

SECRETARIAT

O 270 / M

(Formerly)

O 270 / M

29

F.I.G.A.S. - FIRE IN HANGAR.

CONNECTED FILES.

NUMBER

0270/S

Hangar.

0284/XVI.

Colony Estimates 1963/64.

OS

FIGAS.

I understand that a fire occurred in the Hangar today and that one of the main planes of the Duster was burnt out.

Please appoint a Board to inquire into this accident.

2. Happily a spare wing is available but it was fortunate that the damage was not greater.

MC $\frac{18}{x}$

2

y.e./

Reverse.

Suggest:

Patrick Chavan

Lucians }
Merrin } members.

Terms of ref.:

Cause:

App's responsibility if
negligent involved.

Particularly | Adequacy of existing precautions

[Signature]
2/10

App's

huc 22/x.

No. _____

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



MEMORANDUM.

3

28th October, 1953.

The Hon. Col. Sec.

Harbour Master.

Stanley, Falkland Islands.

SUBJECT: - FIRE IN HANGAR WORKSHOP.

I regret to inform you that a fire occurred in the hangar workshop this morning, resulting in the loss of the starboard mainplane of the Auster aircraft, VP - FAC. I attach a report of the incident, but presumably as the loss of Government property was comparatively serious, there will have to be an official enquiry into the matter.

4
40.

Fal. Schuck

*Y.P. to sec.
J.P.
29/10*

Seen MC. 29/10

file

REPORT ON ACCIDENTAL FIRE IN HANGAR WORKSHOP.

4

A fire occurred in the hangar workshop during the morning of 28th October, resulting in the destruction of the starboard mainplane of the Auster seaplane, VP-FA3.

The fire was caused by an electric light bulb on a wandering lead, which was being used to illuminate the interior of the mainplane while the mechanic removed the suppressor from the generator. This bulb apparently ignited the doped fabric and thus caused the fire.

As the bulb was protected by a wire cage and it was essential to illuminate the interior of the mainplane, I consider no unreasonable risk was taken by the Air Service Staff. Their promptness in dealing with the outbreak undoubtedly prevented a far more serious loss to Government property, and showed that fire-fighting equipment at the hangar was adequate for small outbreaks, although an investigation may prove the necessity for more to deal with possibly larger fires. In particular I wish to mention the action of N. Aldridge and G. Short, who, on their own initiative and without instructions from others, started to open the hangar doors to remove the Beaver aircraft to safety should the fire in the workshop get out of control.

The loss amounted to the starboard mainplane of the Auster, which is a complete write-off, and one window of the workshop smashed out of necessity during fire-fighting operations.

CGE - Aldridge

No. _____

MEMORANDUM.

6

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

CONFIDENTIAL.

29th October, 19 53.

To: Mr. D.E.J. Edkint,

From: The Colonial Secretary,

STANLEY.

Stanley, Falkland Islands.

SUBJECT:- Fire in the F.I.C.A.C. Hangar - 27th October, 1953.

I am directed to inform you that a Board of Enquiry is to be set up under your Chairmanship to investigate the above fire with the following terms of reference:-

- (a) to ascertain the cause of the fire.
- (b) to fix responsibility if negligence is involved
- (c) to report on the adequacy or otherwise of existing fire precautions.

2. The other Members of the Board will be Messrs. A. Mercer and A.E. Livermore, to whom a copy of this memo has been forwarded.

3. Please arrange for the enquiry to be held and furnish me with a copy of the Board's findings as soon as possible.

J.R. Blair
COLONIAL SECRETARY.

REPORT OF BOARD OF ENQUIRY RELATIVE TO A FIRE
=====

AT
==

THE FALKLAND ISLANDS GOVERNMENT AIRSERVICE HANGAR
=====

ON THE 28th.OCTOBER, 1953.
=====

CONSTITUTION OF BOARD.
=====

- | | |
|-----------------------------|---------------------------------|
| D. E. J. IKKINT (Chairman.) | CHIEF CONSTABLE. |
| A. MERCER | SUPT. POST & TELEGRAPH SERVICE. |
| A. E. LIVERMORE | SUPT. PUBLIC WORKS DEPARTMENT. |

=====

Respectfully submitted.

