

TRN/AVI/4#3

# SECRETARIAT

(Formerly)

O270/F/11

O 2 7 O/F/11

F.I.G.A.S. FLYING OPERATIONS.

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CONNECTED FILES.

NUMBER

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94  
94

The Falkland Islands Sheepowners Association,  
(LOCAL COMMITTEE)  
STANLEY, FALKLAND ISLANDS.

17th July. 1963.

Sir,

RADIO TELEPHONE.

At our Annual General Meeting held in July 1962 it was decided to ask Government whether it would be possible, and convenient, for the Stanley Radio Telephone Operator to give a blind call to Camp each day to advise if and when aircraft were flying. This would avoid individual enquiries being made to Stanley. 9.30 a.m. was suggested as a convenient time for the broadcast to be made.

X/

The arrangement appeared satisfactory for a while but has now been discontinued without notification to us.

I now wish to enquire whether this daily broadcast could be made by F.I.G.A.S. Stanley Control at 9.45 a.m. daily.

I am,

Sir,

your obedient servant,

J. C. Harding

Deputy Chairman.

Reply at 100

The Honourable  
The Colonial Secretary,  
Stanley.

D.C.A. 95  
for view please.

L.L.  
22.7.63

Acc'd  
JH  
18/7/63

Aer. Co. Sec.

This is the first I have heard that the general broadcast had been discontinued. The R/T operator is advised each morning, from this office, if flying is taking place, also the settlements to be visited in order of landing. In the event of doubtful weather conditions the R/T operator is asked to advise the camp that a further broadcast will be made at a particular time.

In this matter I feel the boot is on the other foot, as I have frequently heard certain farms enquiring if flying is taking place long after the general broadcast has been made, thus defeating the object of the original request.

It is admitted that the present system was quite satisfactory, I cannot therefore see any reason for changing the time of broadcast or station of origin

*[Signature]*  
24/7/0

0/c P.T.

97

for comments on X of 94 please.

h.c.

27.7.63

98

H.C.S.

Enquiries confirm that the 9.30 blind call to camp stations regarding movements of aircraft, has, I am afraid, recently 'fallen over'. This was due to the frequent operator changes necessitated by the regular operators' poor health. Starting again tomorrow morning the 9.30 call will go out as previously and will continue until further notice.



Oic 30.7.63.

A.C.S.

99

Branch to say it will re-commence.  
Reply to Deputy Chairman advising  
him of recommencement from R/T office.

h.c.

2.8.63

6 August, 63.

Sir,

94  
I am directed to refer to your letter of the 17th July, 1963, regarding information on flying operations and to inform you that the regular practice of giving this information through the R/T Operator was unfortunately discontinued during the provisional arrangements made while Mr. Summers was ill.

2. Arrangements have now been made to resume and Camp Stations will be advised each morning at 9.30.

I am,  
Sir,  
Your obedient servant,

(Sgd.) L. Gleadell

COLONIAL SECRETARY.

The Secretary,  
Sheep Owners' Association,  
STANLEY.

Reply at 105

HLB/IM.

PUBLIC NOTICE

The practice of notifying Camp Stations regarding flying operations has now been resumed and the R/T Operator will put over a blind call at 9.30 each morning.

Colonial Secretary's Office,  
Stanley, Falkland Islands.

3rd August, 1963.

Ref: 0270/H/II.

HLB/IM.

*Handwritten:*  
10  
6863

17  
105

March 2, 1964.

Dear Group Captain MacDougall,

105

It is some time since a representative from De Havillands has visited the Colony. We find these visits valuable in the interchange of ideas and would like to keep the contact up, if it can be arranged. I do not think that you yourself have ever visited the Colony, and it would be most satisfactory if you were able to do so.

Yours sincerely,

(sgd) Edwin Arrowsmith.

GOVERNOR.

Group Captain A. A. MacDougall.

See 104

Secretariat file.

A. MACDOUGALL

104  
Calle Rio Negro 1354,  
Piso 6, Esc.40,  
Montevideo,  
Uruguay.

6th March, 1964.

