

DECODE.

TELEGRAM.

From Hope, Mexico

To Governor Falkland Islands

Despatched : 18th March 19 68 Time : 1308

Received : 19th March, 19 68 Time : 1030

PRIORITY

Beaver Aircraft. US authorities insist on formal statement from you "cancellation of Falkland Islands Registry numbers so and so has been made on such and such date". Please cable this to us urgently

Hope

P/L : AA

Reply at 823.

823

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P2538 P4776/32/401381 500 11 66 R. Ward 843

Number	Office of Origin	Words	Handed in at	Date
	STANLEY			23.3.68
To	LTF PROCDROME MEXICO CITY			HOA/C

821

Following for Hope Mexico stop Yourtel 18th March
 Beaver Aircraft cancellation of Falkland Islands
 registry numbers VP-FAE and VP-FAH was made on 7th
 December 1967

Secretary

Time AA

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

MEMORANDUM



6th. December, 1972.

To: Chief Secretary,

From: Supt. Civil Aviation,

PORT STANLEY.

Stanley, Falkland Islands.

SUBJECT :- AIRCRAFT PROPELLORS.

I have to report that in the last two days this department has experienced two propellor failures, the first after only 250 hours in service and the second after 450 hours service.

2. The fault on both propellers is the same, that is, the thrust ring at the base of the blade has been fractured and jams the propellor in fine pitch. Much throttle and pitch lever pumping may eventually bring the pitch back but this is a bad practice because it causes further damage inside the blade housing, which in turn would increase repair costs.

3. Our serviceability position is therefore, two aeroplanes but only one propellor between them. Our second spare propellor is at present being overhauled in the United Kingdom and the earliest delivery we can expect would be mid January 1973, and we have no guarantee of this.

4. To lose the use of an aircraft through unserviceability is at any time very frustrating, but at this time of year it is even more so and especially when one considers the additional commitments placed on the department with the withdrawal of camp doctors. The schoolchildren could well find themselves spending Christmas away from their parents and many campers deprived of a holiday in town.

5. I would like to suggest that we enlist the aid of Vice Com. De La Colino, to enquire if a propellor is available in Argentina and if so could it be flown in at the first opportunity.

6. I respectfully request that His Excellency be advised of the position and his advise in the matter obtained. Should it be decided to proceed with my suggestion additional funds necessary to make the purchase could be offset by scrapping one of the U/S. units instead of dispatching for repair.

(J. KERR.)

Supt. of Civil Aviation.

- 1. Full details of propellor for Beaver aircraft.
 - A. Hamilton Standard 2D30-237/6101A-18 or Hamilton Hydromatic 22D30 complete with oil transfer tubes.
- 2. Who manufactures them or who is likely to have a reconditioned one either in United Kingdom or Canada? Full name and address of firm.
 - A. Manufacturer: Hamilton Standard - United Aircraft Division,
East Hartford,
Connecticut,
U. S. A.

Suggested U,K, supply source: Hants & Sussex Aviation Ltd.,
The City Airport,
PORTSMOUTH.
PC3 5PJ.

- 3. Would it be possible to have the propellers repaired in the Argentine?
 - A. The Argentine Government Aircraft Factory in Cordoba are equipped to manufacture, repair, balance and test aircraft props.
- 4. The other likely source of supply: the Argentine or MOD.
 - A. The Argentine operate standard Beaver Aircraft both on the continent and in Antarctica and may have spare blades or props.
Re. MOD the British Army Air Corps, as far as we know still operate standard Beavers and it is possible that they may have a propellor surplus to requirements.
- 5. The description of the damage to our 2 propellers so that we can enquire whether it is possible to have them repaired in the Argentine.
 - A. Damage: the rear thrust track broken on one blade assembly, this is not repairable and will have to be replaced with a new blade assembly, if the correct assembly is available in the Argentine, then a repair on the continent is quite feasible, see answer to 3 above.

A further effort at local repair is to be attempted by my engineers, by replacing the faulty blade of one propellor by the good blade of the other and a high speed ground run carried out, if no vibration is experienced an airtest will be carried out, then if no vibration is present we could use the aircraft until our own propellor arrives from the United Kingdom.

