

SECRETARIAT

2 2 5 0

2
2
5
0

(Formerly)

2250
AIR

EXTERNAL AIR SERVICE.

CONNECTED FILES.

NUMBER

See Conf'd file (same subject)

12/45 Post war development civil aviation

219.1

Extract from Minute to Y.E. from H.C.S. of 23rd January, 1963.

(Original filed in O355/A/III)

Mr. Blake also mentioned another subject. He suggested that we should ask the road expert to give the approximate cost of laying down a runway. He said that planes to Punta went a long way out of their way now. It might conceivably be not so much more out of their way to make a trip via the Falklands.

(K10

to/see blu O'Neill

12/3/63

RHDM/LH

Sham.

BW 30.3.63

will offer it

BW in 2 weeks

~.

Handwritten notes: A, P.D. BU, a week, etc.

26
BU 23.4.63
BU 3.5.63

1-12

In O Rully hills as we go

the construction of a runway

would be exceedingly expensive

but would have to be viewed in

all directions since base would

blow from all points. I think we

the general has been a long time NFA

2/4/63

Pa

P.3 transferred to C/2250

22.8.63
22.8.63
22.8.63



28

British Consulate,
Punta Arenas, Chile.
August 13th, 1964.

511/64.

Dear Mr. Bound,

Many thanks for your
letter of 9th instant.

25
2253
4A

I am enclosing a version
in English of a memorandum of "Tama's"
requirements, which was just delivered
to us for transmission to you. You can
send the answer to the different queries
raised to me and I will hand them this
translated into Spanish.

You may be interested to
know workmen continue to offer their
services for the Falklands and we are
visited daily, since you left, at the
rate of 5-8 persons.

I hope you have had a
good passage back to Stanley and that
you have enjoyed the trip.

Kindest regards from
my wife, Barrientos and myself,

Yours sincerely,

Sven B. Robson
(Sven B. Robson)

Bound,
Colonial Secretary's Office,
Port Stanley.

6/6 30 10 6
↑

INFORMATION REQUIRED BY THE "TAMA LTDA". AIRLINE,
FOR POSSIBLE OPERATIONS BETWEEN PUNTA ARENAS AND
PORT STANLEY.

1.- AIRPORT.

- a) Position.
- b) Exact dimensions and magnetic bearings.
- c) Constitution and consistency of landing-place.
- d) Predominance and intensity of winds.
- e) State height of obstacles to be found in axis of landing-place to a distance of three miles from each terminal head piece.
- f) If landing place has markings that can be perfectly distinguished from the air and if weather-cocks exist.

2.- RADIO ASSISTANCE.

(5.727,5)

- a) Stations transmitting from 200 to 450 kc. or from 600 to 1680 kc., stating hours of service and power of transmission . If Radio-beacons, state characteristics.
- b) State frequencies of V.H.F. on which contacts can be made air-land-air, in the Spanish language.
- c) State possibilities of radio contacts during flight for meteorological information in the Spanish language. Aircraft transmits on 5.727,5 kc. and receives between 3.000 to 6.000 kc. State frequency and power of transmission.
- d) Possibilities that a radio-station transmits the day previous to a flight connecting with Bahia Catalina on 5727.5 R.T., the following information: Barometrical pressure; temperature; relative humidity; direction and intensity of wind; kind of clouds and quantity of covered sky. This information would have to be transmitted ~~xxx~~ at 1200; 1500; 1800 and 21 hours Greenwich meantime. On the day of flight it would be necessary that this information be transmitted two hours before the estimated hour of take-off, continuing every hour until moment of landing at Port Stanley.

3.- OTHER FACILITIES.

Stock of BA 100 or BA 91 and AA 100-130, how stored and reaprovisioning facilities. Costs.

Is there a hangar or covered place to keep the aircraft overnight if necessary. Possibilities of locating a place approximately 80 miles distant from Port Stanley that could serve as an alternate landing place.

If possible a British Aeronautical authority to certify that the landing place is apt for this kind of aircraft, this to conform to Insurance requirements.

Punta Arenas, August 8th, 1964.

LINEA AEREA "TAMA" Ltda.

5

Consul informed by via Booth ham radio that was possible
to give answer until late 1966.

We are not yet in a position to proceed with the idea of an external
air service.

This file to come forward 30th July, 1966.

Si

C.S.

BW 30.7.66

10th November, 1964.

TH/TH

No. _____

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



MEMORANDUM

W.I. 4-1-65
6/16. 30.1.65
51
6

30th December, 1964.

To: The colonial secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT:- External Air Service - Punta Arenas.

Mr Campbell and I have given this subject quite a bit of thought since mentioned by you and we are both of the opinion that such a service is definitely possible, whether this could be made to pay however is an entirely different matter.

2. Before any such service could be started permission to operate would have to be obtained from the Chilean licensing authority and we must be prepared to grant reciprocal licenses permitting Chilean aircraft to operate to the islands.

3. A direct communications system with Chile would also have to be established to advise aircraft movements and obtain up to the minute weather information.

4. We would suggest a service with water borne aircraft, the reasons for this being:-

- (a) No landing grounds would have to be prepared here.
- (b) Such an aircraft could be used to supplement the internal service if required, especially with heavy mails.
- (c) We already have a vast experience on water handling.
- (d) The effective range of a seaplane can be increased by at least 100 nautical miles when west bound by re-fueling at a far west port.

5. The straight line distance between Stanley and Punta Arenas is just under 500 nautical miles, to accomplish this distance and operate in accordance with civil air requirements and bearing in mind that no alternate landing grounds would be available on the eastern seaboard of South America, the aircraft range would have to be not less than 700 miles and preferably 1,000 miles, this would ensure that the aircraft could return to the Falkland Islands should a landing not be possible on arrival at Punta Arenas or proceed beyond to an alternate landing ground further west.

6. The sea leg, coast to coast, is approximately 500 miles, therefore in the interests of safety the aircraft should have not less than two engines and be equipped with radio navigational aids.

7. The DeHavilland Aircraft of Canada are at present developing a twin version of the Otter which has a greater maximum weight and range than the standard version. The prototype is due to fly in mid 1965 with production models for delivery in 1966. The aircraft is offered in a variety of undercarriage configurations including float and I think this aircraft would be well worth while investigating further as it is not too large and appears to offer all we would require.

Director of Civil Aviation.

Ref: 0270

6th January, 1965.

From: The Colonial Secretary,
STANLEY

To: All Members of ~~Executive~~
and Legislative Council

As you know the aircraft of the Falkland Islands Government Air Service have been in use for a very long time, and one of them has reached the end of its reasonable life. The Director of Civil Aviation says we can keep it in the air for a little longer. The question of a replacement grows nearer every day, and we must face the problem of finding funds for a new aircraft.

The attached correspondence is forwarded for your general information.

It is important that we consider providing for a third pilot. We have no guarantee that our present pilots will remain with us and should one of them go sick for any long period we come back to the old 'one pilot two plane' system which is far from satisfactory.

The Director of Civil Aviation has also produced details of a plane called the "Twin Otter" which has the advantage of sufficient range to reach Punta Arenas.

I shall be obliged if all members of Council will do their utmost to familiarise themselves with the aviation problem in the Colony in readiness for the discussions yet to come.

W. H. Thompson

COLONIAL SECRETARY

WHT/IM.

*Sent to all Members
today. JH 12.1.65.*

30th December, 1964.

From: Director of Civil Aviation,
STANLEY

To: The Colonial Secretary,
STANLEY

External Air Service - Punta Arenas

Mr. Campbell and I have given this subject quite a bit of thought since mentioned by you and we are both of the opinion that such a service is definitely possible, whether this could be made to pay however is an entirely different matter.

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(Sgd.) J. Kerr

Director of Civil Aviation

21st December, 1964.

From: Director of Civil Aviation,
STANLEY

To: The Colonial Secretary,
STANLEY

Local Air Service Organisation

Reference your memorandum O270 dated 17th December, 1964. Unfortunately we have no dimensional diagram of the new Beaver Seaplane, however the turbo Landplane is 4' 11" longer than the petrol landplane. The petrol seaplane is 2' 5" longer than the landplane, the reason for this being that the seaplane floats extend this distance ahead of the engine which would not be the case in the turbo aircraft because 30" of the increased length is forward of the undercarriage pick up points. From this I calculate that the overall increase in length of the new seaplane to be 2' 6" and as the wing spans are the same I do not foresee any difficulty in housing.

2. As far as I can see the only additional requirements would be engine slings and tools, propellor tools and a quantity of spares for both, engine and propellor.

3. I enclose DeHavilland brochure on the turbo-Beaver and a News Sheet which may be of some interest to you, I would be grateful if you could return same at your convenience.

(Sgd.) J. Kerr

Director of Civil Aviation

Copied IM

Aviation Department,
Stanley,
Falkland Islands.

9th December, 1964.

Dear Sir,

Report on Discussion with H.E. the Governor

On Friday 27th November, 1964, Mr. Campbell and I had a general discussion on Air Service matters with His Excellency the Governor.

The subjects which were discussed and which I was requested to discuss further with you were, aircraft and staff problems.

Dealing with the staff question first, H.E. is not very happy about the present system where only one pilot is available for duty when the second pilot is on leave in the United Kingdom and sickness or accident could put the service out of action for an indefinite period. To overcome this possibility the only solution would be to increase the aircrew staff to three, thereby ensuring that there are two resident pilots at all times.

One may then ask would there be sufficient work for three pilots when all are resident in the Colony. As far as flying is concerned this would depend entirely/bookings and aircraft availability, one must bear in mind the portion of each year when only one aircraft is available when the other is on major overhaul for C. of A. renewal, total period annually being three to four months, it would then appear extravagant to have three pilots. However to balance this, on present leave conditions full pilot establishment would only be available for six months in any one year.

A third pilot can always be gainfully employed in the office in the capacity of radio operator and air controller, this would be a much more satisfactory system than the present arrangement, the duty pilot having full knowledge of the requirements of the pilots in the air.

Should an increase in pilot staff be viewed favourably by Council the problem of recruitment would then arise. Personally I do not think that this could be done easily from overseas, especially at present salaries and conditions of service, local recruitment would therefore seem to be the answer. Unfortunately no training facilities now exist here and one would have to be prepared to accept failure even if a selected trainee appeared suitable in every respect.

The full course of flying instruction and ground training lasts one year and costs £3,000: to this must be added a return passage to the United Kingdom and a small salary whilst in training, total probable cost would then be in the region of £4,000. To warrant such an outlay Government would have to receive an assurance from the candidate that he would remain in Government employ for a period of seven years.

On the point of engineers, I mentioned to H.E. that rumour has it that the engineers of this department have been authorised to retire at the age of fifty. I have no official advice on this matter and would be grateful if you could advise. Assuming the rumours to be correct it will be a question of two replacements and if the trend of local recruitment is to be maintained then action will have to be taken fairly soon because the minimum time to qualify as an aero engineer, at an approved training unit is two years should the student have no previous experience, a part trained engineer can qualify in one year, Reive would come under the second category and I feel he should be given the chance of becoming qualified, that is if he is prepared to have a go.

I have no information on cost of such training but this could be easily found out as both flying and engineering are provided by the same Company at Scone in Scotland. (Airwork Services Training).

The second Major point discussed was aircraft, here we have one aircraft which is fairly new, at least the fuselage, and will/capable of service for some time yet. The second machine however is now in its 12th year of service and has

during/.....

during this period operated in some rather rough conditions and always from salt water. The fuselage has completed some 3,650 hours, this may not appear to be very much but the actual number of landings can be multiplied three fold and frequently in heavy swells, the undercarriage being of the rigid type the shock of each landing is automatically felt throughout the whole fuselage, which is now showing definite signs of wear and tear not to mention the ever present corrosion.

At the time of purchase the estimated life of the machine was given as ten years, and was based on the rugged type of operations carried out here, this period has now been exceeded. No doubt the engineers would be loathe to condemn this machine on the other hand it is becoming more expensive to maintain each year, today is a good example, a front fuel tank was found to be leaking, investigations revealed two cracks where the holding down straps had rubbed through the tank, this could be a costly repair.

A workshops overhaul could be carried out but with packing and freight charges to and from Canada it could well be that the cost of overhaul would exceed the cost of a new unit, on top of which we could not expect the same life as for a new unit.

The problem is when shall this replacement be made, both Campbell and I are of the opinion that the sooner the better, and what will the replacement be. For the internal service a larger aircraft is desirable but not as large as the Otter.

DeHavilland now produce a Mark III Beaver which has an extended fuselage accommodating two/three more passengers making total seating ten against our seven. This model is powered by a turbo propellor and I feel would be ideal for our purpose, the advantages are:-

- (a) Increased payload
- (b) Increased range
- (c) Increased engine life between overhauls
- (d) Reduced fire risks through using Kerosens fuel
- (e) Reduced fuel and oil costs
- (f) Interchangeability of Airframe spares already held
- (g) Reversing propellor giving improved water handling
- (h) Double door fitted for improved stretcher handling
- (i) DeHavilland claim a 30% reduction in operating costs.

A conversion kit is being manufactured to convert the standard petrol Beaver to turbine power, because of this it would appear that all other components of the aircraft such as wings, struts, control surfaces and undercarriage are the same as the petrol Beaver. Since we already have three sets of each it is just possible that we could renew the old aircraft by purchasing a fuselage, power plant and propellor only, it would be advisable to seek advice on this point from DeHavilland.

The only snag we can see is that pilots and engineers would have to receive instruction on the new type power plant, this I think DeHavilland would be only too willing to do.