J. P. J. [Signature]
Chief Constable.

8

Chief Constable's Office.
Port Stanley.
6th. November, 1953.

To:- The Honourable Colonial Secretary
for the information of His Excellency
the Governor.

Sir,

FIRE AT FALKLAND ISLANDS GOVERNMENT AIR SERVICE HANGAR.

I respectfully report that in accordance with your directive, dated the 29th October, 1953, I convened a Board of Enquiry into the fire which occurred at the Falkland Islands Government Hangar on the 28th October, 1953.

The enquiry was held at the Police Station, with myself as Chairman and Messrs. A. Mercer and A. E. Livermore, at 2.0 p.m. on Friday the 30th October, 1953.

Evidence was taken from the following personnel who were at the hangar at the time of the incident, and copies of same are attached for your perusal.

Frank Devrell	Pilot.
Morris Smith	Mechanic.
Harold David Jones	Mechanic.
Nigel Aldridge .	Apprentice Mechanic.
George Short	Coxwain Aircraft Tender.

As directed by you, the investigation into the above fire was held with the following terms of reference:-

- (a) to ascertain the cause of the fire.
- (b) to fix responsibility if negligence is involved.
- (c) to report on the adequacy or otherwise of existing fire precautions.

The unanimous findings of the Board are as follows:-
(a) Cause of fire.

That the fire was caused by the dope fabric of the "Auster" main plane (wing), which was undergoing a Certificate of Airworthiness Inspection, being ignited by the heat given out by a 150 watt electric bulb situated at the end of a wanderlead, when same was inserted into the wing in order to provide illumination for David Jones (mechanic) when removing a suppressor in the generating system.

- (b) To fix responsibility if negligence is involved.

That no negligence was involved.

- (c) To report on the adequacy or otherwise of existing fire precautions.

That the fire precautions at the hangar are inadequate.

The Board very respectfully make the following suggestions for the future safety of the hangar, its contents and its personnel.

1. That a large mobile foam extinguisher be purchased of a pattern as set out on leaflets marked "Pyrene", "Merryweather" and "Atlas" CO₂ Portable Fire Units.
2. That for work inside small compartments and close to the dope fabric, battery operated lamps should be used.

3. That when other work is carried out on aircraft which requires additional lighting, the measures of safety would be increased if wanderleads and handlamps were protected and fitted in such a way that only low wattage lamps could be used. The heat generated by a high wattage lamp is very high and in a confined space becomes very noticeable.

4. That a proper wanderlead be purchased and the present one, which is of home made design be scrapped. Although the Board could not find any fault with the present one, except that the wire cage surrounding the electric light bulb was of a rather flimsy construction, they are of the opinion that a properly constructed wanderlead should be purchased to replace the one at present in use.

