

TRN/AVI/3#2

SECRETARIAT

(Formerly)

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/
N

LOCAL AIR SERVICE.

REGISTRATION OF AIRCRAFT.

CONNECTED FILES.

NUMBER

--

Saving

From the Secretary of State for the Colonies

To the Officer Administering the Government of FALKLAND ISLANDS

Date 22 October, 1953.

No. 127 Saving



Registration of Aircraft.

3

My attention has been drawn to the enclosed copy of an aircraft registration certificate which was issued recently in the Falkland Islands and the form of which requires the following amendments in order to bring it up-to-date:-

(1) the general lay-out of the form should now be in accordance with the international standard prescribed in section 7 of Annex 7 to the Convention on International Civil Aviation, a copy of which was enclosed with my circular despatch of the 12th July, 1949

*Register copy
CLIA - must
insert here.*

(2) the actual certification of registry refers to the 1919 Aerial Navigation Convention and the Air Navigation Directions, 1931, both of which have now been superseded. The authority for the issue of the certificate should now be shown as the Convention on International Civil Aviation dated 7th December, 1944, the Colonial Air Navigation Order, 1949, (a copy of which was enclosed with my circular despatch of the 5th November, 1949) and whatever local regulations have been made to give effect to section 3 of that Order.

*As above
See 1157
0612*

(3) as each Colonial territory is required to maintain its own register of aircraft under the provisions of section 3 of the Colonial Air Navigation Order, 1949, it is

*as l.c. of
1586/A.*

It is to be noted that every effort is made to trace copies of the Colonial Order of Navigation 1949 and the Convention on International Civil Aviation 1944.

RSC ? /no

*As in
1375*

See 73-75 & 77

*0615
Register 30.10.53.*

in 0612

Saving

From the Secretary of State for the Colonies

To the Officer Administering the Government of

Date

No. Saving

no longer correct to refer in the heading of the certificate and in the actual certification of registry to the "Sub-Register" of the Falkland Islands.

(4) the final note should quote "the Governor" on the authorisation for entries on endorsements and not "the Secretary of State" since section 3(1) of the 1949 Order makes Colonial Governors responsible for issuing aircraft registration certificates in the Colonial territories.

4
I should be grateful if you would ensure that any future certificates which may be issued are in the current form. A specimen copy of the form in use in the United Kingdom is enclosed for your information.

SECER.

Colony of the Falkland Islands.

Sub-Registry of Aircraft.

CERTIFICATE OF REGISTRATION OF AIRCRAFT

No. 1/53.

Nationality and Registration Marks.

Type and Description.	De Havilland (Canada) "Beaver" Seaplane.
Name and Address of Manufacturer.	De Havilland (Canada) Ltd., Toronto.
Manufacturer's Serial Number.	500
4. Name of Owner.	Government of the Falkland Islands.
5. Address of Owner.	Stanley, Falkland Islands.
6. Nationality of Owner.	British.
7. Usual Station of Aircraft.	Stanley, Falkland Islands.

WHEREAS it has been declared that the above mentioned aircraft is not registered in any other State, it is hereby certified that the said aircraft has been duly entered on the Sub-Register of the Falkland Islands on the 20th day of August, 1953, in accordance with the Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, Annex A, and with the Air Navigation Directions, 1931, and the Orders in Council in force thereunder, and has been allocated the Nationality and Registration marks VP-FAF and is of British Nationality.

Given at Stanley, Falkland Islands, this 20th day of August, 1953.

H. BENNETT

Registrar of Aircraft.

No entries or endorsements may be made in this Certificate except in the manner by the persons authorized for that purpose by the Secretary of State.

4

SPECIMEN



UNITED KINGDOM.

MINISTRY OF CIVIL AVIATION.

Certificate of Registration of Aircraft.

1. Nationality and Registration Mark	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial Number
--------------------------------------	--	---------------------------

4. Name of Owner

5. Address of Owner

6.

It is hereby certified that the above described aircraft has been duly entered on the register of the United Kingdom in accordance with the Convention on International Civil Aviation dated 7th December, 1944, and with the Air Navigation Order, 1949, and the Air Navigation (General) Regulations, 1949.

by authority of the MINISTER OF CIVIL AVIATION.

