

2408/VOL 2

2408/VOL. 2

2408/11  
AIR

ESTABLISHMENT

OF

LOCAL AIRFIELD.

Commencing with folio 117.

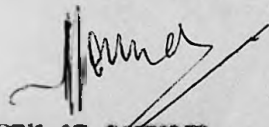
117

EXTRACT FROM MINUTES OF MEETING NO. 7/69 OF EXECUTIVE COUNCIL  
HELD ON 15th, 16th, 17th JULY, 1969.

2408 30. AIRFIELD SURVEY

Council noted that Government had been asked to authorise expenditure of up to £200 to cover expenses in connection with the analysis of soil taken from the proposed airfield site and agreed that the expenditure be approved.

A report was expected to arrive by the next inward mail.

  
CLERK OF COUNCIL

BU min 29. 8.67

2408/II

120

8th September, 69.

For Director of Civil Aviation,

From: Colonial Secretary

Stanley.

Copy to S.P.W.

I enclose a copy of the Airfield Feasibility Study Report with the request that you record your comments and advice. The Report should be passed to Superintendent of Public Works by Saturday 15th September and by copy of this memorandum I am asking the Superintendent of Public Works to submit his comments not later than Friday the 19th September.

This is one of the few copies of the Report available and every care must be taken to ensure that it is returned to this office with S.P.W.'s comments not later than the 19th of September.

reply 123

(H.L. BOUND)  
for COLONIAL SECRETARY

A.C.G.

X

X

X

121

I think you have kept a copy of the Airfield Feasibility Study Report for the file. I asked you to lend the file to me.

You can do that: but the file copy of the Report should be passed to DCA with a request for him to record his comments & advise & to pass the file to SPW by Saturday, 13/9. SPW should be asked to return the Report, with his comments, by Friday, 19/9.

Y.C. El. Sec 120. I have borrowed Mr. Guinness copy so that we will still have a copy in file for quick reference. 18/9/69

J 8/9

D. C. A.

S. P. W.

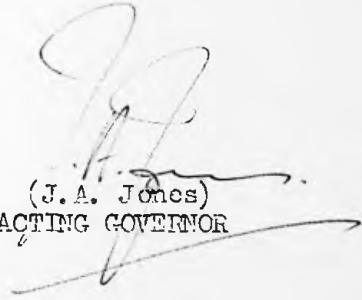
Airfield Feasibility Survey Report

Please let me have your comments on the Airfield Feasibility Survey Report (at back of file) as follows:

D.C.A. to record comments and pass file to S.P.W. not later than Saturday, 13 September.

S.P.W. to record comments and pass to Secretariat (for onward transmission to me) not later than Friday, 19 September.

9 September, 1969.

  
(J.A. Jones)  
ACTING GOVERNOR

Record

*This has already issued in memo form at p 120.*

*BU 19.9.69*

No. FIGAS/AD.

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

MEMORANDUM



123  
10th. September, 1969.

To: The Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.


SUBJECT :-

AIRFIELD.

120  
I refer to your 2408/II dated 8th. inst.

2. From the report there is little doubt that an airfield could be constructed on the site chosen and that the site is the best available within comparatively easy striking distance of Port Stanley.

3. However, unless substantial outside financial backing is forthcoming, I cannot see the project being proceeded with.

  
(J.KERR.)

Director of Civil Aviation.

124

No.

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

MEMORANDUM

13th September, 1969.

To: The Acting Colonial Secretary,

24/

Secretariat,

STANLEY.

From: The Superintendent of Works,

P. W. D.,

Stanley, Falkland Islands.

SUBJECT:- Airfield Comments.

- 6. 2. Refueling:- The present bowser in Public Works Department possession but soon to be displaced, is the ideal equipment for such a purpose due to level ground, plenty of room to manoeuvre, less spillage than drums, this in turn could be refilled by drums at leisure.
- 6. 5. Public Works Department with its newly equiped workshop could produce a Terminal Building adequate for the requirements.
- 7. 5. 1. The Laboratory test results will be interesting from the clay, sand and rock that we sent them, (when they become available) if tests prove successfull on the clay, it may be possible to find similar clay much nearer the site.
- 10. 4. and Miscellaneous. I note that £10,000 for a Labour Camp, and £2,000 for a Terminal Building, if the labour camp was so designed with future Terminal Building in mind, there could be a £2,000 saving.

SUPERINTENDENT OF WORKS.

C.T.

Hinfield Feasibility Study Report.

I shall be glad of your comments on the attached Draft Exco. Memorandum to our submission to Council of the Hinfield Feasibility Study Report. It is not my intention to have this memorandum found & circulated before the Governor's return from leave, but rather to have ready for him, on his arrival here, a draft upon which you & I also agreed or, preferably, to send to him by Oct. 6. 'Darwin', for him to study on the journey from Montevideo to Stanley, a copy of the Report (it can be assumed that he will already have been one even if he hasn't one in his baggage) & the Draft Exco. Memorandum so that it can be circulated to Members before the Meeting of Exco. at the end of October.

J.S./9

T.E.,

Your conclusion re the airfield are unarguable. The result of any interest in a flying boat service will need to take into account the shipping connections with the mainland. On the memo as drafted I have no comments.

CONFIDENTIAL

T.E.

9/9/69



126

File Note

Airfield Feasibility Survey Report.

- 4.1.1.a) Monte-Stanley-Punta the most practical, and shortest crossing. Should be operated initially.
- b) Foregoing rec. based on assumption that Argentina would not make political difficulties.

4.2. Traffic The main traffic would consist of those who currently travel by sea. Tourism (even specialised tourism) is considered to have a strictly limited potential. Some Islanders might travel by air to the mainland for holidays. Urgent medical cases could be transported by air.

The deduction drawn is that it is unlikely that the traffic potential could support a regular scheduled service immediately.

4.3. Aircraft 6-8 seaters.

4.4. Alternate Airfields None.

5. A main E-W runway of 3,600', and a subsidiary NNW-SSE of 2,300' are recommended as this will permit operation of a/c larger than those mentioned at 4.3 above, i.e. the HS 748, e.g., as a freighter (see 4.3.1.) and could, it is considered, be not much more expensive than a shorter runway system.

6.1.1. To provide what is considered to be essential, namely R/T communication with Stanley throughout the flight (rec. due to factors such as 4.4. above) additional H/F equipment at a cost of £23,000 will be necessary. (? and extra staff).

6.1.3. Yet other additional beacon equipment costing £10-15,000 will probably be necessary.

6.3. Fire-fighting equipment would cost about £1,000.

6.5. Terminal bldg. will need to have provision for  
Customs  
Health  
Immigration  
Some Met. equipment (anemometer and barometer)  
Telephone communication with Met. Office and F.I.G.A.S.  
control centre.

7.3. discusses the drainage problems involved.

7.5. Soil lab. tests, local materials tests, etc., will be reported later.

7.6. contains the arguments for a grass versus a cement stabilised runway and favours the latter. (7.6.5.)

8. Only the subsidiary runway would be capable of future extension.

127

Airfield Feasibility Survey Report (Cont.)

10.	<u>Cost Estimates</u>	£'000	
i)	2 Runways.	300 (+ 35)	335
ii)	1 Runway.	230 (+ 35)	265
iii)	To these need to be added estimates for items at 6.1.1., 6.1.3., and 6.3. which could total another 35 And exclude any additional staff.		
iv)	Allowing for 7% annual rise in construction costs, the figures, if construction began in 1970, could be		
	Scheme 1	£321,000 + £35,000 =	£356,000
	Scheme 2	£246,000 + £35,000 =	£281,000

DRAFT Ex.Co. Memorandum

Airfield Feasibility Survey

Memorandum by the Colonial Secretary.

Previous Ref: Information Memorandum INF ?/69

A Report on the feasibility of constructing an airfield on the Cape Pembroke Peninsula has been circulated to Members.

Insert para. 3 here  
as para. 2  
(see p.2)

3.2. The authors of the Report, while foreseeing no great obstacles of a physical kind in the way of the construction of an airfield at the suggested site, consider that an airfield would not be an economic proposition within the foreseeable future and hold it to be only feasible if Government provides it as a necessary social service.

4.3. Having examined the question of a grass airfield versus surface dressed, cement stabilised runways and found the former to be impracticable in local conditions of climate and soil, the Report recommends two schemes, the first consisting of <sup>an airfield with</sup> two runways and costing at the present time £300,000, and the second ~~existing~~ consisting of one runway only and costing £230,000. In either case certain additional costs, for wireless and beacon, and fire-fighting equipment, of a total order of around £35,000, appear likely to have to be incurred.

5.4. At mid-1969 prices the cost of the Scheme 2, which is recommended in the light of the limited air traffic which can be expected both immediately and in the future and its considerably lower capital cost, and including the wireless and other equipment mentioned, is £265,000 in round figures. On the basis of the annual rate of increase in construction costs of 7% mentioned in the Report, this figure could be expected to be £280,000 by mid-1970.

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2.4 Paragraphs of special interest in the Report are those concerning Air Routes (para. 4.1.1.); Traffic 4.2.; Aircraft (4.3.1.); Site Potential (5.3.1. and 5.3.3.); Radio Communications and Navigation Facilities (6.1.1. and 6.1.3.); Site Investigations: Drainage (7.3.); Local Construction Materials (7.5.) - further information is to be supplied by the authors of the Report when the results of materials tests are available; Airfield Construction (7.6.); Runway Extensions (8.1.); Access Road (9.2. and 9.3.); Estimates of Cost (10); and Conclusions (11.2.-11.4.).

6. Sums of the magnitude mentioned in paragraph 4 above (and it must be emphasised that these are capital sums only,) cannot be provided from Colony resources in current budgetary circumstances. It is hardly more likely that they can be provided from external sources. The inescapable conclusion seems to be that the provision of an airfield at Cape Pembroke is out of the question at the present time.

7. In such a situation it may be worth considering <sup>if</sup> ~~whether~~ enquiries could usefully be made to establish whether any of the operators mentioned in Appendix A to the Feasibility Study Report or, failing interest or capability on their part, other operators would contemplate beginning flyingboat or floatplane services from the mainland. <sup>cost of</sup> The services needed at the Stanley end for such an operation would be small compared with the projected airfield costs and, without attempting to go into the matter in detail, could conceivably be of an order such as to justify the provision of the bulk of them under British Aid arrangements. Council is invited to advise whether these possibilities should be pursued in preference to the plan for the provision of airfield facilities at Cape Pembroke.



1/23/9

Gibraltar  
Foreign and Commonwealth Office  
South Atlantic  
Department,  
London S.W.1

(MUA 11/492/1)

28 Aug. 1969.

Dear John.

I am writing to you about the airfield survey report copies of which were sent to you in the last mail. We did in fact only get this report at the time the Falklands bag closed and it was sent on before we had a chance of looking at it here.

2. We subsequently had a brief word with Sir Cosmo about the report and his initial reactions were that the estimated cost put it out of the question for the Falkland Islands Government to finance. He thought that in the circumstances some sort of float plane might be the best answer, but these were, as I said, his first reactions as he had not had much opportunity then to study the report properly.

3. The report makes no mention of amphibians but we have been told by Wainwright that at the Governor's request he has been collecting information about this craft as an alternative to providing an airfield. This was however proving a longer job than he had thought because of delay in corresponding with Alaska, his main source of information and it may be some weeks yet before he is able to complete his enquiries: but as soon as he has done so he will let us have a short report to pass on to you.

p. 106, a. v. d. 1

4. Sir Cosmo in his letter of 19 June in reply to John Bennett's letter to him of 5 May said that he would be getting in touch with us again when the report had been studied, but I suppose that you may not in fact complete your study of the report until after Sir Cosmo's return. We would not therefore expect to learn of your views on the report, and any ideas for any further steps that you may think desirable, until then. At that stage the points in Bennett's letter of 5 May will no doubt be taken into account in so far as they may still apply - and some of them would of course apply equally to any scheme for the use of amphibians, supposing that the supplementary technical report referred to in paragraph 3 above were to favour the use of such craft.

