

C.S.O.

TRN/AVI/2#9

(Formerly)

270/B/II

SUBJECT:

MALDEN ISLANDS GOVERNMENT AIR SERVICE.

Licences.

176 - GOVERNOR'S AUTHORITY RE LICENCES - 176

CONNECTED FILES.

NUMBER AND YEAR.

NOT TO LEAVE C.S.O. WITH OUT
C.S.'s AUTHORITY.

0270/B

155

Air Mail

27th August, 53.

Sir,

57A

I am directed to refer to the correspondence ending with your letter SG. P.1688/RL1(a) of the 15th of January, 1951, on the subject of the grant or renewal of Commercial Pilots' licences held by Falkland Islands Government Air Service pilots.

2. These pilots are normally engaged from the United Kingdom on short term contracts and it has been the practice when their United Kingdom licences have expired to issue them with appropriate local licences.

3. The pilots have however made representations that under this system they automatically lose the privileges of their United Kingdom licences and on return to England they are required to sit certain examinations to revalidate them.

I am to enquire therefore if it is possible for powers of renewal to be delegated to the Governor provided that the necessary medical certificate was forwarded to your Ministry.

4. Your assistance is also sought on the question of licence endorsements. You will appreciate that in so small a Colony no examination facilities for aircrew exist in so far as Type Rating and floatplane endorsements to the licence are concerned.

Both the present pilots have been granted a temporary local floatplane endorsement and they now require a Beaver endorsement. It would be of the greatest assistance if you could forward two sets of examination papers for the floatplane endorsement and two sets of papers of the A.R.B. technical examination for the Beaver so that the pilots may sit these examinations and the papers would then be returned to you for correction. If a further set of practice papers could be sent with these it would also be greatly appreciated, since this would give the pilots some indication of what will be required from them in the examination. Suitable arrangements for invigilation would, of course, be made.

I am,

Sir,

Your obedient servant,

Reply at 158

(Sgd) C. Campbell

COLONIAL SECRETARY

Ministry of Civil Aviation,
Ariel House,
Theobalds Road,
LONDON, W.C.1.

Am.
9.1.

H.C.S. Noted

156

CERY 3366

Extn.



MINISTRY OF CIVIL AVIATION,
ARIEL HOUSE,
THEOBALDS ROAD,
LONDON, W.C.1.



26 August, 1953

Ref: SG116/85/010/Medical
Your Ref: 0270/B

Dear Sir,

152
Vol I

With reference to your letter dated 12th August, 1953, requesting a supply of MCA Forms 547 and 549, a supply of MCA Forms 547 and 543 are enclosed.

MCA Form 543 replaces MCA Form 549. It is now unnecessary to send copies of MCA Form 543 to this Ministry. This form should be used only when the examinee desires to renew his licence locally, when a copy should be despatched to The Governor of Falkland Islands, or may be handed to the licence holder.

Yours faithfully,

[Handwritten signature] B.P.

Colonial Secretary,
Stanley,
FALKLAND ISLANDS.

Rec. PMA in
consultation with
1074.
25/9

Sms.
Jur.

10 note & withdraw forms, pl.

Rec. Noted. Longman 25/9. 29/9.

RC

AIR MAIL

158

Telephone No. CHANCERY 3366 Ext.

MINISTRY OF CIVIL AVIATION,
ARIEL HOUSE,
THEOBALDS ROAD,
LONDON, W.C.1.

Correspondence on the subject of this letter should be addressed to
THE SECRETARY,
MINISTRY OF CIVIL AVIATION.....

10 OCT 53

and should quote the reference

SG40/037:TL1b

22nd - September, 1953

Your reference.....

Dear Sir,

Thank you for your letter dated 27th August, 1953.

155

2. I wish to point out and confirm that your delegation of power to act on United Kingdom licences granted under the Air Navigation Order 1949, which includes authority to renew, vary, or cancel aircrew licences granted under Article 20, is still valid and in force. There is, therefore, no reason for United Kingdom pilots letting their licences expire while serving in the Falkland Islands and thereby incurring re-examination on their return to the United Kingdom, provided that they meet the normal renewal requirements.

3. I have been in touch with the Air Registration Board about the technical examinations on the float plane and the Beaver. They would like to have further information

/about

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
Falkland Islands.

WLF

Reply at 161

See 163

A

about the pilots sitting the examination before they will consider the matter, i.e. their names and nationality and the types of licences they hold. They also state that they have never conducted examinations in the Falkland Islands before and wonder why the needs of your pilots cannot be met by the licensing authority who issue the local licences.

Yours faithfully,

C. + Seave

AM = B
P20 consider the case.

C
13/10
They P20 supply me with information
at x1 above & I will write in
& explain our reasons for
wanting exams. @
17/10

H.C.S.

NAMES.

NATIONALITY.

U/K COMMERCIAL
PILOTS LICENCE

DEVRELL, Francis John.
NUCKLE, John Sydney Rodney.

British.
British.

36500
37078

[Handwritten mark]
- 17. x.

60. 17. 10. 53
26/00

19th November,

53.

Sir,

I am directed to refer to your letter No. SG40/037:TL1b of 22nd September, 1953, and to thank you for the information contained therein.

2. The details of the Falkland Islands Government Air Service pilots you require are as follows:-

NAMES.	NATIONALITY.	U/K COMMERCIAL PILOTS LICENCE
DEVRELL, Francis John.	British.	36500
HUCKLE, John Sydney Rodney.	British.	37078

I am,

Sir,

Your obedient servant,

(Sgd) G. Campbell

COLONIAL SECRETARY.

The Secretary,
Ministry of Civil Aviation,
Ariel House,
Theobalds Road,
LONDON, W.C.1.

159

MM (159) C

I have forgotten what the reasons were - can you please refresh my memory!

