAND ISLANDS COMPANY GUARANTEE CHARTERED  
 FLYING BOAT APRIL STOP GRATEFUL LEARN WHETHER WHITNEY WISHES AVAIL ~~REPLY~~  
 or  
 OPPORTUNITY BRACKET A BRACKET TO FLY ALL WAY TO UNITED KINGDOM OR BRACKET B BRACKET  
 TO FLY TO MONTVIDEO.

SECRETARY

Time

21/54



Stanley,

17th November, 1954.

68

Sir,

With reference to your memorandum 0916/A dated 16th November, 1954. I do not wish to avail myself of the opportunity of travelling by air.

I am,

Sir,

Your obedient servant.

*P. Summers*

*Avf*

The Honourable,  
The Colonial Secretary,  
Stanley.

MEMORANDUM

No. 0916/A.

16th November, 1954.

Urgent.

To: Mr. Elliott,

From: Colonial Secretary,  
Stanley, Falkland Islands.

STANLEY.

I am directed to state that the Falkland Islands Company are contemplating chartering a flying boat from the United Kingdom to the Falkland Islands and return next April.

2. In the event of Government taking up any of the passages I am to enquire whether you would wish to avail yourself of the opportunity of flying

- (a) ~~The whole-way~~ to the United Kingdom, or
- (b) To Montevideo and then on by boat.

3. An early reply is requested.

(Sgd) C. Campbell.

Colonial Secretary.

HCS  
I would be interested  
in (a)

*[Signature]*  
17/11/54

CC/JC

*BOF*



70

Stanley,

18th November, 1954.

Dear Sir,

With reference to your letter of 16th November, I would wish to avail myself of the opportunity of flying to Montevideo only.

*L. Gleason*

The Honourable,  
The Colonial Secretary,  
STANLEY.

*File*

*P. make a schedule of replies for file: - to include verbal replies below:*

- H.S.S. Fly to M.V.*
- P.G.D. not flying*
- S.S.S. no firm decision*
- Missippold Fly to U.K.*

Write  
across

247	ZBH	at	22	1135	19/11/54	55	
Priority	Secretary	Key	-			60	
No. 200	Lord	at	at	Whitney	wishes	65	
to avoid	himself	of	the	offer	in	Bracket	70
A Bracket						75	
				Adm Officer		80	
						85	

Mr. Campbell	Fly to Montevideo	(Verbal see p.70)
Mr. P. Summers.	Not flying.	(See p.68).
Mr. T. I. Biggs	Fly to Montevideo	
Mr. Draycott	<i>not flying</i>	
Dr. Slessor	<i>not flying</i>	
Miss H. Lippold	Fly to United Kingdom	(Verbal see p.70)
Mr. L. Gleadall	Fly to Montevideo	(See p.70)
Mr. Elliott	Fly to Montevideo	(See p.69)
Mr. H. Sedgwick	No firm decision	(Verbal see p.70)
Mr. L. J. Halliday	Fly to Montevideo	(See p.66)
Mr. Hasenholler	" " "	
Mr. J. Whitney	" " UK.	

Bu 24/11 S.F.C

TELEGRAM.

From The Governor's Deputy

To H.E. the Governor, H.M.S. VERYAN BAY

Despatched : 25th November, 19 54 Time : 0915

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

CONFIDENTIAL. Falkland Islands Company charter plane. Company have not yet produced satisfactory details shewing necessity for requested subsidy of £2,500 but in meantime have enquired how many passages we wish to take up at rate of £40 Stanley to Montevideo and £200 Montevideo to United Kingdom.

2. Leaving aside the question of any passages we would require on grounds of urgency and necessity e.g. medical or insufficient accommodation on FITZROY a question of principle arises whether we should encourage the venture by taking up passages for such Government servants as wish to fly since air passages will be more expensive (e.g. FITZROY passage to Montevideo is £15).

3. While reserving an opinion on a straight subsidy I incline to the view that we should take up some passages but both Briscoe and Slessor dissent. As Company would like early reply I sought Standing Finance Committee's views on the principle and while wishing to hear views of camp members they personally were not in favour. Though dubious of the wisdom of incurring this additional expenditure the dissent arose principally from fear that we will be picking or helping to pick Falkland Islands Company's chestnuts out of the fire.