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
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To

WEAT PRIORITY PROGRAMS LONDON SW1

a/c H.O.

to Routine FCO telno 384 of 13 December and to Buenos Aires.

INTERNAL AIR SERVICE

1. We are having difficulty with our Beavers as we have had two propellor failures in two days after only 250 and 450 hours in service against the normal 1,000. The fault in both propellers is the same that is the thrust ring at the base of the blade has been fractured and jams the propellor in fine pitch.

2. Details of the propellers in use are:
 HAMILTON STANDARD 2D30-237/6101A-18 or HAMILTON HYDROMATIC 22D30 complete with all oil transfer tubes. Manufacturers:
 HAMILTON STANDARD - UNITED AIRCRAFT DIVISION, EAST HARTFORD, CONNECTICUT, USA.

3. As it may be necessary to take urgent action to air freight a propellor to the Islands I would be grateful if both FCO and Buenos Aires would make the following enquiries:

- a. British Army Air Corps still operate standard Beavers and it is possible they may have propellor surplus to requirements which MOD would be prepared to sell.
- b. The Argentine Air Force or a private firm may have propellers as Beavers are flown in the Antarctic. Also grateful if

Time

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
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To

Buenos Aires would enquire whether Air Force or civilian firm could repair the damaged propellers if we airfreighted them up by LADE.

PCO please pass.

Lewis

Time

NNNNMTT

ZCZC AT5722 MOW718X LHC755 FCW021

FRLK BY QBLH 061

S LONDONLH 61/60 14 2000 BG

ETATPRIORITE

GOVERNOR

FALKLANDISLANDS

FE BUENOSAIRES 141747Z

UNCLASSIFIED

TO ROUTINE FALKLAND ISLANDS TELNO 185 OF 14 DECEMBER

YOUR TELNO 384 OF 13 DECEMBER TO FO

INTERNAL AIR SERVICE

1. AIR ATTACHE HAS APPROACHED THE ARGENTINE AIR FORCE
WHO HAVE PROMISED TO MAKE THE ENQUIRIES OUTLINED IN
PARA 3B OF REFERENCE TELEGRAM WE WILL PASS THEIR REPLY AS SOON
AS POSSIBLE

PETERS

~~COL 141747Z 185 14 384 13 1. 38~~

Handwritten initials and date:
P.A.
18/12

Handwritten note:
✓
Phoned Private Secretary
15.12.72.
HT.

NNNN



GOVERNMENT HOUSE,
FALKLAND ISLANDS.

Y.E.
19/12/72

Jim Kerr phoned. He has received confirmation that the serviced propellor is on the AES. But he still thinks it a good idea that we continue on the lines you suggested because it still means that we have no spare.

AF, 19.12.72

File please

840

TTTTTTTTTTTTTTTT

ZCZC .TS245 HON680X LHC880 FCW026

PKLX BY GBLH 067

LONDONLR 67/75 3 1940 1/50

ETATPRIORITE

PRIORITY

GOVERNOR

FALKLANDISLANDS

FM FC0 031730Z UNCLASSIFIED TO PRIORITY

FALKLAND ISLANDS TELEGRAM NUMBER 4 OF 3 JANUARY

INFO BUENOS AIRES INTERNAL AIR SERVICE YOUR

TEL 384 2 ONE PROPELLER CAN BE SUPPLIED BY SH4A MOD

CRAFD AT HARROGATE THEY ARE LOOKING INTO

POSSIBILITY OF PRODUCING ANOTHER 3 PRESUMABLY

COL QUEPZ 4 3 384 2 SH4A 3.

LHC880 FCW026 2/15

YOU WILL NOW WISH CROWN AGENTS TO PURCHASE AND SHIP OUR

REFERENCE IS SH4A/450281

DOUGLASHOME

Reply - 842

Seen by S.C.A.

*Copy to be made
& sent to Aviation Dept.*

COL SH4A/450281

(Copy sent to S.C.A.)

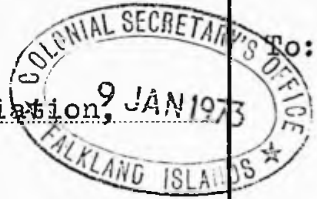
841

No. FIGAS/00.

MEMORANDUM

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

9th. January, 1973.