Campbell and I are at present knocking our heads together on the external project and as soon as we get all the information required will forward as detailed report as possible.

(Sgd.) J. Kerr

Director of Civil Aviation

The Colonial Secretary,
STANLEY

BW Ex 6
28.2.65

7

Extract from letter from His Excellency the Governor to Sir. V. Fuchs,
of the 28th January, 1965. (Original in O276/III)

Purely for your information, I might mention that at least one of the Beavers of the Government Air Service here in the Falklands is getting a bit long in the tooth and its replacement is becoming a matter of some importance, if not exactly an urgency. I am interested in the possibility of having a two-engined aircraft which could, as the need arises, be a worth while improvement in our communication system. With this in view, we have been having a look at the specifications of the new twin engined Otter.

You have had so much to do with aircraft manufacturers that I am sure you will be able to give us some very useful advice, if you have time, regarding the choice of a suitable aircraft for this particular job.

I must emphasise that at this stage I am merely making investigations. We have not yet reached the point of setting aside money to pay for a replacement aircraft and no doubt many strongly held views will develop as time goes on. However, this is something which we will certainly have to face in the not too distant future and the more information I can gather from various quarters the better.

✓
St.
9.2.65

EXTRACT FROM MINUTES OF MEETING NO. 1/65 OF EXECUTIVE COUNCIL

HELD ON THE 16th & 17th FEBRUARY, 1965.

0270 &
2250

4. REPLACEMENT OF AIRCRAFT (Memo 1/65)

The report prepared by Lieutenant R. R. Edwards of H.M.S. Protector was examined and Council advised that the cost of providing an external air service was too great to warrant further consideration at present. Council advised that the possibility of converting the present aircraft to turbo propeller should be investigated.

[Handwritten signature]
CLERK OF COUNCIL

BU/15.5.65
lu
Pa

Cs.

10

would you please have this placed on an appropriate file?

and
etc
etc

Extract from a personal letter AS/148 W1
from Sir Vivian Fuchs.

Aircraft.

You asked about suitable twin-engined aircraft for possible flights to Punta Arenas. As far as I am aware there are only two possibilities in the field of "two ton aircraft" - the Skyvan built by Short Bros. and the Twin-Otter built by de havilland. The former does not operate on floats, the latter does and could easily fly to Punta with extra fuel tanks.

If sufficient fuel were carried for a return flight the payload would be negligible; for a flight of 450 miles the payload is 1800 lbs. The flight from Stanley to Punta Arenas is about 600 miles - thus the payload for a one-way trip could be of the order of 1000 lbs.

Pa

2250

11

Extract from letter from His Excellency the Governor to Sir
Vivian Fuchs of the 20th May, 1965.

Aircraft.

Thank you very much for the useful information you have given me about twin engined aircraft which might possibly be used between the Falklands and Punta Arenas. An air link to the mainland is something which will, for the present, have to remain a dream for the future but I feel that sooner or later we shall have one and at least it is interesting to consider what problems are involved. Certainly there are plenty of problems and without a very large subsidy any service of this sort would be quite uneconomic. The technical difficulties are considerable, quite apart from the political ones. However, I feel that in a matter of this sort one needs to avoid taking too rigid an outlook and I hope that developments in aircraft manufacture may one day make this dream a possibility.

Page

*Pls. Please discuss with Captain White & Mr Ken
+ BV on my return. 4/22/3 12*

CABLE ADDRESS:
VANBO
P. BOX 404

TELEPHONE: 8 25 14

File 2250

VAN BOKKELEN & ROHR S. A.
MONTEVIDEO - URUGUAY
COLON 1411

MONTEVIDEO, March 15, 1966

His Excellency
the Governor of the Falkland Islands
Sir Cosmo Haskard
K.C.M.G., M.B.E.
Governor's House
Stanley

Ref: Scheduled flights

Dear Sir:

As a result of an exhaustive study made in connection with a special flight to the Falkland Islands requested to our Company recently, we have developed the idea of offering to you scheduled flights to the Islands in order to take passengers, mail and cargo.

Our Company has been engaged in the aviation business since 1957 and we operate the International Airport of Punta del Este as well as hangar and mechanical shop in Angel S. Adami in Montevideo.

The operation could be performed based on the following:

TYPE OF AIRPLANE - The flights will be made using Twin Engine airplanes, latest models, fully equipped for instrument flying and capable of maintaining permanent radio contact with the A.T.C. Montevideo, and the Stanley's simultaneously.

The airplane will dispose up to 6/7 seats or approximately 1.500 pounds of cargo.

This type of airplane is the biggest equipment that can be used successfully in the present race track of Stanley or the auxiliary field in the other side of Stanley.

DURATION OF THE FLIGHT - The flights will be performed in day light and according to the prevailing winds it will take approximately 7 hours in a direct flight eliminating completely any landing in intermediate countries.

*Reply at 13 .../.
See also 14*

VAN BOKKELEN & ROHR S. A.

March 15, 1966

Ref: Scheduled flights

NAVIGATION - The flights will be controlled by celestial navigation plus the radio aids at present available in Uruguay plus the aids that could be developed with the existing facilities at Stanley.

SURVIVAL EQUIPMENT - The plane will take that latest available equipments in the form of life savers and raft boats with radar identification. In this connection a search system for emergencies should be developed in order to provide immediate assistance in case of serious danger. ?

ALTERNATE AIRPORTS - Punta Arenas will be used as a diversion airport or in regular flights if you so require.

SCHEDULE OF FLIGHTS - A program of dates should be arranged if possible with definite dates only affected by weather, but we are prepared with a 24 hour prior notice to undertake any extra flights.

SUPPLIES, FUEL, SPARE PARTS - Our Company will take care of this items except that surface transportations should be provided when needed.

COST - Our offer is based in a 2 year contract with a minimum of 72 scheduled flights at a cost of approximately at the present rate of exchange of 525 st/pds per round trip and any diversion that may occur to alternate airports. Additional flights or different destination will be charged based on the same pro-rated figures.

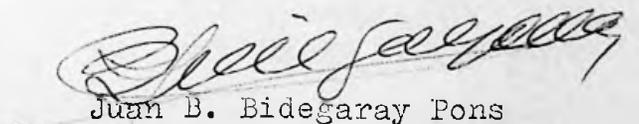
SURVEY - If our proposal should meet your initial approval the undersigned will gladly without cost to you undertake a survey to the Falkland Islands or to ultimate all the corresponding details as long as you provide the transportation in the Darwin.

We would like to make clear that all this operation will not require any expenses to the Falkland Islands and Government other than the landing permits.

Please bear in mind that this letter is just a preliminary contact and most of its terms can be adjusted or modified in accordance with your request.

Awaiting your news with interest we are yours very truly,

VAN BOKKELEN & ROHR, S.A.


Juan B. Bidegaray Pons

14¹³ 15

AVIATION DEPARTMENT,
Stanley,
Falkland Islands.

6th APRIL 1966.

Col. Sec.

I have spoken with Capt White on the contents of the enclosed letter, and I can glean very little from him, he also has a copy of the letter, except that this is an individual effort by Pons, who is prepared to purchase an aircraft and fly it himself.

Personally I can see no objection to this gentleman being granted a license to operate to the Colony, and possibly given an airmail contract, passengers and freight would be his own responsibility.

It should be pointed out, that no prepared landing strips are available in the Colony and a personal survey made of the area before any decision to proceed with the project be made.

Read
7. E. H.

CS
14
12/4
6th April 1966

12

Thank you very much for your letter dated 15th March regarding the possibility of an air service between Uruguay and the Falkland Islands.

I was very interested to hear from you. As you can imagine, any suggestions for improving communications with the Falkland Islands are welcome.

I have asked the Colonial Secretary, Mr Thompson, to write to you suggesting that, as a preliminary, it would probably be best if you were able to spare the time to pay a visit to Stanley in order to see conditions for yourself at first hand. You can be sure of a friendly welcome here.

UA

Sr Juan B. Bidegaray Pons,
Van Bokkelen & Rohr S.A.,
Colon 1411,
Montevideo

15

~~14~~

CA
7/4

Ye
be spoke
S 7/4

7th April,

66.

Dear Sir,

12 His Excellency The Governor has asked me to reply to your letter of the 15th March, 1966, concerning the establishment of an air service between Uruguay and the Falkland Islands.

Your proposal is an extremely interesting one and I am sure that it would be to your advantage to visit the Falkland Islands to look at conditions and discuss your offer further. You will be welcome here and no difficulties, such as landing permits, will be put in your way.

Mr. Kerr, our Director of Civil Aviation will be able to give you considerable information and you will be able to examine landing facilities for yourself.

This invitation cannot commit the Falkland Islands Government in any way, but you are assured that we are interested in your proposal.

Yours faithfully,

(Sgd.) W.H. THOMPSON

COLONIAL SECRETARY.

Sr. Juan R. Bidegaray Pons,
Van Bokkelen & Rohr S.A.,
Colon Mall,
Montevideo,
URUGUAY.

Pae

IM.

Copies to: H.E.
D.C.A.

Hawker Siddeley International Limited

LONDON — ENGLAND



A. MACDOUGALL
Regional Executive—South America



TELEPHONE: 88942
F.T. 117
CABLES: HAWKSIDLY

RIO NEGRO 1354
MONTEVIDEO
URUGUAY

Ch. I should like to have SCA's views please.
ln 2nd May, 1966.
9/5 done 24/5

His Excellency Sir Cosmo Haskard, K.C.M.G.,
Governor,
The Falkland Island Dependencies,
Government House,
PORT STANLEY.

Dear Sir Cosmo,

I am taking the opportunity of forwarding you a Brochure and Price List on the new De Havilland of Canada DHC.2 Turbo Beaver.

Captain Freddie White is kindly taking this letter to you.

Although we are replacing the piston engine Beaver with the Turbo version, I feel that the capital cost of this new aeroplane for the kind of work for which the Beaver is used in the Islands might make it too expensive an operation. This is a matter which can be studied by your flying personnel in relation to utilization and break-even factors.

If, as I understand, you are contemplating adding to your existing fleet, and perhaps replacing some of the older aeroplanes, I should advise you that at the end of this year we shall close down production on the piston Beaver, to concentrate on the Turbo.

We still have some Beavers unsold, and should you be interested, please let me know so that we can quote in accordance with the enclosed price list. Our offer, of course, is always subject to prior sale.

Hawker Siddeley International Limited

LONDON — ENGLAND



A. MACDOUGALL
Regional Executive—South America

TELEPHONE: 88942
T.T. 117
CABLES: HAWKSIDLY

RIO NEGRO 1854
MONTEVIDEO
URUGUAY

-2-

The fact that the piston Beaver is going out of production in no way affects the spares situation, supplies of which will always be available as long as there are Beavers in service.

I would be glad to have your reactions to this proposition, and if you are interested in a total replacement of your fleet, I will look into the possibility of a "buy-back" of your own aeroplanes as part payment towards the new. This of course would have to be referred to my directors, as it would be the first transaction of its kind.

It should be brought to your notice that the Turbo Beaver is a bigger aeroplane than the piston version, accommodating a total of nine people. The Pratt & Whitney PT.6A-6 turbine engine is new, and is very reliable, and the performance of this aeroplane is in every respect vastly superior to its distinguished predecessor.

I hope that this year I shall be able to visit you. All attempts so far have failed through other commitments in various parts of the Continent, but I shall do my best.

With best wishes,

Yours sincerely,

A. MacDougall
Group Captain

17
9 May 1966

Thank you for your letter of 2nd May which I received on the evening of Saturday, 7th May.

I am most interested in the contents of your letter which will receive close study here.

As R.M.S. Darwin leaves this morning I thought I would just take the opportunity of letting you know I had had your letter and will be writing to you further by the next outward mail which should be about 30th May.

CS

Group Captain A. Macdougall,
Hawker Siddeley International Limited,
Rio Negro 1354,
Montevideo

External Air Service

LN
24/5

18
2.9.
1.6.66

Meteorological Office,
STANLEY.

24th May, 1966.

Your Excellency,

I submit the attached note of a meeting I attended yesterday (23rd May 1966), during which the aspects of meteorological service for a proposed aircraft flight schedule between Montevideo and the Falkland Islands were discussed.

We at the Meteorological Office, Stanley, could meet the needs of such a scheduled service, provided the communication facilities were improved.

The supply of meteorological service for international air navigation is an obligation under the Convention of the International Civil Aviation Organization (I.C.A.O.). The United Kingdom is a "Contracting State" in I.C.A.O. Since the question of participation in I.C.A.O. has never arisen for the Falkland Islands, there is no policy on this matter. However, in the I.C.A.O. documents relating to meteorology, there are references to United Kingdom - Mauritius, U.K. - Brunei, and so on. I submit to Your Excellency, that we in the Falklands would be treated in a similar manner and we would be asked to provide meteorological facilities.

To supply meteorological information to the operator of the projected scheduled service to Montevideo is within the capability of the meteorological staff at Stanley and no additional staff would be needed. We would need a larger number of observations from South America and thus need to intercept more and longer parts of the broadcasts, which means that the operators would need to spend more time on meteorological traffic or else, the installation of radioteleprinter facility must be speeded up.

To supply reports of the actual weather conditions at Stanley and any significant changes of weather, the meteorological office must have quick access to the radiotelephone operator. This latter facility is vital, since depending upon actual weather, the aircraft may have to return to Montevideo.