*(Handwritten signature)*

(A. St. J. Sugg)

J. A. Jones, Esq., O.B.E.,  
Stanley,  
Falkland Islands.

PS / General Office

FR in Alfred's bag file

1/23/9



*J*  
*23/9*

Foreign and Commonwealth Office  
London S.W.1

MJA 11/492/1

3 September, 1969

*Dear John,*  
*116*

Thank you for your letter of 7 August with figures and graphs of sea passenger traffic. This should give us a good idea of the possible air traffic and will be of value for any consideration of the use of amphibians if in fact an airfield is found not to be a practical proposition at present.

*y*  
*John*

(A. St. J. Sugg)  
Gibraltar & South Atlantic Dept.

Mr. J.A. Jones, O.B.E.,  
Stanley,  
Falkland Islands.

*PS/ Fund Office*

*for airfield buy file, & submission.*

*J*  
*23/9*

Your Ref: (MUA 11/492/1)  
Our Ref: 2408/2

24 September, 1969.

7  
6

130

It is interesting that your letter of the 28th August about the Airfield Feasibility Survey Report should have arrived here shortly after I had completed a note to be sent to meet Sir Cosmo in Montevideo on his arrival expressing an identical reaction to the report to that referred to in your paragraph 2. It has not yet been possible formally to obtain Executive Council's reaction to the report but all Members have seen it and I expect it will be on the agenda for the meeting which will take place about ten days after Sir Cosmo's return. From this you will see that you are quite right in your assumption that our study of the report will not be completed until the end of next month at the earliest.

Meanwhile I would be grateful if you would be kind enough to convey the official thanks of the Colony Government to those concerned with the preparation and production of the report.

(J.A. Jones)

A. St.J. Sugg, Esq., C.M.G.

DECODE.

*M 10/10*

*133*

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 10/10/69      Time :      Received :      Time :

No. 146

PRIORITY CONFIDENTIAL

Grateful provide telegraphwise not later than 23rd October if possible following information on floatplane version of Britten-Norman "Islander". Performance characteristics: operating capability: passenger and load carrying capacity: purchase price.

Cypher : SJS



(1)

Y.E.

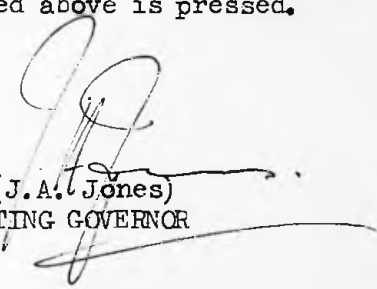
Among the papers which I sent to meet you at Montevideo was my annotated copy of the Airfield Feasibility Survey Report covered by a draft Ex.Co. Memorandum. In the covering letter to the various documents which I sent you I mentioned that the Manager, F.I.C., had intimated to me that his company's view was that the airfield is a viable alternative to operating Darwin. This is of particular relevance since you will recall that the Darwin Subsidy Agreement is due for renegotiation before the end of the current calendar year.

*I have discussed  
Defense aspect  
with our military  
Adviser.*

2. Meanwhile Sugg's letter at p.130 herein refers to Bennett's letter at p.106 in the earlier volume of the file which is attached hereto. I have naturally not attempted to include in the Ex.Co. Memorandum the sort of considerations which appear in Bennett's letter for the reason indicated in the first sentence of his paragraph 7. It can hardly be said that the results of the Study have turned out auspiciously: but this could be a matter of argument if the F.I.C. view to which I have referred above is pressed.

7 October, 1969.

(J.A. Jones)  
ACTING GOVERNOR



(2)

Y.E.

to see also telegrams recently exchanged with Santiago re TAPPA's proposal for an exploratory flight from Punta to Stanley (Rascurre), with P.S., in your G.H. files.



(3)

Y.E.

I decided that it would be useful, with a view to having some ideas & facts to support them when the Airfield Feasibility Survey Report is considered in Ex.Co. to issue the telegram at p.133. In all the circumstances it was advisable for it to be copied.



DECODE.

*J 16/10*

135

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched : 15/10/69

Time :

Received : 16 /10/69 Time :

No. 127

PRIORITY CONFIDENTIAL

<sup>133</sup>  
Your telegram 146.

Britten-Norman say they have no intention of constructing a float plane version of the "Islander" nor do they know of any firm who is considering certification of the "Islander" for float plane use. There have apparently been tentative suggestions in Canada that this aircraft could operate in a float plane capacity.

Cypher : SJS

*Y.E.*

*See my minutes to you p. 134. Above telegram connects with p. 133 & minute 3, p. 134. A pity. The idea was promising. It could yet come to something; but not quickly.*

*J 16/10*

20th October, 1969

No. 93/69

## EXECUTIVE COUNCIL

Memorandum by the Colonial Secretary

Airfield Feasibility Survey

136

Previous Ref: Executive Council Meeting No. 1/69: Minute No. 17.  
Meeting No. 7/69: Minute No. 30.

A Report on the feasibility of constructing an airfield on the Cape Pembroke Peninsula has been circulated to Members.

2. Paragraphs of special interest in the Report are those concerning Air Routes (para. 4.1.1.); Aerodrome 4.2.; Aircraft (4.3.1.); Site Potential (5.3.1. and 5.3.2.); Radio Communications and Navigation Facilities (6.1.1. and 6.1.3.); Site Investigations: Damage (7.3.); Local Construction Materials (7.5.) - further information is to be supplied by the authors of the Report when the results of materials tests are available; Airfield Construction (7.6.); Runway Extensions (8.1.); Access Road (9.2. and 9.3.); Estimates of Cost (10.) and Conclusions (11.2. - 11.4.).

3. The authors of the Report, while foreseeing no great obstacles of a physical kind in the way of the construction of an airfield at the suggested site, consider that an airfield would not be an economic proposition within the foreseeable future and hold it to be only feasible if Government provides it as a necessary social service.

4. Having examined the question of a grass airfield versus surface dressed, cement stabilised runways and found the former to be impracticable in local conditions of climate and soil, the Report recommends two schemes, the first consisting of an airfield with two runways and costing at the present time £300,000, and the second consisting of one runway only and costing £230,000. In either case certain additional costs, for wireless and beacon, and fire-fighting equipment, of a total order of around £35,000, appear likely to have to be incurred.

5. At mid-1969 prices the cost of Scheme 2, which is recommended in the light of the limited air traffic which can be expected both immediately and in the future and its considerably lower capital cost and including the wireless and other equipment mentioned, is £265,000 in round figures. On the basis of the annual rate of increase in construction costs of 7% mentioned in the Report, this figure could be expected to be £280,000 by mid-1970.

6. Sums of the magnitude mentioned in paragraph 5 above (and it must be emphasised that these are capital sums only,) cannot be provided from Colony resources in current budgetary circumstances. It is hardly more likely that they can be provided from external sources. The inescapable conclusion seems to be that the provision of an airfield at Cape Pembroke is out of the question at the present time.

7. In such a situation it may be worth considering if enquiries could usefully be made to establish whether any of the operators mentioned in Appendix A to the Feasibility Study Report or, failing interest or capability on their part, other operators would contemplate beginning flyingboat or floatplane services from the mainland. The cost of services needed at the Stanley end for such operation should be small compared with the projected airfield costs and without attempting to go into the matter in detail, could conceivably be of an order such as to justify the provision of the bulk of them under British Aid arrangements. Council is invited to advise whether these possibilities should be pursued in preference to a plan for the provision of airfield facilities at Cape Pembroke.

MJ

*A. Jones*  
COLONIAL SECRETARY

136  
(a)

2408

9. AIRFIELD FEASIBILITY SURVEY REPORT (Memo 93/69)

Consideration of the Airfield Feasibility Survey Report, in particular its financial implications, confirmed Members' views that an airfield could only be constructed with external financial help and led to a discussion of the wider implications of transport communications as a whole. It was considered that a general study should be undertaken, perhaps by a working party, of the issues involved with a view to presenting recommendations on the transport links which would be most advantageous to the Colony.

Council advised that a working party, which should comprise among its membership persons actively engaged in the transport business (for example, Darwin Shipping Ltd.) should be established on the lines indicated in the previous paragraph.

CLERK OF COUNCIL.

138

File Reference 2408/Vol 2.

4th November, 1969.

File Note.

At its 12th meeting Executive Council adjourned a final decision on the Air Field Feasibility Survey Report pending the outcome of a working party investigation of and recommendations upon the solution of the problem of transport communications between islands, the Mainland and Europe.



JAJ.

JML

DECODE.

139.

TELEGRAM.

From CIVILAIR LONDON ~~XX~~ WC2

To GOVERNOR FALKLAND ISLANDS

Despatched : 17th December, 1969 Time : 1440

Received : 17th December, 19 Time :

IMMEDIATE

D4587 from Wainwright OS01 following data required for development amphibian aircraft study a pilot and copilot salary b cost price fuel and oil c hourly rates for maintenance labour d name of insurers and authority to approach same for amphibian hull quotation

Civilair London WC2

P/L : ARA

*Note 1. Pilot's salary currently Scale B: £1,430 x 40 - £1,590 (Flying floatplane DH Beavers). Director's salary is £1,660.*

2. Morice, Toper & Back Ltd., 27 Clements Lane, Lombard St, E.C.4.
3. No objection to approaching Morice, Toper.
4. Present maintenance by extended R.A.F. staff at a cost to FGS of £2,500 each.

COST OF OIL AND FUEL. - as at 19/12/1969.

Ex. U.K.

ESSO Aviation Oil 100.

First Cost. . . . .	£19.	2.	6d.	}}- per drum.
Freight. . . . .	5.	13.	6d.	
Wharfage PSY. . . . .	-.	5.	-d.	
<hr/>				
Total per Drum. . . . .	£25.	1.	-d.	
or per gal lon. . . . .		41.	1.6 d.	
<hr/>				

*Mr 2/13/7 possible to order all requirements for U.K.*

Ex. MONTVIDEO.

SHELL Aeroshell 100W.

First Cost. . . . .	£35.	3.	5d.	}}- per drum.
Freight. . . . .	1.	5.	-d.	
Wharfage PSY. . . . .		4.	2d.	
<hr/>				
Total per drum. . . . .	£36.	12.	7d.	
or per gallon . . . . .		16.	7.89d.	
<hr/>				

*Also see C.T. in prospectus.*

SHELL: Avgas 80/87 Octane.

First cost. . . . .	£4.	9.	7.2d.	per drum i.e. 2/0.43 d.)
Freight on empties to MVD , ,		5.	-d.	per gal. )
Wharfage on empties at PSY. . .		1.	6d.	
Expenses on empties at MVD. . .		2.	11.35d.	
Expenses on full drums at MVD. .		13.	9.504d.	
Wharfage on full drums at MVD. 1.		-.	-d.	
Freight on full drums to PSY. 2.		10.	-d.	
Wharfage on full drums at PSY. 4.			2d.	
<hr/>				
Final total cost per drum. .£ 9.		7.	0.054d.	
or per gallon. . . . .		4.	3d.	
<hr/>				

From this you will see that although the actual purchase cost of the fuel is only 2/-, before we take delivery it more than doubles.

*W  
20/12/69*

*Mr Lee f.*

DECODE.

TELEGRAM SENT.

141  
Duplicate for CS

From GOVERNOR to SECRETARY OF STATE

Despatched: 22/12/69

Time:

Received:

Time:

No. 196

RESTRICTED

Please pass to Wainwright, Civil Aviation Division, Board of Trade.

Your telegram D 4587. For Wainwright from Jones.

- (a) Can only offer as guide current salary DCA £1660 and of pilot scale B £1430 by £40 to £1590.
- (b) As used for our Beavers landed cost Esso Aviation oil 100 ex United Kingdom is 11/2d per gallon and Shell Aeroshell 100W ex Montevideo 16/8d. per gallon. Shell Avgas ex Montevideo 4/3d. per gallon.
- (c) Maintenance currently carried out by seconded RAF staff at approximate cost to this Government of £2500 per annum per fitter.
- (d) Morice Tozer and Beck Limited, 27 Clements Lane Lombard Street and no objection your approaching them for amphibian hull quotation.

Cypher : SJS

BU 8/1/70

M 27/12/69



DECODE.

