

SECRETARIAT

TRN/AVI/3#9

0270/X  
AIR

No. 0270/X.

FAULKLAND ISLANDS GOVERNMENT AIR SERVICE.  
PILOTS ORDERS.

H.C.S.

I had a long talk this morning with Kerr about various matters connected with the Air Service. We have always been conscious here of the fact that flying in these conditions is particularly trying, and at the end of a long day, with numerous landings and take-offs, the pilot is apt to lose his "edge". There is no doubt that when a pilot becomes tired he is more accident prone, and this is a risk which we must do all we can to avoid. Our two pilots are most conscientious and anxious to oblige the public, and I do not want them to err on the side of doing too much. Kerr understands this very well, but it may not be so easy for Campbell when Kerr is on leave, and he is on his own here. We think it would be wise to draft a set of "pilots orders", among other things limiting the number of landings which should be undertaken on any one flight. Kerr will be doing this.

7th September 1960

PA

2.

Sp. 2. enquire verbally what progress has been made.

New job  
Pilot's orders

Bu 29.9.60

Bu 4.10.60

Bu 14.10.60

Bu 25.10.60

25/11/60

3

ACS

DCA has this in mind. He spoke to him about Pilots orders yesterday. DCA will let us have them as soon as he gets them completed.

Bu 25.11.60

ACS

10/11/60

25.11.60

25.11.60

Bu 31.12.60

" 31.1.61

" 27.2.61



4

Extract from a Report by Mr. H. Bennett of 9. 9. 60 to the Colonial Secretary. - original filed in 0270/W.

11. I would further recommend that it is desirable that the pilot take reasonable steps before the commencement of a flight to ensure that all safety belts have been correctly fastened and that passengers have been made aware of their method of operation.

Regulations for the purpose of ensuring the safety of passengers have not been made under article 33(2)(a) of the Colonial Air Navigation Order, 1955, but in the absence of local regulations, I think article 28 of the (United Kingdom) Air Navigation Order, 1960, (which relates to the duties of the commander of an aircraft) should be followed as far as practicable.

5

Extract from Minute from D.C.A. to H.C.S. of 16. 11. 60 - original filed in 0270/W.

In a recent letter from the S. of S. it was advised that consideration was being given to re-writing the Col. Air Nav. Order to bring it into line with the new U.K. Order, however until this has been done and the new Order applied to the Colony, the recommendation will be included in the Local Pilot's Orders.

6

Extract from Minute from H.C.S. to H.E. of 28. 11. 60 - original filed in 0270/W.

Para. 9 dealt with. Perhaps Y.E. would like to see the Pilot's Orders.

4  
Para. 11. This will be embodied in Pilot's Orders.

7

Extract from Minute from H.E. to H.C.S. of 30. 11. 60 - original filed in 0270/W.

D.C.A. was waiting the return of Mr. Campbell before writing Pilot's Orders, and no doubt he is getting on with them.

8

Minute from A.C.S. to D.C.A. of 17. 1. 61 - original filed in 0270/W.

Any progress with Pilot's Orders pl.?

9

Minute from D.C.A. to A.C.S. of 3. 2. 61 - original filed in 0270/W.

Copies of all Orders issued to date at R.C.

Minute to D.C.A. from H.C.S. - original filed in 0270/W.

D.C.A.

There is only one small suggestion I would make. Emergency Flights (b) - I imagine that this contemplates a case when the D.C.A. or Senior Pilot is in Stanley but not at the office or Hangar. Should not the Junior Pilot try to contact him? If so might it not read "Should..... received he should endeavour to contact the D.C.A. (if..... Senior Pilot before deciding to fly and the D.C.A. or Senior Pilot may decide that flying shall not take place."

Now it rather looks as if, if he can get away unnoticed all power to his elbow but if the D.C.A. happens to appear he has had it!

11

Minute to D.C.A. from A.C.S. - original filed in 0270/W.

D.C.A.

10 for your observations please.

(Intld) H.L.B.  
9.2.61.

12.

A.C.S.

You may or may not be aware of the fact that the Senior Medical Officer is the only person in the Colony who can request an Emergency flight, and he does so by contacting the D.C.A. or Senior department official in the Colony whether they are on duty, off duty or by radio should the person be flying.

The object of this order is, in the case of borderline conditions for a comparatively inexperienced Pilot he can be prevented from flying when he feels he is duty bound to carry out the flight because of the Emergency.

