

AIR/1/1

TRN/AVI/4#6

AIR/1/1

0270/11  
VOL 1

0270/11

(Formerly)

F.I.G.A.S.

LOCAL AIR SERVICE

ORGANISATION.

**ARCHIVE**

SC	4/9
Dep	4/9
SC	4/9
Bu	10/9
SC	11/9
CS	13/9
Type	13/9
CS	17/9
Dep	14/9
CS	18/9
fil	30/10
CS	1/11
Bu	2/4/11
CS	23/11
Bu	16/12
DCS	14/12
Bu	16/1
DCS	16/1
RA	23/5

*Handwritten scribbles and a large diagonal line across the grid.*

Minute on file

Copy to DCA

Arising out of the Executive Council Meeting of April 1966, it should be kept in view that if, and when, the time comes to revise our existing internal air fares that any increases could, to some extent, be eased by making allowances for return fares and family travel.

Si  
C.S.

25th April 1966

✓  
Si  
10/5  
pa

0270/II

126

16th May, 66.

To: The Director of Civil Aviation,

From: Colonial Secretary,

STANLEY.

Future of Aircraft.

-----  
As you know the piston-engined Beaver goes out of production at the end of this year. Please discuss this week with attached.

(Sgd.) W. H. Thompson

COLONIAL SECRETARY.

PC

0270/11

29th April, 68.

Superintendent, Posts and  
Telecommunications Department

c.c. Director of Civil Aviation.

Colonial Secretary.

Executive Council Question.

You are to liaise immediately regarding arrival times of aircraft, with a view to reducing the time spent by the R.T. operator in reporting the stations to be visited.

Your agreement to me in writing not later than 5th May, please.

(W.H. THOMPSON)  
COLONIAL SECRETARY.

Bu 6.5.68.

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

The outline procedure is that every flying morning the R/T operator informs Camp Stations of the flying schedules. When the 'plane is airborne the estimated arrival times are radioed back to flying control, which has a direct land line to the R/T station, which in turn informs the appropriate station.

Excluding the morning weather calls (which are used by the Meteorological Station as well as the Air Service) the R/T operator's time in calling Camp Stations, even on the busiest day, does not exceed 20 minutes spread over a whole day.

There are several reasons why the aircraft should not talk to Camp Stations (but see below). The main ones are:-

- (a) We have already been disciplined by the United Kingdom for not using a proper aircraft frequency and have been instructed to use such a frequency and for aircraft purposes only. The reason for this is very simple: If a 'plane is in difficulties it must be able to call its own control immediately without having to break in to, shall we say, a Roy Cove discussion on the price of chickens.
- (b) On a general frequency the aircraft is but another station with no more priority than the lowest and most garrulous caller. We do, however, use the 4.5 frequency during the lunch hour when flying control and R/T are closed down. This is an illegal trespass in terms of the United Kingdom direction. However, it allows the 'plane to keep in contact with someone and maintains flight schedules but it is not to be supposed that it is an ideal solution.

In summary no advantage can be obtained by transferring general radio chatter to the aircraft, and it will certainly not have any effect on the volume of work handled by the R/T operator. The R/T operator is by no means under-worked but relieving her of aircraft messages would make no worthwhile difference to her task and would certainly lead into trouble with the aircraft.

(W.H. THOMPSON)  
COLONIAL SECRETARY.

3rd May, 1968.

P.9  
1

8270 129

Cs. I have made a note of them.  
You may consider that they  
could be used in news  
letters - provided that did not  
cause odious comparisons!

AVIATION DEPARTMENT,  
Stanley, Falkland Islands.

pa. 5  
216

It would be 2876

26th JUNE, 1968.

Details of number of landings at each settlement  
for 1967 as requested.

<u>Settlements.</u>	<u>Landings.</u>	<u>Settlements.</u>	<u>Landings.</u>
AJAX BAY.	4.	LONG ISLAND.	5.
ALBERMARLE.	2.	MAIN POINT.	21.
BEAVER ISLAND.	15.	NEW ISLAND.	42.
BLEAKER IS.	10.	NORTH ARM.	72.
BLUFF COVE.	17.	PEBBLE ISLAND.	72.
CAPE DOLPHIN.	12.	PORT HOWARD.	108.
CARCASS ISLAND	31.	PORT LOUIS.	47.
CHARTRES.	59.	PT. SAN CARLOS.	84.
DARWIN.	243.	PT. STEPHENS.	86.
DOUGLAS STN.	61.	RAINEE BAY.	1.
DUNNOSE HEAD.	37.	RINCON GRDE.	38.
ESTANCIA.	1.	ROY COVE.	56.
FITZROY.	81.	SALVADOR.	58.
FOX BAY.	157.	SAN CARLOS.	82.
GEORGE ISLAND.	10.	SAUNDERS ISLAND.	53.
GREEN PATCH.	19.	SEA LION IS.	16.
HILL COVE.	64.	SPEEDWELL IS.	60.
HORSESHOE BAY.	8.	TEAL INLET.	96.
JOHNSON HBR.	56.	WALKER CREEK.	21.
KEPPEL ISLAND.	21.	WEDDELL ISLAND.	47.
LIVELY ISLAND.	25.	WEST POINT IS.	36.