Dear Governor,

102 Many thanks for your letter of 2nd March which reached me today on arrival of the R.M.S. "Darwin".

For some time now I have been endeavouring to arrange a visit to the Colony and, for your information, I am tentatively booked to go on the June sailing or, if that is inconvenient, in July.

It being my first visit, I shall look forward to this experience with great interest and I would like to assure you that I will add all my experience in Beaver operations to help sort out any problems that may exist at the moment in connection with this aircraft.

Bunny Fuchs had lunch with me today and we are meeting again tonight. I am trying to arrange a visit of one of our technical engineers later on this year to visit the Colony to discuss any technical problems that may exist, and later on continue to the Antarctic where, as you know, we have two Otters operating.

I look forward very much to meeting you on what for me will be a very interesting visit.

With best wishes,

Yours sincerely,

~~A. MacDougall~~  
A. MacDougall

H.E. The Governor of the Falkland Islands,  
Sir Edwin Arrowsmith, K.C.M.G.,  
Government House,  
Port Stanley,  
Falkland Islands.

19.36



The Falkland Islands Sheeponers Association,  
(LOCAL COMMITTEE)  
STANLEY, FALKLAND ISLANDS.

.....22nd July.....19.64

The Colonial Secretary  
Stanley.

Dear Sir,

Radio Telephone

94 Further to our letter of the 17th, July 1963, and yours  
100 of 6th. August 1963, reference 0270/F/II.

I now write to enquire if it would be possible for the Stanley Radio Telephone Operator to give a very brief summary of Aircraft movements every half hour on the half hour from 9.00 am until the aircraft had taken off or it was decided to cancel flying for the day.

At present a considerable portion of the traffic over the R/T relates to the flying program for the day and this could be cut out if regular announcements were made.

Yours faithfully,

  
Secretary.

*Repeyano*

S.P.T.  
D.C.A.

See file 105 4

Comment please.

107

S. 27.7.64

I.H.,

I have no wish to appear unco-operative but there is a limit to what one can reasonably expect the R/T Operator to do at this time of the morning. Apart from the reception of weather reports and general traffic she is expected to type and file all telegrams and phone those that are so prefixed - with the minimum of delay. This she does efficiently and I am reluctant to place more on her shoulders.

At this time of the year reception conditions are poor and it is late most mornings before she is able to receive local weather reports. Consequently D.C.A. is not in a position to announce his flying programme as early as 9 a.m. or even at 9.30 a.m. When D.C.A. is so placed he informs the Operator and at 9.30 a.m. she broadcasts something on the following lines "No flying for the present but the position will be reviewed at 10 a.m. (or whatever D.C.A. decides). A follow up broadcast call is of course made later.

This simple and effective procedure works well with the minimum effort and appears to be accepted by the majority. Some stations prefer not to listen to general broadcasts and insist on asking individual enquiries. This would almost certainly continue even if we adopted the half-hourly system.

All things considered, I feel it would be unfair to harrass the D.C.A. and the R/T Operator further. They both do a good job and on the present system Camp Stations are kept informed of aircraft movements as soon as they are known. No complaints have been received.

108.

30.7.64.

D.C.A.

Over to you, please.

30.7.64.

*Auth.*

Y.H.

This problem has a very long history, commencing in 1955 when the Air Service changed frequency from the local 4500 kc/s., the reasons for this was two fold, firstly it was practically impossible for the aircraft to maintain a continuous contact with control because of the shared frequency and secondly the P.M.G. London, advised that it was illegal for aircraft to operate on the commercial ground station bands.

In 1962 a request was received from the S.O.A. for a general broadcast regarding flying to be made each day at a time convenient to all concerned and 09:30 hrs was agreed. The reason given for this request was to relieve the operator of the numerous enquiries about flying.

The current request does not in any way take into consideration the R/T operator, on the contrary, this would only increase the amount of work and achieve no greater success than the present system, certain farms will continue to call between broadcasts to enquire of the aircraft.

I do not think that the present procedure of:-

- (a) 09:30, general broadcast and if flying, flight plan in order of stops repeated, also estimated departure from Stanley advised.
- (b) If no decision at 09:30 a later broadcast time is advised.
- (c) As aircraft progresses on flight E.T.A. at next stop is broadcast.
- (d) Between 12:15 and 12:30 Stanley Control broadcasts E.T.A's. at settlements to be visited during the "off watch" period of R/T operator on 4500kc/s.

can be improved without producing additional work for both R/T and Control operators.

personally, I consider this question as a "hardy annual".