3/12

As this licence business is a little complicated, I am putting the details down fairly fully on paper so that they will be available for future reference.

1. There are five categories of licence issued in the U/K under the I.C.A.O. agreement:-

- (a) Student Pilot
- (b) Private Pilot
- (c) Commercial Pilot
- (d) Senior Commercial Pilot
- (e) Airline Transport Pilot


2. All these licences carry certain privileges initially, and these privileges may be extended by the holder passing further examinations. I will take my own case (I have enclosed my licence at back cover for reference). I am allowed to fly any form of Auster landplane for hire or reward in any country in which an I.C.A.O. licence is recognised provided that my licence includes an up-to-date Certificate of Validity. This certificate of validity is re-issued at six monthly intervals provided:-

- (a) An appropriate medical examination has been passed
- (b) Six hours flying has been carried out during the previous six months

3. The limitations of classes and types for which the licence is valid are specified under head XII. In my case you will see that under 'class' 'landplanes' have been entered. Before flying seaplanes I should pass another examination on seamanship and have had a certain amount of actual flying experience on seaplanes with a qualified pilot, after which 'seaplanes' would be entered in the licence where indicated in pencil.

4. Similarly, under 'types in Group 1' you will see 'Auster Variants'. Before flying the Beaver, an addition such as has been made in pencil in this section would be required, which is usually made after passing an examination of the aircraft concerned and flying experience with the aircraft under the instruction of a duly qualified pilot.

5. Theoretically H.E. may make these endorsements, but I do not think he should be asked to do so until the necessary examinations have been carried out by both Devrell and I - we are both in exactly the same position. The objects of these exams are to check that a pilot does understand the class or type of aircraft completely, and is conversant with the necessary safety measures. Obviously we cannot examine ourselves and no other examination board is in existence here. If London will agree to carry out 'externals' for us, then we shall be completely covered for these endorsements

 12.8.11

21st December, 53.

Sir,

158
161

I am directed to refer to your letter SG40/037:TL1b of the 22nd of September, 1953, and my letter No. 0270/B/II of the 19th of November, 1953, on the subject of licensing of Falkland Islands Government's pilots.

2. Though there would appear to be no legal necessity for these pilots to sit for examinations before receiving local licences it would be both reassuring for the pilots themselves and for the licensing authority to know that the standards here are similar to those required in the United Kingdom: and the only method of assessing this is for the pilots to pass equivalent examinations.

I am,

Sir,

Your obedient servant,

(Sgd) C. Campbell

COLONIAL SECRETARY.

The Secretary,
Ministry of Civil Aviation,
Ariel House,
Theobalds Road,
LONDON, W. C. 1.

BU. 15/12/53 K.

165

NYC 21

Tel. No.:

Correspondence on the subject of this letter should be addressed to

THE SECRETARY
MINISTRY OF TRANSPORT &
CIVIL AVIATION.....

and should quote the reference

SE 40/16/05: Th (B)

Your Ref.....

MINISTRY OF TRANSPORT &
CIVIL AVIATION.

Ariel House,
Theobalds Road,
W.C.1.



30^e

Nov. 53.

Dear Sir,

You will remember that on 1st October, 1953, the Ministry of Civil Aviation was merged with the Ministry of Transport and that our title is now the Ministry of Transport and Civil Aviation. New rubber stamps are therefore required for U.K. aircrew licences and I am enclosing one oblong and one circular stamp for your use. The old rubber stamps should be destroyed.

The enclosed sticky labels should be affixed to the inside front cover of all aircrew licences and also on any forms or documents which contain references to the old title.

About the middle of December we anticipate moving to BERKELEY SQUARE HOUSE, BERKELEY SQUARE, LONDON, W.1. and all communications after that date should be forwarded to that address.

Yours faithfully,

C. H. Reel

GOVERNOR AND C. I. N. C.,

PORT STANLEY,

FALKLAND ISLANDS.

H/M.

Mc. 18

1-54

25th January,

54.

Sir,

I am directed to forward herewith a Medical Certificate in respect of Mr. P.J. Devrell, Government Air Pilot.

I am,

Gentlemen,

Your obedient servant,

(Sgd) C. Campbell

C
COLONIAL SECRETARY.

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

*Bu 12/2
(1/1)*

Telephone No.: MAYFAIR 9494

EXT.....

Any reply to this communication should quote the following reference

SG 40/037:TL1(b)

Your Ref. 0270/B/11



MINISTRY OF TRANSPORT
AND CIVIL AVIATION,
BERKELEY SQUARE HOUSE,
LONDON, W.1.

21st January, 1954.



BY AIR MAIL

Dear Sir,

With reference to your letter dated 19th November 1953, I passed the information you supplied to the Air Registration Board and they advise that the two pilots have already passed the Board's technical examination for Auster aircraft and although floats have been fitted to one or more of the Auster aircraft in the Falkland Islands, it would appear that an endorsement "Auster Variants" will include any of the types of Auster already certificated fitted with floats. In the circumstances, little purpose would be served in repeating the examination which the pilots have already passed. They must, however, pass an examination in Seamanship and obtain a certificate signed by an Instructor to the effect that he considers them qualified to fly floatplanes of the Auster type, before a "Seaplane" class rating may be added to their licences. They must have this rating before they may fly British registered float planes.

I am afraid that we cannot forward specimen papers of the seamanship examination but I am enclosing notes on the Syllabus and books for study. Papers for an actual examination will be forwarded on request and the fee for examination is 10s. 0d. each applicant.

With regard to the "Beaver", there are only two on the UK register, one of which is classified in the Certificate of Airworthiness in the "Private" sub-division and the other in the "Special" Category. Because they are not classified in the "Public Transport" sub-divisions there has been no need for the Board to set up any examination standards and it is questionable whether the cost of setting up standards would be justified in relation to the aircraft registered in the Falkland Islands, particularly as the type used may be different from the two on the UK register.