The documents and procedures for I.C.A.O. Air Navigation Services are complex, since so much of the procedure concerns the safety of life in the air. Stanley Meteorological Office holds copies of all relevant documents and I have, until coming to Stanley, spent six years operating the I.C.A.O. procedures in the North Atlantic region, so am quite familiar with the requirements.



C.M.O.

29
1.666.

NOTES ON A MEETING HELD IN THE METEOROLOGICAL OFFICE, STANLEY,

ON 23rd MAY 1966, AT 1130 HOURS

Present:- Mr. J.B. Bidegaray.
Mr. J. Kerr.
Mr. A. Blackie.

Mr. Bidegaray opened with a statement that he was investigating the possibility of operating a commercial aircraft service between Montevideo and Stanley. He was interested to know what meteorological facilities could be provided.

After discussion it was established that a service frequency of one flight per week would be aimed at. The aircraft would depart Montevideo about 0700 hours local time and after a flight of some six hours, arrive at Stanley. The aircraft would stop overnight and return to Montevideo the next day.

Mr. Blackie proposed that Stanley Meteorological Office could send 24 hours before scheduled departure from Montevideo, a TAFOR covering the period of estimated time of arrival at Stanley. This TAFOR would not be amended, its function being purely to indicate to the aircraft operator the features of the weather expected next day, enabling him to do his preliminary operational planning.

On the day of flight, Stanley Meteorological Office would despatch a TAF, covering the period of estimated time of arrival (ETA). This TAF would be timed to reach Montevideo $1\frac{1}{2}$ hours before estimated time of departure (ETD). This TAF would be amendable.

Once the aircraft was in flight, Stanley Meteorological Office would be informed and four hours before ETA, AERO observations would be commenced and supplied to the aircraft in flight. These observations would be made every thirty minutes and, if weather conditions improved or deteriorated beyond certain limits, an intermediate report would be sent. The criteria which would make transmission of an intermediate report necessary, would be agreed in writing with the operator.

Stanley would provide an altimeter setting Q.N.H. in inches for the approach and landing phase of the flight.

For the northbound flight, the meteorological briefing at Stanley would consist of a forecast with winds at the 700 mb. level, the latest Montevideo and Stanley TAFs. Stanley would do AERO observations for four hours from departure, so that the aircraft commander knew conditions at Stanley in case of a return being necessary.

Mr. Kerr and Mr. Bidegaray discussed icing problems and also operational aspects of flight in conditions of low stratus.

Mr. Blackie agreed to look into and produce by next Monday, the 700 mb. wind and temperature data for Stanley derived from the former Air Ministry Radio Sonde Unit. He also indicated he would provide information on the distribution of the surface wind at Stanley and if possible some notes on frequency of low cloud.

Mr. Blackie emphasized that the aircraft operator would need to provide or arrange the radio link over which the in-flight data would be provided.

The meeting ended at 12.30.

CS please discuss

28 May 1966

19,

LA 28/5 -

On 9th May I briefly acknowledged your interesting letter of 2nd May with which you sent me brochures and price lists concerning the new de Havilland Turbo Beaver.

The whole question of the future policy for the Falkland Islands Government air service is to be considered at a meeting in early July and until that meeting has taken place I am afraid I am not able to give you a definite answer to your interesting suggestion about piston Beavers.

After our meeting has been held here I will get in touch with you once more. Meanwhile, once again, many thanks for the interest which you take in our affairs. If you find that you are able to pay a visit to Stanley you can be sure of a welcome.

LA

Group Captain A. MacDougall,
Hawker Siddeley International Limited,
Rio Negro 1354,
Montevideo

14
20/6

AVIATION DEPARTMENT,
Stanley,
Falkland Islands.

.....9th.....June.....19..66.

your excellency,

I have the honour to refer to our recent discussion on replacement policy for aircraft and personnel of this department.

We are agreed that any form of re-equipping of aircraft will be an expensive operation, whether by petrol or kerosene burning engines, I would recommend replacement by turbine power because of the cheaper cost of low grade fuel and the longer storage life of this type of fuel also the possibility of having bulk deliveries by tanker.

The current trend of aircraft manufacturers is to move towards turbine type power plants even for comparatively light aircraft and I fear this will mean a reduction in the production of high grade aviation petrol, which could put us in a much more difficult supply position than at present.

re-equipping of the aircraft fleet, ideally, would be at the time when it will be necessary to engage new engineering and flying staff and that day is rapidly approaching.

The question of how long our present aircraft can be maintained in an airworthy state is extremely difficult to estimate, and it could be argued that the lifespan could be extended by replacing worn components with new ones, this is quite true but is a very expensive method of buying an aircraft, components cost considerably more as spares than they would as part of a complete aircraft. Furthermore it is bad operating policy to make an aircraft from bits and pieces, a practice which would not be accepted by an Air Registration Board or insurance company.

I have considered the possibility of replacing staff with local recruits, unfortunately the time factor is against us, at least on the engineering side, an engineer candidate must have completed four years bench training before he can apply for examination, there is however one who has done over ten years on the bench, even he would require at least one year on theory at a school in the United Kingdom before attempting the examination.

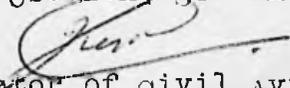
Local recruitment of aircrew would I think present an even greater problem, any candidate selected would have to be sent overseas for training and the selection could only be made on academic ability and physical fitness, no assessment of flying aptitude can now be done here because our aircraft are not equipped for dual instruction and my instructor rating has now lapsed.

My personal recommendation would be to reequip with turbo beavers and take advantage of the suggestion in group Captain McPherson's letter, that is part exchange our present aircraft for two new machines, in support of this I enclose a copy of a letter received during my leave in the United Kingdom and which I fear you may not have seen.

Advantages of the turbo beaver as I see them are:-

- (a) More economical to run.
- (b) Larger seating capacity.
- (c) greater payload.
- (d) Longer range.
- (f) Better take off and landing performance.

I am, sir,
your obedient servant,


Director of Civil Aviation.

His Excellency the Governor,
Port Stanley,
FALKLAND ISLANDS.

THE DE HAVILLAND AIRCRAFT OF CANADA, LTD.
DOWNSVIEW, ONTARIO.

Cables
"Moth" Toronto

Shipments
West Toronto
March, 1965.

LU
20/6

Director of Civil Aviation,
Aviation Department,
Stanley,
Palkland Islands.

Dear Sir:

This will acknowledge with many thanks and reply to your letter of February 1st, which seems to have been greatly delayed in the mails as we received it only a few days ago. We are, indeed, very pleased to hear from you and of your possible interest in the turbo-beaver as replacement for your standard mark I beaver.

It is true that, when the turbo-beaver project was just getting underway, we felt that it would be practical and economical to offer a turbine kit which would permit conversion of any serial number of a standard airplane to turbine power, and this was given some early publicity. However, as work proceeded on the project and more and more changes to the standard airplane were introduced by necessity, the chances of making a practical conversion arrangement deteriorated and the economic advantage to the operator of such an undertaking faded entirely because of:

- (a) the high cost of the conversion kit, including engine and propeller,
- (b) the difficulty in marketing to advantage the redundant portions of the standard beaver, and
- (c) the generally high resale value of piston engine beaver aircraft as complete and flyable units.

While it is still possible to convert a piston engine beaver to turbo-beaver configuration, this operation requires pretty sophisticated shop facilities, and, unless an operator has these along with a fairly large fleet of beavers to convert, along with an opportunity to readily dispose of the redundant material, it is not a practical or economic proposal.

The suggestion which you advance involving the supply of a new turbo-beaver fuselage complete to which the wings of your present standard beaver would be attached in the Palkland Islands, in our view is not really practical either, because:

- (a) there are some changes in the wings themselves that would have to be accomplished by modification,
- (b) we could not supply an export certificate of airworthiness with the aircraft, unless it was flown here with its final wing installation complete, and
- (c) the standard beaver fuselage, including piston engine and propeller, but without wings, would be difficult to sell to your advantage.

We have given this matter a great deal of consideration here and feel that, even though your beaver has suffered fairly serious salt water corrosion in the fuselage, a market could be found for it at a reasonably good price, which could be applied against your purchase of a completely new turbo-beaver and that in the long run this would give you much greater satisfaction from every point of view. Certainly we could give

you some/.....

you some assistance in finding a sale for your present standard beaver (as a land plane) as we have many enquiries all the time for used beaver aircraft and some of the prospective purchasers are in a position to accomplish quite extensive repair and renewal work. We have in mind in this case Aerial Agriculture of Australia, a company which would considerably modify the beaver aircraft anyway for its own use and which could accomplish in this process renewal in respect to the corrosion damaged portions of the aircraft fuselage.

In view of the foregoing, we are supplying with this letter as Appendix A a suggested specification quotation for a turbo-beaver on the basis of CIP Montevideo, Uruguay as a landplane.

This is being done on the assumption that you would retain your present standard floats and purchase a very simple kit for modification of your float undercarriage to suit the turbo-beaver. This kit is only a change of the two front struts and bottom end fittings for same.

In this specification quotation, we have recommended only the special order equipment deemed necessary for your operations. The radio installation is also only a suggestion and can be modified in accordance with your actual needs, and we would be glad to hear from you after you have had a chance to consider this proposal. Please note that all prices quoted are in Canadian dollars and that the Canadian dollar presently is at a 7-1/2% discount to the U.S. dollar.

The turbo-beaver has been accepted with great enthusiasm in Canada with three aircraft already in full service and five more to join them before the end of June. At present, our turbo-beaver production is completely sold out until September of this year, but we are increasing the production rate in the fall and should be in a position to offer delivery on shorter lead times towards the end of the year. At present, on a "subject to prior sale" basis, we have one aircraft available in September and two in October. These could be ready for shipment from Toronto in the months indicated.

Though we could at extra cost provide the services of both an engineer and an instructor pilot in the Falkland Islands for a short period to provide "training on type" for your personnel, it is suggested that you consider an alternate plan for sending personnel to Canada. At the present time, the Canadian Department of Transport is insisting that maintenance engineers have a week's course on the Pratt & Whitney engine before endorsing their licences for the turbo-beaver. While it is appreciated that your regulations in this connection may not follow the same line, it does seem to us that at least one of your engineers would be much more competent and confident, if he took some training here on the aircraft and Hartzell propeller, and the engine course which is offered free of tuition charge by the United Aircraft Co. at Hartford, Conn (even though the engine is made by United Aircraft of Canada, Limited, at Montreal). It seems to us that in the case of the pilot also there would be advantage in his coming with the engineer to us so that he could have an engine course of a little different character and on the airframe, with training aids available as well as doing some flying on both turbo-beaver landplane and seaplane.

We will look forward to hearing from you further in due course and will be prepared to deal promptly with any questions you have or any requests for additional information.

Sincerely yours,

The de Havilland Aircraft of Canada Ltd.

(sgd.) D.L. Buchanan
Director - International Sales

P.S. The turbo-beaver is priced on a different basis than the standard beaver in that much of what was treated as special order equipment in the standard beaver is included as standard equipment in the turbo-beaver. This will be apparent when you study the specification quotation provided.



Montevideo, July 5, 1966

His Excellency
the Governor of the Falkland Islands
Sir Cosmo Haskard
K.C.M.G., M.B.E.
Governor's House
Stanley

Our ref: No.6629

Dear Sir Cosmo:

21a

As promised, I am very pleased to enclose a "resumé" of the landing facilities to be used as a base for further studie.

I only regret that when the Darwin is picking up this letter I will be away traveling to Argentina.

On this matter I am anxiously waiting the return from England of Mr. T. Thompson next spring.

With my best regards to your wife, I am

Yours sincerely

Juan B. Bidegaray Pons

JBBP/gh

*CS please note + return with file
ln 25/7*

21a

Montevideo, July 5, 1966

FALKLAND ISLANDS AERONAUTICAL SURVEY

AIRFIELD - It is evident that an airfield should be located as near to Stanley as possible due to the difficulties of surface transportation, specially in winter time.

The present race track is acceptable for light twin engine airplanes up to 8 seats capacity approximatively and with a frequency of use of one landing per week maximum due to ground weight saturation.

The best area near Stanley was found in the East side of Stanley Bay where the Lady's Elizabeth ship is beached.

This area has a good ground compactation and runways of 2500 feet could be fitted in.

Minor fences alterations should be made and probably a seeding of different types of grass would fundamentally improve it.

DISTANCE AND TRANSPORTATION - Distance and transportation to this site is adecuate and practically can be reached in any kind of weather.

RUNWAYS - One runway in general direction East-West can be contemplated 2500 feet long 75 feet wide either in concrete or asphalt.

An additional runway of natural grass should be considered for extraordinary strong wind conditions. Furthermore this runway could be used while the main runway is being build or repaired.

A fencing of the airport area should be taken into consideration in order to prevent animals going into the runways.

A shelted area for the passengers and cargo should be made available.

As a future development two additional facilities should be mantioned: a) a runway demarkation and electrical lighting, b) a functional building to be used by the different authorities such as customs, immigration, etc.

ALTERNATE AIRPORT - The possibilities of an alternate airport at Fox Bay should be strongly considered.

This airport will be three fold, a) as a port of entry

.../.

Falkland Islands
Aeronautical Survey
July 5, 1966
cont...2.

for the people or cargo coming from abroad to West Island, b) alternate airport in case of Stanley being under minimum weather conditions, c) to handle cargo between both islands. Fox Bay alternate airport should be just a landing strip but capable of handling twin engine airplanes up to 8/9 passengers.

METEOROLOGICAL SERVICE - The present services seem to be excellent only few adjustments necessary to supplement information for aeronautical use.