TELEGRAM SENT.

142  
W  
23/1

From GOVERNOR to SECRETARY OF STATE

Despatched: 21/1/70

Time:

Received:

Time

No. 18.

RESTRICTED

Your letter MJA 11/492/1 of 28th August 1969 airfield survey.

The want of an estimate of the annual cost of operating the airfield is one of the handicaps to progress in the confidential communications study which is being undertaken here. It is suggested that International Aeradio Limited be shown the Feasibility Report in confidence and asked to indicate their view of the cost of a contract to run an airfield constructed in accordance with Scheme II on a basis similar to that which it is understood IAL currently operate with a number of Commonwealth and other countries.

Cypher : SJS

DECODE.

TELEGRAM SENT.

CS

lk

1+3

20/1

From GOVERNOR to SECRETARY OF STATE

Despatched: 30/1/70

Time:

Received:

Time

No. 26

CONFIDENTIAL

Your letter MUA 11/492/1 of 28th August 1969 paragraph 3. Wainwright's amphibian study.

From en clair enquiry dated 17th December 1969 from Wainwright requesting certain data assume his study nearing completion. Grateful indication when results of study likely to be available as they are needed in connection with communications study being carried out here.

Cypher : SJS

DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 18/2/70

Time :

Received : 18/2/70

Time :

No. 31.

IMMEDIATE

Parliamentary question.

Michael Clark-Hutchison to ask the Secretary of State

- (a) What assistance is being given by H.M.G. or the Government of the Falkland Islands towards pilot schemes for the extracting and processing of seaweed in the Islands.

For oral reply on 23rd February.

- (b) When the report on the feasibility of establishing an airstrip on the Falkland Islands will be published.

For written reply on 23rd February.

Grateful for any information to enable us to frame replies by noon 19th February.

P/L : SJS

DECODE.

TELEGRAM SENT.

147

From GOVERNOR to SECRETARY OF STATE

Despatched: 18/2/70      Time:      Received:      Time

No. 39.

IMMEDIATE

Yourtel 31 parliamentary questions.

- (a) Background contained in Jones' letter 0004/III of 6th November to Sugg. Government vessel and aircraft have assisted sample collection over past two years. Once decision is taken to start pilot project Falklands Government will provide water free and electricity on repayment. All above refers to Alginatate Industries no negotiations with other companies.
- (b) Six copies of report received here. No facilities for local reproduction. No objection to publication.

P/L : SJS

CS for filing please  
W 19/2

DECODE.

TELEGRAM SENT.

148

From SECRETARY OF STATE to GOVERNOR

Despatched: 3/3/70

Time:

Received: 4/3/70

Time:

No. 38

RESTRICTED

My telegram 31.

It was considered that as report was still under study by a committee of Executive Council it would be premature to publish it and the following reply was given

"This report is still under consideration in the Falkland Islands. I am in touch with the Governor and I will keep the Honourable Member informed."

2. As the report was addressed to you it is really for you to deal with publication. We should be grateful if you would take the initiative, when you consider this would be appropriate, of releasing it publicly and informing us when you have done this so that copies can be made available to interested MPs.

Cypher : SJS

*CS. Please ring me.*

*LB 4/3*

149

Note.

WA 10/3

To release publicly, i.e. to permit the publication (publication = the act of printing & offering for sale) has already been covered by 2<sup>nd</sup> & 3<sup>rd</sup> sentence of (b) p.147. Actually to publish is beyond our capacity: our Printer hasn't the equipment to print the report. Thus publication can only be effected here if we are supplied from UK with sufficient copies, say, 30 - 50 copies. Any other form of publication would be a fine in circumstances where, for example, the Report has been given to the Colonial Manager, FIC, to read.

J  
10/6/3

Y.E.

● Airfield operation costs.      Amphibious Study.

File 2408 W. 2: Airfield Feasibility Study Report, was sent to you in box yesterday.

2 You may wish to consider sending telegrams on the basis of the attached Draft as, writing from memory, FCO's target dates for sending us telegraphic information on airfield running costs & a telegraphic summary of Hamwright's amphibious study are well

11/10/53

part.

✓ Wico to 10/53

Y.E.

asked me at p. 148 to bring you, which I have done several times but without succeeding in establishing contact.

2 The note at p. 149 has some relevance.

3 The situation is that you could release the report publicly tomorrow if you had copies available to offer the public: but we do not have them, the report cannot be reproduced here. In these circumstances perhaps the course to follow would be to reply to p. 148 asking for 50 copies of the report to be supplied (at UK expense) by the quickest possible method to enable local releases to take place: but another way might be to arrange for a broadcast announcement to be made in Friday's (13 March) Newsletter that as only a very few copies of the report are available they can be read by anyone interested who cares to call at the Secretariat for the purpose. Presumably that would amount to publication, & the offer having once been made on the radio, FCO could be informed that public release has been effected locally.

X

Good idea - please do this.

We could then follow up with a request as at X above

LS  
10/3

11/3

Note Copy of typesetted letter to Rexo members on inclusion in Newsletter of 13.3.70 of Norfolk PPO & AA will now in the airfield to be filed herein for record. 17/4/3



In file 2408/II

153

Ref: 0099/A/III

Colonial Secretary's Office,  
Stanley, Falkland Islands.

10th March 1970.

~~John Bunting~~

The following written Parliamentary Questions and Answers, extracted from Hansard, will be included in the Newsletter of Friday, the 13th of March:

Mr Biggs-Davison, Conservative Member of Parliament for Chigwell, Essex, on the 12th of December last asked the Secretary of State for Foreign and Commonwealth Affairs when he expects to announce the result of the feasibility study for an airfield in the Falkland Islands.

Mr Luard replied for the Government: This study was carried out by experts from the United Kingdom at the request of the Governor. Their report is being considered in the Falkland Islands. I am not yet, therefore, in a position to say anything about it.

Dame Joan Vickers, Conservative Member of Parliament for the Devonport Division of Plymouth, on the 15th of December last asked the Secretary of State whether he will give an assurance that no immigration into the Falkland Islands from either Argentina or the mainland of South America will be allowed other than that under the direct control of the Executive Council of the islands.

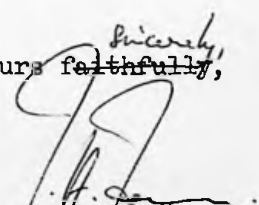
Mr Luard replied: Immigration into the Falkland Islands is controlled by local legislation enacted by the Islands' Legislative Council. I am not aware of any difficulties in the working of the present law nor have I had any proposal to change it.

And on the 17th of December, Dame Joan Vickers asked whether the Secretary of State will give an assurance that his policy of promoting free movement between the Argentine and the Falkland Islands will be so administered as to prevent an influx from the mainland sufficient to alter the balance of views on the question of ceding the Falkland Islands to Argentina.

Mr Luard replied for the Government: My right hon. Friend's statement in the House on 24th November on the forthcoming talks with the Argentine Government related to the question of free communications and movement. This is a separate question from that of immigration and residence on which I would refer the hon. Lady to my reply of 15th December.

I do not therefore think that the contingency which the hon. Lady has in mind arises from these talks.

Sincerely,  
Yours faithfully,

  
(J.A. Jones)  
COLONIAL SECRETARY

To all Members of Executive Council.

FA

Copies to: 0209/V  
2408/II ✓

DECODE.

TELEGRAM SENT.

15+  
CS (2 copies)  
LN  
12/3

From SECRETARY OF STATE to GOVERNOR

Despatched: 11/3/70

Time :

Received : 11/3/70

Time :

No. 40.

RESTRICTED

Your telegram 18: airfield survey.

International Airradio Limited's fee for providing a man to manage air field including responsibility for ground service aircraft landing arrangements, air traffic control officer duties and operating long range HF/RT air/ground communications would be £4,550 per annum based on two year contract. Falkland Islands Government would provide furnished accommodation medical facilities and duty transport. Fee would include passages to and from Stanley and leave to be taken outside the period of the contract.

2. Wainwright says he envisaged that in initial stages an airfield could be managed by Director, Civil Aviation with the attendance of two men trained in fire fighting and rescue techniques and refuelling equipment during aircraft movement. The Director or his deputy could clear aircraft over long range HF/RT. A similar system to this is in operation in the Orkneys.

3. Full report follows by bag.

Cypher : SJS

155

NEWS ITEM

Airfield Feasibility Survey Report

The few copies which the Colony Government possesses of the Report on the Feasibility of constructing an airfield at Cape Pembroke Peninsula, produced by the Civil Aviation Division of the British Board of Trade, are insufficient in number to allow of public distribution. However, the Report can be seen by any member of the public who cares to call at the Secretariat for the purpose. Application should be made to the Senior Clerk

To inf. Hk when first number of public has borrowed report.

J/14/3

Copy: 2408/II

156

Y.E.

P. 155. (with p. 2, p. 148)

As at yesterday no member of the public had asked to see the report. I propose to arrange that a member of the public does. That will amount to publication.

2 Do you then wish me to inform Pro that local publication has been effected or would you prefer to leave it until you return?

17/3

Note Publication effected. Copies borrowed by Mullan, Cheenan, Clifton.

17/3

Yes pl

17/3

DECODE.

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched: 20/3/70

Time :

Received :

Time

No. 60.

RESTRICTED

(146)

Your telegram 31. Airfield feasibility survey report.

Local publication has been effected.

2. Please forward by next convenient mail additional copies report. Suggest number sent should be between 25 and 50 according to availability.

Cypher : SJS

12409 v.2.2.

159

The Falkland Islands at Westminster

The following are extracts from Hansard, the Journal of the British Parliament, for the first week of February this year.

On the 2nd of February, Mr Dudley Smith, Conservative Member of Parliament for Warwick and Leamington, asked the Secretary of State for Foreign and Commonwealth Affairs if he will make a statement on the latest position reached in the talks with Argentina over the future of the Falkland Islands.

Mr Foley replied for the Government as follows: There have been no further developments of significance since my right. hon. Friend's statement to the House on 24th November, 1969.

On the 4th of February Mr Dalryell, Labour Member of Parliament for West Lothian asked the Secretary of State for Defence if he will consider an Op Macc operation to create an airstrip in the Falkland Islands.

For the Government Mr Richard answered: I have nothing to add to the reply given by my hon. Friend the Minister of Defence for Administration on 1st December last year.

Mr Dalryell continued: The senior echelons of the Ministry of Defence have not gone cold, have they, on operations for civil aid? and Mr Richard replied: The senior echelons at the Ministry of Defence neither go cold nor grow hot. My hon. Friend knows full well the kind of conditions under which we should undertake this type of co-operation and he has been given a great deal of information about the proposal regarding the Falkland Islands.

Mr Corfield, Conservative Member of Parliament for Gloucester said in spite of the ingenuity of some hon. Members as translators, may we not have Questions written in English?

Mr Corfield's remark went unanswered but Members chorused "Hear, hear."

25th March 1970

EA

161

RESTRICTED



Cypher/Cat A

FOREIGN AND COMMONWEALTH OFFICE TO FALKLAND ISLANDS

Telno. 40 11 March 1970

(MVA 11/492/1)

RESTRICTED

Your telegram No. 18: Airfield Survey.

International Air Radio Limited's fee for providing a man to manage airfield, including responsibility for ground services, aircraft landing arrangements, air traffic control officer duties and operating long-range HF/RT air/ground communications would be £4,550 per annum based on two year contract. Falklands Government would provide furnished accommodation, medical facilities and duty transport. Fee would include passages to and from Stanley and leave to be taken outside period of contract.

2. Wainwright says he envisaged that in intial stage an airfield could be managed by Director, Civil Aviation with the attendance of two men, trained in fire-fighting and rescue techniques and refuelling equipment, during aircraft movements. The Director or his deputy could clear aircraft over long-range HF/RT. A similar system to this is in operation in the Orkneys.

3. Full report follows by bag.

Stewart

FILES

A. & T.D.

Gib. & S.A.D.