Date of issue.....

In this document wherever the expressions "Minister of Civil Aviation" or "Ministry of Civil Aviation" occur, they are to be read as if the expressions had been "Minister of Transport and Civil Aviation" and "Ministry of Transport and Civil Aviation" respectively.

NOTE.—No entries or endorsements may be made in the foregoing certificate except in the manner and by the persons authorised for that purpose by the Minister of Civil Aviation.

P.T.O.

IMPORTANT.

If there is any change in the ownership of the aircraft (see Air Navigation Order, 1949, article 5 (2)), or the aircraft is destroyed or permanently withdrawn from use, the registration and this certificate become void, and the appropriate section hereunder shall be completed and this document returned immediately to the Secretary, Ministry of Civil Aviation (R.L. 2), Ariel House, Theobalds Road, London, W.C.1.

On change of ownership the aircraft may not be flown again until such time as a new Certificate of Registration has been obtained.

Any application for re-registration of the aircraft in the United Kingdom shall be made on M.C.A. Form 1, copies of which may be obtained from the Secretary, Ministry of Civil Aviation (R.L. 2), Ariel House, Theobalds Road, London, W.C.1.

SECTION I.—NOTICE OF CHANGE OF OWNERSHIP.

I hereby notify that, with effect from the.....day of....., 19....., the ownership of the aircraft described overleaf was transferred to.....

(Fill in name and address of new owner.)

(Signature of former owner(s).)*

Date.....

SECTION II.—NOTICE THAT AIRCRAFT HAS CEASED TO BE OWNED BY BRITISH NATIONALS.

I hereby notify that, with effect from the.....day of....., 19....., the aircraft described overleaf ceased to be owned wholly either—

- (a) by British subjects ;
- or (b) by British protected persons ;
- or (c) by a body corporate (i) established under and subject to the laws of some part of His Majesty's dominions ; and (ii) having its principal place of business in those dominions ; and (iii) whereof the chairman, or person (if any) occupying the position of chairman, by whatever name called, and at least two-thirds of the directors, or persons occupying the position of directors, by whatever name called, are British persons or British protected persons ;

by reason of.....

(Signature of former owner(s).)*

Date.....

SECTION III.—NOTICE THAT AIRCRAFT HAS BEEN DESTROYED OR PERMANENTLY WITHDRAWN FROM USE.

I hereby notify that the registration of the aircraft described overleaf should be cancelled by reason of :—

- *(a) the aircraft having been destroyed.
- *(b) the aircraft having been withdrawn from use.

*Delete whichever is inapplicable.

(Signature of Owner(s).)*

Date.....

SECTION IV.—NOTICE OF ANY OTHER CHANGE AFFECTING THE REGISTRATION OF THE AIRCRAFT.

I hereby notify that the registration of the aircraft described overleaf should be cancelled by reason of

(Signature of owner(s).)*

Date.....

* The signature required is that of the owner(s) as shown in this certificate of registration. If the owner is a body corporate the signature shall be that of the Managing Director, Secretary, or other official duly authorised to sign under the seal of the Company.

Handwritten initials/signature

Hon. Col. Sec.

In order to commence the revised system for the registration of aircraft, could a specimen copy of the form of application for the registration of aircraft be obtained from the Ministry of Civil Aviation.

H. B.
Registrar
1. x 1. 54.

Handwritten signature

3rd November, 54.

Sir,

In order to institute the revised system for the registration of aircraft, I am directed to request you to forward, as soon as possible, a specimen copy of the form of application for the registration of aircraft.

I am,

Sir,

Your obedient servant,

(Sgd) W. Hirtle

for COLONIAL SECRETARY.

Reply at 7

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

Bu 25/1/55

7
Telegrams: "TRANSMINRY, LONDON, TELEX."

Telephone No: MAYPATR 9494

EXTN.

MINISTRY OF TRANSPORT
AND CIVIL AVIATION,

Any other communication
should be addressed to:—

THE SECRETARY,

BERKELEY SQUARE HOUSE,
LONDON, W.1.

and the following reference

quoted CG/246/03/ARG1

Your reference 0270/N.....