We do not propose therefore to make any arrangements for examining the pilots in respect of the "Beaver" aircraft.

Yours faithfully,

5. SEAMANSHIP SYLLABUS
- 5.1 Abbreviations of importance to seaplane pilots used in Admiralty charts and plans.
 - 5.2 The Regulations for preventing Collisions at Sea. Lights to be carried by ships. Signals of distress.
 - 5.3 The uniform system of buoyage.
 - 5.4 A general knowledge of tides:—H.W., L.W., M.H.W.S., M.L.W.S., M.H.W.N., M.L.W.N., Chart Datum.

2000
you comment. you planning that an... regulations etc. on... us but you seem to be finally this one!
11/2

The Colonial Secretary,
Colonial Secretary's Office,
Stanley,
Falkland Islands.

Books.

APPENDIX V—cont.

SEAMANSHIP


Conventional Signs Sheets for Admiralty Charts	Potter
Statutory Rules and Orders (1910), No. 113	H.M.S.O.
Admiralty Manual of Navigation (Vol. 1)	H.M.S.O.

169

H.C.S.

Please note the sentence underlined. It was to overcome this difficulty that Devrell & I wanted examinations, but it appears unlikely that the M.C.A. will arrange these.


The only way around this now is for H.E. to issue us with local licences with the appropriate licence ratings included, but I am not over keen to recommend this as he will be doing so without our having qualified. It amounts to the fact that the U.K. do not regard us as qualified to fly seaplanes, & we are going to say that we know better than the M.C.A. & consider that we are!

 21.2.

H.M. But H.E. (165) indicates that they will send recommendations exam papers here. Is that no help? I'm done at convenience.

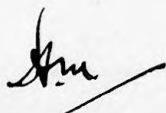
H.C.S.

I feel that in view of their stipulation about an instructor signing a certificate to say we can fly an auster seaplane we shall not get any further with the M.C.A. Will discuss.

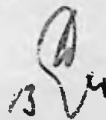
 9.3.

BN 9/4/54

Ask our friends at convenience.



Accy. R. 13/4.



This difficulty has been finally resolved by endorsing local pilots licences with the seaplane ratings, and in Devrell's case, a Beaver rating. This is strictly in accordance with the law as it stands at present, although it has wandered considerably outside the spirit of the same law! It appears to be the most satisfactory solution we can reach however, and I cannot continue this struggle indefinitely for purely altruistic motives.

[Handwritten signature]
PMA
28/5

Mr. M.

wd you pl. have a copy of 158/159 made
for Mr. Devrell. (address is to him)
wt 28/5

Mr. M.

Copy ~~sent to~~ sent to Mr. Devrell.

VP: i/c/su. *[Handwritten initials]*

MEMORANDUM.

26.8.54.

171

From:- The Senior Medical Officer,
Stanley.

To:- The Honourable,
The Colonial Secretary,
Stanley.



Pilot's Medical Examination.

Completed forms are attached.

I would be grateful if you would forward them to The Ministry
of Civil Aviation (Medical 1), 19/29, Woburn Place, London, W.C. 1.

[Handwritten signature]
Senior Medical Officer.

Wap.

See 172.

27th August,

54.

BY AIR MAIL

Sir,

I am directed to forward herewith a Medical Certificate in respect of Mr. F.J. Devrell, Government Air Pilot.

I am,

Sir,

Your obedient servant,

(Sgd) W. Hirtle

for COLONIAL SECRETARY.

See 171

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

*fax
20/8*

173

Any further communication should be addressed to:—
THE SECRETARY
 The following number should be quoted:— **SG. 40/16/05:TL1(B)**

Telegraphic Address:
**"TRANSMINRY, LONDON
 TELEX"**

Telephone No.: **MAYFAIR 9494**
 Extn.



**MINISTRY OF TRANSPORT
 AND CIVIL AVIATION,
 BERKELEY SQUARE HOUSE,
 LONDON, W.1.**



9th September, 1954.

Your reference

Dear Sir,

With the introduction on 1st August, 1954 of the Air Navigation Order, 1954, there came into force three main changes relating to aircrew licences.

Firstly, the Instrument Rating period of validity has been changed from TWELVE to THIRTEEN months and to bring the certificate of validity into line the word "TWELVE" in line five of paragraph five should be altered to "THIRTEEN" and the alteration stamped and initialled. We are of course arranging for this to be amended at the next reprint.

Secondly, the two year validity privilege for Student and Private Pilot's Licences has been extended to those applicants who are under 40 years of age.

Thirdly, holders of Commercial Pilot's Licences (flying machines) may fly public transport aircraft up to 12,500 lb. maximum authorised weight on scheduled as well as other journeys, if their licences include an Instrument Rating. Holders of Senior Commercial Pilots' Licences (flying machines) may fly passengers in

**Governor and Commander in Chief,
 Port Stanley,
 Falkland Islands.**

/public
 [Signature]

174

In envelope at cover.

public transport flying machines up to 30,000 lb. maximum authorised weight instead of up to 15,000 lb. To bring the licences up to date I am enclosing a dozen copies each of the gummed labels for the Commercial and Senior Commercial Licences. They should be stuck over the existing paragraph XIV - Privileges of the Licence.

I trust that these points and the action to take are quite clear but if you have any queries please do not hesitate to write.

Yours faithfully,

C. N. Reeve

*dm
above pl.
copy
pics
2/10/53*

See 174

Records: Recalled for 175
dm
18/2/53

COM.160/200/Ot.



173
✓

Saving

0142

From the Secretary of State for the Colonies.

To the Officer Administering the Government of FALKLAND ISLANDS.

Date 19 January, 1955.

No. 15 Saving

19m 0270/b

My savingram No. 71 of 3rd May, 1949.

Renewal of United Kingdom Aircrew Licences.