COPY TO

U.N.D. (4)

RESTRICTED

bbbbbb



(18) 152

BOARD OF TRADE  
Civil Aviation Department (OS01)  
The Adelphi, John Adam Street, LONDON W.C.2  
Telegrams: Civilair London, Telex  
Telex No.: 22231  
Telephone: 01-836 1207, ext. 1014

Our reference: JS.23/04  
Your reference: MUA.11/4.92/1

6 March 1970

Mr A. St. John Sugg  
The Foreign & Commonwealth Office  
London SW1

Dear Sugg,

FALKLAND ISLANDS

I have now obtained <sup>has been obtained</sup> an estimate from International Aeradio Ltd. of the cost of providing a man to serve at Port Stanley as Manager of an airfield, with responsibility for organizing ground services and aircraft handling arrangements, and, as Air Traffic Control Officer, probably operating the long-range HF/RT air/ground communications facility. International Aeradio's fee would be £4550 per annum, based on a 2-year contract with medical facilities, fully furnished accommodation and duty transport provided. This fee would include transportation to and from Port Stanley. Leave would be taken outside the period of contract. The man would be a fully qualified Air Traffic Controller.]

We had originally envisaged that, [at least in its initial stage of comparatively limited use, an aerodrome at Port Stanley could be satisfactorily managed by the Director of Civil Aviation; extra staff required would be 2 men (minimum) trained in suitable fire fighting and rescue techniques and trained in using the refuelling equipment, to attend with transport at all aircraft movements at the aerodrome. The critical en-route clearance of aircraft into Port Stanley would be passed over the long-range HF/RT communications facility by the Director, or by his Deputy. A similar system is presently in operation in the Island airfields in the Orkney Islands.]

[It is clear that, as main land traffic developed, this system would eventually limit the amount of Beaver flying that the Director would be able to do, and that it would then be a question of recruiting either another pilot for the Beaver service, retaining the airport management and operational control of main land flights as a Director function - or of creating a separate post to handle the airport management and main land flight requirements and possibly also to manage the float-plane operational requirements. Such a post, set up within the Falkland Islands Directorate, might possibly be filled from Board of Trade staff without going to an outside contractor; although it is not certain that any very significant saving in cost would result from such an arrangement, it might be a more efficient method of meeting the overall air service requirement.]

Yours sincerely

*R J Wainwright*

R J WAINWRIGHT



THE FALKLAND ISLANDS AT WESTMINSTER

The following written questions and answers appeared in the Journal of the British Parliament,  Hansard, for the 25rd of February:

Mr Clark Hutchinson, Conservative Member of Parliament for Edinburgh South asked the Minister of Overseas Development what assistance is being given by Her Majesty's Government or the Government of the Falkland Islands towards pilot schemes for the extracting and processing of seaweed in the islands.

Replying, Mr Whitaker said: Her Majesty's Government are advising the Falkland Islands' Government in their negotiations over royalties with Alginate Industries Ltd. The Falkland Islands' Government have offered to provide free water and electricity on repayment once it has been decided to start a pilot project.

Mr Clark Hutchinson asked the Secretary of State for Foreign and Commonwealth Affairs when and where the next round of talks between Her Majesty's Government and the Government of the Argentine Republic is to be held concerning the Falkland Islands.

For the Government Mr Inard answered: As my hon. Friend the Joint Parliamentary Under Secretary said in his Written Answer on 2nd February, there have been no new developments of significance since my right hon. Friend's statement to the House on 24th November, 1969. We are in continuing touch with the Argentine Government and the Governor of the Falkland Islands. The talks on communications are still in preparatory stages, and the time and place of a special meeting on this question have not yet been fixed.

Mr Clark Hutchinson also asked the Secretary of State when the report on the feasibility of establishing an airstrip on the Falkland Islands will be published, and Mr Inard replied: This report is still under consideration in the Falkland Islands. I am in touch with the Governor and will keep the hon. Member informed.

31st March 1970

FA

DECODE.

f. 2708  
165

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 3/4/70

Time:

Received: 6/4/70

Time:

No. 11 (INMIS AINIS)

PRIORITY CONFIDENTIAL

Following from Buenos Aires.

Addressed Falkland Islands telegram number 11 of 3rd April repeated F.C.O. Governor Falkland Islands in Enkuzance.

Your telegram 10. Air Communications.

Aerolineas Argentinas has nine IS 748 and operates them extensively on domestic routes and also on routes to neighbouring countries. Main base is Buenos Aires which is starting or finishing point for all these routes. Complete list of routes is long. Linea Sud that of main interest in present context, has a once weekly service to Ushuaia and a twice weekly to Punta Arenas. Flag stop at Rio Gallegos to and from which there are three flights a week to Buenos Aires, stopping at Santa Cruz, San Julian, Puerto Deseado, Comodoro Rivadavia ..... on the north. On average each stage is about 250 miles. Most strips are paved but some others are rough.

Cypher : SJS

13/4/70

14/4/70

No. 66.

PRIORITY CONFIDENTIAL

Addressed Governor Falkland Islands on board H.M.S. Endurance telegram 66 of 13th April and to Governor Falkland Islands.

My telegram 140 to Buenos Aires (paragraph 3).

Although there may be reason for limited further publicity of B.O.T. airfield feasibility study pending consideration of it by Executive Council we feel bound in view of

- (a) limited publication that has already occurred and
- (b) continuing parliamentary interest

to place copies (probably during next week) in the <sup>ie</sup> libraries of both Houses of Parliament. Grateful your concurrence. We would add covering sheet to clarify the origin of the report to whom addressed et cetera

Cypher : SJS

28/4/70

No. 81.

CONFIDENTIAL

Addressed F.O.O. telegram 34 of 28th April repeated Buenos Aires.

My telegram 69 of 2nd April paragraph 2: air communications.

Executive Council is considering report of sub committee on communications and agrees its recommendations in principle while not accepting all its detail. However there is general agreement that future transport communications pattern must include an external air service. This could be an amphibian or a landplane service.

2. If it were to be the latter an airfield would be required built to the specification of Scheme One at paragraph 10.5 of the Possibility Report with air/ground communication facilities recommended at paragraph 6.1. The pattern recommended by the sub committee and now in course of final consideration by Executive Council would need to be subject to a consultancy study aimed at proving its practicability and viability within the limits of recurrent finance available to the Colony Government. The Colony Government expects to apply to H.M.C. to finance the consultancy study and construction of airfield and provision of air/ground communication channel.

3. Whether or not the external air service could be amphibian will depend in the first place on the report referred to in your telegram 74 of 23rd April but in view of the cost figures given in your telegram this seems unlikely.

4. Data supporting the recommended future transport communications pattern will be forwarded by bag.

5. Please pass Buenos Aires.

Cypher : EJS

Second copy for ES  
(for briefing file)

DECODE.

CS (2 copies)  
Copy taken for AA file

168

TELEGRAM SENT.

NO 24/4

From SECRETARY OF STATE to GOVERNOR

Despatched: 23/4/70 Time: Received: 24/4/70 Time:

No. 74.

PRIORITY CONFIDENTIAL

Addressed Governor Falkland Islands telegram 74 of 23rd April repeated Buenos Aires.

Airfield feasibility study following from Wainwright begins:-

1. Reference amphibian flying boat operation by F.I.G.A.S. to mainland.
2. Board of Trade opinion is that service is technically feasible with McKinask Turbogoose or Canadair CL-215 subject to aircraft certification but that capital investment and operating costs would be very high.
3. Goose with spare back up would cost £200,000.
4. CL-215 with spares would cost £525,000.
5. Operating costs of CL-215 for example estimated at £148 per hour for annual utilisation of positive 50 hours.
6. Completed report following. Ends.

Cypher : SJS

London <sup>169</sup>  
F.C.O.,  
1 April 1970.

Dear Jones,

Almost my first official  
duty after John Sugg's departure is  
to send you copies of the Wainwright/  
Botham airfield report, but only 17 copies  
I regret. If more are needed we can  
Xerox. I have kept 7 for MPs and  
others who may want them - assuming  
that is, that you wish us to act on  
your behalf and issue as we are  
requested from time to time.

Yours ever,

Anthony Lee  
ACW LEE.

J. A. Jones Esq. O.B.E.,  
Colonial Secretary,  
FALKLAND ISLANDS.

Y.E.

P. 169. As you know we have effected publication of the Report locally. 5 people have borrowed a copy to read.

2 I intend to provide all Members of Exco/League who are currently in Starby with a copy.

Agreed.  
Incidentally, I did find my copy in the end.

J  
M/S

Adendum. I have not seen a copy of the Amphibian Report in the bag mail.

Not have I!

W  
11/5

171

Colonial Secretary's Office,  
Stanley,  
Falkland Islands.

Ref: 2408

12th May 1970

Air Field Feasibility Report

Additional copies of the above mentioned Report were received in the recent mail and it is accordingly possible to provide Members of Executive Council and the two members of the Transport Communications Sub-committee with a personal copy of the document.

A copy is enclosed for your retention.

(J. A. Jones)  
Colonial Secretary

cc The Hon. Mr. L. C. Gleadell, O.B.E., J.P.  
Major the Hon. R. V. Goss, E.D.  
The Hon. S. Miller, J.P.  
The Hon. W. H. Clement, J.P.  
The Hon. Mrs. N. King.  
Mr. A. Sloggie,  
Mr. J. Monro-Higgs.

JB



172

DETAILS OF H.S. 748

Extracted from "JANE's All the World's Aircraft"

General

The H.S. 748 is a short/medium range turboprop airliner, which first flew in 1960. Similar in overall dimensions to the Douglas DC3 (Dakota), it is powered by two Rolls Royce Dart engines, and has accommodation for up to 62 passengers in a pressurised cabin. Alternative internal layouts provide for mixed freight and passengers, or all freight. It is a low wing monoplane.

Engines

Two Rolls Royce Dart turboprop, each developing 2,280 ehp.  
Total fuel capacity 1440 Imperial gallons. Underwing pressure refuelling and overwing gravity refuelling.  
Oil capacity, 25 pints per engine.

Crew

Normal crew of two on flight deck, and one cabin attendant.  
Normal galley, toilet and baggage facilities.

Dimensions

Wing span            98 feet 6 inches  
Length overall      67 feet 0 inches  
Height over tail    24 feet 10 inches  
Wheeltrack          24 feet 9 inches  
Wheelbase           20 feet 8 inches

Basic operating weight, including crew	25,988 lbs
Maximum take off weight	45,095 lbs
Maximum landing weight	42,100 lbs

Performance

Maximum permissible diving speed at 1,5000 feet	378 mph
Maximum cruising speed (40,000 lbs All Up Weight)	287 mph
Service ceiling	25,000 feet
Take off run (at maximum take off weight)	2,750 feet
Take off to 50 feet	3,300 feet
Landing from 50 feet	1,980 feet
Landing run	1,255 feet
Range with maximum fuel, with reserves for 230 miles diversion and 45 minute hold	1,862 miles
Range with maximum payload, reserves as above	690 miles

Operators

The HS 748 is operated by the following in South America:-

Aerolineas Argentinas	12
Brazilian Air Force	6
Lan-Chile	9
Varig-Brazil	10

RAF Air Support Command have six, the Queen's Flight have two.

173

12th May

70.

Dear Member,

You will recall that at paragraph 7.5.1. of the airfield Feasibility Report mention was made of the fact that a addendum to the Report concerning materials testings would be forthcoming. The addendum has now arrived and is circulated for the information of members.

2. Since there is only one copy available for circulation I am to ask Honourable Members to pass the document on in the order listed with Mr. Clement, finally returning it to me.

Yours faithfully,

(H. L. Bound)

CLERK OF EXECUTIVE

COUNCIL.

Major	The Honourable	R.V.Goss, E.D.,
"	"	S. Miller, J.P.,
"	"	Mrs. N. King,
"	"	W. H. Clement, J.P.

AG.

CONFIDENTIAL

13th May

70

7/c

Sub-committee on Communications

A very limited number of copies of the Addendum to the Airfield Feasibility Survey Report, promised at paragraph 7.5.1. of that Report, have been received. The number of copies of the Addendum available is not sufficient to permit personal retention of copies and I would accordingly be grateful if you would return the enclosed copy to me after you have read it.

No copies of the Amphibian Study have yet been received.