1st December, 1954

15/12/54

Dear Sir,

8 6 With reference to your letter dated 3rd
November, 1954, I enclose as requested a
C.A. Form 1 application for registration
of aircraft.

Yours faithfully,

M.O. Blackwell

M.O. BLACKWELL

L. Hirtle, Esq.,
Colonial Secretary's Office,
Stanley,
Falkland Islands.

MINISTRY OF TRANSPORT AND CIVIL AVIATION.

Air Navigation Order, 1954, and Air Navigation (General) Regulations, 1954.

APPLICATION FOR REGISTRATION OF AIRCRAFT

Not to be filled in by Applicant.		
Registration No.	Fee received.	Regn. Mark.

(1) The attention of all persons completing and signing this form is drawn to the importance of ensuring that the entries are correct. The making of a false statement for the purpose of procuring the issue of a certificate of registration is an offence under the Air Navigation Order, 1954.

The Minister of Transport and Civil Aviation may, in any case in which he thinks it desirable, require the applicant for a certificate of registration to furnish such evidence as he may desire and to make and subscribe a statutory declaration as to the truth of the facts set out in the application. The provisions of the Statutory Declaration Act, 1835, shall apply to such a declaration.

(2) This form, when completed, should be forwarded to the Secretary (A.R.G.1), Ministry of Transport and Civil Aviation, London, W.1, and must be accompanied by the appropriate fee (for details, see overleaf). This fee may be paid by cheque or postal order, which should be made payable to the Accounting Officer, Ministry of Transport and Civil Aviation.

1. Type and Description of Aircraft (including seating accommodation)	
2. Number of Engines..... Type..... H.P.....	
3. Name and Address of Constructor... ..	
4. Constructor's Serial Number	
5. Has the Aircraft been previously registered in the United Kingdom? If so, state Registration Mark.	
6. Is the Aircraft already registered in any place outside the United Kingdom? If so, give full particulars.	
7. Name of Owner(s) (<i>in full</i>) (IN BLOCK CAPITALS) If the aircraft is the property of a Flying Club, Association, Society, or other body which has not been legally constituted under the Companies Act or by Charter or Act of Parliament, the names of all individual owners or of the trustees for the owners must be entered as owners.	
8. Permanent Address of Owner(s) (IN BLOCK CAPITALS) ("Club," "Hotel," and similar addresses should not be given unless the owner is permanently resident there.)	

Note.—Item 9 should be completed if the owner is a body corporate. In other cases item 10 should be completed.

9. State whether the aircraft is owned wholly by a body corporate (i) established under and subject to the laws of some part of Her Majesty's dominions, and (ii) having its principal place of business in those dominions, and (iii) whereof the chairman, or person (if any) occupying the position of chairman, by whatever name called, and at least two-thirds of the directors, or persons occupying the position of directors, by whatever name called, are British persons or British protected persons. If so, state (a) Principal place of business (b) Registered address	(i) (ii) (iii) (a) (b)
10. State whether the Aircraft is owned wholly— (a) by British subjects... .. or (b) by persons under Her Majesty's protection If (b) applies, particulars including the nationality of such persons should be given.	

Note.—If the usual station of the aircraft and its ordinary area of operation are not situated in the United Kingdom, and the owner is neither resident nor has his principal place of business in the United Kingdom, the Minister of Transport and Civil Aviation may decline to accept this application if the aircraft could more suitably be registered in some other part of Her Majesty's dominions.

I HEREBY DECLARE that the above particulars are true in every respect and I apply for the Aircraft to be registered in the United Kingdom.

Date of Application..... Signature of Owner(s).....

4

FEES FOR REGISTRATION OF AIRCRAFT.

The fee chargeable under Schedule III of the Air Navigation Order, 1954, in respect of the issue of a certificate of registration of an aircraft is £1 1 0

Provided that where the aircraft has been previously registered in the United Kingdom, and the Minister of Transport and Civil Aviation is satisfied—

- (a) that the certificate of registration last issued in respect of the aircraft became void by reason of the sale of the aircraft by the registered owner ; and
- (b) that the registered owner of the aircraft immediately before the sale was the constructor thereof or a dealer in aircraft ; and
- (c) that the aircraft has not been flown since a certificate of registration was last issued in respect thereof, except for the purpose of—
 - (i) an experiment or test carried out in the ordinary course of construction or in order to obtain a certificate of airworthiness ; or
 - (ii) a demonstration to a prospective purchaser ; or
 - (iii) delivering the aircraft to a purchaser.