In view of the procedure for requesting such flights I do not consider any alteration in the wording of this order necessary.

D.C.A. 10-2-61.

*Will thank to D.C.A.  
and we are well in  
21/2/61*

4. 2.

Pilot's orders for information.

I made rather heavy use of emergency flights  
 (6) but DCA tells me that the junior pilot  
 would always be in touch with the DCA or  
 Senior Pilot and that the position would therefore  
 be quite clear

5  
 10/2/61

14.

HCS

Read with interest. The orders appear to cover  
 most contingencies I can think of. To give these  
 orders full authority, I think they should be  
 signed by the C.S. issued by the C.S. ....

by direction.

6. 3. 61.

I have had a talk with DCA who agrees  
 with above. We also discussed smoking, and  
 agree there should be no smoking on board.  
 I think it would also be wise to prohibit  
 smoking within say 20 yds of an aircraft.  
 I have in mind a boatman coming alongside  
 a float smoking a cigarette.

7. 3. 61.

DC A.

Pilots orders.

The following suggested addition is forwarded to you for comments

after having  
'Emergency Rescue - Launching

add to following have.

Use of motor boat 'Alert' at Stanley.

It should be born in mind that the first duty of the 'Alert' is to assist the Air Service. Her services may be requested at any time provided that sufficient notice is given and she must be in attendance at take off or landing in the case of any emergency flight or, if available, at landing in circumstances described ~~out~~ (6) under weather minima in the event of return to Stanley.

R  
14/3/61

H.C.S.

16

1 A pilot's order when issued is applicable not only at one point but throughout the whole flight and to issue an order as above suitably amended to cover all stations would bar the pilots from landing at at least 75% of the camp station when an emergency call is received, except when the weather conditions are ideal for flying, which has seldom been the case during my stay in the Colony.

2 It must be borne in mind that the Air Service ~~was~~ came to these Islands as a means of evacuating Camp personnel in need of hospital treatment, quickly and efficiently to Stanley. This is still Government policy and any order which restricts the movements of an aircraft is-defeating the object of the service.

3 The attendance of a launch is always desirable but the absence of a launch should in no way effect a Pilot's decision to carry out an emergency flight.

4 I would however like to see in writing an instruction that the Alert will be available to assist the aircraft without previous notice, because an aircraft emergency can occur in any weather and without warning to the Pilot.

*[Signature]* 30/3/61

DCA.

H.E. wished these orders to issue from me on his behalf. I have reworded them as they are slightly altered to wording one (should like you please to go through my draft before I submit it).

There is one important alteration I have made because I thought the original was a mistake but would like you to verify. Page 1 3 weaker minima

line 2 I have put "or" instead of "and." Is this right? I know that if we were going to Port Howard and the wind here was 35 knots we would not fly even with an 15 knot wind in Stanley. Hence I have substituted "or" for "and"

gr  
17/4/61

H.E.S.

I fear that it is not fully understood what Pilot's Orders are.

They are instructions issued by an operator, to that operators own pilots and have no legal authority whatsoever. Contravention of these orders can only result in disciplinary action being taken against an offender, within the Company, and any punishment awarded to an offender does not become Public property.

In view of Para (b) of first order the sequence of further orders is unimportant.

The orders submitted and accepted, were compiled and understood by both pilots and I do not agree that the alterations and rewording in any way clarifies the instructions to a Pilot.

A



The reason for using "and similar or higher - etc." is so that a pilot will not be restricted from taking off at Stanley until a known slackening of wind reaches here, if his first landing will be carried out at less than maximum wind and the flight is of sufficient length to permit his return to base in lower wind speed.

J. 18/4/61.

19

G.E

Discussed with DCA on phone.

I have ventured the 'and' in para 1 (3).

As regards A of DCA's remarks I tried to explain that I was not disputing that; there are departmental orders from the Government to its own pilots.

DCA has made out his orders in the book annexed and does not want them upset.

We could I think send him a copy of the orders finally approved on behalf of Government and say that there was no objection to the pilots ~~insert~~ criticising his book but that any <sup>suggested</sup> alterations to the book should be referred to the C-5 for <sup>an</sup> embodiment in the Government orders.

Jm

26/4/61



H.C.S.

This is a lot of nonsense. As the D.C.A. says, Pilots Orders are instructions issued by the operator to that operators own pilots. The operator in this case is the Falkland Islands Government, and if we want these orders to be in a particular order, they should be in that order. It is clearly ridiculous to have one order in the Secretariat and another in the P.O. book. There are, moreover, still typographical errors and spelling mistakes in the P.O. book.