(J. A. Jones)  
Colonial Secretary

To: Mr. A. Sloggie,  
Stanley.  
JB

Mr. J. Monro-Higgs,  
Stanley.

FIC ref: 2100  
FCO ref: (MUR 11/492/1)

13th May, 1970

7  
10

Addendum to Airfield Possibility Survey Report

I write to acknowledge receipt on the 9th May of eight copies of the Addendum to the Report on the Feasibility of Constructing an Airfield on the Cape Pembroke Peninsula prepared by Mr. R. J. Wainright of the Board of Trade and Mr. F. C. Botham of the Ministry of Public Buildings and Works.

(J. A. Jones)  
Colonial Secretary

Mr. A. C. W. Lee,  
Gibraltar and South America Department,  
Foreign and Commonwealth Office,  
London, S.W.1.

FIG ref: 2408

13th May, 1970

I am writing to thank you for your kindness in sending us the copies of the extract from "JANE's All the World's Aircraft" on the H.S. 748, and for the photographs. The information is interesting and helpful.

It was enjoyable making your acquaintance during the recent season here and I hope that perhaps our paths may cross at some future date when both of us are less busy and we might have the opportunity to discuss flying matters.

(J. A. Jones)  
Colonial Secretary

L/Cdr. H. A. Pawsy, R.N.,  
H.M.S. 'Endurance',  
R.F.P.O. Ships,  
London.

JB

No. \_\_\_\_\_

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

COLONIAL SECRETARY'S OFFICE,  
STANLEY, FALKLAND ISLANDS,

177

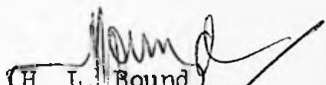
.....12th. May.....1970..

Dear Member,

You will recall that at paragraph 7.5.1. of the airfield Feasibility Report mention was made of the fact that a addendum to the Report concerning materials testings would be forthcoming. The addendum has now arrived and is circulated for the information of members.

2. Since there is only one copy available for circulation I am to ask Honourable Members to pass the document on in the order listed with Mr. Clement, finally returning it to me.

Yours faithfully,

  
(H. L. Bound)  
CLERK OF EXECUTIVE  
COUNCIL.

- |       |                |                     |                    |
|-------|----------------|---------------------|--------------------|
| Major | The Honourable | R.V.Goss, E.D., ✓   | 12/5 - 13/5/70.    |
| "     | "              | S. Miller, J.P., ✓  | 13/5 - 14/5/70     |
| "     | "              | Mrs. N. King,       | 14/5 - 16/5/70.    |
| "     | "              | W. H. Clement, J.P. | 16/5/70 - 18/5/70. |

*Note letter for filing in J.2408*

AC.

DECODE.

*CS. For main file with you.*

*LN  
30/5*

*178*

TELEGRAM SENT.

From SECRETARY FOR TECHNICAL CO-OPERATION to GOVERNOR

Despatched: 29/5/70

Time:

Received: 29/5/70 Time:

No. 102

IMMEDIATE CONFIDENTIAL

Addressed Falkland Islands telegram 102 of 29th May repeated Buenos Aires saving to UKMIS New York.

My telegram 140 to Buenos Aires: amphibian study.

*p.168*  
Copies of report summarised in my telegram 74 have been sent to you by bag. The contents are not delicate or controversial and in view of their relation to main airfield study handed to Argentine Counsellor on 8th April we should like unless you see objection to give him on 3rd June copy also of amphibian report. As it has not yet been studied in the Falkland Islands we would ask Ros to treat it as confidential for the time being.

Cypher : SJS

Falkland Islands Government Document.

Report of the Committee on Transport Communications.

1. The Committee considered
  - 1.1 the Airfield Feasibility Survey Report 1969 (by Botham and Wainwright).  
the Monro-Higgs Report, dated 31st December 1969  
its Sub-committee Report dated 10th April 1970, (by Jones, Sloggie and Monro-Higgs)
  - 1.2 The Amphibian Study by Wainwright was not available.
2. The committee concluded
  - 2.1 that the internal transport system needed to be able to deal with the evacuation of the wool crop; to carry modest amounts of general cargo and stock; to provide reasonable facilities for the movement of the population; and to provide for emergency medical cases.
  - 2.2 that the external transport system needed to be able to carry the wool crop to the European market and the Colony's basic freight requirements from Europe; to provide a mail-carrying service; and to provide a passenger and freight service between the Colony and the South American mainland.
3. The committee, in the light of the economic and financial information available to it, recognising that R.M.S. Darwin is the most expensive but nevertheless essential factor in the Colony's current communications pattern until some other pattern replaces it, believes that an external air service is feasible and considers it desirable. Such a service might also be viable.
4. Existing services could be rationalised thus:
  - 4.1 "A.E.S." or a successor to her continuing to evacuate the Colony's wool crop and to bring in what stores are required from Europe.
  - 4.2 by replacing R.M.S. Darwin with a new vessel not necessarily as large as the present one nor needing accommodation for more than six or eight passengers.
  - 4.3 by keeping the role of the m.v. Forrest continually under review.
  - 4.4 by subjecting the role of the Falkland Islands Government Air Service to expert study.
- 5.1 An external air service would supply an air mail and passenger carrying service on a charter basis using an airfield of two-runway configuration to the specification at paragraph 10.5 of the Airfield Feasibility Survey Report. The two-runway configuration provides additional safety and increased flexibility.
- 5.2 A regular charter service should be possible in the light of the following information:



- 5.2.1 the annual cost of the services of an airport manager at £4,500;
- 5.2.2 the annual cost of a once-weekly return charter flight originating from the mainland and operated initially with light aircraft at an estimated £20,000 (excluding revenue from the sale of seats) with the possibility of -- such charter service being later or even initially operated with heavier aircraft such as the H.S. 748;
- 5.2.3 the annual maintenance cost for the airfield (runways, roads, buildings) at £5,000.
6. The construction of the airfield referred to at paragraph 5.1 and the provision of the air/ground communications system would need to be financed from British sources.
7. The committee recognizes the slenderness of the data upon which its conclusions and the recommendations made in paragraph 9 below are necessarily based and accordingly emphasises the importance of recommendation 9.7
8. The committee considers that the recommended transport system is the one best adapted to the possible future development needs of the Colony.
9. The committee recommends
  - 9.1 that an airfield of two-runway configuration to the specification at paragraph 10.5 of the Airfield Feasibility Survey Report be constructed at Cape Pembroke peninsula.
  - 9.2 that an air charter service originating from the mainland be operated when the airfield is available;
  - 9.3 that the airfield and its ancillary facilities be financed from British sources;
  - 9.4 that the Falkland Islands Company Ltd. considers replacing R.M.S. 'Darwin' with a ship which would be capable of operating economically without any regular passenger commitment.
  - 9.5 that the m.v. 'Forrest' be retained and her future kept under review.
  - 9.6 that the role of the Falkland Islands Government Air Service be the subject of expert study with particular reference to the services value to the Colony.
  - 9.7 that the recommended pattern of transport services be the subject of expert study, evaluation and recommendation by consultants provided by the British Government. The study would embrace that referred to in 9.6 above. It would also take account of the Amphibian Study which was not available to the Committee.
10. The committee notes that there is a need for a study to be made of South American port facilities.

Stanley,  
29th May 1970.

AC.

DECODE.

151

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 11/6/70

Time :

Received :

Time :

No. 138

RESTRICTED

Addressed to FCO telegram 138 of 11 June repeated for information Buenos Aires.

Your telegram 92 and my telegram 108.

Transport Communications Committee met on 27 May and 8 June and agreed Report. Executive Council accepts report without amendment and so do I. Report has to be read as whole, with supporting documentation and telegraphic summary would be misleading so Jones will bring with him. Hope this is not inconvenient for you. Report does not contradict my telegram 84.

2. Please pass Buenos Aires.

HASKARD.

Cypher

*For Transport Communications Committee file.*

C.S.

By this morning's mail I have received the following:

- 7 copies of the Wainwright & Botham Feasibility Survey on the Cape Pembroke Airfield 1969;
- 2 copies of the Addendum dated 14th April, 1970 to the above Report concerning materials, testing reports and recommendations;
- 13 copies of the Wainwright Report of April 1970 on flying boat operation between the Falkland Islands and South America.

Done: 6.7.70

2. With regard to the first two items, please put these on one side pending the return of Mr Jones.

3. With regard to the Wainwright Report on flying boat operation, please distribute as follows (I have taken one copy for myself):-

One copy each to:

- Mr Jones (to be sent to Montevideo by DARWIN leaving this week)
- Mr Gleadell
- Mr Barton to await arrival
- Major Goss - to be sent to Montevideo this week
- Mr Miller
- Mr Pitaluga to await arrival
- Mrs King
- Mr Clement
- Mr Hill to await arrival
- Mr Sloggie
- Mr Kerr

one copy to be held in reserve.

Done: 6.7.70

4. In the case of those people on the above list who have been to England and who may already have a copy of the Report a note should be inserted asking them to return this copy to you for future issue to others

s/c Can you arrange for? 15/7/70

s/c 15.7.70

Distributed to all at para 3 today.

JA 17.7.70

Y.E. CW 4/1

Hingfield

may wish to take a further look at Beaumont's letter p. 106 to which I made reference in the minute I left with you this morning about documentation connected with the approach to the British Government for a consultancy study on the future communications pattern. To some extent, as is usually the case where a letter has necessarily to remain unanswered for a considerable time, some of Beaumont's questions have resolved themselves. For example, the question of the basis on which you wish to proceed has solved itself. The question of finance, or at least the question of the source from which we hope to obtain finance, has been resolved. The question of the obligations flowing from British membership of NATO is solved by the Feasibility Report recommendations regarding navigation aids + communications + our adoption of those recommendations. As regards the defense aspect you are already aware that your former advisors, Captain Macbeath + Lt/Comdr. Cook, considered the defense of a known + fixed airfield presented much less of a problem than defense against a method of attack which had to need to be a fixed LZ. Indeed, both Macbeath + Cook considered that, by acting as a magnet to an attacker, an airfield could make defense easier.

2. Thus there should not be any difficulty in fitting a reply to Beaumont's letter into the coming letter to + pattern of the documentation to which my minute of earlier today made reference.

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11/492/1FOREIGN & COMMONWEALTH OFFICE,  
LONDON, S. W. 1.

5 May, 1969.

Dear Cosmo,

Airfield Survey

I understand that the team from the Board of Trade Civil Aviation Department who went out to conduct the feasibility survey will now have left the Falkland Islands, although they have another overseas assignment before returning to London. I assume therefore that their report may be expected shortly, if indeed they did not serve it up to you in outline before they left the Islands. The Board of Trade were, of course, told that the report should be presented to the Governor in accordance with usual practice, rather than to anyone in London; I am sorry that by inadvertence this was not mentioned in our telegram No. 30 of 6 March setting out the proposed terms of reference. If the report is not presented until the team return to London, we shall of course sent it straight out to you to consider in the first instance. I am taking the opportunity of this mail to suggest some preliminary thoughts on what the next steps might be, with a view to saving time after the report is presented, especially if any points should arise (e.g. P.Qs) calling for consultation by telegraph.

2. Unless the result of the feasibility study is very discouraging (in which case you would no doubt want to rethink the whole project, including any possibility of alternative sites) your next steps would presumably be to look into the practical implications both in terms of finance and of actual construction. If you need any further technical advice, please let us know, but it seems primarily something which can best be assessed on the spot.

3. When you have had time to size up the situation, I take it that you would then let us know the lines on which you would have it in mind to proceed before any further commitment or announcement was made. We would obviously be interested at this end from the point of view of implications in the fields of international relations, finance, and possible defence. Please forgive if this sounds like a statement of the obvious, but we were a little puzzled by a passage at the end of your saving despatch No. 21 of 16 January on the estimates which speaks of Government being committed to the principle of constructing an airfield. I take it that this referred simply to the feasibility study, since it hardly seems practicable to take any definite decision about the project, even in principle, until you and we have been able to look at the whole question together in the wider context after the results of the feasibility study are available.