Short and long weather forecasts will be required.

Mr.A.Blackie has already prepared very interesting forms including wind directions and speed, surface and aloft, cloud conditions and visibility for the previous year 1965.

RADIO AIDS - For normal operations, the airport should be equipped, with a receiver transmitter in very high frequency, a high frequency receiver transmitter for enroute communications and a non-directional beacon.

CS for appropriate air file please
lw 5/8/66

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Note

Points made in conversation with
Senor Biderigay on 30th May 1966

1. For land planes coming from Punta Arenas, a possible landing ground might be the old race course at Fox Bay.
2. Need to find out more about international regulations controlling the operation of aircraft between one country and another.
3. Need to find out about the granting of reciprocal licences.
4. Distance from Punta Arenas to Stanley is quoted as 500 nautical miles. Is this correct?

*Cl. for appropriate file
plan. CA 17/8 26*

Notes on a possible external air service

The Stanley meteorological station would require to receive a larger number of weather observations from South America than at present and thus need to intercept more and longer parts of the existing South American broadcasts.

The possibility that radio teleprinter facilities may be provided for the Stanley Meteorological Office would assist in achieving such interception.

A further development which would be necessary is that the meteorological office would require quick access to the radio telephone operator who was in touch with the aircraft in order to supply reports of actual weather conditions at Stanley. This facility is vital to safe operation since, depending upon actual weather, the aircraft might have to return to its starting point.

It so happens that Mr A. Blackie, the Chief Meteorological Officer, spent six years operating the ICAO procedures in the north Atlantic region prior to coming to Stanley and is therefore quite familiar with the requirements.

Pa

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(1382/66)



BRITISH EMBASSY,
MONTEVIDEO.

5 August, 1966

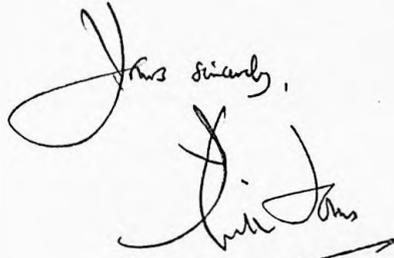
My dear Governor,

3 in C/2250

27a

As requested in your letter of 28 July, I enclose herewith a copy of the Anglo-Uruguayan Air Services Agreement of 1947.

2. Though the agreement still remains unratified by the Uruguayan Government (like many others) it has in practice been used as the basis of all discussions and negotiations about the approval of new carriers on the routes mentioned.

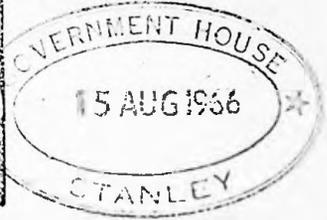
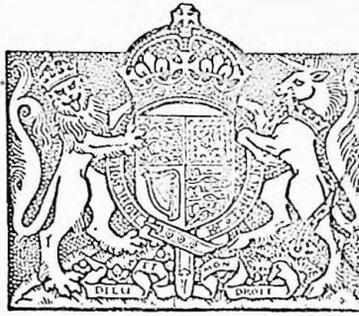
Yours sincerely,

(K. H. Jones)

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

CS. Please pass in attached Agreement of 1947 to DCA and ask him to tick line and comment on any points he regards as particularly important. CW 15/8
at 28

URUGUAY

6506 27a



Uruguay No. 2 (1947)

Agreement

between the Government of the United Kingdom
and the Government of Uruguay

for Air Services between and beyond
their respective Territories

[with Schedules and Protocol of Signature]

Montevideo, 26th September, 1947

[This Agreement has not been ratified by the
Government of the United Kingdom]

*Presented by the Secretary of State for Foreign Affairs
to Parliament by Command of His Majesty*

LONDON

HIS MAJESTY'S STATIONERY OFFICE

FOURPENCE NET

Cmd. 7249

AGREEMENT BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM AND THE GOVERNMENT OF URUGUAY FOR AIR SERVICES BETWEEN AND BEYOND THEIR RESPECTIVE TERRITORIES

Montevideo, 26th September, 1947

THE Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Oriental Republic of Uruguay,

Being signatories to, and recognising as authoritative, the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944,⁽¹⁾ and

Desiring to conclude an Agreement for the purpose of establishing air services between and beyond United Kingdom and Uruguayan territories,

Have accordingly appointed the undersigned Plenipotentiaries for this purpose, who, being duly authorised to that effect by their respective Governments, have agreed as follows:—

ARTICLE 1

For the purpose of the present Agreement, unless the context otherwise requires:—

- (a) The term "the Convention" means the Convention on International Civil Aviation opened for signature at Chicago on the seventh day of December, 1944, and includes any Annex adopted under Article 90 of that Convention and any amendment of the Annexes or Convention under Articles 90 and 94 thereof;
- (b) the term "aeronautical authorities" means, in the case of the United Kingdom, the Minister of Civil Aviation, and any person or body authorised to perform any functions presently exercised by the said Minister or similar functions, and, in the case of Uruguay, the Minister of National Defence, and any person or body authorised to perform the functions presently exercised by the said Minister or similar functions;
- (c) the term "designated airline" means an airline which the aeronautical authorities of either Contracting Party shall have notified in writing to the aeronautical authorities of the other Contracting Party as the airline designated by it in accordance with Article 3 of the present Agreement for the routes specified in such notification;
- (d) the term "change of gauge" means the operation of one of the agreed services by a designated airline in such a way that the section of the route nearer the terminal in the territory of the Contracting Party designating the airline is flown by aircraft different in capacity from those used on the more distant section;
- (e) the terms "territory," "air service," "international air service," "airline" and "stop for non-traffic purposes" shall have the meanings respectively assigned to them in Articles 2 and 96 of the Convention.

⁽¹⁾ "Miscellaneous No. 6 (1945)," Cmd. 6614.

ARTICLE 2

Both Contracting Parties being signatories to the Convention, Articles 11, 13, 15, 24, 32, 33 and 83 of the Convention shall in their present form enter into force, and remain in force, between the Contracting Parties for the duration of the present Agreement, unless both Contracting Parties ratify any amendment to the said Articles which shall have come into force in accordance with Article 94 of the Convention, in which case the Article as amended shall remain in force for the duration of the present Agreement.

ARTICLE 3

(1) Each Contracting Party shall designate in writing to the other Contracting Party one or more airlines for the purpose of operating by virtue of the present Agreement services on the routes specified in the Schedule to the present Agreement (hereinafter respectively referred to as the agreed services and the specified routes).

(2) On receipt of the designation, the other Contracting Party shall, subject to the provisions of paragraph (3) of this Article and of Article 4 of the present Agreement, without delay grant to the airline or airlines designated the appropriate operating permission.

(3) The aeronautical authorities of one Contracting Party may require an airline designated by the other Contracting Party to satisfy them that it is qualified to fulfil the conditions prescribed under the laws and regulations which they normally apply in conformity with the provisions of the Convention to the operations of commercial airlines.

(4) At any time after the provisions of paragraphs (1) and (2) of this Article have been complied with, an airline so designated and authorised may begin to operate the agreed services.

ARTICLE 4

(1) Each Contracting Party reserves the right to refuse to accept the designation of an airline and to withhold or revoke the grant to an airline of the rights specified in Article 5 of the present Agreement or to impose such conditions as it may deem necessary on the exercise by an airline of those rights in any case where substantial ownership and effective control of that airline are not vested in the Contracting Party designating the airline or in nationals of that Contracting Party.

(2) Each Contracting Party reserves the right, normally after consultation with the other Contracting Party, to suspend the exercise by an airline of the rights specified in Article 5 of the present Agreement or to impose such conditions as it may deem necessary on the exercise by an airline of those rights in any case where the airline fails to comply with the laws or regulations of the Contracting Party granting those rights or otherwise to operate in accordance with the conditions prescribed in the present Agreement; provided that a Contracting Party may take action under this paragraph without such prior consultation if at any time its sovereign rights are infringed.

ARTICLE 5

(1) Subject to the provisions of the present Agreement, the airlines designated by each Contracting Party shall enjoy, while operating the agreed services, the rights—

- (a) to fly their aircraft across the territory of the other Contracting Party;
- (b) to make stops therein for non-traffic purposes; and
- (c) to make stops therein for the purpose of putting down and taking on international traffic in passengers, cargo and mail.

(2) Paragraph (1) of this Article shall not be deemed to confer on the airlines designated by one Contracting Party the right to take up, in the territory of the other Contracting Party, passengers, cargo or mail carried for remuneration or hire and destined for another point in the territory of that other Contracting Party.

ARTICLE 6

(1) There shall be fair and equal opportunity for the airlines of both Contracting Parties to operate the agreed services on the specified routes between their respective territories.

(2) In operating the agreed services, the airlines of each Contracting Party shall take into account the interests of the airlines of the other Contracting Party so as not to affect unduly the services which the latter provide on the whole or part of the same routes.

(3) The agreed services provided by the designated airlines of the Contracting Parties shall bear close relationship to the requirements of the public for transportation on the specified routes, and shall have as their primary objective the provision, at a reasonable load factor, of capacity adequate to carry the current and reasonably anticipated requirements for the carriage of passengers, cargo and mail between the territory of the Contracting Party designating the airline and the country of ultimate destination of the traffic. Provision for the carriage of passengers, cargo and mail both taken up and put down at points on the specified routes in the territories of States other than that designating the airline shall be made in accordance with the general principles that capacity shall be related to —

- (i) traffic requirements between the countries in which the terminals of the route are situated;
- (ii) the requirements of through airline operation; and
- (iii) traffic requirements of the area through which the airline passes, after taking account of other air transport services established by airlines of the States comprising the area.

ARTICLE 7

A designated airline of one Contracting Party may only make a change of gauge at a point in the territory of the other Contracting Party on the following conditions:—

- (i) that it is justified by reason of economy of operation;
- (ii) that the aircraft used on the section more distant from the terminal in the territory of the former Contracting Party are smaller in capacity than those used on the nearer section;
- (iii) that the aircraft of smaller capacity shall operate only in connection with the aircraft of larger capacity and shall be scheduled so to do; the former shall arrive at the point of change for the purpose of carrying traffic transferred from, or to be transferred into, the aircraft of larger capacity; and their capacity shall be determined with primary reference to this purpose;
- (iv) that there is an adequate volume of through traffic; and
- (v) that the provisions of Article 6 of the present Agreement shall govern all arrangements made with regard to change of gauge.

ARTICLE 8

The aeronautical authorities of each Contracting Party shall supply to the aeronautical authorities of the other Contracting Party at their request:—

- (a) such traffic statistics as may be appropriate for the purpose of reviewing the frequency and capacity of the agreed services; and

- (b) Such periodic statements as may be reasonably required, relating to the traffic carried by its designated airlines on services to, from or through the territories of that other Contracting Party, including information concerning the origin and destination of such traffic.

ARTICLE 9

(1) The tariffs to be charged on any of the agreed services shall be fixed at reasonable levels, due regard being paid to all relevant factors, including economical operation, reasonable profit, difference of characteristics of service (including standards of speed and accommodation) and the tariffs charged by other airlines on any part of the route. These tariffs shall be determined in accordance with the following provisions of this Article.

(2) The tariffs shall, if possible, be agreed in respect of each route between the designated airlines concerned, in consultation with other airlines operating on the same route or any section thereof. Such agreement shall, where possible, be reached through the rate-fixing machinery of the International Air Transport Association. The tariffs so agreed shall be subject to the approval of the Contracting Parties.

(3) In the event of disagreement between the designated airlines concerning the tariffs, the Contracting Parties shall endeavour to determine them by agreement between themselves.

(4) If the Contracting Parties should fail to agree, the matter shall be referred to arbitration, as provided in Article 10 of the present Agreement.

ARTICLE 10

(1) If any dispute arises between the Contracting Parties relating to the interpretation or application of the present Agreement, the Contracting Parties shall in the first place endeavour to settle it by negotiation between themselves.

(2) If the Contracting Parties fail to reach a settlement by negotiation—

(a) they shall refer the dispute for decision to an arbitral tribunal appointed by agreement between them or to some other person or body;

(b) if, having agreed to refer the dispute to an arbitral tribunal, they cannot reach agreement as to its composition, either Contracting Party may submit the dispute for decision to any tribunal competent to decide it which may hereafter be established within the International Civil Aviation Organisation, or, if there is no such tribunal, to the International Court of Justice.

(3) The Contracting Parties undertake to comply with any decision given under paragraph (2) of this Article.

(4) If and so long as either Contracting Party or a designated airline of either Contracting Party fails to comply with a decision given under paragraph (2) of this Article, the other Contracting Party may limit, withhold or revoke any rights which it has granted by virtue of the present Agreement to the Contracting Party in default or to the designated airline or airlines of that Contracting Party or to the designated airline in default.

ARTICLE 11

If a general Multilateral Convention on traffic rights for scheduled international air services comes into force in respect of both Contracting Parties, the present Agreement shall be amended so as to conform with the provisions of such Convention.

ARTICLE 12

(1) A designated airline of either Contracting Party may on any or all flights omit calling at any point or points on any specified route.

(2) If either of the Contracting Parties considers it desirable in any other way to modify the terms of the present Agreement, it may request consultation between the aeronautical authorities of the two Contracting Parties, and such consultation shall begin within 60 days from the date of the request. When the aforesaid authorities agree to modifications to the present Agreement, such modifications shall come into effect when they have been confirmed by an Exchange of Notes through the diplomatic channel and shall forthwith be communicated to the Council of the International Civil Aviation Organisation.