P.S.

130

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

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

MEMORANDUM



17th January 1969

The Colonial Secretary.

Supt. Power & Electrical Dept.

Secretariat,

STANLEY.

Stanley, Falkland Islands.

SUBJECT:-

Application to install Transformer In Landplane Hangar.

I wish to install a 50 Kva. transformer in the North East corner of the landplane hangar. Space required will be approximately 64 sq. ft. This part of the hangar at one time formed an aircraft workshop. If you approve may I suggest that this Memorandum is circulated to the Departmental Heads below for their comments or objections. For information the purpose of this application is to replace the existing 15 Kva pole mounted transformer which would become overloaded if the new siren at the hangar sounded when the existing normal requirements are being met.

*[Signature]*  
Supt. Power & Electrical Department.

Comments.

Director Civil Aviation.

*The walled off section at N. end of landplane hangar is used by the air service to store parking cases - reusable and two class of stores. I have no objection to an area on the E. end of this store being walled off and used for the purpose requested.*

Supt. Public Works.

*No objection providing normal safety measures are observed, and that consideration is given to improved ventilation in the section to be walled off, I suggest fixed louvers, one top, one bottom.*

*[Signature] S.P.W. 23/1/69*

Colonial Secretary.

*Subject to the approval of DCA & SPO I have no objection. I would question any increased fire hazard*

Note. No funds will be required.

*[Signature] 2.1.1/69*

*See. To see above to discuss if necessary.*

*[Signature] 2.1/69*

*Noted thank you. 24-1-69*

130

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



(HGF 18/4)

*Handwritten initials*

15 April, 1970.

*Dear Jones*

..... I enclose a copy of a letter which I have received from the First Secretary (Labour) in the Japanese Embassy in London, and a questionnaire on the Flying Doctor service in the Falkland Islands. A good deal of the information sought in the questionnaire is not available to us here. If you see no objections, would you kindly provide the information sought in a form which I can put to the Embassy in reply to their letter.

*Yours sincerely  
K. H. Robins*

(K.H. Robins)

J.A. Jones, Esq., O.B.E.,  
Colonial Secretary,  
PORT STANLEY,  
Falkland Islands.

*Reply at 133*

*For Flight's main file, to which the conditions of carriage mb. file should be attached.*

*Handwritten initials*



130A

01-493 6030.

EMBASSY OF JAPAN,  
46, GROSVENOR ST.,  
LONDON,  
W1X 0BA

RECEIVED IN  
REGISTRY No. 17  
16 APR 1970  
HGTFS

14th April, 1970.

Dear Mr. Robins,

Further to my secretary's telephone conversation with you, I am enclosing the questionnaire from my Government on the Flying Doctor Service in the Falkland Islands, and I should be extremely grateful if you could kindly arrange for it to be answered.

My Government is anxious to have information on the Flying Doctor Service in the Falklands, as when Okinawa reverts to Japan, it is intended to operate a Flying Doctor Service from the main island to the other islands.

Your kind cooperation in this matter is greatly appreciated and I would like to take this opportunity to thank you.

Yours sincerely,  
*T. Iwata*  
T. Iwata  
First Secretary (Labour)

K. H. Robins, Esq.,  
Room K 273,  
Foreign and Commonwealth Office,  
London, S.W.1.

Enc.

Questionnaire on the Flying Doctor Service in the Falkland Islands

1. Brief outline of the history of the Flying Doctor Service
  - a. Reasons for the introduction of the Flying Doctor Service.
  - b. Date of introduction of the Flying Doctor Service.
  - c. Other points.
  
2. Islands covered by the Flying Doctor Service
  - a. Names.
  - b. Total square mileage.
  - c. Population.
  - d. General condition of the transportation facilities in the area serviced by the Flying Doctor Service.
  - e. Public health facilities on each island serviced by the Flying Doctor Service.
  
3. Administrative Body
  - a. Is the Flying Doctor Service run by the Government, a public corporation or a private company?
  - b. If Government run, could you please supply details of the administrative department ( number of staff, organization and departmental budget)?
  
4. Facilities
  - a. Type and number of aircraft used by the Flying Doctor Service.
  - b. Are the aircraft owned by the Flying Doctor Service, or are they chartered?
  - c. Details of the telecommunication system.
  - d. Details of the medical facilities for the Flying Doctor Service (hospitals etc.).

Staff

- a. Number of full-time staff employed in the Flying Doctor Service (breakdown into profession - doctors, surgeons, nurses, engineers etc.).
- b. Number of part-time employees (breakdown into profession). (5)
- c. Salaries of workers and other benefits.
- d. Qualifications necessary.
- e. Recruiting system.
- f. Training system.
- g. Hours of work (shift, etc.).