4. In view of this attitude I can only suggest obtaining written views of Executive Council and Camp Legislative Council members and deferring decision until your return.

5. Irrespective of the foregoing it occurred to me that we might advise Secretary of State of proposed charter and suggest that perhaps representative of Mediterranean Department should visit us. Grateful your instructions.

GOVERNOR'S DEPUTY

MINUTES OF A MEETING OF THE STANDING FINANCE COMMITTEE  
HELD IN THE OFFICE OF THE COLONIAL SECRETARY ON WEDNESDAY  
24th NOVEMBER, 1954.

Present The Honourable The Colonial Secretary, Chairman.  
The Honourable Mr. A.L. Hardy, B.E.M., J.P.  
The Honourable Mr. S.C. Luxton.  
The Honourable Rev. W.F. McWhan, M.B.E.

- Arising out of Minutes. 1. ~~Appointment of Additional Electrician.~~ The Chairman advised the Meeting that it was now probable that this Officer could be recruited locally.
- Headmaster, Darwin School. The Committee gave their approval for Government to negotiate a reasonable salary for this post.
- A.I.S.E's. 2. The Committee considered and approved the various Applications to Incur Supplementary Expenditure as detailed in the schedule attached hereto.
- Charter Flying Boat. 3. The Chairman informed the Meeting that a request had been received from the Falkland Islands Company Ltd. for Government assistance in the proposed charter of a Flying Boat from the United Kingdom in April and September of next year. The Company had approached Government for a direct subsidy but this matter was still under consideration pending full details of the Company's estimated loss. In the meantime, irrespective of the direct subsidy question, it was for consideration whether Government should support the venture by taking up some of the more expensive air passages for officers who would ordinarily travel by sea. Honourable Messrs Hardy and Luxton were utterly opposed to incurring any additional expenditure in this way and the Honourable Rev. McWhan was not prepared to approve without further details. All members however wished the matter referred to Camp members also for their views.
- Film Projector for Fox Bay E. 4. ~~Since a number of Government Officials and their families are resident at Fox Bay, it was decided to encourage the purchase of a Film Projector for this Station by contributing a quarter of the cost of the projector and a quarter of the Station's Film Library subscription.~~
- Government Horses. 5. Members confirmed their written approval of the expenditure of £100 to cover the importation of two horses from South America.
- Filing Clerk, Secretariat. 6. The Committee confirmed its written approval that this post should in future be included in the permanent establishment.
- Call to the Bar, Registrar, S.C. 7. Confirmation was also given to the Committee's written approval of the expenditure of £170 to offset part of the fees and expenses ~~in connection with Mr. Bennett's preliminary Bar examinations.~~

Chairman

Secretary

Port Stanley, November 17<sup>th</sup> 1954.



To

The Honourable, The Colonial Secretary,

through The Honourable, The Senior Medical Officer.

Sir,

65

I thank you for your Memorandum of Nov. 16<sup>th</sup> 1954.

I would be glad to avail myself of the opportunity of flying to Montevideo and proceeding to the United Kingdom by boat.

Yours obedient servant

*M. M. Miller*

*HCS - for information, please.  
M.M. 18/11/54*

*20/11*

Stanley Nov. 14th 1954

76



The Honorable The Colonial Secretary  
through  
The Honorable The Senior Medical Officer  
Stanley

MEMORANDUM  
No: 0916/A

Sir.

I thank you for the Memorandum  
of November 16th 1954

I would be glad to avail myself  
of the opportunity of flying  
the whole way to the United Kingdom

Hella Lippold

File #1

CONFIDENTIAL

No. 0916/A

29th November, 1954.

MEMORANDUM

Replies at  
82  
80  
84

From: The Colonial Secretary

To: Hon. Mr. K.W. Luxton, J.P.  
Hon. Mr. T.A. Gilruth, J.P.,  
Hon. Mr. W.W. Blake, J.P.

Chartered Flying Boat.

The Falkland Islands Company have informed Government that the cost of their chartered flying boats next year will be \$11,500 each and as they cannot estimate earnings in excess of \$9,000 per flight, they have enquired whether Government will subsidize the projects to the extent of the balance of \$2,500 per flight.

As however it has not been possible to reconcile these figures with the number of passages available (22 United Kingdom - Montevideo each way and 42 Montevideo - Stanley each way) and the proposed fare rates \$200 United Kingdom - Montevideo and \$40 Montevideo - Stanley), the Company have been asked for further and fuller details of their estimated loss.