4. From the point of view of international relations there seem to be two factors: general obligations flowing from British membership of ICAO, and the particular relationship of this project to the Anglo-Argentine dispute. I assume that the first of these will be taken into account in the feasibility study itself, so far as concerns technical requirements like navigational aids and so on.

.....

/5. ....

.....

5. On the financial side, you will be receiving by this mail a confidential circular despatch dated 14 April (MF 23/1) about procedure for development aid to dependent territories after the expiry of the C.D.W. Acts next year. The Appendix to that despatch illustrates the sort of information that would be looked for to accompany any application you might have in mind for United Kingdom capital aid towards constructing an airfield. If, on the other hand, you were to envisage financing it locally without recourse to United Kingdom aid, the present trend of the Colony's finances would evidently necessitate careful consideration not only of the capital costs but of the future burden of annual recurrent charges for maintenance.

6. The defence aspect was touched on in the course of correspondence two years ago (ending with your letter No. 2341 of 20 April 1967), and you may recall that at the meeting which you attended with us at the Ministry of Defence in September 1967, the Ministry, though initially favourable, thought that they would need to consult the Defence Planning Staff. I hope you will agree therefore that it would be advisable for us to let them have a sight of any project you may have in mind before final decisions are taken. It would no doubt help if the views of the O.C. Royal Marine detachment in the Islands could be available. I expect that in any case before finalising your own views on the project you would want to satisfy yourself (in consultation with him) about the protection of an airstrip from possible further Condor raids if it were constructed in advance of a political settlement.

7. The preceding three paragraphs of this letter are simply a preliminary shot at sketching some of the factors to be taken into account at the next stage if the results of the feasibility study turn out auspiciously. No doubt others will have occurred to you. Obviously some of them would taken time to weigh up and not all of them could be tackled at once. But it would be helpful to know how you see the project within this sort of broad general framework when the stage comes for you to let us know your views on the results of the feasibility study.

8. One final point of detail. I realise from your telegram No. 14 of 21 January that you would have preferred the cost of the feasibility study itself to have been shared, but this would have entailed holding it up pending further examination of the future of air communications with the Islands as a whole, and in the circumstances I hope you will see no difficulty about accepting the cost as a charge on the Falkland Islands Government. We are of course assuming that you will carry the whole cost of the study, not just the "extra" cost (your telegram No. 39 of 19 February) in excess of the original estimate.

(signed) J.S. Bennett)



(MUA 11/492/1)

Foreign and Commonwealth Office

London S.W.1

8 May, 1970

*f.2408 v12*  
*Cs for discussion on Monday 21<sup>st</sup> please.*  
 186  
*See*  
*M2/15*

Dear Cosmo,

Your telegram No.84 of 28 April refers to views and proceedings in your Executive Council on the subject of an external air service and an airfield.

2. We are glad to know how matters stand at your end. But I wonder whether it would be possible to take things much further until we know your views on the wider points raised in my letter (reference as above) of 5 May, 1969, to which you sent an interim reply on 19 June. Aviation is of course a highly technical matter, and any action finally decided on would clearly need to be based on full expert advice. But you have now had the Wainwright feasibility study, and I imagine you would not want to plunge into further consultancy studies or aid applications until there has been a general policy appraisal on the basis of the feasibility study.

*1. Indisputably*  
*Advocably*

3. One aspect of such an appraisal is evidently to look at air communications in the context of the Colony's communications as a whole, and this the Exco committee on the subject of communications seem, fortunately, to be doing. I imagine you would agree that such an appraisal would also need to take account of the wider external and other factors referred to in my letter of this time last year, and we look forward to hearing your own views on these.

4. Subsequent developments seem to me to have reinforced this need. As you know, the Argentines are now starting to come forward with some ideas of their own about air communications; and two of the elected members of your Executive Council are coming home shortly to join in the talks with the Argentines about promoting free communications and movement generally.

5. In the long run air communications with the mainland might play some useful part. But I doubt whether it would be tactically wise to let it occupy too much of the foreground at the start. In the preliminary exchanges with the Argentines we have been trying to bring home to them the fact that the improvement of physical means of communication is subsidiary to the removal of the deterrents at the Argentine end to Falkland Islanders going to Argentina at all. Premature talk about air communications, which in practice revolves round the absence of an airfield at the Falklands end, would distract attention from the basic obstacles to communications which exist at the Argentine end. I am sure your Executive Councils would not want their understandable enthusiasm for an airfield to lead them to playing into the Argentines' hands at the London

talks!

H. E. Sir Cosmo Haskard, K.C.M.G., M.B.E.,  
 Government House,  
 Port Stanley,  
 Falkland Islands

CONFIDENTIAL

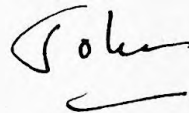


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talks!

6. We shall no doubt need to discuss the tactics of this with Jones before he and his team go into action in London, and for this reason as well I think you may perhaps agree that it would be useful at this stage to have a pause for reflection and consultation between yourself and us before the Executive Council take the question of air communications any further.

Yours ever



(J. S. Bennett)

I don't think much of this performance. We are a long way ahead of him. It is reminiscent of the hunting of the Quark.



DECODE.

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched:

Time:

Received: 3/8/70 Time:

No. 146.

PRIORITY  
CONFIDENTIAL

Your telegram no. 84 of 28th April, paragraph 2 and connected correspondence.

Possible construction of airfield.

As agreed in discussion with Jones during his recent visit, we shall aid application which we understand you have in mind. Whether application is for actual construction or for a preliminary consultancy study to follow up your Executive Council Committee's report on communications we hope you will be able to accompany it with your own views and assessment on broader background factors raised in Bennett's (our reference MUA 11/402/1) of 5th May 1969 and 8th May 1970: your interim reply of 19th June 1969 refers. Jones is aware of importance we should attach to this in order to enable us to consider effectively any proposals which your Government may wish to put forward.

DOUGLAS-HOME.

Cypher:

*C.S. We were talking of MIA in ExCo  
as telegram was being despatched  
For discussion please. Co 4/8/70*

CS.

189

Airfield

Although a major contributory factor has been my disinclination to get involved in a further hostile argument, Higgins's letter of 21 August (A4W 4/2), para 5(a), is pretty damning and it is difficult to get really enthusiastic about the Airfield at this moment.

I think that the Gleadell/Stogge/Whittier exercise due to start some six weeks hence may improve our knowledge and the sensible as well as the easy line to take is to wait and see what comes out of that.

Meanwhile, in the "leisure period" which is supposed to occupy the next few weeks you may feel inclined to tidy up the correspondence by replying to Bennett after my departure on the lines of your minute of 1/5/70.

If I am called upon to comment when I reach London I shall take a similar line.

John  
21/9/70

file 2361XX/

CONFIDENTIAL

29th September

70

Transport Communications Committee Report

In all our discussions about the need for an economic consultancy study to be undertaken through the medium of British technical assistance as a follow up to the report of the Transport Communications Committee it has been implicit that your company (both your parent company and Darwin Shipping Company Limited) would be glad to extend full co-operation to whatever organisation may be chosen to carry out the study. I would be grateful if you would confirm that your understanding of the position is the same as mine.

(J. A. Jones)  
Ag. Governor

A. Sloggie, Esq.,  
Stanley.

For J. 2708 (in GH safe)

FIG 3-F: 2408  
FCO ref: WMA 11/492/1

1st October 1970

7  
10

Airfield Survey

On taking over the reins on the 26th September I found that it had fallen to my lot to answer your long outstanding letter of 5th May 1969. Your letter of the 8th May this year is also relevant.

You are aware that the position has changed to some extent during the eighteen month period since you wrote your first letter and that current thinking here is that the Report of the Transport Communications Committee should be followed up by an application from the Colony Government to Her Majesty's Government for the provision of a preliminary consultancy study under technical assistance.

To refer to the specific points in your letter of last year, the general obligations flowing from British membership of the I.C.T.O. are fully taken into account in the Feasibility Report which covered the question of navigation aids and related matters. So far as finance is concerned you are aware, from discussions with me during the summer, that it is not our present thinking that an airfield project should be financed from the local capital resources and we would expect to seek provision of the necessary capital as Development Aid from the British Government. However, our thinking is neither advanced nor rigid and we have not ruled out the possibility of needing to examine, at a later stage which would naturally seem to fall after the consultancy study has been completed, the possibility of some form of mixed British Government/Tokelau Islands Government/private source financing.

Equally you are aware that it is the Colony Government's view, at the present time, that a joint British/Argentine project for the construction of an airfield is not acceptable. (And for the record, it is worth interpolating here that amphibian operations are obviously not an economic proposition). You will recall that in our personal discussions in London, I laid particular emphasis on the proposition, which needs proof, put forward by the Sub-committee on Transport Communications that the new pattern of transport services recommended in their report and adopted with minor modifications by the main committee should prove cheaper and so be a lesser drain on our recurrent budget than is the case with the present system.

Under cover of a separate letter Lee has recently been sent documentation indicating the history of and present position with regard to the subsidy which the Colony Government pays to Darwin Shipping Limited. These papers, I hope, will sufficiently indicate the seriousness of the drain on our

/ finances .....

J. S. Bennett, Esq., C.S.G.

Finance of the present very unprofitable operations of R.A.F. "Darwin". This question of the progressively increasing unprofitability of "Darwin" is an integral factor in one's consideration of the airfield and air service project.

I consulted the then Officer Commanding Marines and the Officer Commanding Royal Air Force Unit when I was Acting Governor last year about Defence considerations. Both were of the firm opinion that the defence of a fixed airfield presented much less of a problem than defence against methods of attack which had no need to use a fixed landing zone. Their thinking was that by acting as bait to a potential attacker a fixed airfield would in fact simplify the problem of defence. As that advice was given to me more than a year ago I have taken the opportunity of consulting the officers currently in charge of the two units here. Their advice is the same as that of their predecessors.

It is also my hope to be able to prepare and send you, perhaps by the mail leaving here on the 10th of November, an application in standard form for a consultancy study to be undertaken through British Technical Assistance to evaluate the accuracy, in particular the accuracy of the financial provision and deductions, and of the recommendations of the report of the Transport Communications Committee. This is as anticipated in your telegram 146 of the 3rd of August.

(J. A. James)  
Acting Governor

C.T.

Please see pp. 191-2 + return file to me.

1 E. Thank you.  
L.G.  
2/10/70

J 3/10

CONFIDENTIAL

*f/e 2408 vol. 2. 201*

# The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

REGISTERED 1902.

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

*J 8/10*

*Stanley,*

6th October 1970

C/13/1

Mr. J.A. Jones  
The Acting Governor  
STANLEY

Dear John,

## TRANSPORT COMMUNICATIONS COMMITTEE REPORT

Thank you for your letter of 29th September 1970 reference 2408. I confirm that both F.I.C. and Darwin Shipping Limited will co-operate as required with any organisation which might undertake the economic consultancy study recommended by the Committee.

*A. Sloggie*

(A. Sloggie)  
COLONIAL MANAGER

CONFIDENTIAL

*MSK* *FCO signed in telegram at p.* *f. 310* *J 16/12*



*JG/10* *File 2408 vll.2*  
*202*  
Foreign and Commonwealth Office

London S.W.1

From The Minister of State

9 September, 1970

In my letter of 4 August I said that I would write again further to your letter of 31 July, about transport to and from the Falkland Islands.

As I think you will be aware, the Falkland Islands Government has been carrying out an examination of the future transport needs of the Colony as they see them, with reference, among other things, to the possibility of constructing an airfield to take over some of the services provided by R.M.S. 'Darwin'. We can expect the Governor to put forward proposals to H.H.G. if he desires financial or other assistance for such a scheme (which might of course qualify for aid), but firm proposals following the examination to which I refer are still awaited. In these circumstances, as I am sure you will agree, it would be premature to anticipate the final recommendations; meanwhile we are, of course, keeping in close touch with the Governor about all this.

In short, I certainly take your point. But the authorities in Port Stanley clearly need time to finish their homework following the return of the three Falkland Islands participants in the July round of talks with the Argentines.

(Joseph Godber)

Sir John D. Barlow, Bart.,  
Bradwall Manor,  
Sandbach,  
Cheshire.