The fee chargeable for the issue of a certificate is 5s. 0d.

If it is desired to claim the reduced fee of five shillings, a certificate to the effect that all the conditions set out above are fulfilled should be furnished by the former owner and forwarded with the application for fresh registration.

Recd.
To you req. 5.
8/2/55
Recd for 10
Shm
26/10/55

0270/r

From: Harbour Master.

To: The Hon. Col. Sec.
STANLEY.

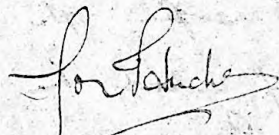
10

14th October, 1955.

15 OCT 1955

REGISTRATION OF BEAVER VP-FAF.

I understand from the Registrar that owing to an alteration of the law since the first Beaver was registered in the Colony, it is now necessary for this duty to be carried out by the Governor, and not by the Registrar as previously. I would be grateful therefore if you would arrange for the necessary Certificate of Registration to be issued for VP-FAF as soon as possible please.



Harbour Master.

1

11

Jim

We spoke - I am afraid the has been
brought down

It appears to me that an application from
the firm is completed. Please advise
with Robt. w/for the necessary for H.E.'s.
Signatures (if indeed he has to sign?)

21/51

12
Registrar.

Registration of Aircraft.

We are going to bog down in paper over this - if we aren't careful!
My view is that with only one air service in the Colony, & that owned by the Government, applications etc are unnecessary. The details of the aircraft, owner, etc., can be entered direct into the actual certificate which can then be signed by the Governor, or by an officer to whom he wishes to delegate his powers. An appropriate entry is then made in in the Register of Aircraft for the Colony. Is not that all that is required here?

2. My reason for assuming that the Governor may delegate his authority to sign the certificate lies in the fact that although Article 3 of the Colonial Air Navigation Order, 1955, states "(1) The registration of aircraft in the Colony shall be carried out by the Governor", the parallel clause in the United Kingdom Air Navigation Order, 1954, states "the registration of aircraft in the United Kingdom shall be carried out by the Minister": and in the United Kingdom this authority to sign is delegated, so I see no reason why the Governor, if he wishes, should not similarly delegate his authority here.

3. Finally, if we are going to plough through all the usual channels, leaving no stones unturned & no avenues unexplored, then I can only add with regret that the application forms at the back cover are no good to me, since they are already out-of-date - the relevant legislation at present being the Colonial Air Navigation Order, 1955, which has superseded the C.A.N.O., 1949!

4. I wouldn't know a thing about this if it weren't for the fact that I have recently been teaching the Student Pilot!


22. 11.

P.S. On second thoughts I've gone a bit further & drawn up & filled in a certificate for the Beaver, which I suggest we ask H.E. to authorize you to sign as you did in the past. Do you agree?

H. M.

In order to safeguard all concerned, I think an application for registration should be made in a form similar to that prescribed under the Air Navigation Order, 1954 (n. 8). ^{Not applicable to F. 1.}

2. The Governor may authorize any person or the holder for the time being of any office to perform the duties requisite under the G. S. N. O., 1955.
3. Re your P. S. I am unable to agree, as it is at the discretion of H. E. as to whether or not he wishes to delegate his powers under this Order to any officer.
4. I understand that you have destroyed or permanently withdrawn from use certain aircraft for which you were responsible and would suggest that you should notify the authority concerned, if you have not already done so (Article 7 G. S. N. O., 1955).

H. B.
Registrar
29. xi. 55.

R. S. C.

Application forms for C. of R. please?

2. Following aircraft permanently withdrawn from service:-
 VP-FAB. (landplane Aust.).
 VP-FAC. (Seaplane Aust.).
 VP-FAD. (seaplane Masena.)

The last two have also been scrapped. Effective date of withdrawal 1. 10. '55.

H. M.

Hon. Col. Sec.