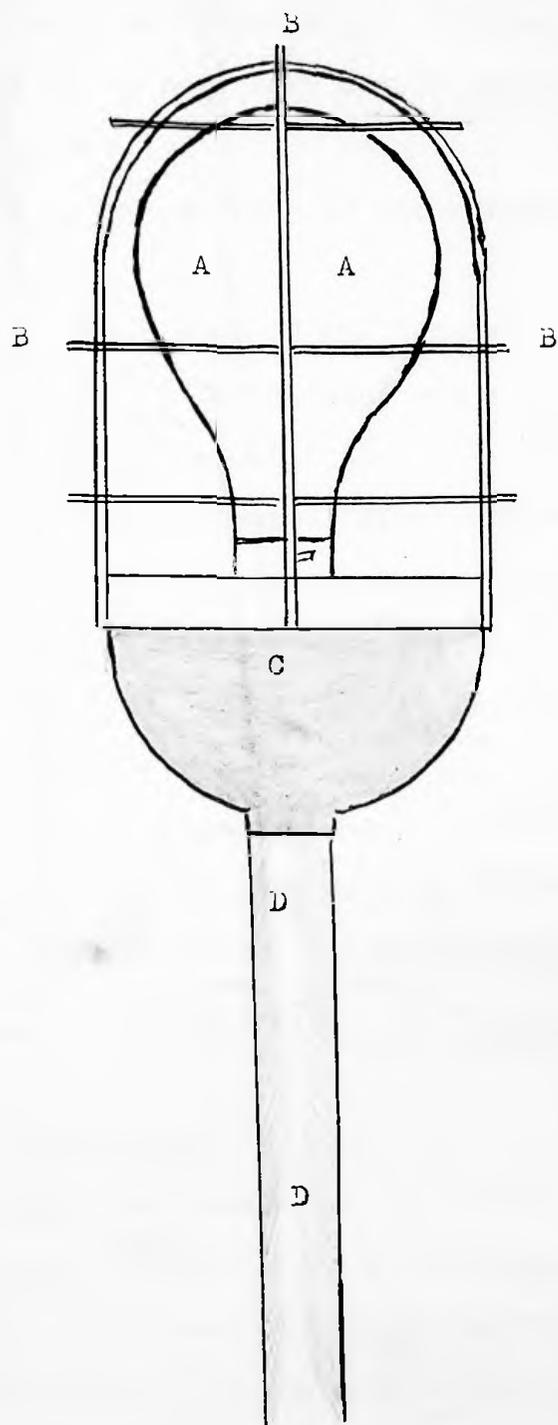
5. That electric fires in the workshop should be abolished and replaced by a heating system where no naked light is exposed.

6. That the telephone should be removed from it's present position to some convenient spot outside the workshop, where it could still be used in the event of a fire inside the workshop.

7. That every member of Government staff be instructed how to manipulate the fire extinguishers in their various offices, thereby removing any weak points of departmental ability to combat initial outbreaks of fire.

We are Sir,
Your obedient Servants

S. L. L. L. Chairman
a. m. m. Member
R. K. m. Member



Rough sketch of Wanderlead.

- A. 150 watt electric bulb.
- B. Wire cage.
- C. Bakelite holder.
- D. Insulated flex.

Francis John Devrell:-

states

I am a pilot in the employ of the Falkland Islands Government Air Service.

At about 10.0 a.m. on Wednesday the 28th. of October, 1953, I was at the air-craft hangar in company with Morris Smith, David Jones, Nigel Aldridge and George Short.

I was standing in the doorway of the workshop, when I heard David Jones shout "Fire".

At that time we had a wing of the "Auster" plane in the workshop, being overhauled, and I think David Jones was removing the wind generator suppressor, but I am not sure about that.

As soon as David Jones shouted "Fire", Morris Smith and I ran out into the hangar to get two fire extinguishers, both foam extinguishers.

We returned to the workshop, where Morris Smith immediately applied his to the burning wing and I gave mine to David Jones, who also directed his on to the seat of the fire.

I then went to the "Beaver" plane and took the extinguisher out of it, which I then applied to the burning wing in the workshop.

In the meantime Nigel Aldridge and George Short had opened up the doors leading out onto the slipway in case the other planes had to be moved.

Two more extinguishers were obtained from the top hangar, and I believe that they were also used, but I am not sure of that.

The fire was extinguished after a short while.

I am sure that nobody was smoking at the time of the outbreak and that no electric fires were burning inside the workshop, also that no naked lights were being used.

The cause of the fire in my opinion was due to the hot bulb on the wander lead being used inside the wing, igniting the dope fabric of the wing.

The bulb of the wander lead was in a cage at the time.

It was necessary to use this light in order to enable David Jones to see what he was doing.

The following damage was done.- the wing was badly burned and two windows were broken by the heat.

I do not think that anybody was to blame for the fire as it was

Francis John Devrell continued.

imperative to use a light inside the wing.

With reference to adequate fire precautions, I am satisfied that they are adequate to deal with small outbreaks of fire, but not with a major conflagration. I have however no suggestions to make for increased fire-fighting precautions.

I did not call for the services of the fire brigade as I did not consider it necessary after we had succeeded in putting out the fire, but reported the matter to Mr. Huckle.

All extinguishers were refilled the same day by Mr. Bowles.