Method of operation of the Flying Doctor Service

- a. Details of how the Flying Doctor Service actually works.
- b. Do the doctors make routine visits - are there regular surgeries on the outer islands? (6)
- c. Are preventive measure against illness taken?
- d. Does each post have emergency first aid equipment?
- e. Do the patients pay? Or is there a national health service?

Statistics

- a. Average number of times the Flying Doctor Service is called out on emergency service, per year.
- b. Average flying mileage per year. (7)
- c. Average number of patients per year.

131

FIG ref: 0270/II  
PCO ref: (HGF 18/4)

11th May 1970

Flying Doctor Service

I have started the ball rolling on collecting the information sought <sup>120</sup> in the questionnaire from the Japanese Embassy attached to your letter of 15th April. It will take some time to compile all the answers. In the meanwhile I think it would be advisable if you inform the Japanese Embassy that ours is not a Flying Doctor Service as such. The Falkland Islands Government Air Service is Government-owned-and-operated domestic air service which fulfils medical functions among others.

Should it prove possible to complete the answers to the questionnaire in time for it to be sent to you by the same mail as this letter I will send it to you under separate cover.



(J. A. Jones)  
Colonial Secretary

Mr. K. H. Robins,  
Room K 273,  
Foreign and Commonwealth Office,  
London, S.W.1.


D.C.A. and Dr. Malone

Please see the letter from F.C.O. at p.130 and its attachment at p.130 A-B concerning an enquiry by the Japanese Embassy in London about the Falkland Islands Flying Doctor Service.

2. The day before Dr. Ashmore sailed on leave I had the opportunity to show him the papers and also to show him an incomplete first manuscript draft reply to the questionnaire, which draft is at the inside back cover of the file. From the medical point of view Dr. Ashmore was satisfied with the draft, so far as it went, and was content for it to be carried on on the same lines.

3. I shall be obliged if D.C.A. will complete the draft in manuscript insofar as the flying side of F.I.G.A.S. is concerned. The file should then be passed direct to Dr. Malone for him to complete the draft from the medical angle. Will Dr. Malone please return the file to me in due course.

4. If possible a reply to the F.C.O. should leave by the out-going mail on 14th June. I shall be glad therefore if you will aim at returning the file to me with the manuscript draft completed not later than 6th June and earlier than that if possible.

  
(J. A. Jones)  
Colonial Secretary

11th May 1970  
JB

Col. Sec.

*The air service of today in no way resembles that established some 22 years ago. In the beginning the air service carried only medical passengers, mail and Govt. Officers.*

*With the passage of time private passengers were accepted, the service re-equipped, and developed to what it is today, with medical commitments taking priority over all other operations.*

*J. 18/5/70.*

26th May 1970

FIG ref: 0270/II  
FCO ref: (NEP 13/4)

7  
0

Falkland Islands Flying Doctor Service:  
enquiry from the Japanese Government

130

Please refer to your letter of the 15th of April forwarding a questionnaire from the Japanese Embassy in London about the Falkland Islands Government Flying Doctor Service and to my interim reply of the 11th of May which leaves here by the same mail as this letter.

133A

I am glad to say that we have been able to compile our answers and I attach them in triplicate to enable you to send them to the Japanese Embassy in duplicate under a simple covering letter.

(J.A. Jones)

K.H. Robins, Esq.,  
Gibraltar and South Atlantic Department,  
Foreign and Commonwealth Office,  
LONDON, S.W.1.

PA

Pa  
1

Questionnaire on the Flying Doctor Service  
in the Falkland Islands

1. Brief outline of the history of the F.I.G.A.S.

- a. The slowness of communications between out-islands and settlements, and between both these and the capital Port Stanley where main medical facilities including a hospital are located.
- b. 24th December 1948 - Medical flight to Miles Creek - North Am.
- c. The service is not a Flying Doctor Service. It is a government-owned and operated domestic air service which fulfils a passenger, mail and freight carrying function as well as providing medical priority flight facilities. The Falkland Islands Government Air Service during the financial year (1st July to 30th June) 1968/69 flew 1,121 hours and carried 3,835 passengers of whom 282 were medical priority cases. (The figure of 282 represents number of flights by Medical Officers, Dental Officers and patients in-bound to the capital, Port Stanley. Out-bound (returning) patients are shown at paragraph 7).

2. Islands covered by the F.I.G.A.S.

- a. & b. East Falkland (area 2,610 square miles) 15 settlements.
- West Falkland (area 2,090 square miles) 8 settlements.

Pebble Island	Beaver Island
Keppel Island	Weddell Island
Saunders Island	Speedwell Island
Sedge Island	George Island
West Point Island	Sea Lion Island
Carcass Island	Dleaker Island
New Island	Lively Island

- c. 2,098.
- d. There are no concrete or tarmac roads except in the capital of Stanley. Landrovers use rough tracks. There is some shipping transportation ranging from R.M.S. Darwin (1,793 gross tons) of Darwin Shipping Co. Ltd., the government-owned and operated n.v. Forrest (144 gross tons) and some small privately owned schooners. The F.I.G.A.S. is the main internal transportation facility.
- e. There is a doctor stationed at Fox Bay, West Falkland, and another at Darwin, East Falkland. Their facilities are minimal. Two doctors are stationed in the capital, Port Stanley, where there is a well-equipped 32 bed hospital. There is a dentist at Stanley, and a travelling 'camp' dentist. All six persons are officers of the Falkland Islands Government.