The delegation of power in your favour enclosed with the savingram under reference was made under the United Kingdom Air Navigation Order, 1949, now revoked by the Air Navigation Order, 1945.

176

I enclose, therefore, a fresh delegation signed by the Minister of Transport and Civil Aviation and I should be grateful if the old authority could be returned for cancellation.

SECEP.

Reply at 178

FMA



MINISTRY OF TRANSPORT AND CIVIL AVIATION

CIVIL AVIATION ACT, 1949

AIR NAVIGATION ORDER, 1954

THE MINISTER OF TRANSPORT AND CIVIL AVIATION in the exercise of his powers under Article 66 of the Air Navigation Order, 1954 (hereinafter referred to as "the Order")

HEREBY AUTHORIZES the Governor and Commander-in-Chief in and over the Colony of the Falkland Islands and its Dependencies, or the person for the time being holding the office of the Governor and Commander-in-Chief in and over the said Colony and its Dependencies, to exercise the following powers and to perform the following duties of the Minister in the said Colony and its Dependencies, the Articles of the Order hereafter referred to being read in each case in conjunction with Article 75(2) thereof:-

1. to renew in accordance with Article 23(3)(a) of the Order licences granted by the Minister under that Article (licences to members of operating crew) on application being made and on his being satisfied that the applicant is qualified in accordance with the Minister's requirements as defined in that Article to have the licence renewed, and for that purpose to issue on the occasion of such renewal a certificate of validity specifying the further period, not exceeding the prescribed period, for which the said licence is to remain in force; and, on any such application being made, to require the applicant to satisfy him the said Governor and Commander-in-Chief as to his qualifications in accordance with all or any of the requirements applicable with respect to the grant of a licence of the class to which the application relates;
2. (i) to delete in accordance with Article 23(4)(a)(iv) of the Order a rating included in a licence granted by the Minister under that Article at any time while such licence remains in force if he is satisfied that it should no longer be included in that licence;
- (ii) to impose in accordance with Article 23(5) of the Order with respect to any particular licence granted by the Minister under that Article, on the renewal thereof or at any time during a period for which it remains in force, any special limitation on or in connection with the exercise of the privileges conferred by the licence for which there appears to him to be sufficient ground, to enter any such limitation in the licence, and at any time to remove the same upon his being satisfied that it need no longer be imposed;
- (iii) where any privilege in a licence granted by the Minister under Article 23 of the Order is limited as to the type of aircraft with respect to which it is conferred, to extend in accordance with Article 23(6) of the Order, at any time while the licence remains in force and upon application being made, the rating limiting the effect of the privilege to cover additional types of aircraft if he is satisfied that the applicant is qualified in accordance with the requirements as defined in that Article to have the rating so extended;

PROVIDED that the authority given under sub-paragraphs (i), (ii) and (iii) above shall extend only to the following ratings:-

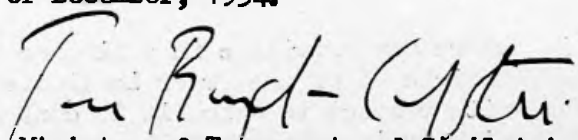
- 177
- (a) ratings in Pilots' licences (Flying Machines) specifying the types of flying machine which the holder of the licence may fly as pilot in charge or as second pilot;
 - (b) ratings in Flight Engineers' licences specifying the types of aircraft in which the holder of the licence is entitled to act as flight engineer,

and shall be exercised in accordance with the Minister's current requirements with regard to such matters duly published or otherwise notified;

- 3. when a licence has been granted by the duly competent authority in any part of Her Majesty's dominions outside the United Kingdom or in any foreign country, to issue and from time to time renew, in accordance with the provisions of Article 24 of the Order including the proviso thereto, a validation conferring on such licence subject to such conditions and limitations and for such period as he, in accordance with any requirements or instructions of the Minister duly published or otherwise notified with regard to such matters, shall think fit the same validity as if such licence had been granted under the Order;
- 4. to renew in accordance with Article 34(3)(c) of the Order aircraft radio maintenance engineers' licences granted by the Minister under Article 34(3) thereof on application being made and on his being satisfied that the applicant is qualified in accordance with the Minister's requirements as defined in that Article to have the licence renewed, and for that purpose to issue on the occasion of such renewal a certificate of validity specifying the further period not exceeding the prescribed period, for which the said licence is to remain in force;

and on any such application being made, to require the applicant to satisfy him the said Governor and Commander-in-Chief as to his qualifications in accordance with all or any of the requirements of the Minister applicable with respect to the grant of such a licence.

DATED this 31st day of December, 1954.


Minister of Transport and Civil Aviation

F. I. ref: 0270/H/II

C. O. ref: COM 160/200/01

178

SAVING TELEGRAM.

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

To: The Secretary of State for the Colonies.

Date: 21st February, 1955.

No. 11. SAVING. COLONY.

175

Your Saving Telegram No. 15 of 19th January, 1955.

Renewal of United Kingdom Aircrew Licences.

Old authority returned for cancellation as requested.

GOVERNOR.

179

Am.

174 pt.

wifes

21/2/55.

H.C.S.

Kerr's & my licences amended accordingly.



24. 2.



25/2

180
Telegrams: TRANSMINRY LONDON TELEX
(CIVIL AVIATION) CIVILAIR LONDON TELEX

Telephone No.: MAYFAIR 9494

EXT.....

Any reply to this communication
should quote the following reference

SG. 40/037. TLL(B)

Your Ref. 0270/B/11



MINISTRY OF TRANSPORT
AND CIVIL AVIATION.

BERKELEY SQUARE HOUSE,

LONDON, W.1.

BY AIR MAIL

2nd

February, 1955

Dear Sir,

We have recently received a visit from Mr. F.J. Devrell, who has returned from the Falkland Islands.