No decision has therefore been reached on whether it is proposed to ask the Legislature to approve any direct financial assistance.

2. Assuming however that Government does not make any direct contribution, there is a further financial principle involved - namely, whether Government should nevertheless assist the venture by taking up some of the air passages which generally speaking are bound to be more expensive than the sea passages. There may of course be savings in hotel and other expenses in Montevideo and in officers' salaries, which could be offset, but it is safe to assume that, certainly for the Stanley - Montevideo flight, the air passage will be more expensive.

A comparative table of sea passages for Government servants is as follows:-

	Fitzroy	Andes	Alcantara	Highland	Total	Charter Plane
Executive Council Members	15	224			239	240
	15		210		225	240
Scale A1 and above	15			179	194	240
Scale B and below	15	137	137		152	240

See 63

N.B. B.O.A.C. passages Montevideo - United Kingdom cost £248.

3. Leaving aside any officers whom Government may wish to fly for medical or other urgent reasons there are at present some 12 Government passengers (officers and families) who would like to fly as far as Montevideo in April but who would ordinarily travel by sea. There is one who would like to fly the whole way.

The maximum excess of air over sea passages for this number (taking no account of possible savings) is estimated at approximately \$400.

4. Your early views on the principle of encouraging the venture by taking up air passages are therefore sought.

/The

The question has already been discussed with the Stanley Members of the Standing Finance Committee. Mr. Hardy and Mr. S. Luxton to quote their words are "dead against the idea" and Mr. McWhan was not prepared to approve without further details. They however wished the views of Camp members.

The feeling of Government is that, while reserving an opinion on the question of the direct subsidy, the venture should be encouraged at least to the extent of taking up passages. If the Colony is to have an external air service it must be accepted that some form of subsidy will be required even as the "Fitzroy" is subsidized by means of the mail contract.

Members will also recall the decision recorded at Minute 4 (a) of the 1953 joint Executive Council - Legislative Council Conference when the question of a \$10,000 per annum subsidy for a coastal air service was discussed. The following decision was recorded:-

"Honourable Members thought that such a service was long overdue and would support the subsidy proposed".

*C. Campbell*  
COLONIAL SECRETARY.

Copies to:-

Hon. Mr. S. C. Luxton  
Hon. Mr. A. L. Hardy, B.E.M., J.P.  
Hon. Mr. W. P. McWhan, M.B.E.

CC/VP

30th November, 1954.

To: All Members of Executive Council.

From: The Colonial Secretary,

---

Chartered Flying Boat.

77-78. I am directed to forward to you a copy of a Memorandum circulated to members of the Standing Finance Committee, which is self explanatory.

2. Both the subsidiary principle and the main principle of direct financial assistance will be discussed at the next meeting of Council when it is hoped that further details will have been furnished by the Falkland Islands Company.

3. The views of the Legislature on the subsidiary principle are being sought in advance as the Company are anxious to receive early information regarding passages.

4. In connexion with an external air service the attention of members is invited to Minute No. 17 of the Executive Council meeting held on the 11th of June, 1953.

(Sgd) C. Campbell

COLONIAL SECRETARY.

CC/VP

DARWIN HARBOUR.  
FALKLAND ISLANDS.  
1st. December. 1954.

The Colonial Secretary,  
Secretariat.  
STANLEY.

CHARTERED FLYING BOAT.

77

Sir,  
Reference your Memorandum No.0916/A, dated 29th. Nov.

I agree that fuller details should be submitted by the Falkland Islands Company. Certainly the Legislature cannot be asked to approve any direct financial assistance on the figures available at the time of writing.

2. Setting aside the question of whether Government are to contribute to any estimated loss - I see no reason why they should not avail themselves of air passages for such of their Officers as may wish to travel by this means. By so doing, Government would assist directly in the venture.

3. Para 4 of your Memorandum is not quite clear. When you say that Messrs Hardy and Luxton are "dead against the idea" - do you mean that they do not wish the Aircraft to visit the Islands at all ? This would seem rather shortsighted and foolish. Do they mean that Government should refuse to assist in any financial loss ? Which after all, might be understandable. Or, are they against the idea of Government Officers being booked to travel by this means ?