3. Administration

a. The F.I.G.A.S. is <sup>a</sup> government-owned and operated service.

b. Staff consists of:

Director of Civil Aviation/Head of Department/  
Chief Pilot

Senior Pilot  
Senior Engineer  
Engineer  
Hangar Assistant  
Clerk/R/T Operator

## Finance:

Departmental expenditure for the financial year ended 30th June 1969 was \$21,920. 2. 3d. This represents the running cost of the department and does not include aircraft depreciation and overheads such as pensions, etc. Medical passages represent 10% of the annual passages total.

4. Equipment (Facilities)

a. 2 De Havilland (Canada) 'Beaver' floatplanes with Pratt & Whitney R985 engines.

b. Both aircraft are owned by the Falkland Islands Government.

c. Multi-channel long range H.F. air/ground R/T between aircraft and Stanley Control.

All settlements are provided with an H.F. Radio Telephone (4,500 khts) for communication with Stanley. Both aircraft and Stanley Control can operate on this frequency in the event of emergencies.

d. See 2 (c) above.

5. Staff

a. The flying staff of the F.I.G.A.S. is detailed at 3 (b).

b. Not applicable.

c. As set out in the F.I.G. estimates.

d. In accordance with British professional standards.

e. Normally through the Crown Agents for Oversea Governments and Administrations by advertisement in the daily press.

f. Not applicable.

g. For medical purposes, staff and aircraft are available during the hours of daylight throughout the year, a duty pilot and engineer being on standby each weekend and holiday period.



6. Method of operation of F.I.G.A.S.

- a. All farms are equipped with landline or Radio Telephone and Fox Bay on West Falkland has a W/T station. All communicate with Stanley. Requests for medical assistance are directed in the first instance to the area Medical Officer who advises the Senior Medical Officer in Stanley, if available, or the F.I.G.A.S. direct. Requests for medical air transport made when F.I.G.A.S. aircraft are already airborne are passed to the nearest aircraft which is diverted to transport either Medical Officer or patient.
- b. Routine visits are carried out by the Medical Officer stationed at Fox Bay and Darwin (see paragraph 2 (e) above). This means that each settlement can expect to be visited every 4 to 6 weeks.  
There are no regular surgeries on out-islands. A Medical Officer normally sees everyone at a settlement on an out-island during a visit. This is frequently helpful from the point of view of early diagnosis.
- c. Normal routine immunisation against infectious diseases is carried out.
- d. Each port (farm settlement) has a medical chest containing analgesics, antibiotics, and so on. These are dispensed by the Farm Manager on the Medical Officer's directions.
- e. Medical treatment on farms is not charged for but each individual pays an annual subscription of 2 guineas if married and 1 guinea if single. Each farm also pays a subscription on the basis of £2 per 1,000 head of sheep carried. These charges are shortly to be the subject of scrutiny with a view to their revision.  
All medical services are subsidised by the colony government.

7. Statistics

Figures given are actuals for the financial year 1st July 1968 - 30th June 1969.

- a. Medical Officers - 113.  
Dental Officers - 42.
- b. 14,748 n. miles with Medical Officers, Dental Officers and in-bound patients. 5,933 n. miles with out-bound patients returning to their homes.
- c. In-bound patients 127; out-bound (returning) patients 113.

Copy for appropriate FRSAS file.

2nd June

70

Director, Civil Aviation,  
Stanley.

The Colonial Secretary,

134

Estimates 1970/71

The following items require examination and report, as indicated below, by you as a result of initial examination of them in connection with the 1970/71 estimates.

(1) Grouping of F.I.C.A.S. Flights

It has been suggested that some savings might be effected in expenditure under the Aviation Head if flights could be so arranged as to reduce the mileage travelled. You are asked to examine this possibility and to make recommendations upon the suggestion. In doing so, please give detailed reasons in respect of your arguments.

(2) Visits of Cruise Vessels

It has been noted that during last year several successful flights have been arranged for tourists who wished to see wild life in the colony and places of historical interest. In connection with future tourist visits plans should be made to ensure that whenever possible an aircraft is available for this service and that M.V. 'Forrest' is in port and available for similar duties. It is also suggested that it would be useful for a short pamphlet to be prepared which would detail the route to be covered and a note upon the places to be seen or visited.

Please liaise with the Harbourmaster with a view to making joint recommendations as to how the foregoing proposal can best be carried out.

*[Signature]* See 136  
(J. A. Jones)  
Colonial Secretary

cc Colonial Treasurer  
Harbourmaster

reply 137

JD

Bu, 12.7.70.  
KIV

F.I.C.A.S. MOVEMENTS - 1969

Settlements Visited.