2. The records of this office showed that his Commercial Pilot's Licence had expired on 28th January, 1953, but that he had had medical examinations at six monthly intervals in Port Stanley. On inspection, it was noticed that his licence was current until January 1955. No information had been received that you had ever renewed his licence or that you had endorsed his licence for Seaplanes and the Beaver D.H.C.2 (Floatplane).

3 According to your letter dated 19th December, 1953, quoting the above reference, a Mr. J.S.R. Huckle is also stationed in the Falkland Islands. Our records show that his Commercial Pilot's Licence expired on 20th November, 1953 and his Private Pilot's Licence on 4th September, 1954.

4 Will you, therefore, please forward to this office a record of each renewal and alteration that you may have effected to Mr. Devrell's licence and Mr. Huckle's licence(s). In this connection, you will appreciate that while you are authorised to renew U.K. aircrew licences, it is essential that this office should be advised of the action taken by you. (Page 27, para. 87 and Page 32, Appendix "B" of M.C.A.F. 69 refer).

5 I wish to add that it is NOT in order for you to endorse United Kingdom licences for seaplanes before the applicant has passed an examination in seamanship, nor is it in order for U.K. licences to be endorsed for any types of aircraft without the A.R.B. examination having been passed. In the case of the Beaver, this aircraft should not be endorsed on Commercial Pilot's licences, as those on the U.K. aircraft register are classified in the Certificate of Airworthiness, in the "Private" sub-division and the "Special" category only. They are not classified in the "Public Transport"

Colonial Secretary,
Colonial Secretary's Office,
Stanley,
Falkland Islands.

Ref. for not me with 1720 /sub
do not lose sight of 2720

Reply at 196

181



sub-division and can only be flown on a Private basis and not for hire and reward. In addition, the types of Beaver registered in the Falkland Islands, may be different to those on the U.K. register.

I trust we shall hear from you in due course.

Yours faithfully,

Chris Rees

Am.

*Could you look into this & p.u. a
draft reply for mail leaving on 15th March, pl.*

J. [Signature]
7/3.



182

LICENCES.

The latest letter from the M.C.A. makes the U.K. licences used by Kerr & I invalid. To legalise this situation we should therefore immediately issue Falkland Islands licences appropriately endorsed to cover our flying operations, and inform the insurance company accordingly. This notification should be worded to avoid any inference that we are lowering the standards required of the pilots.

So far as the Government is concerned the situation will then be legalised: but that does not help Kerr or I much. Kerr specifically asked and was informed before taking his appointment that his U.K. licence would be safeguarded while serving in the Colony. Indeed, it would be practically impossible to obtain a U.K. pilot for service here, unless this was so. Now we shall be unable to do this renewal as the pilot is required to have experience on the type(s) and class during the previous six months before renewal. If we remove seaplanes and Beavers we are left without these conditions.

I do not think it will be possible to make the M.C.A. budge to the extent of allowing us to add these endorsements, and the best we can insist on is a firm promise that the U.K. licence will be renewed by them "as was" upon the pilots return to the U.K. upon his production of a valid Colony licence in lieu. This would not be altogether satisfactory, as one of the very few advantages of flying here is that one obtains seaplane and Beaver experience, and if this cannot be recognised on a U.K. licence, even this advantage will disappear.

I consider that this letter could best be approached from a high level (Governor through S. of S.) to get the maximum concessions from the M.C.A. As this is a matter of considerable importance to Kerr & I professionally, I should be grateful if we might discuss this with H.E.

The delegated powers given to H.E. includes the right to add types to our licences provided he is satisfied that we are duly qualified. It was under this power that the Beaver was added, but apparently with regard to the latest M.C.A. letter, this is not an aircraft approved for operation by U.K. Commercial pilots.

Adding the seaplane endorsement would not be legal under the new delegation of powers, although I believe that it was under the old. This unfortunately cannot now be checked as the old authority has been returned.

I regret that the notifications of renewals required under M.C.A.P. 69 have never been sent owing to an oversight on my part. In view of the fact that we have never previously received any query on this subject, I never had occasion to look up the relevant paragraph, which of course I should have done. However, the M.C.A. were aware of the fact that we did in fact renew licences here, as is evidenced by the fact that Kerr was informed of this at the M.C.A. before leaving the U.K. There was also the battle with Spencer of course.

Kerr and I feel that little good will be gained in trying to obtain legal help at present from BALPA as we are unfortunately in the wrong: until the Beaver is recognised as an approved type in Britain for commercial operation we cannot expect the M.C.A. to endorse our licences. As soon as it is so recognised, then it would be an altogether different matter, and we should be in a good position to reopen the battle. There is little point in struggling for the seaplane endorsement to be recognised at present (this would entail the M.C.A. waiving the check flight by a qualified instructor), since the licence would still lapse on the Beaver issue.

I should like to emphasise that so far as the Government is concerned we are legally completely covered by issuing local licences (provided that the insurance company do not quibble of course). The only real worry is a personal one for Kerr & I, where naturally the Government has a responsibility.

 . 16. 5.

A

A.C.

(182)

The immediate action required is

- a) Issue local licences
 - b) Send the returns required in (180).
- See arrange.

2) We will then make representation thro' C.O. for such concessions for our petrols as we can. Am. must supply the material.

(14) 3

Am.

B.

I am unable to take the immediate action as (b) unless you supply the particulars of amendments asked for in para. 4 of 180.

2. You will no doubt prepare local licences if you have's already done so.

14/3

A.C.S.

No records have been kept of when licences have been renewed :- this has been done in the past by H.C.S. when they have been due for renewal. The only one that can be confirmed however is my own on Oct 6th 1954, (last renewal).

Issued with copy prepared by Am. & submitted to signature

2. Could the printing office print local licences for us please?

Passed to printer 19/4

If we had about twenty copies produced, it should last us a fair time - they would look better when produced for conversion in the U.K. I have drawn up necessary drafts.