*C.T. To see & return to see. JG/10*  
*Le. 8/10/70*

①② E/i

203

4th August, 1970.

Many thanks for your letter of July 31st. I had not previously heard of this problem about transport to and from the Falkland Islands.

In the light of what you tell me I am calling for a report from the Department, and I will get in touch with you again when I have had the opportunity of looking into it.

Sir John D. Barlow, Bart,  
Bradwall Manor,  
Sandbach,  
Cheshire.



SIR JOHN D. BARLOW, Bart.

BRADWALL MANOR,  
SANDBACH,  
CHESHIRE.

SANDBACH  
2036

31st July, 1970

*My dear Joe,*

Perhaps the question of transport to the Falkland Islands has not reached you yet, although it is in the pipeline.

Very briefly the position is that the Falkland Islands Company owns the RMS "Darwin" which provides transport between Stanley and Montevideo, usually doing about 12 voyages a year. They also charter a small vessel running between London and Stanley which provides for carrying wool home and goods on the outward journey.

The "Darwin" is only about 13 years old but owing to the buffeting which she receives in that part of the world repairs are high and increasing rapidly. She should be taken out of service next year. The Falklands Government contributes substantially towards the losses on the "Darwin".

We believe it would be much cheaper for the Government and more convenient to initiate an air service which would require a suitable landing ground. It seems advisable to expedite this in order to avoid extra expenses both for the local Government and our Company.

We should be most grateful if you could look into this. I have no doubt detailed information is in your Department. If not, I shall be glad to provide it.

*Yours ever*

*John*

The Rt. Hon. Joseph Godber, P.C., M.P.,  
House of Commons,  
LONDON, S.W.1.

17th October 1970

Airfield Survey

You will know that I was able to get an answer off to Bennett by our last mail (of the 15th of October) in reply to his long outstanding letter of May, 1969, about various considerations, including Defence considerations relating to the question of an airfield at Cape Pembroke.

In my letter, which was dated the 1st of October, I referred to the hope of being able to send, perhaps by our next mail (of the 10th November) an application, in standard form, for an economic consultancy study. You will recall that this is as anticipated in your telegram to us no. 146 of the 3rd of August. The application is now attached to this letter in triplicate and for obvious reasons is sent to you and not to your Overseas Aid wing in Eland House.

Although the application itself does not specifically mention it it has been our understanding in discussion that if the consultancy study is undertaken it would be carried out by some such organisation as the Economist Intelligence Unit. In connection with this you will wish to know that the Colonial Manager of the Falkland Islands Co. Ltd. has informed me that his company and Darwin Shipping Limited, the subsidiary which operates the R.M.S. "Darwin" and charters the m.v. "A.E.S." will co-operate as required with any organisation which might undertake the study. This is of importance in view of the situation regarding the Shipping Subsidy Agreement full information on which we sent to you in a recent mail.

The application form is not accompanied by copies of the supporting documentation referred to in its paragraph 6(a) as you already have copies.

(J. A. Jones)

A. C. W. Lee, Esq.

Application for British Technical Assistance

Provision of an Expert

Government of ... FALKLAND ISLANDS ...

1. Type of appointment	Consultancy
2. Number required	as advised by experts after consideration of data supporting application
3. Authority to whom expert responsible	Colonial Secretary Falkland Islands Government
4. Date required	As soon as possible
5. Duration of appointment	As at 2 above
6.(a) Background to and description of project for which expert required, (Please indicate as concisely as possible the general nature of the project.	
6(a) (See para 6(h) for terms of reference) The background is contained in five documents all of which are already in the possession of the Foreign and Commonwealth Office:- (1) Airfield Feasibility Report by Rainwright and Boothby. (2) Report on Flyingboat Operations between the Colony and South America by Rainwright. (3) Report on the Colony's existing transport communications by Monro Higgs. (4) Report on future transport communications pattern for the Colony by Jones, Higgie and Monro Higgs. (5) Report of the Colony's Transport Communications Committee.  fill vacancy through United Nations or other source.	
(c) (i) Is the vacancy on the regular establishment of a Government Department or other institution?	N/A
(ii) If so, please state the local salary mean.	N/A
(d) <u>Additional Information for Industrial or Engineering Projects:</u> Please indicate the output or estimated output and number of workers involved in the industrial or engineering concern. If a construction contract is involved particulars should be given, including whether the contract provides for interim operations and/or the training of personnel by the contractors; it should be stated if a contract has been signed and the completion date indicated.	

N.B.1. Two copies of this form should be completed for each application

2. This form should not be used in applying for

- (a) Assistance under the Colombo Plan
- (b) for appointments eligible for Overseas Service Aid Scheme terms.

(e) Additional Information for Education and Training Projects:

Please indicate scope of project, status of educational institution involved, and whether it is maintained from public funds or grant-aided, number and nationalities of students involved and their age groups and academic levels. Copies of syllabuses (existing or proposed) should be provided. Information should also be given regarding equipment available (e.g. laboratory facilities etc.)

(f) Additional Information for Agricultural Projects:

Please state what staff and facilities exist and what capital is available for implementing the project, with a brief summary of the data already available.

(g) Additional Information for Research Projects:

Please state what equipment (e.g. laboratory facilities) and data can be made available.

(h) Any other information which may help in selection of an expert.

As the Colony's current main communications vehicle is the R.M.S. "Darwin" which is owned by Darwin Shipping Co. Ltd., a subsidiary of the Falkland Islands Co. Ltd., it will be necessary for the consultancy study to take cognizance of this fact.

2. The suggested terms of reference for the consultancy study are:

- (1) to evaluate in terms of financial feasibility the pattern of transport communications recommended for the future by the Colony's Transport Communications Committee having regard to the capital and recurrent financial resources available or likely to be available to the Colony Government.
- (2) to examine the pattern of operations of the Falkland Islands (internal) Government Air Service with particular reference to the relationship between its costs and its value to the Colony and make recommendations regarding its future.

7.(a) Essential qualifications and experience required,	Those needed to enable the consultancy's terms of reference to be met.
(b) Any additional desirable qualifications.	-
(c) If knowledge of a particular language is essential or desirable, please give details.	English. A knowledge of Spanish would be useful.
8. Age limits	-
9. Full details of the duties of the expert, e.g. is he to act as a consultant or to be associated with the management of the project?	Consultant (see 6(a) and (h))
10. Associated staff (in appropriate cases please say what provision has been made for supporting staff). Please indicate the level of staff with whom the expert will be working.	It is assumed that the consultant or consultancy team will be self-contained and that the bulk of its work will be done in London.
11. In the case of continuous projects please give name and particulars of understudy or counterpart who will work with expert and say what arrangements will be made to train a local successor.	-

TERMS AND CONDITIONS OF APPOINTMENT

12. Actual place of employment (and nearest town if appropriate).	See 10. A visit to the colony will be necessary and may last one month. Base will be Stanley and <del>internal travel will be by FIGAS</del> Beaver floatplanes.
13.(a) <u>Quarters</u> Is suitable living accommodation provided?	see 13(d)
(B) If so provided, is accommodation furnished or unfurnished?	-
(c) Is accommodation suitable for (i) a married man without a family? (ii) a married man with a family?	-
(d) Where quarters are not provided please give information about the availability of housing or hotel accommodation.	Full board and lodging at the Upland Goose Hotel, Stanley, at the rate of 50/- per day.
(e) Can furniture and household requisites be bought locally, and would it be cheaper to buy locally rather than to buy and bring from Britain?	-

14. Allowances

Please state where appropriate

(a) Daily allowance for food

-

(b) Daily allowance for accommodation

-

(c) Daily and nightly subsistence allowance rates when on duty away from headquarters.

-

(d) Internal travel allowance rates (or if a car is provided for official journeys?)

-

(e) Any other allowances

-

15. Will medical and dental treatment and hospital arrangements be provided free for the appointee and his accompanying dependants? If not, please state what assistance, if any, is offered by the Government in this respect.

Yes

16. Will exemption be granted from payment of customs duties, income and other taxes?

Yes

17. What arrangements are there for local leave?

-

Signed .....  
(A. A. Jones)

*Official Secretary to the Government*

On behalf of the Government of ...the Falkland Islands...

Date ..... 19 October 1970.

30 May 1968

210

Many thanks for your letter of 17th May which arrived by Darwin last week. It was very pleasant to hear from you once more.

I fear that it is a little premature to say that construction of an airport in Stanley is on the way. The position is that we have had a contour survey and a drainage plan made of the Cape Pembroke site and we have now asked the British Government if they would send out an expert to advise on construction. Based on the advice of that expert, we would approach the British Government with a request for funds to build the airfield.

From what I have just written you will appreciate that it will still be some time before planes start landing in Stanley and I would therefore think that the time has not yet arrived for you to pay us a second visit to Stanley, although of course we should be glad to see you here at any time. The Darwin coming from Montevideo to Stanley in July and carrying on to Punta Arenas would be a suitable occasion but it would be misleading to give you the impression that the construction of the airfield is further ahead than in fact is the case.

I note the five points which you suggest could be discussed, namely, a long term concession; appointment as a purchasing agent; airmail contract; arrangements for scheduled or unscheduled flights and promotion of tourist traffic.

You also mention an interest in building accommodation for passengers stopping overnight. Stanley certainly needs a small modern hotel and I would imagine that this might prove quite a profitable venture for an enterprising individual.

In conclusion, if you do decide to visit Stanley in July, you can rest assured that you will be very welcome. If on the other hand you decide to wait until more progress has been made with regard to the airfield, we shall look forward to seeing you at a later date.

W

Sr J.B. Bidegaray Pons,  
Van Bokkelen & Rohr S.A.,  
Casilla Correo 404,  
Montevideo

U.S. You may have a place for  
WTS.

W  
24/9

J/C The Airfield file (2408)

WTS

20 August, 1970

I write to thank you very much indeed for all the trouble you have taken in preparing the report on a flying boat operation between the Falkland Islands and South America.

Your report has been read here with great interest.

You will recollect my own keenness that Stanley Harbour should be used by flying boats as a much less expensive alternative to the construction of a concrete airfield. I very much regret that your report concludes that, while technically feasible, a flying boat service would require very substantial capital investment and that the operating costs would be very high. This, coupled with the fact that a flying boat service could not be guaranteed beyond the life of aircraft at present available, seems conclusively to rule it out as an alternative.

This, as I have said, is a pity but, without your report, I would have always had a lingering suspicion that flying boats were the answer.

I read with interest some months ago of your meeting with the Argentine Ambassador and must thank you very much for presenting the facts regarding Cape Pembroke so lucidly.

My wife and I leave here next month on completion of my six years in the Colony and in case our paths do not cross again I would like to take this opportunity of sending you our best wishes for the future.

W

R. J. Wainwright, Esq.

C.S. for appropriate filing please

W

20/8

For f. 2408, B. 2 (? which contains copy of the Amphibious Report).

24.10.70  
B.M. 30-9-70 (mainfile)

7/20/8





# CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

P.O. BOX 179 · PORT STANLEY · FALKLAND ISLANDS

TELEPHONE: 389

Please reply to the Company quoting reference and date

212

Our ref:- A15/FLK



20th October 1970.

The Acting Colonial Secretary,  
Stanley.

Dear Sir,

## Airport Communications.

In a recent report by the Board of Trade on the feasibility of building an airfield in the Falklands, it was recommended that priority be given to the establishment of a reliable Air/Ground communication channel.

An approach was made to Cable and Wireless Limited to ascertain if they would be interested in being involved with the radio equipment should the opportunity arise, and indicating approximate costs of a) equipment, b) installation, c) annual maintenance costs.

My Company have replied that they have no policy objections to such an undertaking, and have made a preliminary cost study based on the information available to them.

For the purpose of costing it has been assumed that the service will be operated by the Government with equipment installed in the existing Transmitting and Receiving stations, or in new buildings provided by your Government, using present aerial sites and sharing certain facilities such as tools and test equipment. Some mast sharing might be possible but the present costing allows for the provision of all masts required by this project.