BEAVER ISLAND	:	11.	NEW ISLAND	:	42.
BLUFF COVE	:	6.	NORTH ARM	:	1 01.
BLEAKER ISLAND	:	16.	PEBBLE ISLAND	:	67.
CAPE DOLPHIN	:	11.	PORT HOWARD	:	92.
CARCASS ISLAND	:	44.	PORT LOUIS	:	31.
CHARTRES	:	60.	PORT SAN CARLOS	:	94.
DARWIN	:	242.	PORT STEPHENS	:	73.
DOUGLAS STATION	:	90.	RINCON GRANDE	:	53.
dunnose head	:	41.	ROY COVE	:	82.
FITZROY	:	77.	SALVADOR	:	93.
FOX BAY	:	142.	SAN CARLOS	:	95.
GREEN PATCH	:	37.	SAUNDERS ISLAND	:	48.
GEORGE ISLAND	:	19.	SEA LION ISLAND	:	13.
HILL COVE	:	63.	SEDCO ISLAND	:	16.
HORSE SH OF BAY	:	17.	SPEEDWELL ISLAND	:	46.
JOHNSON HARBOUR	:	51.	TEAL INLET	:	94.
KEPPEL ISLAND	:	16.	WALKER CREEK	:	34.
LIVELY ISLAND	:	30.	WEDDILL ISLAND	:	53.
MAIN POINT	:	12.	WEST POINT ISLAND	:	39.

982

1166

Other Visits.

EGG HARBOUR	:	9.	MALO	:	16.
ELEPHANT JASON	:	2.	PORT PURVIS	:	1.
KITTS CREEK	:	3.	VOLUNTEER LAGOON	:	15.
AJAX BAY	:	4.			

-0-0-0-0-

Settlements + Inhabited homes,

982  
 1166  
 10  
 -----  
 2158

Uninhabited places

40  
 -----  
 2198

CS for filing please

NA 8/7/70

*CS. for appropriate  
filing please  
to*

AVIATION DEPARTMENT,

Stanley,

Falkland Islands.

136

9/7/70

12th. February. 1970.

AIR SERVICE STATISTICS - 1969.

Month.	M/D.	No. Pass.	Excess.	Freight.	Landings.	Fig. Hours.
Jan.	2.	374.	812.	334 $\frac{1}{2}$	272.	111:50
Feb.	1.	401.	1229.	649.	277.	101:50.
March.	1.	320.	300.	824.	246.	95:10.
April.	1.	305.	821.	682 $\frac{1}{4}$ .	220.	88:15.
May.	1.	411.	659.	406 $\frac{1}{2}$ .	269.	97:35.
June.	1.	261.	909.	463 $\frac{3}{4}$ .	190.	74:05.
July.	1.	330.	690.	481 $\frac{1}{2}$ .	224.	94:35.
August.	1.	206.	177.	733 $\frac{1}{2}$ .	167.	66:25.
Sept.	1.	360.	599.	833 $\frac{3}{4}$ .	256.	97:30.
Oct.	1.	242.	477.	1682 $\frac{3}{4}$ .	186.	73:55.
Nov.	1.	260.	822.	1215 $\frac{3}{4}$ .	207.	83:10.
Dec.	1.	297.	571.	682.	267.	101:40.
Totals.	13.	3,867.	8,066.	8,988 $\frac{3}{4}$ .	2,781.	1,086:00.

2198

583

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



13th. July, 19 70.

To: Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation,

Stanley, Falkland Islands.

SUBJECT:- Estimates 1970/71.

I refer to your memorandum 0284/XXIII dated 2nd June, 1970.

(1) Grouping of FIGAS. Flights.

It would appear that some form of route scheduling or timetable has been suggested, if this is so then the only possible result would be an increase in non-revenue miles and a reduction in passenger miles. Government would have to forfeit all priority awards and mails, both inbound and outbound, could only be handled on scheduled flights. One aircraft would have to be placed completely at the disposal of the medical department, this would rule out all charter operations, since charters are only acceptable when both aircraft are in service.

A further requirement for scheduled operations is a near 100% flyability, i.e. both weatherwise and machine availability. In 1969 55 full days and numerous part days were lost due to unfavourable flying conditions, this is approximately 20% of the 307 working days during the year, during the same period only one day was lost through unserviceability. This loss is far too high to be consistent with efficiency on scheduled operations.

One other disadvantage would be the complete loss of flexibility.

There are 38 permanently habited destinations to be served by the Air Service and during the calendar year ended 31st. December 1969, approximately 50% received visits equivalent to one or more per week, the remainder from one to three visits per month. I enclose a detailed list of visits by FIGAS aircraft during 1969.

If it is decided to produce routes then they must be adhered to and the route flown whether or not passengers are available, result wasted mileage, airframe and engine hours.

(2) Visits of Cruise Ships.

It is agreed that a "pleasure flight" exercise was carried out during the visit of one cruise ship and was no doubt a financial success to Government, however I could not agree to flying "trippers" again under the present salary scale and conditions of service.

Any information pamphlet produced for tourist interest could best be compiled by someone who has an interest in wild life and a better local historical knowledge than I do.