*Answered*

I am,  
Sir,  
Your obedient servant,

*L. G. Gilman*

*P/M*

*Pf case from 79.*

4th December,

54.

To: Harbourmaster,

From: Colonial Secretary.

STANLEY.

Proposed Charter Flights.

60  
With reference to the proposed charter flights in April and September, 1955.

Can you please consider in consultation with the Superintendent Posts and Telegraphs and the Chief Meteorological Officer what improvements are required and can be made in our previous system.

48-50  
 To refresh your memory I append copies of relevant minutes written in 1952.

*Replied at 83-191*

(Sgd) C. Campbell.  
 Colonial Secretary.

Copies to: Asst. Posts & Tels.  
 Chief Met. Officer.

cc/JC

*BU 15/12.*



82

Chartres  
Falkland Islands  
11th December, 1954.

Sir,

74  
77

I refer to the minutes of a meeting of the Standing Finance Committee held on 24th November and to your communication of 29th November.

Charter Flying Boat. Is it not possible that of Government guaranteed some return passages that the amount which it is proposed to pay the Falkland Island Co Ltd in subsidy could be considerably lessened. Only if this were so would I agree to Government taking these more expensive passages for Officers going on leave.

I still think an external air service should be encouraged and subsidised but not to the extent of £10,000 for two flights per annum.

I am Sir

Yours faithfully

A handwritten signature in dark ink, appearing to read "A. L. Carter". The signature is written in a cursive style with a large initial "A".

The Hon. Colonial Secretary

Stanley

MEMORANDUM:

83

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

0916/A.

10th December, 19 54.

Honourable Colonial Secretary,

Stanley.

Chief Meteorological Officer,

Stanley, Falkland Islands.

SUBJECT :-

Proposed Charter Flights. - 81

50 I have only one addition to make to my minute of 25th June, 1954. If landing control takes over 30 minutes before landing, we should pass two reports, one when contact is made and the last 10 minutes before E.T.A. All reports, including these in my minute under reference will be in the current international codes.

2. Meteorological Montevideo should be advised in ample time. Should I do this direct please !

C. A. Haslam

BOF

C.M.O.

10.12.1954.

Copied to S.P.T. & H.M.  
for information.

Confidential

84

Hill Cove

Dec. 11th.

Dear Sir,  
77

With reference to your Confidential memo. dated 29th November, I am in favour of Government support for the flying-boat venture both by taking up passages to the fullest extent possible and by direct subsidy to an extent not exceeding the Company's proved loss on the two flights.

In my opinion the Falklands will remain uncomfortably and inconveniently off the map until there is an air link with the mainland; and any pioneering in that direction deserves every encouragement.

Yours faithfully

W. Blake.

~~Notes~~  
~~W. H. Blake~~  
~~Blake~~ for ~~Newton - 1940~~

85

Extract from letter from Hon. Mr. H.C. Harding, J.P.  
to Hon. Col. Sec. of 3.12.54.

(Original filed in 1636 - Pay, Allowances and  
Conditions for Stanley Workers).

.....

5. Chartered Flying Boat. Although the Government made a direct contribution towards the pioneer flight of the first chartered aircraft that came to the Colony from the United Kingdom, I should not be prepared to recommend that they should do so in the present instance, although I realise this attitude would have to be reconsidered. I support the suggestion that Government should assist the venture of chartering this second flying boat by taking up some of the air passages even although they are bound to be more expensive than the sea passages.

.....

15th December, 1954.

CONFIDENTIAL

From: The Colonial Secretary,

To: The Hon. Mr. S.C. Luxton  
" " Mr. A.L. Hardy, B.E.N., JP  
" " Mr. W.F. McWhan, M.B.E.Subject: Falkland Islands Company Charter Flight

74  
~~80, 82, 84~~  
 With reference to Minute No. 3 of the Minutes of the Meeting of the Standing Finance Committee of the 24th of November, 1954, I enclose for your information the copies of the replies received from the three Camp Members.

2. It will be noted that leaving aside the question of a direct subsidy which has not yet been referred officially to the Legislature both Mr. Gilruth and Mr. Blake are clearly in favour of Government supporting the venture to the extent of taking up passages. Mr. K. Luxton appears to have misinterpreted the circular and talks about lessening the subsidy it is proposed to pay. He also refers to £10,000 for two flights which was not even asked for by the Falkland Islands Company.