The following questions were then put to Mr. Devrell.

Mr. Mercer. Can you tell me what sized bulb was being used in the wander-lead ?

Reply. A large sized bulb, either 100 or 150 watt.

Mr. Mercer. Do you know if there was any fracture in the wander lead ?

Reply. I cannot say, but must refer you to Mr. Jones who was using it.

Mr. Livernore. Would a larger cage round the bulb be more advantageous ?

Reply. Yes, probably so.

Mr. Livernore. Could not a hand torch be used on future occasions for a

similar type of work ?

Reply. Yes, I think a larger cage and a smaller lamp may be better though. By smaller lamp I mean a less powerful bulb.

Morris Smith

states

I am an aircraft mechanic in the employ of the Falkland Islands Government Air Service.

At about 10.0 a.m. on Wednesday the 28th. of October, 1953, I was at the aircraft hangar in company with Frank Devrell, David Jones, Nigel Aldridge and George Short.

At the time we were doing a "Certificate of Airworthiness" inspection on the "Auster" aircraft. We had taken the starboard main plane (wing) into the workshop. Our reason for doing so, was because eventually there would be doping (fabric) work to be done and it is dryer and warmer in the workshop.

David Jones was working on the root end of the main plane (wing) removing a suppressor in the generating system, I was working at the other end. To do this, he had to have a light and used what is known to us as a wanderlead, suitably cased in a wire cage.

We can only assume that the wanderlead bulb created sufficient heat to ignite the fabric when it was placed inside the wing through the inspection panel.

As I was working at the other end of the wing, I cannot say whether the wanderlead cage was resting on the fabric or not.

I heard David Jones say "Fire" and ran straight out into the hangar accompanied by Frank Devrell for a foam extinguisher. Two foam extinguishers and two pyrene's were used and the fire was quickly put out. These have now all been re-charged for further use.

There was definitely nobody smoking in the workshop and no electric fires were burning.

In my opinion the fire was almost certainly caused by the heat generated onto the fabric by the bulb in the wanderlead.

As far as damage is concerned, the wing in my opinion is totally unfit for further use.

I do not think there is any negligence on any body's part, and we have decided in future to use a smaller wattage bulb, when we are engaged upon similar work.

I am satisfied with the present fire apparatus for small outbreaks, but would urgently suggest larger and more foam extinguishers, preferably

14
Morris Smith continued.

of a mobile type.

The services of the fire brigade were not sent for, firstly because nobody had any time to do so and secondly because the fire was completely extinguished by us.

The following questions were then put to Mr. Smith.

Mr. Livermore. Where there any fire extinguishers in the workshop ?

Reply. Yes.

Mr. Mercer. Do you consider the cable of the wanderlead satisfactory ?

Reply. Yes, it has given us no trouble lately, I must however agree that it is not the correct cable, but that is all we could get.

Mr. Mercer. Can you tell me the wattage of the bulb which was being used in the holder on the wanderlead.

Reply. Yes. 150 watt.

HEROLD DAVID JONES:-

states

I am an aircraft mechanic in the employ of the Falkland Islands Island Government Air Service.

At about 10.0 a.m. on Wednesday the 28th. of October, 1953, I was at the air craft hangar in company with Morris Smith, Frank Devrell, Nigel Aldridge and George Short.

I was removing a generator system suppressor from the starboard wing of the "Auster" plane, which was in the hangar workshop. I was removing a screw, and in order to do so, I inserted an inspection lamp into the main plane (wing) through the inspection panel. The inspection lamp is composed of an ordinary bakelite bulb holder, one 150 watt electric light bulb, encased in a home made wire cage. This is attached to a long insulated lead, and the whole thing is termed a wanderlead. Electricity is provided to this lamp through the lead which is plugged into a power plug on the wall of the workshop.

After about one minute had elapsed I noticed a red glow on the fabric near the lamp, and I said "Fire" to Frank Devrell who was close to me at the time, and looked around for a fire extinguisher.

Frank Devrell and Morris Smith immediately obtained two extinguishers and the fire was quickly extinguished.