2. Since the orders will be added to from time to time, I should think each order should be shown separately on each page of the P.O. book, which will leave room for amendments to be put in underneath.

3. In the event of any accident and subsequent enquiry, Pilots Orders would very probably be relevant, and we would look very stupid if the orders in the P.O. book were in any way different from those on file in the Secretariat.

26th April 1961

RA

21

Now make four copies of Pilots orders as drafted by me.

DCA can have two copies. We should have a copy in file of our orders which -

Return the book with the 2 copies of the orders & a covering letter saying that there are to be regarded as the official pilots orders in future. Request that you have 2 above  
5/27/61.

21A

ACS draws attention to have 4 of 66.

I went into all this with DCA at H.M. When DCA said was that unless alert was available all the time he would be against referring to her in pilots orders. We will now put into his file 4 copies of the written order I did make which was agreed to by H.M. at DCA

5/10/61

4th May, 61.

To: Acting Director of Civil Aviation,

From: The Colonial Secretary,

STANLEY.Pilots' Orders

23. I am directed to enclose two copies of the Pilots' Orders, which are to be regarded as the official Pilots' Orders in future. Your Departmental Pilots' Orders book is returned herewith.

2. Since the Orders will be added to from time to time, it is suggested that each order should be shown separately on each page of the Pilots' Orders Book, which would leave room for amendments to be put in underneath.

(Sgt.)

*R. S. Mander*  
*R. S. Mander**m* COLONIAL SECRETARY.

PILOTS ORDERS

1. General

- (a) All Pilots engaged by the Falkland Islands Government Air Service must, prior to the commencement of a tour of duty as Pilot, read and sign as having read and understood all instructions contained in this Order Book.
- (b) As it is likely that these Orders will be added to from time to time, this book must be consulted by all Pilots at intervals not exceeding three months, and initialled and dated in the space provided.
- (c) This Book will be kept in the Air Service Office and duplicate copies of the Orders will be filed in the Secretariat.

## 2. Documentation

- (a) All Pilots must ensure that the aircraft documents are valid and up to date prior to the commencement of any flight.
- (b) A valid Certificate of Maintenance must be in force at all times.
- (c) In the event of an aircraft being weather-bound in the Camp for such a length of time as to invalidate the Certificate of Maintenance the Pilot will abandon the incomplete part of his flight plan and return direct to STANLEY at the first opportunity.
- (d) When an aircraft has been at moorings overnight, the Pilot will be responsible for bilging prior to take-off and the relevant entry will be recorded in the bilging record on return to STANLEY.
- (e) Pilots will make full use of the Defects Record and NOT rely on a verbal report to the Engineer.



### 3. Weather Minima

- (a) Routine passenger flights will not take place if the wind speed at STANLEY is in excess of twenty knots and if similar or higher wind speeds are reported from the Camp, or when the cloud base and visibility is less than that required for Visual Flights Rules.
  
- (b) Should weather conditions deteriorate whilst a flight is in progress, the Pilot must abandon part or whole of the remaining flight plan to ensure a safe return to STANLEY, or land at the nearest safe anchorage and await more favourable conditions.
  
- (c) A Pilot's decision as to whether to fly or not must in all cases be determined by information received from the Meteorological Office and he must never let his judgment be influenced by pressure from outside. This must be borne in mind specially if borderline conditions develop after several days with no flying.

#### 4. Emergency Flights

- (a) Emergency flights will only be carried out at the request of the Senior Medical Officer. For an emergency flight minimum weather conditions laid down for routine flights will be waived, but a Pilot must not attempt such a flight if weather conditions are such that the safety of his aircraft may be endangered.
  
- (b) Should a junior Pilot be on duty when an emergency call is received, his decision to fly may be overruled by the D.C.A. (if he is a Pilot) or the Senior Pilot, if they consider the junior insufficiently experienced to cope with the prevailing weather conditions.

5. Emergency Flights - Launching.

When an emergency flight has been requested and the wind is in excess of 20 knots, the Pilot detailed to fly will consult with the groundstaff before attempting to launch the aircraft. Should the Senior Engineer present be in any doubts as to the success of the launching, no attempt will be made until he is completely satisfied that the operation can be carried out without endangering the aircraft.