14

(need 14)

83A

H.C.S.

X | Local Licences now produced by P.O. These cover all requirements for local flying, but from a pilots' angle, will they be recognised for use & conversion upon our return to the United Kingdom?

J.

Recd. 27.8.55

Telegrams: TRANSMINRY LONDON TELEX
(CIVIL AVIATION) CIVILAIR LONDON TELEX
Telephone No: MAYFAIR 9494
EXTN.

0270/B/II

194.

MINISTRY OF TRANSPORT
AND CIVIL AVIATION,

BERKELEY SQUARE HOUSE,

LONDON, W.1.



Our Reference SG. 40/16/05/TL1b

Your Reference

18th May, 1955.

Dear Sir,

Your attention is drawn to C.A. Information Circular No. 24/1955 which details the names of types of aircraft. This Information Circular has the names of the simple types of aircraft in italics in Appendix B and you will note that the Rapide DFL 89A is no longer a simple type. As it is not a dual-controlled aircraft if the pilot applying for renewal has a Rapide in Group I and has not flown this aircraft as pilot-in-charge in the past twelve months it should be deleted from the licence but may be re-instated to Group I if the applicant completes a satisfactory C.A. Form 528A.

It has also been decided that in the future when the holder of a U.K. Flight Navigator's licence applies for renewal the logs and charts which he must produce showing evidence of 20 hours navigational experience in the twelve months immediately preceding the renewal application should be forwarded to this Department for checking before the licence may be renewed.

Yours faithfully,

C. Reed

Governor and Commander in Chief
Port Stanley,
Falkland Islands.

No. has. to see -- on file.
1/17

24/5/55
1/17

183A
183
180-183
KIV

195

A

H.M.

I have attempted a draft reply to page 180 - now long overdue - but am short of necessary details. Would you please therefore

- (a) fill in the blanks on para. 2 of the draft and add anything else appertaining to your Licence, which you think we should tell M.C.A.
- (b) add a piece giving particulars of the local Licence under which you are now flying
and
- (c) similar details in respect of Mr. Kerr's Licence/s.

2. The all important question at X on page 183A can then be taken up with the Secretary of State.

for C.S.
8/9/55

(Kiv Register of endorsements to Pilot's Licences.)

H.E.S. Note please Mr Kerr's U.K. licence could not be renewed as the necessary endorsements are no longer approved. Similarly, my U.K. licence could not be renewed after October last year & local licences were accordingly produced.

J.B. 13.8.

Colonial Secretary's Office,
Stanley,
Falkland Islands.

23rd December, 1955.

Gentlemen,

180. I am directed to refer to your letter SG.40/037.TL1(B) of 2nd February, 1955, on the subject of Commercial Pilots' Licences in the Falkland Islands and to inform you, with regret, that no record of the endorsements to Mr. F.J. Devrell's Licence appears to have been retained here.

2. Referring to Mr. J.S.R. Huckle who holds United Kingdom Commercial Pilots' Licence No. 37078. This Licence has been renewed on 3 occasions, i.e. 1st October, 1953, 1st April, 1954, and 1st October, 1954. It has also been endorsed for a seaplane class and Beaver D.H.(C) 2 type. Mr. Huckle is now flying under a licence issued locally.

3. The delay in replying is very much regretted.

I am,

Gentlemen,

Your obedient servant,

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

(Sgd) J. Bound

for COLONIAL SECRETARY.

270/B.

HARBOUR DEPARTMENT,

STANLEY, FALKLAND ISLANDS.

COLONIAL SECRETARIAT OFFICE
- 3 MAY 1956
FALKLAND ISLANDS

19
22 MAR 1956
FALKLAND ISLANDS

H.C.S.

A

at bc. To validate attached could you please
sign between red crosses on first &
third pages. Student Pilot has successfully
completed examinations for this licence.

J. L. L. L.

Reply at 201

Mr. B.
Are we in fact legally in a
position to do this? I was under
the impression that all we are
permitted to do is "to re-examine
licences (alone) to holders of U.K. licences -
I may be wrong & if so perhaps you
would refer me to the authority for the
issuing of a P.L. licence. I have
retained the licence number 12473. P.T.O.

MS. 198-199 file submitted accordingly.

DLW
2/15

ACS. Has Section 23 of the Colonial
Air Navigation Order been applied to us?

DLW
2/15/56

[Faint handwritten notes, possibly: "The question of this legislation..."]

ACS.

Section 23 of the
Colonial Navigation Order
applies to this Colony (pl. see Schedule VI of
The Order).

DLW
5/16

0270/B/II

201

5th June,

56.

To: The Harbour Master,

From: The Colonial Secretary,

STANLEY.

Private Pilot's Licence for Student Pilot.

198 A

Your Minute with regard to the issue of a Private Pilot's Licence to the Student Pilot refers. I think under the present circumstances that it would be advisable that this should be deferred until he qualifies in the United Kingdom. I should, however, be quite prepared to consider any further recommendations that you wish to make in the matter.

(Sgd) A. W. Denton-Thompson
COLONIAL SECRETARY.

ADT/VM

Bu 12/4
Bu 20/6 Bu 1/7/56

202

URGENT.

H.C.S.

PRIVATE PILOT'S LICENCE FOR STUDENT PILOT.

In view of the fact that the Student Pilot will now have to wait three weeks in Montevideo before sailing for the United Kingdom, I would be grateful if you would reconsider granting to him the Private Pilot's Licence for which he has qualified.

Group Captain McDougal, de Havilland's representative in Montevideo has there a Chipmunk training aircraft, in which type Campbell will be trained at A.S.T. If McDougal is not too busy, I am quite sure that he would be only too willing to convert Campbell onto this type of aircraft while he is in Montevideo - in all probability free of charge. This would serve the dual purpose of keeping Campbell in flying practice and decreasing the number of flying hours necessary at Hamble.