To: Chief Secretary,

PORT STANLEY.

From: Supt. Civil Aviation,

Stanley, Falkland Islands.

SUBJECT:- AIRCRAFT PROPELLORS.

I refer to FCO telegram FM of January 3rd. unfortunately S.o S. gives no indication of cost, should this exceed the cost of reblading and overhaul, I would recommend the purchase of one propellor only.

2. I suggest that Crown Agents be requested to purchase the one propellor being offered and to place an option on a possible second but the option to be cancelled if the cost does not compare favourably with the cost of an overhaul.

3. An enquiry on cost should be made without delay, this is necessary for me to decide whether or not we ship our U/S propellers to the U.K. for overhaul by the next opportunity of A.E.S.

To me early file

(J. KERR.)
Supt. Civil Aviation.

842

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

WAP 15142--821 594578/790938 500 pds 12/68 Grp.782

Number	Office of Origin	Words	Handed in at	Date
	PSY			11.1.73
To	ESTATRIOSYTE PROGRAMS LONDON SH1			RO A/c

01211

840

ADDRESSED FCO AS TELNG 12 OF 11TH JANUARY REPEATED BUENOS AIRES FOR
 INF STOP YRTELNO 4 AIRCRAFT PROPELLER STOP GRATEFUL URGENT ADVICE
 OF COST OF PROPELLER TO ALLOW US DECIDE ECONOMICS OF PURCHASE
 AGAINST OVERHALL AND REBLADING DAMAGED UNIT

LEWIS

Time HRT.

843

ZTV

ZCZC AFS469 C WOX320X LH0005 FCM021

FILX BY CBLI 040

S LONDONLH 40/36 17 2230

EVATPRIORITY PRIORITY

GOVERNOR

FALKLAND IS

FM FCO 171630Z UNCLASSIFIED TO PRIORITY FALKLAND ISLANDS TELEGRAM

NUMBER 20 OF 17 JANUARY INFO BUENOS AIRES AIRCRAFT PROPELLER

YOUR TEL NO 12 COST PER PROPELLER IS L838.85P DELIVERED

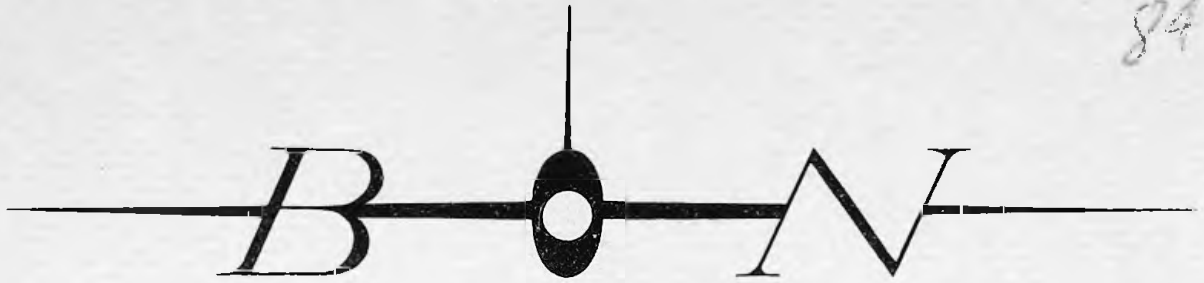
UNITED KINGDOM

DOUGLAS-HOME

CUL 171630Z 20 17 12 L838.85P

*Copy to SCA
Fals*

*Done
PT
21/1/73*



BRITTEN-NORMAN (BEMBRIDGE) LIMITED

REGISTERED OFFICE: BEMBRIDGE AIRPORT, ISLE OF WIGHT, ENGLAND PO 35 5PR

TELEPHONE BEMBRIDGE 2511/5 CABLES BRITNOR BEMBRIDGE TELEX: 86277

COMPANY REGISTRATION NUMBER 1027950

NDF/md

6th February 1973

Mr T H Layng
Chief Secretary
Stanley
Falkland Islands

Dear Mr Layng

We recently had a gentleman into our office who had visited the Falkland Islands and commented that the area would be ideal operating country for our Islander or Trislander aircraft.

I understand that you have a pair of Beavers running an air service and that you might soon be looking for another aircraft to complement these, or perhaps as a replacement.