Mr Luxton and I have discussed this matter and are agreed that we have insufficient knowledge of each other's business to be in a position to make any recommendations on the subject.

(J. KERR.)

Director of Civil Aviation.

4b Market Street,  
LERWICK,  
Shetland Isles,  
Scotland.

CONFIDENTIAL



10th September, 1970.

Colonial Secretary,  
Secretariat,  
PORT STANLEY,  
Falkland Islands,  
South Atlantic.

Dear Sir,

Internal Air Service

The Shetland County Council are at present discussing the possibilities of extending their internal air services by the provision of landing strips at suitable points throughout the islands.

At present the only internal flight is made by a small private air company from the B.E.A. terminal at Sumburgh to the airstrip in the island of Unst. This company are using Norman Islander planes for this service.

In addition to this regular service, emergency air strips exist on the islands of Foula and Fair Isle.

As you will appreciate, the provision of air strips is a costly and lengthy building operation and I am at present investigating alternatives to this.

During my service with what I still think of as F.I.D.S. I was much impressed by the Falkland Air Service. It occurs to me that with similar geographical and climatic conditions existing here and in the Falklands, development of our internal air services might more profitably follow the Falkland pattern of Beaver or Otter float planes. Within the Shetland group of islands we have 18 inhabited islands all of which - with the exception of Foula and Fair Isle - have good access to sheltered water, and on the main island there are many hamlets, similar in pattern to the Falkland camps.

In order that I can make a reasonable assessment of this proposal I would be grateful if you could furnish me with as much data as possible on the running of the air service.

I would be particularly interested in such items as operating costs, capital investment in aircraft, hangers, slipways etc. reliability, pay/

see 142

pay load, freight possibilities etc. An annual report would be ideal.

Unlike your services, this would have to be run as a commercial proposition, and having assessed the potential of such a service I would have to "sell" the idea to the local company.

It is now some years since I was in Stanley (F.I.D.S. 1957-61) but I would be grateful if you would pass on my regards to anyone who might remember me.

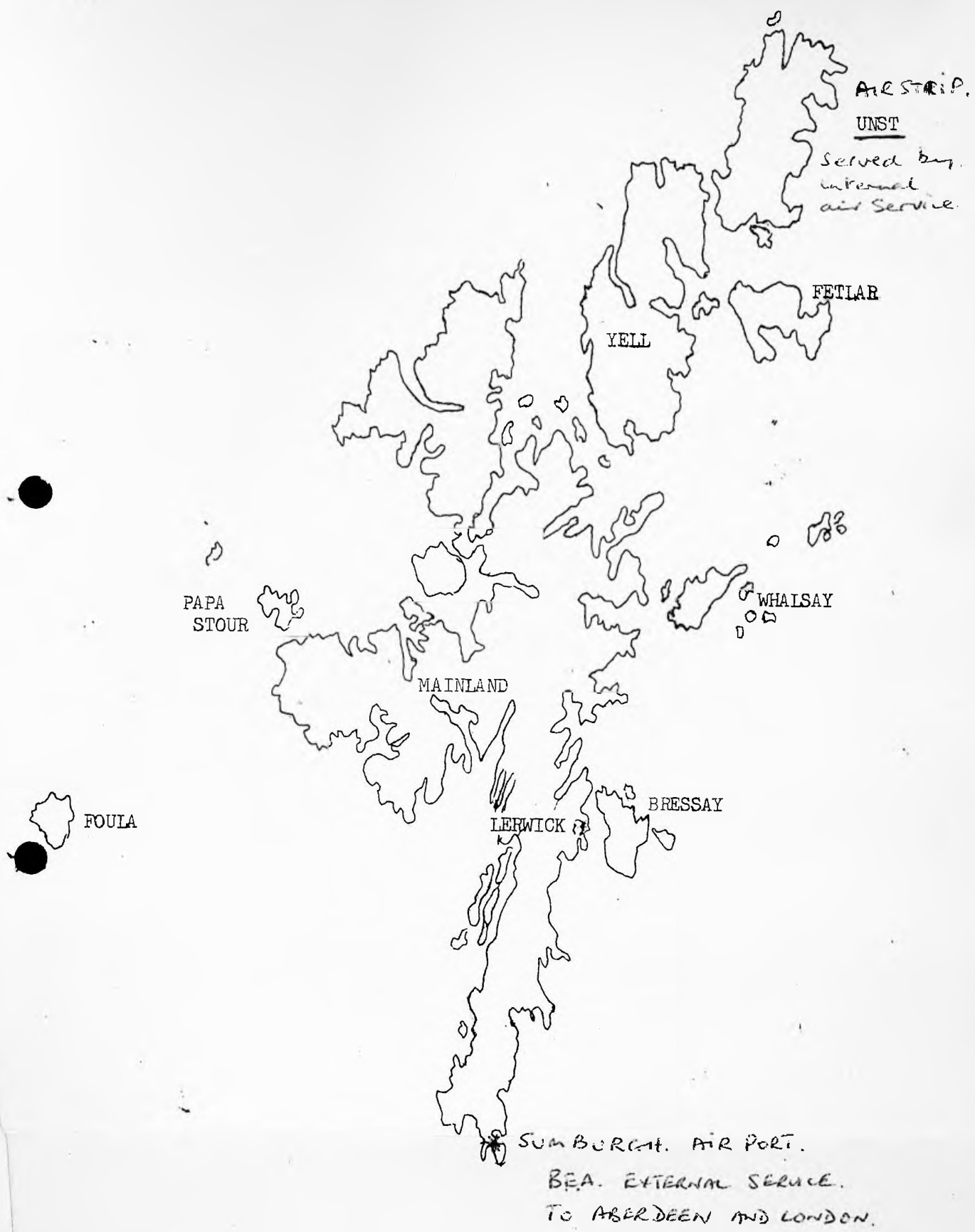
With best wishes.