Before McDougal could undertake to do this however, it would be necessary for Campbell to be issued with his P.P.L. The necessary licence, correctly drawn up was forwarded to you with the original request.

198

H.M.

H.M.

4
26. 10/11
7.7.51

licences Top + Campbell signed by H.C.S.
& sent out.
dln 9/7/56
20 BU 31/12/56 H



M/S "Oluf Sven",
At Port Stanley,
FALKLAND ISLANDS.

203

21st November, 1956.

Sir,

in 67/III 204
With reference the final paragraph of your Personal and Confidential letter P/367/III of 18th June, 1956, I have pleasure in forwarding herewith the result of my aircrew medical examination carried out at the Ministry of Transport and Civil Aviation, and I have the honour to request that you now forward to me at your convenience the appropriate certificates of validity for my Commercial Pilots and Restricted Flight Radio-Telephony Operators Licences.

2. As I shall not require these licences in the immediate future, there is no urgency in this matter, and if agreeable to you I will collect these certificates from your office upon my return to Port Stanley with this ship in April.

I have the honour to be,

Sir,

Your obedient servant,

(John Huckle).

The Honourable the Colonial Secretary,
The Secretariat,
Stanley.
FALKLAND ISLANDS%

COPY.

3049

MINISTRY OF TRANSPORT
AND CIVIL AVIATION,

204

Reference..SGP.13930

Berkeley Square House,
London, W.1.

5th October, 1956.

Dear Sir,

Aircrew Flying Licence

Medical Fitness

With reference to your recent medical examination, you have been assessed as medically fit to hold any kind of aircrew, licence.

Your medical was on the 3rd October, 1956.

Please forward the fee of - without delay.

Kindly note that if your licence is not renewed within 21 days from the date of this examination a personal declaration of fitness is required. After 6 months a further medical examination will normally be required before the licence can be renewed.

Your faithfully,

(Sgd) M.T.Kinlew.

J.S.R.Huckle, Esq.,
125 Handsworth Road,
Blackpool, Lancs.

MF

D.C.A.

203 & 204.

See discussed - to you p.

Q
2/4

206

A.C.S.

See para 5
p 71 in
p 367 III

I am not acquainted with the contents of the correspondence referred to in Mr HUCKLE's letter, and therefore do not know what M.H.'s feelings about renewing Huckle's FALKLAND ISLANDS license are.

Whatever the case, application for renewal should have been made on the specified form (Copy Attached) and flying log book forwarded in support of ^{claimed} hours flown, etc., during the period specified on form, a procedure which should be well known to the applicant.

Should M.H. be prepared to accept M.C.A. fitness assessment it should have ~~been~~ accompanied with a personal declaration of fitness, as more than 21 days had lapsed between the time of medical and renewal application. If a period of 6 months lapses between medical and application, a further medical is necessary.

Decision for renewal or refusal lies with H.H. C.A.M.O. 1955. Article 23. refers.

I await H.H. decision before compiling a Certificate of Validity.

[Signature] D.C.A.
2/4/57.

Y.H.

208

203 with 205.

Mr. Huckle is here for some two days - perhaps in the eve. We save time for would agree to discuss with D.C.A.

[Signature]
4/4.

H.C.S.

208

I have discussed with D.C.F. and signed
the Certificate. He is stamping them and giving them
to Mr. Huckle. N.S.A. except to return J.204 - a copy
of which should be taken for the file.

[Signature]

4.4.57.

209

Made copy of 204 for file & send
original to Mr. Huckle Today - he
leaves tomorrow

[Signature]
5/4

ACS

210

N.A. taken today 5/4/57

[Signature]
5/4

Pa
d
5/4

MEMORANDUM

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

29th. April 1958

To:- The Honourable,
The Colonial Secretary,
Stanley.

From:- The Ag. S. M. O.
Stanley, Falkland Islands.

SUBJECT :- Medical Examinations for Pilots.

Completed forms M.C.A. 547 are attached for

KERR, James
CAMPBELL, Ian.

See 213

I would be grateful if you would forward them to The Ministry of Civil Aviation (Medical 1), 19/29, Woburn Place, London, W.C.1.

A supply of Forms M.C.A. 549 were requested in October '57 and March /58. Would you ask the Ministry - yet again - for a supply of these forms, as they should accompany the attached forms. Also, for a supply of Forms M.C.A. 547.

James H. Ashmore.
Ag. Senior Medical Officer.

212

Office
Process any. pe.

219/58.

213

0270/B/II

5th May,,

58

See 211

Sir,

I am directed to forward the enclosed forms MCA Form 547 in respect of Pilots Kerr and Campbell.

2. May a further supply of forms M.C.A. 547 and M.C.A. 549 be supplied please?

I am,

Sir,

Your obedient servant,

(Sgd.) J. Bound.

for ACTING COLONIAL SECRETARY.

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

DRM/MF

4/8 (mail)
50/4
4/8/58

6270/611 214

Telegrams: "TRANSMINRY, LONDON, TELEX."
(Civil Aviation) "CIVILAIR, LONDON, TELEX."
Telephone No.: MAYFAIR 9494.

MINISTRY OF TRANSPORT AND CIVIL AVIATION,

BERKELEY SQUARE HOUSE,
(Aviation Medical)
LONDON, W.1.

EXT.: 3176

Our Reference: AM. 3/2/017...

0270/B/II

Your Reference:



16th May, 1958.

213
Dear Sir,

With reference to your request for a supply of MCA Forms 547 and 549 to be sent to you, we had a similar request from the Medical Department, Stanley, Falkland Islands. We sent 50 MCA 547s and 50 543s (re-numbered from 549), and in the circumstances we assume this to be a duplicated request.

Yours faithfully,

Aviation Medical

Colonial Secretary's Office,
Stanley,
Falkland Islands.