The fire was definitely caused by the heat of the bulb igniting the wing which is dope impregnated, and the wing in my opinion is completely unfit for any further use.

In my opinion there was no negligence on anybody's part.

From what I have seen, the fire precautions are adequate for small fires, but I suggest that they are inadequate for larger conflagrations and should be augmented by larger foam extinguishers, preferably of a mobile type.

The services of the fire brigade were not called for as the fire was properly extinguished by us.

The following questions were then put to Mr. Jones.

Mr. Mercer. Do you think that the wander lead is in proper working condition and had no cracks in it ?

Reply. Yes, if there had been any cracks in it the light would have flickered, but I do think that we should be supplied with a proper workshop wanderlead.

Of course.

15

HAROLD DAVID JONES Continued.

Mr. Livermore. Was the electric fire on in the workshop ?

Reply. No, the plug was taken out as soon as we put the wing in the workshop.

Mr. Livermore. Was any body smoking in the workshop ?

Reply. No, I am sure of that.

Mr. Livermore. I take it that the dope you referred to with which the wings are impregnated is very inflammable ?

Reply. Yes, highly inflammable, but planes cannot be constructed without the use of it unless they are all metal.

NICOL ALDRIDGE:-

states

I am an apprentice aircraft mechanic in the employ of the Falkland Islands Government Air Service.

At about 10.0 a.m. on Wednesday the 28th. of October, 1953, I was at the aircraft hangar in company with Mr. Devrell, Mr. Smith, Mr. Jones and George Short.

I was out in the hangar at the time working on the "Auster" floats, when I saw Mr. Devrell and Mr. Smith run into the hangar from the direction of the workshop and grab two fire extinguishers.

Thinking there was a fire, I immediately started to remove full drums of petrol away from the workshop door, and I then ran up to the top hangar for two more extinguishers.

I took those two back to the workshop where all the others with the exception of George Short were dealing with a fire in the workshop.

I then stood by in case the "Beaver" plane had to be moved. That is all I can say.

George Short:-

states

18

I am coxwain on the aircraft tender. At about 10.0 a.m. on Wednesday the 23th. of October, 1953, I was working at the aircraft hangar.

I was working with Nigel Aldridge at the time, helping him to clean the floats of the "Auster" aircraft.

I saw Mr. Devrell and Mr. Smith run out of the workshop and grab two fire extinguishers and then run back into the workshop where there appeared to be something burning.

I took no part in the fire at all, all I did was to open the large doors leading out onto the slipway in case the "Beaver" had to be moved.

That is all I can say about it.

H.M.

18 onwards for your observations, pl.

W.A.

for C.S. 9.11.53.

H.C.S.

I agree with the findings of the Board: as foreshadowed in my preliminary report (~~which does not appear to be filed~~) equipment in the hangar does not appear to be adequate for larger outbreaks of fire. If you approve a large mobile foam extinguisher will be purchased: also wandering lead. I am not so convinced about the telephone - that is the only point where I feel the Board's recommendations are unnecessary: there is an alternative telephone in the landplane hangar.

[Signature]
9.11.

J.B. To see report of Board of Enquiry on "Orange fire" from p. 8.

2. A second telephone in the hangar for emergency use would appear the best solution of para 6 of the Board's recommendations.
3. *J.B.* will accept the Board's findings?

[Signature]
14/11

Findings & Recommendations Accepted — I am much obliged to the Board. It is essential that necessary action is taken without delay.

H.M. Be see H.E. minute above — cannot be land plane phone

Transferred to the seaplane hangar
front entry?

17/11

M.C.S.

I agree: you will recall that while I was away
the acting H/O altered the hangar telephone system so that all
calls for the hangar have to pass through the office. I did not
like to ask Mr Mercer to alter this again immediately I returned,
especially as there was some sense in Mr Oliver's re-arrangement;
however, it is not always convenient to have the office as a
sub-exchange & I think it would be a good idea to revert to
the old system when the office is moved to the jetty. In an
emergency, I can always ask the telephone operator to cut off the
person talking to the hangar & plug me through to the hangar.
You probably know more about the reasons for the alteration
than I do - I realise it is annoying to find the S.M.O.
has entered the aircraft away without letting the office know,
but in my experience Mr Pessa only does so with really good
cause & it is so seldom that one can swallow one's pride
that number of times in a year!