Yours sincerely,

*M. J. Stansbury*

MICHAEL J. STANSBURY, M.A.,  
County Development Officer.

Enc.



S H E T L A N D I S L E S

Scale: 1" = 7½ miles



No. 0270/11

MEMORANDUM

143

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

13th August, 1971.



To :- The Colonial Secretary,  
SECRETARY,

FROM :- Ag. Director of Civil Aviation.

STANLEY.

Stanley, Falkland Islands.

SUBJECT :-

TYPEWRITER.

I would be grateful if a new typewriter could be supplied for this department as the one we have is an imperial 60 in a very bad condition and becoming increasingly difficult to ~~repair~~. use and repair.

A.C.S.

The Aviation Dept. typewriter is in a very poor condition (confirmed by all nine of the C.S.C. staff who have from time to time acted as check there). We could perhaps take note of this when considering the disposal of the ODA machines?

Yours faithfully,

*Ian T. Campbell*  
(Ian T. Campbell).

Ag. Director of Civil Aviation.

§ 13.3.72.

S/C Yes. Re. King by 28.8.72

11.3.72

16.3.72

By 19.7.72

Colonial Secretary

1. With reference to our conversation last evening I think it would be a good idea if you looked up all the papers that we have on the following questions:

- a. the positioning and number of doctors in the Islands;
- b. the question of closing down Darwin school and centralising our education in Stanley;
- c. rationalising to some extent the operation of our air service; Peat Marwick Mitchell is relevant.

2. Although we have asked for an expert to come out from the United Kingdom under technical assistance terms to study our pattern of expenditure and to make recommendations accordingly, I do not think we should wait until next year. As to some extent the Select Committee of the Legislative Council only toyed with the problem we must go back to ExCo with some hard proposals.

3. In short, what I would like prepared are Executive Council papers recommending the following:

- a. the closing down of the Government outpost at Fox Bay East;
- b. the concentration of all medical staff in Stanley. This will mean sending Dr. Novak away if we can find a device by which we can get him to the coast and he is not returned to us;
- c. bringing in Dr. Lehmann and his family to Stanley to take over from Dr. Ferguson. These proposals of course will have to be cleared with the SMO and if necessary I will come into bat with you on this one. A powerful argument in this respect is that if we bring out doctors from the United Kingdom and they are not fully employed word soon get round the profession in the United Kingdom and we will never be able to attract any doctors out here.
- d. Closing down of Darwin school and bringing in all the pupils to Stanley. It may mean running a temporary hostel to look after the children while they are in Stanley during term time but I think you would find that most of them could be boarded out in homes.
- e. The foregoing concentration would take some of the load off the Air Service and DCA should then submit proposals for co-ordinating the service to some extent so that the seat occupancy rate goes up. If, as he is inclined to say, it is impossible to do this then we can get the seat occupancy rate up another way; simply stop flying on 2 or 3 days a week unless in cases of emergency.

X  
||

EGL

12 July 1972

No. FIGAS/AS.

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

MEMORANDUM

23rd. August, 1972.



Colonial Secretary,

PORT STANLEY.

From: Director of Civil Aviation

Stanley, Falkland Islands.

---

SUBJECT :- Blasting by Marines.

At 11:40 this morning the local broadcasting station broadcast a warning, that the Marines would be blasting in the Moody Brook area in approximately five minutes time.

2. Approximately ten minutes later a blast was heard and a column of water observed at the west end of the harbour.

3. The blast took place in an aircraft clearway, this is forbidden, unless the purpose of the blast is to clear an air obstruction, I was not advised of the Marines intention, consequently I could not issue a warning to my aircraft. /x

4. This is an extremely dangerous practice and I request that you advise O.C. Marines, that all blasting operations carried out within 1,000 meters of the harbour perimeter must be authorised by you and I must have 24 hours notice of such operations, advising date, time and location.

A handwritten signature in cursive script, appearing to read "J. Kerr".

(J. KERR.)

Director of Civil Aviation.

2nd September

72

To: Director of Civil Aviation,

From: Colonial Secretary

STANLEY.Blasting in Stanley Harbour

I refer to your memorandum FIGAS/AS of 23rd August 1972, and have to request you to refer me to the actual regulation restricting blasting in Stanley Harbour.