ARTICLE 13

The present Agreement shall terminate one year after the date of receipt by one Contracting Party from the other Contracting Party of notice to terminate, unless the notice is withdrawn by agreement before the expiry of this period. Such notice shall be simultaneously communicated to the Council of the International Civil Aviation Organisation. In the absence of acknowledgment of receipt, notice shall be deemed to have been received fourteen days after receipt of the notice by the Council of the International Civil Aviation Organisation.

ARTICLE 14

The present Agreement will be ratified by each Contracting Party in accordance with its own constitutional requirements. Pending the ratification of the present Agreement by the Uruguayan Parliament, both Contracting Parties undertake, in accordance with their respective constitutional powers, to give effect to the provisions of the present Agreement from the date of signature. When both Contracting Parties have ratified the present Agreement, there shall be an Exchange of Notes through the diplomatic channel at Montevideo, and the present Agreement shall enter definitively into force from the date of such Exchange of Notes.

In witness whereof the undersigned Plenipotentiaries, being duly authorised by their respective Governments, have signed the present Agreement and affixed thereto their seals:

Done this twenty-sixth day of September, 1947, in duplicate at Montevideo in the English and Spanish languages, both texts being equally authentic.

(L.S.) GORDON VEREKER.

(L.S.) A. F. CAMBRIDGE.

(L.S.) MATEO MARQUES CASTRO.

SCHEDULE

I

ROUTES TO BE OPERATED BY THE DESIGNATED AIRLINE OR AIRLINES OF THE UNITED KINGDOM

1. London via Lisbon and/or other intermediate points and a point or points in Brazil to Montevideo (either direct or via Buenos Aires) and thence beyond

(a) to a point or points in Argentina and points beyond, and

(b) to the Falkland Islands and points beyond;

in both directions.

2. London via Lisbon and/or other intermediate points and a point or points in Brazil across Uruguayan territory to points beyond; in both directions.

II

ROUTES TO BE OPERATED BY THE DESIGNATED AIRLINE OR AIRLINES OF URUGUAY

These routes will be determined at a later date by agreement between the aeronautical authorities of the Contracting Parties.

 PROTOCOL OF SIGNATURE

At the time of signing the Agreement of this day's date between the Government of the United Kingdom and the Government of Uruguay for Air Services between and beyond their respective Territories (hereinafter referred to as the Agreement), it appeared that the two Contracting Parties were agreed on the following points:—

1. Any operating permission already granted by one Contracting Party to a designated airline of the other Contracting Party will be amended as soon and as simply as possible so as to conform with the provisions of the Agreement.

2. Notwithstanding the provisions of Article 5 and paragraph (1) of Article 12 of the Agreement, and bearing in mind both the facilities to be provided at the appropriate international airport in Uruguay and the terms on which those facilities will be afforded to the designated airline of the United Kingdom, the Government of the United Kingdom undertakes that, in order to provide adequate and regular air communications, aircraft of its designated airline shall on at least two services a week in both directions call at the aforesaid airport.

3. As long as the designated airline of the United Kingdom uses the aforesaid airport as a base for servicing its aircraft, the Government of Uruguay, in order to assist such use of the airport, will accord to the designated airline of the United Kingdom over and above the treatment already accorded the following treatment:—

(a) All material necessary for maintaining, repairing and servicing the aircraft, ground equipment and ground services of the airline and all material required for the crew and ground staff of the airline

may be disembarked at the aforesaid airport and shall be immediately available to the airline without passing through official channels of any kind; provided that the treatment specified in this sub-paragraph shall only be accorded in respect of material used within the limits of the aforesaid airport or in aircraft of the airline.

- (b) Technicians and officials of the airline entering Uruguay for urgent reasons shall immediately be accorded disembarkation permits, provided that the said technicians and officials leave the country as soon as possible after the completion of the tasks for which they have entered it.

4. If at any time the Government of Uruguay accords to any other foreign airline treatment in any respect more favourable than the treatment accorded to the designated airline of the United Kingdom under this Protocol, the designated airline of the United Kingdom shall be accorded treatment equal in that respect to the treatment accorded to that other foreign airline.

5. Except as provided in Clause 2 of this Protocol, the provisions of the Agreement shall govern the implementation of this Protocol, which Protocol shall be subject to ratification conjointly with the Agreement.

Signed this twenty-sixth day of September of 1947, in Montevideo.

(L.S.) GORDON VEREKER.
(L.S.) A. F. CAMBRIDGE.
(L.S.) MATEO MARQUES CASTRO.

28
AVIATION DEPARTMENT,

Stanley,

Falkland Islands.

29/11/66
27th. August, 1966.

Dear sir,

with reference to the agreement between the united Kingdom government and the government of uruguay for air services between and beyond their respective territories, references are made to articles in the chicago convention of 1944 a copy of which can be found in the enclosed file, enclosure 17a page 33.

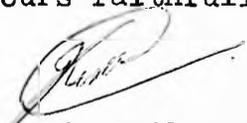
13/45

from the agreement any uruguain based operator wishing to commence a service to the falkland islands must apply to his own Aeronautical Authority for permission to operate the route, on such a request being granted the uruguain government would then advise the united Kingdom government of the "designated airline" selected to operate the route.

I have side lined all points which I consider to be important and relevant as far as we are concerned, each passage being self explanatory.

one point which I consider to be most important, is the fact that the agreement is between the united Kingdom and uruguay and as I read the agreement, operating rights could be granted by the united Kingdom Minister of Aviation to an uruguain airline without any reference to the falkland islands government (see schedule II of the agreement) I doubt very much if this would happen but it could.

yours faithfully,


Director of Civil Aviation.

Acting colonial secretary,
PORT STANLEY.

PK

2253
No 5/11/66 29
The Falkland Islands Company, Limited.

INCORPORATED BY ROYAL CHARTER 1851 LTD

REGISTERED 1902

AGENTS FOR LLOYDS.

TELEGRAMS "FLEETWING LONDON STANLEY" VIA RADIO

Stanley.

WHY/SRP

29th September, 1966



The Colonial Secretary,
Secretariat,
STANLEY.

Dear Sir,

29a-c

We enclose a letter received from the British Consulate in Punta Arenas together with our reply thereto which is self explanatory.

Yours faithfully,

A handwritten signature in dark ink, appearing to be "W. J. [unclear]".

Colonial Manager.

1

Enc.



29a

British Consulate,
Punta Arenas, Chile.
2nd September, 1966.

511/66.

ATTENTION MR. YOUNG.

Dear Sirs,

I have been approached by the local Manager of L.A.N. (LINEA AEREA NACIONAL), and discussed the possibility of an air service with the Falklands to connect with E.U.A.'s. twice weekly service from Santiago to London, for the rapid transportation of passengers and mail.

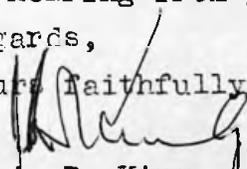
When Mr. Bound visited this port early in August, 1964, he was in contact with the head of the "TAMA" Air Company in connection with a possible service Punta Arenas/Port Stanley, but it appears that the matter was left in abeyance. We wrote to Mr. Bound after he left, actually on the 13th August, 1964, and sent him a Memorandum from the "Tama" Company, containing several queries concerning airport position, conditions and facilities; radio assistance and other facilities, but answer we cannot find a record of the answer.

I am sending herewith a copy of the Memorandum and would greatly appreciate an answer to the queries raised, as well as information as to:

- a) Volume of Service
- b) What Service
- c) Government Subvention for mail service
- d) Any other information you think would be of assistance.

Looking forward to hearing from you in the near future, and with kind regards,

Yours faithfully,


A. D. King.
Acting British Consul.

Messrs. The Falkland Islands Company,
Port Stanley,
Falkland Islands.

INFORMATION REQUIRED BY THE "TAMA LTDA" AIRLINE,
FOR POSSIBLE OPERATIONS BETWEEN P.ARENAS AND P.STANLEY.

1.- AIRPORT.

- a) Position.
- b) Exact dimensions and magnetic bearings.
- c) Constitution and consistency of landing-place.
- d) Predominance and intensity of winds.
- e) State height of obstacles to be found in the axis of landing-place to a distance of three miles from each terminal head piece.
- f) If landing-place has markings that can be perfectly distinguished from the air and if weather-cocks exist.

2.- RADIO ASSISTANCE.

- a) Stations transmitting from 200 to 450 kc. or from 600 to 1680 kc., stating hours of service and power of transmission. If Radi-beacons state characteristics.
- b) State frequencies of V.H.F. in which contacts can be made air-land-air, in the Spanish language.
- c) State possibilities of radio contacts during flight for meteorological information in the Spanish language. Aircraft transmits on 7.727,5 kc. and receives between 3.000 to 6.000 kc. State frequency and power of transmission.
- d) Possibilities that a radio station transmits the day previous to a flight connecting with Bahia Catalina on 5727.5 R.T., the following information: Barometrical pressure; temperature; relative ~~humidity~~ humidity; direction and intensity of winds; kind of clouds and quantity of covered sky. This information would have to be transmitted at 1200; 1500; 1800 and 2100 hours Greenwich meantime.- On the day of the flight it would be necessary that this information be transmitted two hours before the estimated hour of take-off, continuing every hour until moment of landing at Port Stanley.

3.- OTHER FACILITIES.

Stock of BA 100 or BA 91 and AA 100-130, how stored and reaprovisioning facilities. Costs.

Is there a hangar or covered place to keep the aircraft in case of having to stay overnight. Possibilities of locating a place approximately 50 miles distant from Port Stanley could serve as a landing place of alternative.

If possible a British Aeronautical authority to certify the landing place as apt for this kind of aircraft, this to conform to Insurance requirements.

Punta Arenas, August 8th, 1964.

29c

WHY/SRP

29th September,

66

A. D. King, Esq.,
Acting British Consul,
British Consulate,
PUNTA ARENAS.

Dear Sir,

With reference to your letter of 2nd September, reference 511/66, and enclosed questionnaire from "Tama" we regret that we are not in a position to answer these questions as all facilities are handled by the Colonial Government. We have accordingly forwarded your letter with the enclosed questionnaire to the Colonial Secretary for attention.

Yours faithfully,


Colonial Manager.

Copy to Colonial Secretary.

10th January,

67.

Dear Consul,

29a

Please refer to your letter of the 2nd September, 1966, reference 511/66, which was addressed to Mr. W.H. Young of the Falkland Islands Company Ltd., and which has been passed on to me for action.

We are still hoping for an airstrip, but I am afraid the negotiations, such as they are, will be very protracted. In fact, I see very little hope of being able to report anything conclusive for quite a time.

The two Argentine landings (Fitzgerald in 1964 and the D.C.4 last year) were on the racecourse, which to say the least of it is hardly an ideal airstrip, being narrow, lying across the prevailing wind and at a different level from the meteorological station.

Our own internal air-service operates Beaver float-planes.

If, despite the above, Tama Ltd. are still interested I will certainly supply them with further details, but before answering the queries listed by them in August, 1964, they might care to bring them up-to-date in the light of the information on the racecourse.

My sincere apologies for not having dealt with this before but I am only very recently back from home leave and the bottom of the pile of files has not yet been reached.

Yours sincerely,

(W. H. THOMPSON)
COLONIAL SECRETARY

The British Consul,
British Consulate,
Punta Arenas,
CHILE.

IM.

Airfield

I would like the construction of a civil airfield of minimum standards to be included in the Development programme and for this to be discussed at our next meeting of Ex.Co. My thought is to provide in the Cape Pembroke peninsula a landing ground capable of taking the sort of aircraft which are normally used by civil air lines in South America. I do not know what these would be but it does seem to me that if we could have minimum facilities, then at least occasional charter planes could come here and this might be a step forward towards having a regular service.

2. The more I think about this matter the more I feel that the introduction of air transport would, paradoxical though it might seem to some, help to stabilise and indeed to increase our population.

3. As a first step, would you please ask D.C.A to jot down on paper a few notes about the type of aircraft that might come across from South America and the sort of minimum requirements they would have.

UN

Uruti

19/4/67

Feb 31.

We do not know what planes are in service but we can calculate what minimum requirements would appear to be for aircraft of 20/30,000 lbs all up weight which includes the type of plane likely to be used for charter: in other words up to Dakota size.

Reference should be made to a previous note(s) on the Defence file which arose out of a joint survey made by DCA & SPO.

DCA says minimum is one non-directional runway (not related to wind) and one directional runway (related to prevailing wind).

These strips need not be concrete. They can be steel mesh, but because of corrosion they might need some bituminous protection. The main job would appear to be removing boulders, outcrops & hummocks.

The total area appears to be about 75000 square yards.

The DCA and myself both feel that Waplan should be invited to price on minimum requirements. We may have to pay a fee for this, but it would be worth it and after all the Chilean road makers are still here.

Di.

16/3

Other requirements. Crash & fire tender.
 Navigational aids
 Small buildings. fuel reception
 hut.

Be

Copy

Extracts from a letter from H.E. to Mr J.S. Bennett, C.M.G., Commonwealth Office, dated 20th April 1967.

Would you please refer to your letter YC10/2 of 15th February about the possible construction of an airfield. I acknowledged this on 12th March and sent a further brief interim letter on 15th March.

You may well be wondering at my subsequent silence. This has been partly induced by the formidable list of questions which you sent me but it has also come about because we have been taken a look at the problem from a different angle, namely, that if the Falkland Islands were to have minimum facilities for aircraft to land, then we should at least be in a position to accept occasional chartered aircraft. In other words, rather than talk about provision of an aircraft service, we should quite modestly set about providing the means for aircraft to land in conditions of reasonable safety.