The position will then be a normal telephone from the
hangar workshop to the exchange, with an extension into another
part of the hangar: the extension to the Landplane hangar
being eliminated.

JG

17.11.

H.M.

A.

The rearrangement of the telephone was Mr Olivers idea when he was acting in your absence and you are at liberty to alter it if it doesn't suit.

2) We must implement the Boards decision to install a ~~second~~ telephone in the hangar ^{to be used in the office in} case of emergency and it is up to you to decide (in consultation with C.P.T.) what ^{to be} the best arrangement.

a) Use the existing line thro' your office or have the second only as an emergency (i.e. public cannot use).

b) Use existing line as a private line between your office & hangar & all other business to be conducted on the second phone.

c) Scrap the office phone & ~~only~~ install it outside in the hangar.

3) Please let me know ^{you} what arrangement you come to. S.C.

4) What about Board recommendation 5. Am I right in saying that we were going to get an Eme but subsequently scrapped the idea or is there one on order?

19/11

B.

H.C.S.

Esse cancelled (or rather shelved): There is one type of electric fire already in use in the hangar which does not have a glowing element - same sort of principle as an electric iron. This may meet board's requirements, unless they were thinking in terms of sparks from frayed wires etc? A further fire of this type could be indentee if it is approved.

H
19.11.

AGP See also C/Comm to discuss when he is next in the office.

27C arranged.

Wtd 25/XI/53.

H.C.S.

Discussed with you on 3.11.43.

J. I. D.C.

HM: C/Constable is happy with the
type of electric feed which has no
flowing element. I agree.

3/12

H.C.S.

Will indent for further one in that case thank you.

J. I. D.C.
4. XII.

15/12

10/12

AVIATION DEPARTMENT,

Stanley,

Falkland Islands.



7th. February, 1963.

Sir,

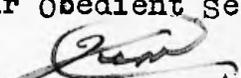
I have the honour to report that a minor fire occurred in the hangar workshop at approximately 10:00 hrs. this morning, a fault having developed in the petrol blow lamp.

2. The fire was quickly brought under control by the rapid actions of the hangar staff and I am pleased to report that no damage was done to materials or equipment, except the breaking of one window pane this being done to allow the gas to escape after the fire had been got under control.

3. I have reported the matter to the Supt. of public works and Supt. of the Fire Brigade and arrangements made to have the extinguishers recharged.

4. A rather serious fire could have developed had it not been for the rapid and effective action taken by the staff under the supervision of Mr Jones and I have expressed my gratitude to the staff on duty.

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


Director of Civil Aviation.

The Honourable,
The Colonial Secretary,
PORT STANLEY.

G.E.

I spoke to Mr. Jones.

He says (a) this particular blow lamp
will not be used again.

(b) He suggests replacing the other
behold blow lamp with a handoffine
blow lamp.

(c) Fine fireman's equipment should
include gas masks as

it is difficult to go near behold furnaces.

all this will be taken up re (will th. l. v.)

X/

✓ may I convey G.E.'s appreciation of
the action taken by Mr. J. and Mr. Staff
and say that recommendations to eliminate
the danger of such an accident in future
are awaited

8/2/63

5.2.63

0270/M

13 February, 63.

To: Director of Civil Aviation,

From: The Colonial Secretary,

STANLEY.Fire at Hangar

26

With reference to your report on the above matter, would you please be good enough to submit your recommendations to eliminate the danger of an accident of this nature recurring.

2. Please convey to Mr. Jones and the Hangar Staff His Excellency's appreciation for the prompt action taken which undoubtedly prevented a serious fire.

KIV x/ opposite

(Sgd) H. L. Bound.

for COLONIAL SECRETARY

No. 0270/M.

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



MEMORANDUM

20th. February, 1963.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

To: The Honourable,

The Colonial Secretary,

PORT STANLEY.

SUBJECT:- Fire at Hangar.