It must be emphasised that the project cannot be costed accurately until requirements are known in more detail and updated quotations then obtained from the manufacturers. No allowance has been made at this stage for the provision of stand-by equipment that may be required at the Airport, including emergency power plant, and V.H.F. air/ground or emergency links which may be required at the Airport, for anything other than



213

simple switching equipment in the control tower or for the provision and installation of control lines, or a V.H.F. link between the airport and the radio stations. It is noted that a telephone line does exist in the area proposed for the airport but it may well be that overhead lines will not be acceptable for control purposes.

They also propose that the masts, aerials and feeders should be installed by Cubro Scrutton Ltd., who will supply all the materials. This team would consist of four men, and it is assumed that work will be carried out in mid-summer. Two Cable and Wireless technicians would be required for the equipment installation, and if maintenance is required, the senior of the two men would remain, to complement the present staff here.

*incl. 2 PAs sec.  
7 AM run  
airfield. We  
have VRC staff.*

7

Our Chief Engineer (Terrestrial Radio) advises the following equipment will suffice to meet your requirements:-

- 2 G426A Transmitters
- 2 Tone Remote Control Units for G426A Transmitters
- 2 G40B M.F. Beacons
- 1 BCU for G40B
- 1 ACU for G40B
- 2 R499 Receivers (Basic)
- 1 Sideband Filter
- 1 A.M. Filter
- 6 Tubular Masts RH150 for use with log. and beacon aerials
- 2 Log Periodic Aerials, type CLP2630/HS (1 Transmit, 1 Receive)
- 6 sets mast lighting equipment
- 1 M.E.L. Transmit Transformer 300/50ohm
- 1 Hatfield Receiver Transformer 300/50 ohm.

The 6 tubular masts would be painted before shipment to conform with Falkland Islands air regulations.

The landed cost of this equipment in the Falklands is estimated to be of the order of £30,700.

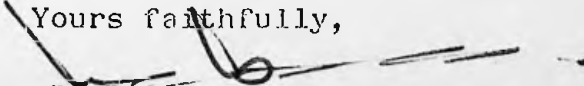
Installation costs would be approx. £14,100, and annual maintenance thereafter of the order of £9,000 including spares.

I trust the above may be of value to you, and please do not hesitate to contact me if you require any further information.

*This includes cost of benches of engineers mentioned at A.*

*Installed cost: £45,000.  
Parcel account cost: £9,000.*

*The original cost is higher by £7,000 than the figure quoted in the feasibility survey report.*

Yours faithfully,  
  
P. BELL.  
Company's Representative.

EXTRACT FROM MINUTES OF EXECUTIVE COUNCIL MEETING  
HELD ON 28th, 29th and 30th OCTOBER 1970

2408/II

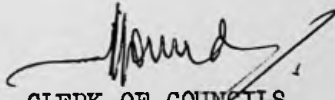
24. PROVISION OF AIRFIELD

The Honourable R. M. Pitaluga raised the question of the provision of an airfield for the colony. He considered that the construction of an airfield and the provision of an external air service was now becoming urgent, particularly in view of the information given earlier during the meeting by the Colonial Manager, Falkland Islands Company Limited, about the withdrawal from service of R.N.S. "Darwin". He added that in discussion with the directors of the Falkland Islands Company Limited in London he was assured that the company would be interested in investing capital in the construction of an airfield.

Council was informed that an application for a consultancy survey into the economics of the communications pattern recommended by the Colony's Transport Communications Committee to be inducted under British Technical Assistance was being made to Her Majesty's Government. It was essential that the economics of the project were properly evaluated in view of the paucity of the information with which the committee had been obliged to work. Once this had been done it would be possible to evaluate the political, financial and other considerations requiring study.

The view was held that from a military point it would not make any difference if an airfield existed and Members expressed strong views that Argentine financial participation in the construction should be avoided.

Council advised that Her Majesty's Government be asked to expedite plans for the provision of an airfield.

  
CLERK OF COUNCILS

Note  
Informed in FCO telegram 218 of 1.12.70 that application pp.206-9 is receiving consideration in the Ministry JH 4/12

f. 2408  
002.  
215

FIG Ref: 2408  
C&W Ref: A15/FLK

7th December 70

Dear Sir,

Airport Communications

Thank you for your letter of the 20th of October which I assume results from enquiries made in his personal capacity by Mr. J. Monro-Higgs when he was a member of the sub-committee on transport communications.

2. The information contained in your letter is noted with interest.

Yours faithfully,

P. Bell, Esq.,  
Cable and Wireless Limited, (J. A. Jones)  
P.O. Box 179, Colonial Secretary  
STANLEY

DECODE.

2408  
216

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 16/12/70      Time: 1317      Received: 1545      Time:

No. 226  
IMMEDIATE  
CONFIDENTIAL  
161317

Addressed to Falkland Islands telegram no. 226 of December 16th repeated to Buenos Aires.

Your telegram no. 299.

Darwin - application for technical assistance hinting and consultancy survey contained in your letter of October 17th to Lee is accepted in principle. We are now engaged in recruitment of suitable people and will keep you informed.

2. I therefore feel that new sentence proposed in your paragraph 3 could with advantage be more forthcoming and suggest you say following:-

"The Falkland Islands Government has requested H.M.G. to arrange a consultancy survey of transport communications of Islands. H.M.G. has agreed to this request, and will finance it from technical assistance funds. Both Governments are seized of urgency of the situation."

3. If H.M. Ambassador thinks it would help ..... he may inform Argentines.

IJC : Cypher

221

# CONFIDENTIAL EXECUTIVE COUNCIL

INF No. 1/71.

CONFIDENTIAL

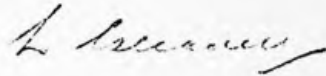
CONSULTANCY SURVEY

Memorandum by the Colonial Secretary

This serves to confirm the despatch on 25th December of the following telegram.

"Executive Council has asked me to express to you their earnest hope that implementation of the consultancy survey will be given urgent priority. Early, hard information on terms of reference, names of selected consultants, proposed methods of work, anticipated date for work to begin, etc., will be appreciated.

"2. Exco. also ask that Lewis be informed of their sense of the urgency of this matter."



(L. C. Gleadell)  
Ag. Colonial Secretary

File ref: 2408 and 2458  
1st January, 1971  
JB

CONFIDENTIAL

COPY

7901 West Ramona Street, Miramar, Florida, 33023, U.S.A.

222

P E N G U I N

A I R W A Y S

9th October, 1970

Mr. A. Sloggie,  
Colonial Manager,  
Falkland Island Company,  
PORT STANLEY,  
Falkland Islands.

Dear Mr. Sloggie,

During Bryan Garner's recent visit we discussed, at great length, the lack of air service from the Falkland Islands to surrounding countries. To investigate the possibility of providing air service the above company has been formed.

The three directors of this company share over twenty years of airline management experience and are currently working for a large American airline.

Bryan mentioned that air service had been proposed between Port Stanley and Punta Arenas. However, we feel that service from Port Stanley to either Buenos Aires or Montevideo would serve the community better. Service to either point would provide direct connection to all major cities in the Americas and to England. It is realized that with the current political situation landing rights in Buenos Aires may be difficult to obtain.

There are numerous aircraft that will operate over the 1000 miles from Port Stanley to either Buenos Aires or Montevideo, with the choice depending on the actual payload required. The choice of aircraft has been predicated on using a rough grass field for landing in the Falkland Islands.

As your Company handles all the transportation to and from the Islands, your help in estimating the required payload would be greatly appreciated. This may be done by completing the attached questionnaire. Any other information you may care to volunteer will be gratefully accepted. Upon receipt of the questionnaire the choice of aircraft will be made.

After the aircraft has been chosen a proposal will be submitted to the Falkland Islands Government for Penguin Airways to provide air service from Port Stanley to Montevideo or Buenos Aires.

It is hoped that all the procedural formalities can be completed in the minimum of time so that service may be started in early 1971.

Yours sincerely,

M. J. Spraggs

c.c. R. P. Brunner

Enclosure

223

5th November 1970

C/13/1

Mr. M. J. Spraggs  
Penguin Airways,  
7901 West Ramona Street,  
Miramar,  
FLORIDA, 33023,  
U.S.A.

Dear Mr. Spraggs,

Thank you for your letter of 9th October 1970 on the subject of charter flights to and from this Colony. Your questionnaire is returned completed and we will be extremely interested if anything should materialise. We would suggest, however, that it would be worth your while paying a visit to the Colony before going ahead with your plans. No doubt Brian Garner was able to give you quite a lot of information but we would consider a personal visit essential.

As you may know, even airmail arrives and leaves the Colony on R.M.S. "Darwin" hence the delay in replying to your letter and we enclose a copy of "Darwin's" itinerary for 1971 so that you will appreciate the reasons for any further delay in an exchange of correspondence.

Yours sincerely,

(Sgd) A. Sloggie

COLONIAL MANAGER

Enc.

c.c. London Office



22+

STANLEY

24th December, 1970

C/13/1

The Colonial Secretary  
STANLEY

Dear Sir,

PENGUIN AIRWAYS

We enclose a copy of a letter received shortly before the writer left the Colony from a firm calling itself "Penguin Airways". We also enclose, for your information, a copy of our reply thereto. As far as we know, two representatives of Penguin Airways are due to visit the Colony on P.3 South, returning on P.5 North.

Yours faithfully,

COLONIAL MANAGER

Encs. (2)

16th January

71

Dear Sir,

Penguin Airways

Receipt is acknowledged of your letter of the 24th of December, 1970, the contents of which are noted.

Yours faithfully,

(J.A. Jones)  
COLONIAL SECRETARY

Colonial Manager,  
Falkland Islands Co. Ltd.,  
STANLEY

JE

DECODE.

C.2560

230

TELEGRAM SENT.

From GOVERNOR to SECRETARY OF STATE

Despatched : 24/12/70

Time :

Received :

Time :

No. 31A  
PRIORITY  
CONFIDENTIAL

Addressed F.C.C. telegram 31A of 24th December repeated B.A. F.C.C. telegram 226.

Consultancy Survey.

Ex'co has asked me to express to you their earnest hope that implementation of the consultancy survey will be given urgent priority. Early, hard information on terms of reference, names of selected consultants, proposed methods of work, anticipated date for work to begin, etc., will be appreciated.

2. Ex'co also ask that Lewis be informed of their sense of the urgency of this matter.

JONES

LJC : Cypher

DECODE.

231

TELEGRAM SENT.

From SECRETARY OF STATE to GOVERNOR

Despatched: 1/2/71

Time: 1100

Received:

Time:

PLAIN LANGUAGE

Repeated for Information to Saving Buenos Aires, Montevideo and U.K.M.I.S.  
New York.

My telno 24. Consultancy Survey. Following is text of press release  
issued here on 29 January. Begins:

Falkland Islands Transport Communications Survey

The British Government at the request of the Falkland Islands Government has arranged Consultancy Survey into the whole question of transport communications for the Islands to be undertaken as a matter of some urgency. This follows the possible withdrawal of the shipping services provided by R.M.S. Darwin at the end of 1971. Arrangements have been made for the London firm of Management Consultants, Messrs. Peat Marwick Mitchell and Company to undertake the Study which should begin almost at once. There will be preliminary work in London and thereafter further work will be undertaken in the Islands with emphasis on an early report; the cost is being met by the Overseas Development Administration from Technical Assistance Funds.

Ends.

LJC : P/L

BL 18/5

5/c For flight in Bransfield Pt. N.F.A.A.

J/15

232

NR 58/4 R 25/4/71 1300Z  
FM BRANSFIELD  
TO STANLEY



FOR COLONIAL SECRETARY FROM CAPT BRANT BEGINS.  
REF OUR TALKS SAPPER ASSISTANCE. WASHINGTON ADVISE DIRECT  
APPROACH TO ENGINEER IN CHIEF, MOD UK.

~~20/24/4~~

~~Y.E.~~

This refers to the possibility of an airfield  
being built in the colony by the R.E.s.

1 None of Capt. Brant's to let us know. He was  
not commissioned to make any enquiry on our behalf,  
see news to pay!

J/28/11  
BR/5/6  
R

BR 18 4 71 (232)



Hawker Siddeley HS 748 Srs 2 navigation trainer for the Royal Australian Air Force