.....

I am grateful to you for drawing my attention to correspondence which took place in Clifford's time. The note prepared for the Secretary of State in 1955 and quoted by you seems to cover the position pretty conclusively. That note does however concentrate on the problems posed by attempting to introduce an air service and is therefore not conclusive when one is merely talking about providing facilities.

I suppose we have to accept that flying boats are a dying species, though I should like to discover a good deal more about the length of time their demise might be expected to take, because in Port Stanley we have an admirable stretch of water on which flying boats can land.

Assuming however that in these days we need to plan in terms of land planes, it does not seem to me beyond the bounds of possibility that airlines already operating in South America might from time to time be interested in making a charter flight to the Falklands. It is too ambitious to think in terms of an external air service of even the most simple nature being financed by the Falkland Islands Government or by the Falkland Islands Company and, while it would be pleasant to see B.U.A. planes coming here, I assume that this is quite out of the question. We are therefore compelled to think in terms of existing Latin American airlines.

We need not of course think only in terms of the 1010 mile stretch between Stanley and Montevideo (not 1200 miles as quoted in the note of 1955); Punta Arenas is only about 480 miles from Stanley. On 30th March this year our two new Beaver single engined aircraft, which had flown all the way from Toronto to Punta Arenas, performed the flight from Punta Arenas to Stanley in three hours and 20 minutes. The ferry pilots, two Americans named Weston and Averill, expressed astonishment at our lack of contact with South America by air and made light of the journey which they had just performed. Of course it is one thing for the pilots of an aircraft delivery firm to fly over a stretch of the South Atlantic in single engined aircraft; it is a different matter once one starts talking of operating aircraft on a commercial basis. Nevertheless, these men showed us what can be done.

In paragraph 4 of your letter of 15th February you suggest that in recent years the size and sophistication and therefore the cost of aircraft and ground facilities have increased proportionately more than the potential traffic to and from the Falklands. This is probably so but it is worth mentioning that the type of aircraft which might be expected to come to the Falklands would probably be one of the smaller twin engined planes, such as those operated by the Chilean airline Tama who have already shown interest in flights to and from the Falkland Islands.

I confirm that there would be no traffic whatever today in connection with South Georgia whaling.

In paragraph 5 of your letter you ask me to calculate the potential traffic and revenue earning capacity of an air service to the South American mainland which would be needed to make it an economic proposition. I am not attempting to provide this information because I think we are already agreed that at present the revenue earning capacity just is not there. That is why I have switched my approach away from provision of an air service to the alternative of provision of an air strip.

.....
.....

When Weston and Averill, the ferry pilots, were here we arranged for them to visit the Cape Pembroke area with Kerr, the local Director of Civil Aviation. The pilots were favourably impressed by the site shown to them.

This week a visit has been paid to the site by Flight Lieutenant Burgess who has just returned from the Antarctic after spending 15 months as a pilot for B.A.S. Burgess, assisted by a geologist, Matthews, has made a very interesting report on the Cape Pembroke site and we shall be providing you with a copy next month. It appears that a reasonable site does in fact exist and, although anything to do with aircraft these days is expensive, I doubt whether the sort of landing ground we have in mind

H

together with minimum facilities, is outside the bounds of possibility.

Executive Council has approved the inclusion in the draft estimates of \$500 for preliminary investigations and this will be considered at the forthcoming budget meeting of Legislative Council. I shall keep you informed.

.....

BUA 

34
file
a/c/h.

BRITISH UNITED AIRWAYS LTD.
Gatwick Airport—London, Horley, Surrey
Telephone: 01 - 283 8755 &
Crawley 27890
Telex: 87161.
Cables: BRITUNITED GATWICK.

see 35

DMR/EGD/47

14th September, 1967.

Sir Cosmo Haskard,
c/o Sir Robert Stanley,
18 Aberdeen Park,
Highbury,
LONDON, N.5.

Let for discussion please
LH
26/9

Dear Sir Cosmo,

I attach a very brief summary of our initial investigation into the possibility of operating aircraft between the Falkland Islands and Punta Arenas, and in the investigation we have also taken into consideration the possibility of an operation direct Montevideo/Falkland Islands, which will certainly save a considerable amount of time for mails and passengers from the existing mailboat means of transportation. As you will see, my estimation of runway lengths were too low, the reason for this is the necessity for operating the aircraft at its all up weight at all times due to the reserves required for island flying.

X | We would be most grateful if your Immigration Department would let us have an approximation of entrants and exits from the Falkland Islands with originating points and distances over the last three years, as this would be of great assistance to us in estimating the volume of potential air travellers in your region.

Should/...

A member of the
Air Holdings Group



Head Office: Portland House, Stag Place,
London SW1.

X Can we produce an interim reply to
LH without too much trouble?

Sir Cosmo Haskard

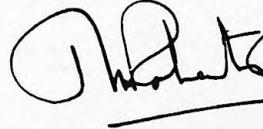
- 2 -

14th September, 1967.

Should you require any further information on airfield requirements, we will try and provide this as quickly as possible.

I should like to thank you for sparing me your time for our discussion on the possibility of air travel to the Falkland Islands last Tuesday.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D. M. Roberts', written over a horizontal line.

D. M. Roberts
Manager - Overseas Dept.

c.c.

Mr. J. Gawne,
The Pacific Steam Navigation Co., Ltd.
Liverpool.

FALKLAND ISLANDS

For the purpose of this evaluation two aircraft were considered. At one end of the scale the Hawker Siddeley Heron Mark I; this aircraft has four piston engines, normally carries 14 to 17 passengers, a crew of two, and cruises at a speed of 160 miles per hour. The second aircraft considered was the Hawker Siddeley Jetstream; this aircraft has two turbo prop engines, carries a maximum of 18 passengers, a crew of one or two, and cruises at a speed of 300 miles per hour.

The Heron is an aircraft which has been used in many parts of the world on many varied projects and services, whilst the Jetstream is still in the process of going through its trials, consequently all figures given for this aircraft are strictly estimated. As will be seen by the payloads given, a considerable penalty exists on both types of aircraft. This is mainly due to the lack of alternative airfields which could be used if either of the main airfields were unusable due to weather or their surfaces. It should be noted that where the number of passengers is quoted against the payload, this indicates not only the number of passengers, but also the estimated baggage load of 35 lbs. per passenger, and estimates for all passengers are taken as male, i.e. 165 lbs. per person.

Dependent on the type of aircraft to be considered, the proposed main runway length of 3,300 feet would be suitable only for certain short field performance aircraft and those of similar type to the H.S. Jetstream. This Aircraft, along with the H.S. Heron MkI, have both been considered for the proposed service, and although the Jetstream is capable of using the 3,300 foot runway, the Heron would require a minimum of 3,700 feet to take off at its maximum all up weight.

It is understood that the surface of the runway will be grass. Whilst this obviously is not ideal, it is acceptable, bearing in mind that this type of runway has weather limitations, especially during wet and cold weather. Whilst considering the respective aircraft performance, the fact of the grass runway was taken into consideration. Any further/...

further information regarding runway slope and weather conditions, in particular sub zero temperatures would be valuable when considering the use of the airfield by different types of aircraft. Also, a topographical map of the proposed area would give some indication of the height of surrounding countryside.

All other features which have so far been indicated would be acceptable on the type of aircraft considered.

ESTIMATED PAYLOADS & JOURNEY TIMES (dependent on
wind velocity)

H. S. Jetstream

<u>Time</u>		<u>Payload</u>
	Stanley	
1 hr. 55 mins.		2,445 lbs (12 passengers)
	Punta Arenas	
2 hrs. 25 mins		2,115 lbs (10 Passengers)
	Stanley	
	Stanley	
5 hrs. 15 mins		2,077 lbs (10 passengers)
	Montevideo	
5 hrs. 15 mins.		1,717 lbs (8 passengers)
	Stanley	

H. S. Heron MkI

	Stanley	
4 hrs.		1,500 lbs (7 passengers)
	Punta Arenas	
4 hrs.		1,500 lbs (7 passengers)
	Stanley	

28th September

67

Dear Mr. Pannell,

Sir Cosmo Haskard has now returned to the Falkland Islands and has asked me to provide an interim reply in respect of the second paragraph of your letter of the 14th September 1967 (reference DMR/EGD/47).

34

Unfortunately our Immigration Department does not keep an exact record of the originating points and distances of entrants and exits from the Falkland Islands but the following figures may be of interest to you:

<u>Entrants</u>		<u>Exits</u>	
1964	... 297	1964	... 356
1965	... 359	1965	... 416
1966	... 421	1966	... 354

Perhaps 75% of these have travelled beyond Uruguay and all but a very few of these would have proceeded to and from the United Kingdom. I am arranging to provide a more thorough break down of the figures for 1966, and I will let you have these by the next outward mail leaving here towards the end of October.

I understand from Sir Cosmo Haskard that you will be providing us with more detail of what you as an airline would require by way of services on an airfield such as might be established here.

Yours faithfully,

(W.H. Thompson)

COLONIAL SECRETARY

A.L.H. Pannell Esq.,
Overseas Contracts Division,
British United Airways,
London (Gatwick) Airport,
Horley,
Surrey.

*The letter under reference was written by Mr. D.M. Robert, Manager, Overseas Department.

BU 26.10.67 bcs

See 38

No. IO/1.

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



MEMORANDUM

31st October, 1967.

To: The Colonial Secretary,

The Secretariat, *DI*

STANLEY. *3/11*

From: The Immigration Officer,

Stanley, Falkland Islands.

SUBJECT :- Immigration Figures.

With reference to your ³⁶Memo. 2250 of 27th October, 1967 and our subsequent conversation, I append hereunder a summary of persons entering and leaving the Colony during 1966 :

	<u>*Residents</u>	<u>Others.</u>	<u>Total.</u>
INWARD	171	199	370
OUTWARD	193	141	334

*Persons of local origin or have resided in the Colony for seven years or more.

Records for the whole of 1966 are incomplete and I cannot therefore vouch for the accuracy of these figures but they are reasonably near the mark. The figures quoted under 'residents' were arrived at from my local knowledge of names.

Other points which may be of interest for your purpose :

- (i) 'Residents' travel on leave every three to five years and 'Others' every two to four years.
- (ii) Should an air link with South America develop and fares are reasonable, there is almost certain to be a marked step up in short term holiday making in South America and possibly in the other direction if the accommodation difficulty could be overcome.

[Signature]
IMMIGRATION OFFICER.

4 November

67

Dear Mr. Pannell,

Further to my letter of the 28th September 1967 I regret that I have been unable to produce any better figures for you. 35

Unfortunately our immigration records do not show first departure or final arrival points. However other opinion here agrees with my original view that about 75% of all persons entering and leaving the Islands travel to and from the United Kingdom.

We have not yet received your letter outlining what you would require by way of services on a local airfield.

Yours faithfully,

(W.H. Thompson)
COLONIAL SECRETARY

A.L.H. Pannell Esq.,
Overseas Contracts Division,
British United Airways,
London (Gatwick) Airport,
Horley,
Surrey.

pmc.

pa

BRITISH UNITED AIRWAYS LTD.
Gatwick Airport—London, Horley, Surrey
Telephone: 01 - 283 8755 &
Crawley 27890.
Telex: 87161.
Cables: Britunited Gatwick.

AP/BDC/47(A)

12th October, 1967

W. H. Thompson Esq.,
Colonial Secretary,
Colonial Secretary's Office,
STANLEY, Falkland Islands.

S
8/11

Dear Mr. Thompson,

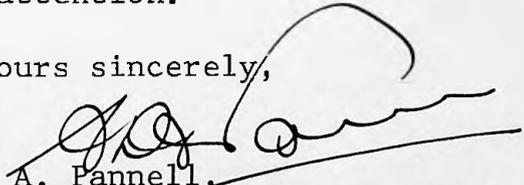
35

I would like to thank you for your letter of the 28th September giving details of the embarking and disembarking passengers from the Falkland Islands. These figures will assist us when comparing the types of aircraft we consider to be an economical proposition.

I am in the process of compiling a list of minimum air-field requirements which is at present not quite complete, as soon as this has been finished I will forward it to you along with any other costings I might have prepared.

Assuring you of our best attention.

Yours sincerely,



A. Pannell,

ASST. TO MANAGER - OVERSEAS DEPT.

A member of the
Air Holdings Group



Head Office: Portland House, Stag Place,
London SW1.

pa

BRITISH UNITED AIRWAYS LTD.
Gatwick Airport—London, Horley, Surrey
Telephone: 01 - 283 8755 &
Crawley 27890.
Telex: 87161.
Cables: Britunited Gatwick.

AP/BDC/47(A)

9th November, 1967

W. H. Thompson Esq.,
Colonial Secretary,
Colonial Secretary's Office,
STANLEY, Falkland Islands.

Dear Mr. Thompson,

In connection with my letter of the 12th October, I have contacted certain members of the British United Airways organisation regarding the minimum requirements for the airfield at Stanley. The following is a list of items which we feel would be required to be installed before a scheduled service would be able to operate from the Falkland Islands.

1. A small terminal building to keep passengers, cargo and mail out of the elements and to enable the necessary documentation to be completed, to this end a set of scales would be required for weighing mail, cargo, baggage and where necessary passengers. The terminal would need a small counter, chairs, toilets etc. A small room in this building could be devoted to the airfield control and flight despatch of the aircraft, in this room could be installed all radio

Cont/..