With reference to your memorandum of even number dated 13th. inst. on the above subject, I have discussed the matter with the Air Service engineers and the immediate action is to dispose of the faulty blow-torch. This piece of ancient equipment was originally the property of F.I.D.S. and is not held on charge by my department, the question of authority to write-off does not therefor arise.

2. Replacement of this torch will however be necessary as it was used for the heat treatment of metals used in aircraft repair. Having once been 'bitten' with a pressure type petrol burner it is agreed by all that we should accept our lesson and abandon the idea of liquid fuel burners. It is therefor recommended that the replacement should be a gas welding kit, estimated cost £40.

3. One may ask are the engineers capable of using such equipment, the answer to that is, yes, Mr Jones of this department has attended a welding course at British Oxygen, cost being met by this government.

4. I have advised Mr Jones and the staff of His Excellency's appreciation of the action taken by them during the above mentioned fire.

5. One point which emerges from our mishap and not previously mentioned was that it was necessary to break a window to allow the gas to escape and fire fighting operations to continue, the admission of draft could have caused the fire to flare up and get a good hold, we have discussed this with the Supt. of P.W. and Supt. of Fire Brigade and they advise that breathing apparatus should be available for use when pyrene or foam extinguishers are used in a confined space.

6. Finally I am to advise you that all discharged extinguishers were re-charged within hours of being used.

31

Phoned DCA's


Director of Civil Aviation.

Office advised
if he needed money to
order for it before SFC visit
21/2/63

BW 23.63

Extracted to Town
Clark 20.3.63.

H-17

30 + 300 - for information

8/22/63

33

H.C.S.

Dear, Thank you.

H.C.

22.2.63

Bin B.3:63 & on 27.

34

Letter to SPW. The best thing (which is to extract parts of 30 & send it to T.C and also make advice of the fact office be aware as to the advisability of providing your wishes for the museum and/or other places.

8/22 17/3/63

20th March,

63.

Madam,

5 of 30.

I am directed to enclose an extract from a memorandum from the Director of Civil Aviation and to request that the advice of the fire officer be sought as to the advisability of providing gas masks for the hanger and/or other places.

I am,
Madam,
Your obedient servant,

g.

COLONIAL SECRETARY.

The Town Clerk,
Stanley Town Council,
SEANLEY.

DRM/TB

Copy to DCA

File 5.4.63

NOTE

see para 2 of 30

Application made for permission to include a sum of £40 in 1963/64 Estimates.

Folio 25 in O284/XVI is where the original application is filed.

Permaner to include in estimates given

H. C. T.

For inf. pl.

27th March, 1963.

19.4.63

Shown to Fire Officer. It would be well if two
gas masks were provided for the hansom. He doesn't think they
are needed for other places. The Fire Brigade have their own.
He thinks there are some in the Serravallo Store.

SPW.

1. Are there in fact any gas masks in the Government
Store?
2. Are they required for any other purpose?
3. If not could ^{two} ~~any~~ masks be issued to D.C.A.

SM
11/6/63 38

H.C.S.

There are half a dozen dust masks which we use
when stone crushing at the quarry. Two of these
can be issued until we receive further supplies.

39 J. Piston. S.P.W.
13/6/63.

after
(letter referring to D.C.A. & SPW 1 month
and has been transferred. It may be necessary to take
also D.C.A. [unclear])

12/6/63.

0270/11

40

26th June,

63.

To: The Superintendent,

From: The Colonial Secretary,

Public Works Department,

STANLEY.

Fire Fighting Equipment

I am directed to authorise you to transfer two dust masks
to the Aviation Department in case they are needed for fire fighting.

(Sgd) M. H. BOURN

for

0270/11

26 June, 63.

To: The Director of Civil Aviation,

From: The Colonial Secretary,

Aviation Department,

STAREY.

Fire Fighting Equipment.

40
I am directed to enclose a copy of a memorandum to the Superintendent of Works authorising the transfer of two dust masks to your Department in case they are needed for fire fighting. Presumably you will arrange for them to be brought on charge.

(Sgd.) H.L. Bound
for COLONIAL SECRETARY.

BU 29