## 6. Safety Harness

- (a) The Pilot is personally responsible for the safety of his passengers from the point of embarkation - with intent to fly to final destination.
- (b) To ensure maximum safety, the Pilot will satisfy himself that there is a safety harness for each passenger on board and that the passengers understand its operation.
- (c) Passengers will be advised to fasten their harness before take-off and landing.
- (d) It is quite permissible for a passenger to loosen the safety harness, after take-off has been completed. Should turbulent conditions be experienced, passengers will then be advised to tighten their safety harness.



## 7. Radio Watch

Pilots will check their radio prior to take-off from Stanley, and maintain a continuous watch whilst airborne. Position reports will be passed to Stanley Control at intervals not exceeding thirty minutes should the airborne time between landings be in excess of this period.

## 8. Low Flying

Low flying without just cause is strictly forbidden: low flying may only be carried out when:-

- (a) Cloud base is such that there is no alternative.
- (b) In the interests of a patient the Pilot is requested to do so by a Medical Officer.
- (c) The duty being performed can only be carried out efficiently from a low altitude, e.g. Mail dropping, Supply dropping or making observations.

## 9. Restricted Movement Areas

When a Pilot is detailed to land at a settlement where the movement area is limited, and handling likely to be difficult, whatever the cause, the Pilot should abandon any attempt to land in the area unless a motor boat is available to assist the aircraft in clearing the area.

## 10. Mooring to Jetties

An aircraft will not be moored to a jetty at settlements where an aircraft mooring has been provided, unless the Pilot is satisfied that the conditions prevailing, i.e. height of tide, sea condition and wind direction will in no way endanger the aircraft, should it be preferable to work from a jetty.



11. Restrictions

- (a) When one Pilot only is available for duty for periods in excess of seven days, he will be restricted to a maximum of eight take-offs and landings in any one day.
- (b) When a Pilot's tour of duty exceeds five hours - duty time to be reckoned from the time a Pilot commences preparations for a flight - he must observe a one hour rest period at a settlement to be selected by himself.
- (c) The above orders may only be waived:-
- (i) If authority to do so is granted by the Colonial Secretary;
  - (ii) If an emergency call is received late in a duty period;
  - (iii) If the safety of the aircraft is endangered by the rapid deterioration of weather conditions.

14.12 para 2  
of ... and para  
4 of 14.

6th May,

61.

To: Acting Director of Civil  
Aviation,

From: The Colonial Secretary,

STANLEY.

Smoking

The Director of Civil Aviation undertook that smoking should be prohibited on board the aircraft and within 20 yards of it e.g. in a boat. Also that we should make sure that the prohibition on smoking in the hangar (except in the office) should be strictly enforced.

2. Could you please confirm that the above will be enforced.
3. Do you wish any announcement to be made?

Reply at 26

(Sgd.) H.H.D. Manders

for COLONIAL SECRETARY.

see 26.

KIV para. 2 of 14 and  
para 4 of 16.

see 21 A

RHDM/LH

Put a copy of  
the memo into the file of  
the memo on this file of

No. 119/37MEMORANDUM

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

14th April, 19 61.

To: Director of Civil Aviation,

STANLEY.From: The Colonial Secretary

Stanley, Falkland Islands.

SUBJECT :-

W/I 'Alert'

I am directed to forward for your information an extract from the orders to the 'Alert' dated 18th September, 1956, which continue to be in force:

'The 'Alert' is to act as crash tender for the Aircraft. The Director of Civil Aviation has priority over all other Departments in the use of the 'Alert' and he will be informed by me (Harbour Master) as to the whereabouts when not required by the Air Service.

(Sgd.) H.L. Bound

For COLONIAL SECRETARY.

Ba 16561 (20)

No.

MEMORANDUM.

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



11th May, 19 61.

To: The Honourable,

From: Ag. Director of Civil Aviation,

The Colonial Secretary,

Stanley, Falkland Islands.

STANLEY.

SUBJECT :- Smoking

24

Reference your memo. 0270/K dated May, 6th, 1961. With regard to smoking in the seaplane hangar:- Two No Smoking signs are being manufactured by P.W.D. and on completion will be secured in a prominent place on the hangar. I suggest one on each door.

No smoking signs are also being printed and will be placed in a prominent position in each aircraft and I also think it would be advantageous to make a suitable announcement on the local radio.

W.

Shelm  
DLA with attend to x  
File n 17/5/61

Ag. Director of Civil Aviation.

18.5.61