A member of the
Air Holdings Group



Head Office: Portland House, Stag Place,
LondonSW1.

Reply at 41

and communication equipment plus the facility for the Pilot to obtain the necessary information about weather and to make out his flight plan for his journey.

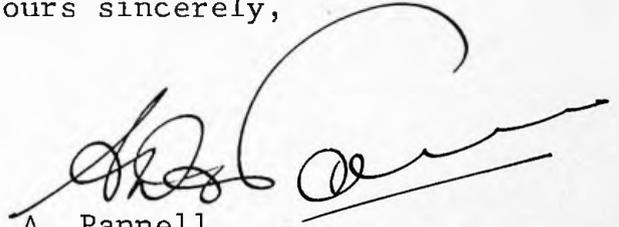
2. A concrete or tarmac parking area in front of the passenger terminal to ensure that whilst the aircraft is parked it does not sink into mud - a suggested bearing strength is LCN 15.
3. Ensure that no excessive slope exists on the runway and that when taking off or landing the far end is always visible from the Pilot's viewpoint.
4. Due to prevailing weather conditions Goose-neck lighting is thought to be advantageous although not essential. This lighting is cheap and relatively simple to install.
5. Wind direction indicator and temperature and barometric pressure gauges.
6. A small covered area to act as a hangar would certainly be a distinct advantage, both from the point of view of maintenance and also that with the excessively high winds in the area the aircraft could be damaged if it was left uncovered.
7. It is suggested that as one of the sectors being considered is over five hours, that refreshments should be available for the passengers in the air. To this end facilities for obtaining hot water, milk and possibly for heating meals would be an advantage.

8. The suggested radio installations to cover all eventualities, bearing in mind the position of the Falkland Islands and the type of weather experienced there, are as follows.
- A) Firstly an NDB Beacon; this is a radio Beacon on which the aircraft receiver can home to enable it, along with the necessary navigation, to find the Falkland Islands. This equipment is relatively easy to install and requires little maintenance. The particular beacon which is thought to be sufficient is the Redifon MF Beacon which is 80 watts and has a range of 150 to 200 miles. The cost would be approximately £730.
- B) Secondly, a VHF transmitter/receiver would be required; this radio would be used by the Pilot and the ground services for landings, takeoffs and initial approaches. The radio we would recommend would be a Pye VHF transmitter/receiver which would cost, including aerial, approximately £310;
- C) The third piece of radio equipment required would be a HF transmitter/receiver. This item, although being the most expensive, is the most essential, especially bearing in mind the part of the world we are talking about. It has a very wide range and would be able to reach Montevideo with no trouble at all, thus the aircraft could be in radio contact all the time on it's journey. The unit which we consider suitable is the Racal 300 watt point-to-point ground-to-air communications system which would cost somewhere in the region of £2,000. inclusive of aerial.

- 4 -

I hope that this information is sufficient for your present requirements and if we can be of any further service please do not hesitate to contact us.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'A. Pannell', written over a horizontal line.

A. Pannell,
ASST. TO MANAGER - OVERSEAS DEPT.

3rd January, 1963.

Dear Mr. Pannell,

40

Thank you very much for your helpful letter AF/BDC/47(a) dated the 9th November which is of considerable help.

I hope that it will not be too long before an airfield here is a reality.

Yours sincerely,

(W.H. THOMPSON)
COLONIAL SECRETARY

A.L.M. Pannell Esq.,
Overseas Contracts Division,
British United Airways,
London (Gatwick) Airport,
Horley,
SURREY.

ER

23-May-1968.

2250

Copy. Original filed in 0099/A/III folio 9b.

EXTRACT FROM OFFICIAL REPORT

DATED: 7 May 1968.

COLUMNS : 54

COMMONWEALTH AFFAIRS
Falkland Islands

64 MR CLARK HUTCHISON asked the Secretary of State for Commonwealth Affairs if he will take steps to establish a direct air link between the Falkland Islands and Chile.

MR WHITLOCK: There is no airfield in the Falkland Islands, but the Governor is examining a possible site on which the Board of Trade are being asked to provide technical advice.

2250

46.

TAXPA
L I N I A A E R E A



LTDA.
NUEVA YORK 53 OF. 102 - 103
TELEFONOS: 81573 - 61833 - 714660
714623
SANTIAGO - CHILE



6/6
5/1
3/6

TAXIS AEREOS -
FUMIGACION AEREA -
PROSPECCION PESQUERA -
FOTOGRAFIA AEREA -
TRABAJOS AEREOS . GEOLOGICOS -
PROPAGANDA AEREA -

GE.: 642/68.-

Santiago, April 1st., 1968.

Governor
Sir Cosmo Dugal Patrick
Thomas Haskard K.C.M.G., M.B.E.
Government House
Port Stanley
FALKLAND ISLANDS

Replied at HQ.

Dear Sir:

This firm started operations 11 years ago and has expanded into several fields with a continually growing fleet of twin-motor and single-motor modern planes of the Executive type - Cessna, Aero-Commanders, Beechcraft and Piper Aztecs.

In the course of our multi-faced activities our planes have frequently moved into the southern regions of this Continent, for example, the Straits of Magellan and neighbor territories. Recently, we were under contract to furnish the machines required by British newspapers, film, TV and radio-broadcasting companies in order to survey the Cape Horn area when Chichester, then Rose, made their solitary-navigator crossing between the Pacific and Atlantic oceans.

It was during one of these services that a couple of London Journalists expressed the view that a regular service, in small, low-cost-operation planes, between the Falkland Islands and Punta Arenas on the Straits of Magellan, might very well be warranted, thereby linking the Falklands with Chile's fast-growing city in the south. It was pointed out, at the time, that Punta Arenas has a daily plane service to Santiago and from this capital to the rest of the world. It was also recalled that the same city maintains frequent ocean service, and occasional flying services, to the Antarctic bases, a few miles from British and other centers of operations.

TAXPA

LINEA AEREA A LTDA.



NEW YORK 53 OF. 102 - 103
TELEFONOS: 81573 - 61833 - 714669
714623
SANTIAGO - CHILE

TAXIS AEREOS -
FUMIGACION AEREA -
PROSPECCION PESQUERA -
FOTOGRAFIA AEREA -
TRABAJOS AEREOS - GEOLOGICOS -
PROPAGANDA AEREA -

- 2 -

As a British subject controlling the large majority of stock in TAXPA, I gave some attention to these suggestions and I am now writing to explain that we would be interested in going deeper into the study of such a project if you feel that it is attractive enough.

In this connection, I would like to stress the fact that we have had vast experience with similar over-the-sea flights. Overcoming what were firmly pointed out as unsurpassable obstacles we surveyed and built our own air-strip on the Juan Fernandez Islands, slightly over 400 nautical miles from Valparaiso, and set up our own radio-beacons and other facilities for regular passenger and freight services. Traffic on this "impossible" route is now moving along in a very satisfactory manner. It seems unnecessary to add that this firm has constructed the proper repair shops, radio-networks, relay-bases and other technical activity-centers for high-standard maintenance.

We are, at present, covering such operations as Executive travel, aerial photogrammetric surveys, magnetic mineral prospecting, fish-spotting on the high seas, etc.

If convenient, we could consider a trip to the Falklands or any city in South America, for additional study of the project we have in mind. We would, however, appreciate very much any preliminary views you may have on the subject. And, information with regard to the fastest means - postal, cable or radio - of establishing contacts.

Yours sincerely

p. LINEA AEREA TAXPA LTDA.

Carlos E. Griffin
President.

CGC/afc.

CS. I shall mention this in Exco

LA 22/5

VAN BOKKELEN & ROHR S. A.

COLON 1411 - TEL. 8 25 14 - CASILLA CORREO 404

CABLES: VANBO - MONTEVIDEO - URUGUAY



Montevideo 17th May 1968

His Excellency
The Governor of the Falkland Islands
Sir Cosmo Haskard
K.C.M.G., M.B.E.
Governor's House
Stanley.



Dear Sir Cosmo:

I just returned from U.S.A. a week ago and I have been informed that the construction of an airport in Stanley is on the way. Congratulations for such a wonderful decision that will maybe permit in a short time to have an airline connections with the continent.

Of course such a new makes me to refer to my memorandum sent to you on July 5th 1966 on the possibilities of starting an air service.

Since Punta Arenas will be the terminal point initially on my way from U.S.A. I made the necessary contact with the aviation people and I can mention to you I received a very warm welcome.

The real fact is anyway that we can have a very soon start depending naturally if the airport is available and if we agree in the terms of the operation. We have the airplanes available and the most important thing our sincere decision of doing it.

In case you coincide with us basically the following points should be discussed in our next meeting:

a) A long term concession 5 years minimum of operation and renewals to our option after that initial period.

b) The allocation to us of an airmail contract which rates or tariffs should be of course discussed.

c) Authorization to operate passengers cargo or fresh supplies on scheduled and nonscheduled basis depending in the necessities.

d) Possibilities of acting commercially as purchasing agent or selling general merchandise to and from the continent.

e) Possibilities of promoting tourist visits to the Island and build if necessary facilities to stay overnight.

In the other hand we can offer free all the radio equipment for the airport and its operation for which we have already most of the material necessary.

If you feel that the time has arrived to have a second meeting I would suggest next July as the Darwin is going to Punta Arenas from Stanley and of course several contact have to be made in that end.

VAN BOKKELEN & ROHR S. A.

COLON 1411 - TEL. 8 25 14 - CASILLA CORREO 404

CABLES: VANBO - MONTEVIDEO - URUGUAY



page Nr. 2

For your information I am also informing the Falkland Island Co. of the future possibilities of the aviation connection in order to see how we can complement each other in several common aspects.

I am most anxious to receive your news. Please do not forget we have offered our full technical background in any aviation matter you require free of any charge.

With best regards to Lady Haskard I am yours sincerely

A handwritten signature in cursive script, appearing to read 'Juan B. Bidegaray Pons'.

Juan B. Bidegaray Pons.

jb/JB

CS. for appropriate filing please

38

W1

3/18 30 May 1968

47

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

4th June, 68.

Dear Mr. Griffin,

46. In the absence of the Governor, Sir Cosmo Haskard, I am replying to your letter dated the 1st April, 1968, which arrived here only a few days ago. Unfortunately, my reply cannot leave here until the next outgoing mail ship in a few weeks' time.

8 The Falkland Islands Government is at present investigating the possibility of establishing an air field to the east of Stanley, the capital.

I am afraid it is a little premature to say that we can expect construction to begin within the near future but the position is that the proposed air field has been the subject of a contour survey and a drainage plan has been made and we have asked the British Government if they would send out an expert to advise on construction. Based on the advice of that expert we would then have to consider our next steps.

From what I have just written you will appreciate that it will still be some time before aircraft start landing in Stanley and I would therefore think that the time has not yet arrived for you to pay us a visit, although of course we should be glad to see you at any time. I note from your letter that you have built your own air strip on the Juan Fernandez Islands setting up your own radio beacons and other facilities but I would imagine that the amount of trade there is somewhat in excess of what we could offer here.

The best way of keeping in touch with us is by cable, for a quick answer, or by post for the usual letter mail. During summer our mail services are much better than during the winter and it should be possible to turn a letter round within three weeks. It is also possible to telephone us via London.

Please do not hesitate to ask for any further information.

Yours sincerely,

(W.H. THOMPSON)
COLONIAL SECRETARY.

Carlos E. Griffin, Esq.,
President,
Taxpa Linea Aerea,
Santiago, Chile.

1

Copy of minute
on file 2408

50.

Y.E.

I have had a long discussion with I. Campbell and M. Smith concerning the points raised in various letters and which are mainly at folio 45A.

Following the form set out by Y.E. we have the following comments:

Reduced scale general feasibility study.

We feel that nothing can happen until this has been carried out and we have no one here to do it.

What aircraft types will operate?

It is impossible to say, but Taxpa offer twin and single engine planes. "Cessna", "Acro-Commanders", "Beechcraft" and "Biper Aztecs".

B.U.A. talk of "Heron" and "Jetstream" and say that the "Heron" would require 3,700 feet to take off at maximum weight and "Jetstream" 3,300 feet. We think both these planes rather unlikely. They appear to carry rather too many people to make the service commercially worth while.

Mr Bidegaray Pons said that he wanted runways of 2,500 feet, 75 feet wide, in concrete or asphalt, with a grass strip in grass. I cannot trace anything where Bidegaray names a plane, but I remember him telling me that he would operate "Cessnas" and twin engined air craft.

Folio 12 on file 2250 is interesting.

Acree linea ^{Tama} Tampa Ltd offer twin engine "Beechcraft" (seven passengers).

Maximum cross wind in which operators would be prepared to fly.

Only the operators can answer this. They take their own risk. We know nothing about operations on the South American coast and what their risk limits are. When we know what type of airstrip can be laid down we can ask the operators. We might be able to find out some detail from the operators mentioned above but we would have to be careful not to start too many hares.

Scheduled or Charter service.

We feel that a scheduled service is unlikely. It could not be made to pay immediately and, allowing for ever increasing operating costs, it might never pay. We have no figures to work on and even if we were to calculate the number of persons who might travel, we have no way of matching them to unknown fares for unknown planes on an unknown service.

Charter aircraft normally accept risks not allowed to regular service aircraft. Apparently, acceptance of risk is very much in the pilot's own hands. Charter aircraft would tend to fix their own rates in the light of flying experience to and from the Falklands, but what these rates would be it is impossible to say.