215
A/Sno
D

216
Ag RMO.
to rec above. Have
the forms arrived?
D. P. [unclear]
7/8/58

217
H.C.S. seen thank you. Forms arrived this mail, but no receipt request was made by this dept. direct. Ag SMO. 7/8/58.

No. 0270/A/III

MEMORANDUM.

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



4th, November 1958

From:- The Ag. S.M.O.,

To:- The Honourable,
The Colonial Secretary,
Stanley.

Stanley, Falkland Islands.

SUBJECT:- Medical Examinations for Pilots.

Completed forms C.A. 547 and C.A. 543 are attached for

KERR, James
CAMPBELL, Ian Thomas.

I would be grateful if you would forward them to The Secretary, Ministry of Transport and Civil Aviation (AM), Berkeley Square House, London, W.1,

James A. Ashmore
Ag. Senior Medical Officer.

AMZ

7th November 58

Sir,

See 518

I am directed to forward the enclosed forms C.A. 547 and C.A. 543 in respect of Air Pilots James KERR and Ian Thomas CAMPBELL. Both Pilots remain in the employ of the Falkland Islands Government.

I am,
Sir,
Your obedient servant,

J. Bound,
for COLONIAL SECRETARY.

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

No. _____

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



MEMORANDUM.

220

16th. January, 19 59.

Director of Civil Aviation,

Stanley, Falkland Islands.

The Honourable,

The Colonial Secretary,

STANLEY.

SUBJECT :- License Renewal.

The enclosed application for flying license renewal has been received from Mr Huckle. The supporting documents are in order and a renewal entitled.

Beavers have been removed from the license as there is no evidence of Huckle having flown this type in the past two years.

Also enclosed is completed Certificate of Validity, for favour of your signature and onward transmission to Huckle.

Director of Civil Aviation.

221

at b.c.

at b.c. over

PAH
17/1/59

Certificate of Posting

The undermentioned postal packet has been registered and posted here this day. (Ordinary postage s. d. if parcel)

Regn. No. 167 Regn. fee paid } MINIMUM (to 0d Inland) (6d Overseas) s. d.

Date Stamp

Captain J. Huckle

South Georgia

21/10/58

22
 & Co.,
 er Unit,
 ton Aerodrome,
 eltenham,
 Glos.

October, 1958.

repting
 r's
 is }

FOR REGULATIONS SEE OVER

Dear Sir,

Thank you for your letter of 15th May, 1958, which eventually reached me in August. However, since I note it was postmarked Port Stanley during July, the delay in delivery was perhaps understandable.

I would like to thank you for your kindly consideration of my original application. It does not now appear likely that I shall require to maintain my Falkland Islands licence, since the plans for using seaplanes for whalespotting operations from South Georgia do not now seem likely to be put into effect. However, since you have kindly offered a further renewal it may prove a sensible precaution on my part to take up this offer in case there should be any further development while I am absent from the United Kingdom.

I therefore enclose the following documents for the necessary action on your part:-

- My Falkland Islands Commercial Licence No.1 (outer cover omitted).
- A certificate of recent flying hours from the inspection of my log book by the M.T.C.A.
- A certificate of my most recent medical examination and fitness from the M.T.C.A. (This latter certificate was not received from the M.T.C.A. until 10th October, hence the lateness of this letter.).

You already hold a previous certificate of fitness and of flying hours forwarded with my original request last year of course.

I accept that my Beaver rating should be removed from Group 1, and in fact should now disappear from my licence altogether, since I have not completed the necessary hours to retain it in either group. However, you will note that both my certificates of flying hours include the Auster, and this rating I consider I am entitled to retain in Group 1. Such was certainly the opinion of the M.T.C.A., who permit its retention in Group 1 of the British licence under similar circumstances.

I would be grateful if your charges for this renewal could be sent to Mrs L. Coleman of Kent Road, Port Stanley, who will meet them on my behalf.

I would appreciate it if you could send my licence back to the following address when the renewal is effected:-

Captain J. Huckle,
 F/F "Southern Venturer",
 c/o Leith Harbour,
 South Georgia.

Thank you very much for your kind attention to this matter.

Yours faithfully,

J. Huckle

Y.H.

220-221

Best. of Validity

Signed by H.H. on 21.1.58
 (signature) to address in B

222

8
0270/4/111

Medical Department,
STANLEY, Falkland Islands.

.....19th June,.....19.59.



M.C.S.

MEDICAL EXAMINATION OF AIRCRAFT PILOTS.

Completed forms C.A. 547 and C.A. 543 are attached.

Would you please forward them to

The Secretary,
Ministry of Transport and Civil Aviation, (M1),
Berkeley Sq. House
LONDON, W.1.

Robert Stewart

Senior Medical Officer.

223

Usual covering letter p.

20/6/59

*110
23.6.59*

23rd June,

59

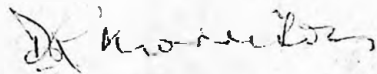
Sir,

I am directed to forward the enclosed forms C.A. 547 and C.A. 543 in respect of Air Pilots James KERR and Ian Thomas CAMPBELL. Both Pilots remain in the employ of the Falkland Islands Government.

I am,

Sir,

Your obedient servant,



ACTING COLONIAL SECRETARY

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

PA

XIV. PRIVILEGES OF THE LICENCE.

The holder of this licence is entitled to fly:-

(1) as pilot in charge of

(a) any public transport flying machine of which the maximum total weight authorised does not exceed 30,000 lb.,

(b) any aerial work flying machine, and

(c) any private flying machine,

which is of the same type as a flying machine specified in Group I of the aircraft rating of the licence; and

(d) any private aeroplane the maximum total weight authorised of which does not exceed 12,500 lb. if an aeroplane of the same class is specified in Group I of the aircraft rating of the licence;