2. On receipt of your reply steps will be taken to regularise the procedure to be followed before blasting may take place in the area of the Harbour.

(R. Browning)  
for COLONIAL SECRETARY

HRT.

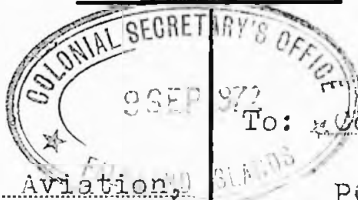
No. FIGAS/AS.

MEMORANDUM

-9 SEP 1973

147

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



8th. September, 19 72.

To: \*Colonial Secretary,

From: Director of Civil Aviation,

PORT STANLEY.


Stanley, Falkland Islands.

---

SUBJECT:- Blasting in Stanley Harbour.

<sup>106</sup>Reference your O270/II dated 2nd. September, in reply to my FIGAS/AS of 23rd August 1972, no Falkland Islands legislation exists controlling purchase, storage or use of explosives in this territory.

2. Stanley harbour is an aerodrome and the circuit zone of an aerodrome is the airspace from ground/sea level up to 2,000 feet and within 3,000 yards of the aerodrome boundaries.
3. The Colonial Air Navigation Order, 1961 has been applied to this territory, and Gazetted. Article 37 of the Order states; A person shall not wilfully or negligently act in a manner likely to endanger an aircraft or any person therein.
4. Blasting within an aerodrome circuit zone is both hazardous and dangerous to the safety of an aircraft, more so in this case in question because no notification at all was given to my controller.

  
(J. KERR.)  
Director of Civil Aviation.

13th September

72

Dear Sir,

I am informed that on 23rd August you conducted blasting operations at the West end of Stanley harbour. Whilst there is no Colony legislation in force controlling the use of explosives in general, Stanley harbour is gazetted as an airfield and the relevant circuit zone is from ground level up to 2000 feet and within 3000 yards of the aerodrome boundaries. The blasting on the day in question caused the Director of Civil Aviation considerable concern.

2. In future I would be grateful if you would provide adequate notice of your intention to use explosives within the airfield circuit area and await specific authorisation from this office. A minimum of 24 hours notice will be needed.

Yours faithfully,



(T. H. Layng)  
COLONIAL SECRETARY

Officer Commanding Royal Marines,  
MOODY BROOK.

cc: Director of Civil Aviation

Windsor Arms Hotel 149  
St. Thomas Street  
Toronto  
Canada  
4th October 1973.

Chief Secretary  
Port Stanley



Dear Mr. Cairns,

F.I.G.A.S.

A couple of days ago, at De Havilland Aircraft, I was introduced to Mr. R.H. de Glicquey, whose business card I have enclosed.

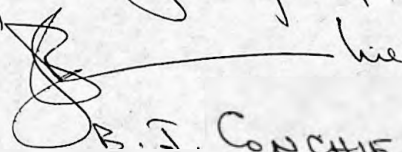
During our talk, the subject of the Falkland Islands air service and its problems associated with the hoped for increase in tourist traffic was raised. Mr. de Glicquey observed that the Falkland's summer coincided with the Arctic winter, a time when his organisation had spare capacity both in aircraft and pilots - amongst other types he operates are single piston-engined float planes. He

expressed interest in either leasing an aircraft and/or pilot, to cover the extra period. He also, of course, employs licensed engineers.

Possible replacement aircraft were also discussed and he volunteered the information that the U.S. Army Air Force is due to release single-engine fighters in the near future, with the chance therefore of low initial capital cost and an enhanced payload.

Obviously, all this information must of necessity be biased in de Glicquy's favour, but what he says has a grain of sense in it, and is certainly worth considering.

I have written to Tim Kew on these lines, as possible discussion points.

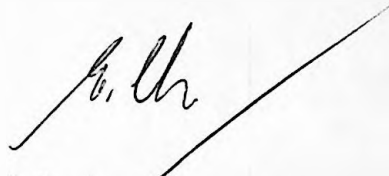
Yours faithfully,  
  
B. J. CONCHIE



Superintendent - Civil Aviation

.....

1. I notice that on occasion, and in particular last evening, we seem to be cutting it rather fine when landing at Stanley. I realise that on long flights like yesterday's delays are bound to occur, but I am not particularly happy that landings should be made in semi-darkness. Surely the answer is to start earlier in the mornings.



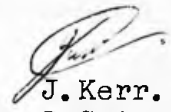
E G Lewis  
15 May 1974



Your Excellency

Reference 1. above I can assure you that no flights are planned which can not be carried out within the period of daylight available, if additional time is required to complete the flight planned an early take off is advised and weather stations requested to pass observations to Stanley at a pre-determined hour.

2. On the particular flight mentioned, passengers were alerted for a 9 a.m. take off and had excessive delays, all of which were outside our control, the aircraft would have been back in Stanley by 3:45 p.m.



J. Kerr.  
S.C.A.

17<sup>th</sup> May 1974.