Alternative Airfields.

Campbell is sure there are no alternative air fields and points out that an alternative air field must be able to stand up to the same landing impact as a regular air field. The main difference is that it ~~has~~ ^{would} have no services such as radio aids. There might be one or two flat areas which could be used in dire emergency. Campbell does not think the area west of Fox Bay would be good enough and he would hate to have to/...

to land even a Beaver in the area of Teal Inlet. However, until one knows what planes can be accepted on a feasible air strip it is very hard to say what sort of alternative landing grounds are required. When we know a simple survey could be made.

Political difficulties of flying from Punta Arenas.

We do not think too much should be made of this because both Tampa and Bidegaray have obviously taken it into account and it does not appear to have worried them when offering their services.

Snags of flying from Gallegos and availability of diversion airfields in Argentina.

We can offer no comment.

Expenditure on safety services: fuel storage: buildings and radio aids.

All this depends upon the feasibility survey and an expert must tell us what has to be provided. We think it a waste of time to attempt to plan for these when we do not know -

- (a) whether there can be an air strip and
- (b) what planes will use it.

Air strip to run at a loss or be accepted as a social service.

We think it would run at a loss but if it was only used by charter planes in the first instance we think acceptance of it as a social service would be within our powers, but again we warn that no one has the slightest idea of cost.

Suggestion of a paper from a local working group which might be the Development Committee plus "experts".

We dislike this idea and think it would only generate paper.

We want an air field and there is public support for it. What we can do is to continue the survey and emphasise to London that R.M.S. "Darwin's" life is running out fast. Let the expert come and tell us what to study.

Questions on folio 46.

We would have to take advice to find out whether British Air Navigation General Regulations could be waived. We do not know.

B.C.A.Rs.

This term stands for British Colonial Air Regulations.

We think additional survey is a basic necessity and it is quite obvious that if we do not get this done the Board of Trade and the Commonwealth Office will do nothing.

Questions at folio 46A.

We confirm that there is no stone run on the site. The site is not yet smooth enough for a test with a lorry at 40 miles an hour but our previous running around there with Land Rovers and early work all points to the fact that Cape Pembroke is the nearest thing we have to a suitable site.

Aircraft/...

Aircraft types.

We cannot comment. See above.

It is our view that we have gone just about as far as we can from our own resources and we are groping in the dark not knowing which way to go. Someone must come out and point the way. We have not a single qualified person. We can continue to build up items of interest on file but there is a danger that we shall have too many leads going in too many directions.

15th August, 1968.

(W.H. THOMPSON)
COLONIAL SECRETARY

107

SC

51

NNNNU

ZCZC ATSO8 SGB07

PUNTARENASCHILE 22 9 10

LT

FIGAS PUERTOSTANLEYISLASMALVINAS

ROGAMOS INDICARNOS RADIO AFICIONADO OBJETO COMUNICARNOS
SOLICITANDOLE INFORMACIONES AERO PUERTOS Y RADIO AYUDAS PARA
INICIAR SERVICIO

LINEA AEREA TAMA

LT FIGAS PUERTOSTANLEY ISLASMALVINAS

PLEASE ADVISE US AMATEUR RADIO WITH OBJECT OF

COMMUNICATING AND REQUESTING INFORMATION

REGARDING AIR PORTS AND RADIO FACILITIES TO

COMMENCE SERVICE

LINEA AEREA TAMA

52

Rex: you will appreciate the difficulty in translating a telegram as the sentences are not, of course, complete. I have tried to do it literally. I cannot tell if they are asking for permission to get necessary information by radio-ham, or what!!!
Samuel

TAMA LIMITADA

CASILLA 765

PUNTA ARENAS

AGENCIA COMERCIAL
LOCAL 7 EDIFICIO CABO DE HORNOS
TELEFONO 22965

Punta Arenas, 17 de Septiembre de 1968.

SEÑOR
COLONIAL SECRETARY
F I G A S
PUERTO STANLEY
FALKLAND ISLAND

De nuestra consideración :

Como es de vuestro conocimiento, nuestra empresa está en contacto con esa Secretaría a efecto de iniciar los vuelos regulares Punta Arenas - Stanley - Punta Arenas.

Las últimas informaciones que obran en nuestro poder, procedentes de Falkland, las hemos obtenido de un Memorandum vuestro de fecha Julio de 1967. En esa oportunidad nos manifestaron Uds. que estaba proyectada una pista de aterrizaje a 3 millas al Este de Stanley, en el área de Cabo Pembroke. También hemos conversado al respecto, recientemente, con el señor Miller capitán del S.S. Darwin.

Nuestra empresa quiere iniciar sus vuelos a Stanley en la segunda quincena de Octubre. Para ello necesitamos solamente la siguiente confirmación de su parte :

- 1.- Acondicionamiento de un área natural de unos ochocientos metros de largo por treinta metros de ancho, orientada en la dirección de los vientos fuertes predominantes. Esta área deberá estar marcada.
- 2.- Posibilidad que la Broadcasting de Stanley se mantenga en el aire durante todo el tiempo que dure el vuelo (12:00 - 16:00 GMT). Además necesitaríamos comunicación Aire Tierra Aire en 118.1 - 119.1 - 126.7 y 127.9 (frecuencias de aproximación) y en 5725.5 (frecuencia de ruta)
- 3.- Posibilidad que por medio de un radio aficionado voluntario, se nos transmitiera informes del tiempo con 24 horas de anticipación al día del vuelo y a intervalos de 3 horas, con los siguientes datos : Presión barométrica, intensidad i dirección del viento, cantidad de cielo cubierto y clase de nubes.
- 4.- Tener para nuestro reabastecimiento unos 800 litros de bencina de aviación de 80/100 octanos y 15 litros aceite 100/130.

Sin otro particular por el momento y esperando contar con vuestra gran colaboración que posibilitará la operación de esta ruta aérea de tanta importancia, y esperando sus prontas noticias, nos es grato saludarles muy atentamente.

Mepal Antid

LINEA AEREA TAMA LIMITADA

6/6 in file
54

Translation of letter from Linea Aerea Tama Limitada, Casilla 765, Punta Arenas - Chile. (Translation done by Mr Joe Booth).

"Dear Sir,

As is to our knowledge this firm is in contact with your office with a view to starting regular trips between Punta Arenas, Stanley, Punta Arenas. The latest information that we have from the Falklands we have taken from a memorandum of yours dated July, 1967. In this opportunity we were told that there is a project of a landing field three miles to the east of Stanley in the area of Cape Pembroke. We have also spoken about this recently with Captain Miller of R.M.S. "Darwin". Our firm wants to begin trips to Stanley in the second half of October and for that we want only the following confirmation of your part.

First. A natural area of 800 metres long by 30 metres wide orientated in the direction of the predominant strong winds. This area must be marked.

Second. Possibility that Stanley broadcasting can maintain itself in the air during flying times 1200 to 1600 G.M.T. Also we would need air contact on 118.1 to 119.1 126.7 and 127.9 frequency of approximation and part 5725.5 frequency of route.

Third. Possibility that by the intermediary of voluntary radio ham we can get information of weather with 24 hours anticipation of the day of flight and at intervals of 3 hours with the following details -

Barometric pressure

Intensity and direction of wind

Cloud information as to class and coverage.

Fourth. Have on hand for filling up 800 litres of Avgas of 80/100 octane and 15 litres of oil 100/130.

Without any other questions for the moment and hoping to receive your co-operation which could permit the operation of this aerial route of such importance and hoping to have your news as soon as possible.

Yours sincerely

(signature indecypherable)

LINEA AEREA TAMA LIMITADA"

23rd October, 68.

Dear Sir,

54
Thank you for your letter concerning an air service to the Falkland Islands.

I am sorry to say that there is no safe landing area near to Stanley for land planes. Float planes or flying boats can land in Stanley Harbour.

We would be very happy to see your aircraft making flights to the Islands but until we have a prepared landing ground this would be very dangerous. The racecourse is not suitable for safe landing except when lightly loaded and in the very best weather conditions.

Preparations are being made for the construction of an airfield near to Stanley and it is hoped that this will be ready within a period of two years.

Radio channels can be opened for any aircraft approaching the Falkland Islands, and, by arrangement, we can provide the weather data you require but at the moment, this would be for Stanley and not for any other place.

We are investigating the provision of a temporary landing ground and I will let you know if this can be provided before the main airfield is ready.

Yours faithfully,

(W. H. THOMPSON)
COLONIAL SECRETARY

Tama Limitada,
Agencia Comercial,
Local 7 Edificio Cabo de Hornos,
Casilla 765,
PUNTA ARENAS.

AA.

55

2250

56

The Falkland Islands Company, Limited

(INCORPORATED BY ROYAL CHARTER 1851)

REGISTERED 1902.

6f

TELEPHONE: 01-930 6077/8/9

TELEGRAMS "FLEETWING, LONDON, S.W.1."

120, PALL MALL,

LONDON, S.W.1.



JHY/VAL

13th January, 1969

W.H. Thompson, Esq., M.B.E.,
 The Colonial Secretary,
 Port Stanley,
 Falkland Islands.

Handwritten signature/initials
W.H.
pe.

Dear Mr. Thompson,

The enclosed letter has been received by us and we have replied stating that we are passing it to you as the major requirement is a suitable runway. We know that surveys have been carried out for a possible runway, but whether such a runway, if provided, would cater for this type of plane, is now known.

With kind regards,

Yours sincerely,

Handwritten signature: J. J. ...

COMPANIA URUGUAYA DE CEMENTO PORTLAND

CASALA 1933
MONTEVIDEO

Montevideo,
January 2nd, 1969

The Falkland Islands Co.
120 Pall Mall St.
London SW 1 - ENGLAND

Gentlemen:

The writer, Vice President and General Manager of Compañía Uruguaya de Cemento Portland and President of the Board of Governors of the British Hospital in Montevideo, is interested in learning of the possible interest of the Falkland Islands Co. in the establishment of a regular monthly or bimonthly air service to the Falkland Islands from Montevideo.

The writer, because of his business, is constantly travelling by private plane through this part of Latin America and is interested in a small company which maintains several private planes for an air taxi service. This particular group is formed by ex-captains of the Uruguayan national airlines Plusa and Causa and they are interested in buying one of the Causa Constellations, 4 engines, which has been in service for many years between Buenos Aires and Montevideo. They wish to utilize this plane in their service for carrying large tourist groups throughout Latin America and possibly, to Europe and the United States from time to time. In addition, they are interested in the possibility of offering a monthly or bimonthly service to Port Stanley which would necessitate the preparation of a long enough runway to accommodate the Constellation.

The plane is in first class condition and fully insured under international regulations. Because of the plane's service over water, it is equipped with more than the usual complement of life rafts, etc. for security reasons. The plane has recently completed a trip to the United States, Canada and England and is now up for sale.

If there is any possibility of interest on the part of the Falkland Islands Co. or the Falkland Islands Sheepowners Association, I would be glad to convey this interest to the operators of this air taxi service.

Very truly yours,

Alexander Perry, Jr.

3rd February,

69.

Dear Sir,

56a.

Your letter of the 2nd January 1969 addressed to the Falkland Islands Company Ltd. in London has been passed to me.

I would like to point out that the provision of airfields and airfield services in the Falkland Islands is a matter which concerns the Falkland Islands Government.

At the present moment there is no airfield in the Falkland Islands, but a survey is being made with a view to the possible establishment of such a facility.

I much regret that at the moment I am unable to give any idea of a date by which the airfield might be completed but it could not be in under two years.

If there is any further information I can give I shall be pleased to do so.

Yours faithfully,

J.H.T.

COLONIAL SECRETARY

Reply at 58.

Mr A. Perry, Jr.,
Compania Uruguaya de Cemento Portland,
Zabala 1930,
Montevideo,
URUGUAY

AA.

Pa

ALEXANDER PERRY JR.

Montevideo, June 4th, 1969

Mr. W.H. Thompson,
Colonial Secretary
Colonial Secretary's Office
Stanley - Falkland Islands

Dear Mr. Thompson:

I wish to acknowledge receipt of your letter of February the 3rd, relative to the possibility of an air service being put in operation between the Falkland Islands and Montevideo. I apologize for the delay in answering you, however, we have been through a 41 day strike in our cement company and the writer was entirely on this matter during said period.

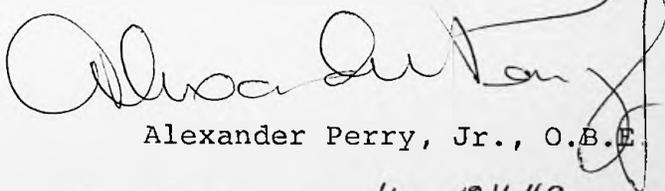
57

Our group is still very much interested in this project and in the purchase of the Constellation to give such a service.

You bring up the point that no airfield exists in the Falkland Islands at the present time, but that the survey is under way regarding the possibility of establishing such a facility. For your guidance, any such strip would have to have 1,300 meters for a four engine plane of this type, with the strip running in the direction of the prevailing winds. Strip itself could be made of small crushed rock and soil mixed together and compacted with cement or some other bonding material. The runway does not have to be made of concrete to support this aircraft. A radio station with homing device would have to be installed, together with a beacon, as well as radio communication set up with aircrafts.

If we can be of any service to you regarding the possible selection of the proper locality or construction of the strip, we would be very glad to forward any information desired.

Very truly yours,



Alexander Perry, Jr., O.B.E.

AP:MLL

Reply at 59

Ho. 13/6/69.