*[Signature]*  
D.C.A.

3/7/64

6th August, 64.

Dear Sir,

105

Thank you for your letter of the 22nd July, 1964, concerning radio telephone reports on aircraft movements.

As you know, this is a hardy annual which first germinated in 1955. In 1962, a request was also received from your Association asking for a daily general broadcast at the agreed time of 9.30 a.m. The reason given by you was it would relieve the radio telephone operator of numerous enquiries on flying conditions.

All in all your new request will only increase the work of the radio telephone and control operators, without achieving any improvement in the service, and it will most certainly not stop certain forms from making between broadcast aircraft enquiries.

No complaint of any kind has been recorded against the present system, and under the circumstances I regret I cannot agree to your request.

Yours faithfully,

(W.H. THOMPSON)  
OFFICER ADMINISTERING THE GOVERNMENT

The Secretary,  
Falkland Islands Sheeponers' Assn.,  
STANLEY.

WHT/IM.

Copies to: DCA  
SPT

PA



P.O. Box 141,  
Stanley,

27th September 1965.

111

COMPLAINT OF DANGEROUS LOW FLYING.

Sir,

My fiance Marjorie Kay and I were walking in the vicinity of the "Mile Pond" on Saturday September 25th at 2.30pm, when we observed the red Beaver aircraft flying at normal approach height from the south. The aircraft flew right around the pond to the north, then suddenly went into a tight left-hand turn and flew straight at us. The aircraft flew directly over our heads at a maximum float height of ten feet, and was so low that we both had to crouch down so as to avoid the slip-stream.

Needless to say my fiance was utterly terrified, the experience upset her so much as to spoil the pleasure of our walk.

This disgraceful display is a danger to the aircraft concerned and to passengers, if any (which I doubt) on board.

Can we not go anywhere without being frightened out of our wits!

I remain,

Your Obedient Servant,

(E.G. Phillips.)

The Honourable,  
The Colonial Secretary,  
The Secretariat,  
Stanley.

112

Req. D.C.A.

~~By~~ P.O. a draft reply  
solicited for my approval.

W.I.  
29/9  
Reply at 114

113  
AVIATION DEPARTMENT,

Stanley,

Falkland Islands. *S*

30th September 1965 *1/100*

Dear Sir,

Reference enclosure No 111, I was the pilot of the aircraft concerned and I was engaged in low flying practice.

During the course of our operations low flying becomes a necessity for the success of 'mail dropping' and also the safety of passengers when the weather deteriorates during normal flights. It is therefore essential that practice be maintained to ensure maximum judgement and efficiency in these fields of operations. At the time, advantage was being taken of the fact that there were no passengers except a crew member on board, and that the weather and visibility was ideal for such a practice. Mr. J. Thompson (hangar staff) was my crew member and at no time did he have cause for worry or complaint over the handling or height of the aircraft.

In reply to comments and opinions expressed in the letter I would say that the aircraft was never flown in a dangerous manner or at a dangerous height. I would venture to suggest that height assessment by a layman is extremely difficult at the best of times, as is apparent by the reference to 'normal approach height and then ten feet' - my height above ground level had been constant from Fitzroy when practice had been commenced. However, it would appear that I have given rise for concern and I apologise for any discomfort or inconvenience that I have caused.

I remain,

sir,

your obedient servant,

*R. W. Drown*  
(R. W. DROWN)

*W. Smith*  
A.D.C.A. 30/9/65

1st October,

65.

Dear Sir,

111 Thank you for your letter of the 27th September, 1965, concerning a low flying aircraft.

The aircraft to which you refer was, in fact, on a test which included low flying practice. No passengers were on board.

The pilot was not aware that he had caused anyone any inconvenience or alarm and apologises for the discomfort caused to Miss Kay and yourself.

Yours faithfully,

(Sgd.) W.H. THOMPSON

COLONIAL SECRETARY.

Mr. F.G. Philips,  
STANLEY.

Copy to Ag. DCS

IM

Pa