It is not proposed to pay any subsidy at present and if subsequently this is thought desirable the matter would be referred to members again. Leaving aside the direct subsidy question Mr. K. Luxton would appear to favour taking up passages.

Reply at 89  
 3. Mr. McWhan is accordingly asked if he would now be good enough to record a firm decision on the question of taking up passages only and Messrs. Hardy and S. Luxton are asked to record whether they wish to vary their original opinions.



COLONIAL SECRETARY.

CC/VP

Copy to Sec. Standing Finance Committee.

15th December, 54.

Sir,

64

I am directed to refer to my letter No. 0916/A of the 16th of November, 1954, on the subject of the charter plane and to request that a booking may be made for Mr. & Mrs. F.K. Elliott and child on the April charter as far as Montevideo. Details of other Government bookings will be sent shortly.

I am,

Sir,  
Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Manager,  
Falkland Islands Company, Limited,  
STANLEY.

Reply at 90

CC/VP

Copy to Secretary, Falkland Islands Dependencies Survey.

Extract from the Minutes of a Meeting of Executive Council  
held 15th December, 1954.

---

0916/A.

6. Charter Planes.

Council advised that Government should support the venture by taking up passages for Government leave personnel who wished to fly either to Montevideo or direct to the United Kingdom.

The question of a direct subsidy was deferred pending the receipt of further information from the Falkland Islands Company.



Clerk of the Executive Council.

Stanley.

14<sup>th</sup> December 1954.

To: The Hon. the Colonial Secretary.  
Secretariat,  
Stanley.

Dear Sir,

I wish to acknowledge your communication of 15<sup>th</sup> December, and to state that I am in favour of supporting the venture of the Falkland Islands Company Charter Flight to the extent of Government taking up passages.

Yours sincerely,  
W. F. McWhin.

ACB P20 draft P.C. pay names  
& numbers of present bookings.

20/12

0916/A

23rd October,

54.

Sir,

87

I am directed to refer to my letter No. 0916/A of the 15th of December, 1954, and to forward herewith Government's provisional passage requirements (to date) by charter plane in April:-

To the United Kingdom.

Miss H. Lippold  
Mr. J. Whitney.

To Montevideo only.

Hon. Mr. & Mrs. Campbell and two children  
Mr. & Mrs. F.K. Elliott and one child  
Mr. & Mrs. L. Gleadell and one child  
Mr. & Mrs. W. Hasenholler  
Mr. L.J. Halliday.  
Mr. & Mrs. T.I. Biggs and three children.

I am,  
Sir,  
Your obedient servant,

(Sgd) J. Bound

for COLONIAL SECRETARY.

The Manager,  
Falkland Islands Company, Limited,  
STANLEY.

*See Note for Mr. Lounsbury to Mr. L.?*  
*Q*  
*24/12*

*Yes*  
*3/1*

JB/VP

*Office*  
*accy. pl.*  
*Q*  
*3/1*

*acs*  
*Noted, L.Y.*  
*6/11/55*

H.C.S.

Proposed Charter Flights. Loc 81

The Sen. Met. Off. & I agree that it would be best to take over 30 minutes before landing as suggested by S.P.T. & we have also agreed to have a combined approach control station either in the Met Office or in my office depending upon the availability of the respective R/T sets, but preferably in the Met. Office. There will be no difficulty in arranging this provided, as pointed out to me by the S.P.T., we carry out the control completely ourselves & do not allow any third party to communicate with the aircraft, either on the same or a different frequency.

2. As regards landing instructions & harbour control, that can be similar to last time, Sen being stationed in the "Alert" with an R/T set.

fh  
3.1.

8

93

RECORD OF MEETING HELD AT GOVERNMENT HOUSE ON 18/1/55  
BETWEEN HIS EXCELLENCY THE GOVERNOR AND MR. L.W.H. YOUNG,  
MANAGING DIRECTOR, WALKLAND ISLANDS COMPANY, LIMITED,

(Original filed in 0643 - Records of conversations with  
Manager, F.I.S.)

.....

2. F.I.S. Charter planes in 1955. In view of the  
lack of interest displayed by the Aquila Company, Mr. Young  
reported that he had been reluctantly compelled to abandon  
the scheme.

.....

KIV 92  
Pa.  
3/1