Before delving further into this matter, I think H. E.'s direction should be sought?

H. B.
Registrar
7. xii. 55.

B. U. attn
Reg. to. 18/11/56
13/12. 19/12/56
10/1/57

Y.E.

Registration of Aircraft.

In an affair we have been somewhat lax in tying up the registration licence of our aircraft under the Colonial Air Navigation Order, 1949 (as v.c.)

2. Sect. 3 (1) on page 6 of the Order states the registration shall be carried out by the Governor but under the interpretation clause "Governor" may be defined for the purposes of the Order as "any person authorised by the Governor." I therefore suggest for Y.E.'s consideration that the R.S.C. be authorised to carry out the registration formalities on Y.E.'s behalf?

(see x on p. 47 of the Order)

I appoint him

[Signature]
3/2

[Signature]
7

R.S.C.

[Signature]

re. proceed

[Signature]
7/2

R.S.C.

May we have an application form please?

[Signature]
13.2.

Note: 6 forms to H.M. Gov
H.B.
14.11.56

Hon. Col. Sec.,

The Colonial Air Navigation Order, 1949 was revoked and replaced by the Colonial Air Navigation Order, 1955.

2. May I have a copy of the Colonial Air Navigation Order, 1955, in order that I may acquaint myself with the law under which

10 at 10
I must act? I would also like
a copy of the Dir Navigation (General)
Regulations, 1964, and a specimen copy
of the Certificate of Registration of
Aircraft at present used in the U.K.,
in conjunction with the Dir Navigation
Order, 1964.

3. I feel that the delegation of F.B.'s
powers should be published in the Gazette.

F.B.
Registrar
16.ii.56.

W.M.

A

Have we copies of R.S.'s requirements pl.

W.H. 15/2

R.S.

B

Some of the papers you require, but
I regret the 1955 Air Navigation ^{order} has been
lost trace of. are at back cover

AcS. suggests the ordering of several
sets of this legislation; 1 set being for you.
Can you say what this should comprise pl?

W.P.M.

27/3/56

Hon. Col. Sec.,

C

I would like the Colonial Dir Navigation
Order 1955, the Dir Navigation Order 1964, the
Dir Navigation (General) Regulations 1954 and a
specimen copy of the Certificate of Registration
of Aircraft at present in use in the U.K., as
the form at p. 4 is most probably out of date.

Have we a copy of the Convention on
International Civil Aviation 1944, pl.?

AcS.

F.B.
16.ii.56.

Request the 1944 Convention
International Civil Aviation

Office. I think
we have.

W.H. 25/4/56

N.C.S.

We cannot produce all the
legislation R.D.C. requires & I
think we should now ask Crown
to obtain 3 copies of all the legislation
so we can have spare copies.

Draft letter at h.c. pl.

Why
28/4

Keep ask R.D.C. if there is
any further legislation (revision) which
we might order at the same time

N.C.S. I have ^Q spoken ^{28/4} to R.D.C. he knows
if no other order he should have.

Why
28/4

O.K. Issue.

Q
28/4

30th April, 56.

Gentlemen,

I am directed to request you to obtain for this Government 3 copies each of the following legislation relating to aviation:-

Colonial Air Navigation Order, 1955.
The Air Navigation Order, 1954. S.I. 1954 No. 829.
The Air Navigation (General) Regulations
1954. S.I. 1954 No. 925.
Convention on Civil Aviation 1944.
Specimen copy of Certificate of Registration of
Aircraft at present in use in United Kingdom.

2. Please debit Colony's General Account.

I am,
Gentlemen,
Your obedient servant,

(Sd) D. R. Morrison

for COLONIAL SECRETARY.

The Crown Agents for Oversea Governments
& Administrations,
4, Millbank,
LONDON, S.W.1.

See 21

18

R.S.C.

your memo on 14. Can you
take action on the orders we can
provide at back cover?

A

J. B.
B 1/5/56

Hon. Col. Sec.,

Partly only, until the
arrival of the specimen
copy of the Certificate of
Registration at present in
use in U.S.

J. B.

3. V. 56.

R.S.C. Await Specimen copy
then or retain file as you wish
D. B. J. B.
3/5/56

DE

All communications to be addressed to the Crown Agents, the above reference and the date of this letter being quoted.

THE CROWN AGENTS

FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS.

23

4 MILLBANK,

LONDON, S.W.1.

29th June, 1956.

30 JUL 1956

Letter { No. 0270/N
Date 30.4.56

Indent { No.
Date

Department: — Colonial Secretary

Sir,

I am directed to append a report in connection with the indent or other communication referred to hereon.

I am, Sir,

Your obedient servant,

John

The Colonial Secretary,
PORT STANLEY,
Falkland Islands.

ITEM No.	SUBJECT	REMARKS
5	3 Specimen Copies of Certificates of Registration of Aircraft at present in use in United Kingdom. HJD/AAM	Three specimen copies have been obtained free of charge from the Ministry of Transport and Civil Aviation, and are accordingly attached. <i>24 remainder at bc</i>

At end from KIV 20

**SPECIMEN
COPY**



Certificate Number

24

UNITED KINGDOM
MINISTRY OF TRANSPORT AND CIVIL AVIATION

Certificate of Registration of Aircraft

1. Nationality and Registration Mark	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial Number
---	---	------------------------------

4. Name of Owner

5. Address of Owner

6. It is hereby certified that the above described aircraft has been duly entered on the register of the United Kingdom in accordance with the Convention on International Civil Aviation dated 7th December, 1944, and with the Air Navigation Order, 1954, and the Air Navigation (General) Regulations, 1954.

by authority of the MINISTER OF TRANSPORT AND CIVIL AVIATION.

Date of issue.....

NOTE.—No entries or endorsements may be made in the foregoing certificate except in the manner and by the persons authorised for that purpose by the Minister of Transport and Civil Aviation.

Copy passed to Reg Gen.
" " " " D.C. A. C. McKerr

IMPORTANT

PLEASE READ CAREFULLY.

On any change in the ownership of the aircraft or in the nationality qualification for ownership the registration and certificate become void from the date of the change and this document must be returned IMMEDIATELY to the Secretary, Ministry of Transport and Civil Aviation (A.R.G. 1.), Berkeley Square House, London, W.1, with the appropriate section below duly completed. This certificate must not be handed to the new owner. Similar action is also required if the aircraft is destroyed or permanently withdrawn from use.

When the registration has become void the aircraft may not again be flown until a new Certificate of Registration has been obtained. (See Air Navigation Order, 1954, Article 1 (1).)

Any application for re-registration of the aircraft in the United Kingdom shall be made on Form C.A.1, copies of which may be obtained from the Secretary, Ministry of Transport and Civil Aviation (A.R.G. 1), Berkeley Square House, London, W.1.

SECTION I.—NOTICE OF CHANGE OF OWNERSHIP.

(This section must be used to notify any change in ownership to British or Foreign Nationals. See Air Navigation Order, 1954, Article 6.)

I hereby notify that, with effect from the day of, 19....., the ownership of the aircraft described overleaf was transferred to.....

(Fill in name and address of new owner.)

Date..... (Signature of former owner(s))*

SECTION II.—NOTICE THAT AIRCRAFT HAS CEASED TO BE OWNED BY BRITISH NATIONALS.

(This section should only be used whenever there has been a change in the Nationality status of the owner(s). See Air Navigation Order, 1954, Articles 4 and 6.)

I hereby notify that, with effect from the day of, 19..... the aircraft described overleaf ceased to be owned wholly either—

- (a) by British subjects;
- or (b) by British protected persons;
- or (c) by a body corporate (i) established under and subject to the laws of some part of Her Majesty's dominions; and (ii) having its principal place of business in those dominions; and (iii) whereof the chairman, or person (if any) occupying the position of chairman, by whatever name called, and at least two-thirds of the directors or persons occupying the position of directors, by whatever name called, are British persons or British protected persons;

by reason of.....

Date..... (Signature of owner(s))*

SECTION III.—NOTICE THAT AIRCRAFT HAS BEEN DESTROYED OR PERMANENTLY WITHDRAWN FROM USE.

(See Air Navigation Order, 1954, Article 7.)

I hereby notify that the registration of the aircraft described overleaf should be cancelled by reason of:—

- †(a) the aircraft having been destroyed.
- †(b) the aircraft having been permanently withdrawn from use.

†Delete whichever is inapplicable.

Date..... (Signature of owner(s))*

SECTION IV.—NOTICE OF ANY OTHER CHANGE AFFECTING THE REGISTRATION OF THE AIRCRAFT.

(e.g., Transfer to the Registers of the Dominions, Colonies or British Protectorates.)

I hereby notify that the registration of the aircraft described overleaf should be cancelled by reason of

Date..... (Signature of owner(s))*

* The signature required is that of the owner(s) as shown in this certificate of registration. If the owner is a body corporate the signature shall be that of the Managing Director, Secretary or other official duly authorised to sign under the seal of the Company.

R.S.C.

How I copy each of the following for your retention:-

- The Air Navigation Order 1954
- The Air " (General) Reg: 1954.
- X The Col. Air Navigation Order, 1955.

A specimen Certificate of Registration is at 24. You may care to w/d duplicate.

vm
for CS.
20/8/56

26

Hon. Col. Sec.

Copies of the above Orders etc., retained in this Office, thank you.

LB.
for R.S.C.
24.2.58

A/R.S.C.

27

What is the present position regarding the registration of aircraft (F.I.C.A.S.)?

27/2/68.

R.S.C.

28

27 - Can you say pl?

3.1.61

Hon. Col. Sec., 29.

The registration of F.I.G.A.S. aircraft is in order, but F.I.D.S have been flying aircraft without a registration certificate in force. One of the aircraft has since been lost.

X | The Air Navigation Order 1954 etc have all been repealed and replaced and I would like a of the Certificate of Registration, now in use in the U. K. in order that I may register the remaining F.I.D.S. aircraft. Perhaps the forms could be ordered by telegram. I would also like a copy of the U. K. air Navigation Orders and Regulations as well as a copy of the new Colonial air Navigation Order.

LB.
4-1-61.

BO

PC obtain forms & get application
for Sec 615

or
5/1/61

31

ACP

I accept the delay which is
my fault as I did not see right of
the action to be taken.

~~Staff etc.~~

25.1.61

32

S/C

R. fair tel as amended. \$

Could a new cover be fitted to this file pl.

25.1.61

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

33

W. & S. LTD.

Number	Office of Origin	Words	Handed in at	Date
				25.1.61.
To	Crown London		(H.o. A/c)	

No. 28. Please forward one copy UK Air Navigation Order and Regulations comma one copy New Colonial Air Navigation Order comma two copies certificate of Registration in current UK use and two copies application for registration forms

Secretary

Time DRM/IM.

BU 28261 (man)

Ag. D.C.A.

We ordered a copy of the U.K. Air Navigation Order 1960 and Regulations and a copy of the new Colonial Air Navigation Order (see f.39).

A copy of the U.K. Order was obtained from your office, have you a copy of the Colonial Order? It might have been sent to you from this office, and is now required by the Registrar before he can complete the registration of the aircraft (see f.43).

J
f.c.s.
13. 6. 61.

AES

46

No trace can be found of the Colonial Order and no contact has been having seen it in this office.

M.S. with.
13. 6. 61.

Bu. 18. 7. 61 (mail)

No mail
19. 7. 61

Reminded I think
20
- 1970

47.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS AND DEPENDENCIES.

SENT

(W. & S. L. 750 Pd/7/59).

Number	Office of Origin	Words	Handed in at	Date
	Psy			21.7.61
To				
etat CROWN LONDON				HOA/c

39

No. 239. Your Advice of Despatch G13/Falkland Islands Pubns 95/1 of 2nd February stop United Kingdom Air Navigation Order and Regulations and new Colonial Air Navigation Order ordered under HMSO reference 90632 not yet received stop Please re-order and forward earliest opportunity

Secretary

Time RB/LH

see also 497 + 512 by 10.10.61 (mail)
in 1586/A/II.

Amcs.

497 & 512 of 1586/A/11 attached.


Should we await revision of the 1955
Order or can we proceed using the present
Order, a copy of which is with RSC - see
25.

52

RSC has reviewed.

NFA

20/1/61

 18.11.61

Pa.