In outline the Islander is a twin-engined 10-seater STOL transport which may easily be converted to freight configuration within a few minutes. Its principal features are low initial and operating costs and built-in ruggedness due to a very simple design.

The Trislander is an 18-seater stretched Islander with a third engine in the tail. Both aircraft have excellent accessibility due to the high wing and the several large doors - three on the Islander and five on the Trislander.

A variant of the aircraft which you might find of interest is the Ambulance Islander which can take up to three stretchers along with two attendants. Loganair, a company operating only these aircraft have very recently been given an exclusive contract for operating an ambulance service for the whole of Scotland and the Hebrides Islands.

For your further information, I am pleased to enclose a brochure pack on the Britten-Norman Islander and Trislander.

/...

A MEMBER OF THE FAIREY GROUP

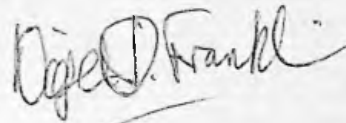
844

// We are presently working on a version of the Islander with floats // which has been requested by operators in Canada. Hopefully we will have some definite information to offer on this development in the very near future.

There are already more than 350 Islanders operating in 66 countries around the world and we would be pleased to follow up any interest you may have with further information, or an analysis of our aircraft in the operating conditions you have in the Falkland Islands.

With best wishes.

Yours sincerely



Nigel D Franklin
Sales Department

Encl:

21st February

73

Dear Sir,

Thank you for your letter NDF/md of 6th February under cover of which you sent us copies of your Islander publicity material.

2. Ours is essentially a seaplane service, and we shall be most interested in details of the Islander with floats when these are available.

Yours faithfully,



(T. H. Layng)
CHIEF SECRETARY

Britten-Norman (Bembridge) Limited,
Bembridge Airport,
Isle of Wight,
United Kingdom.

(NOT SHOWN ON ORIGINAL)

cc: Superintendent, Civil Aviation

HRT.

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BRITISH EMBASSY

BUENOS AIRES

4/9

10 May 1973

T H Layng Esq
Chief Secretary
PORT STANLEY

Draw Tom.

SUPPLY OF SPARES FOR FIGAS

1. I mentioned to you that the Argentine Air Force are prepared to supply spares for your two Beavers, probably at a competitive price. If you are interested and would like to supply a likely list of spare parts that might be required over the next couple of years, the Air Attaché has been invited to see and price what is on offer.
2. If you do not wish the offer pursued further, we would merely profer thanks, say that existing arrangements are satisfactory but that in the case of an emergency, we would be grateful for their help.
3. In the absence of a sovereignty umbrella, perhaps Richard Muir to whom I am copying this letter, would advise whether a possible purchase by the Falkland Islands Government Air Service of spare parts for their planes from the Argentine Air Force would be permissible.

*yours truly,
M G D Evans*

M G D Evans

Copied to:-

R J S Muir Esq
Latin America Department
FCO

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Ref: AIR/15/1


30th May 1975.

847
Beaver Spares

Your letter 4/9 of 10th May went to London and was returned to me this mail by Richard Muir.

2. We are certainly interested in obtaining spares from the Argentines, and as you know we are planning to send Jim Kerr over with the next bag on June 11th to have a look at their Beaver Organisation.

3. Have you been able to make arrangements for this?


(T. H. Layng)

Miss M. G. D. Evans,
British Embassy,
Buenos Aires.

c.c. R. J. S. Muir, Esq.,
Latin American Department,
Foreign and Commonwealth Office,
London SW1.

Superintendent of Civil Aviation,
Stanley.

CB

852
CONFIDENTIAL



Foreign and Commonwealth Office
London SW1

Telephone 01-

Miss M G D Evans

BUENOS AIRES

Your reference

Our reference

Date

29 May 1973

Dear Glynn,

SUPPLY OF SPARES FOR FIGAS

1. Please refer to your letter of 10 May addressed to Tom Layng and copied to me about the possibility of the Argentinian Air Force supplying spare parts for Figas' Beavers.
2. We have looked at this here and I am afraid that in the absence of a commercial or other relevant agreement such a transaction would involve considerable difficulties, since without a sovereignty "umbrella" the whole exercise could result in a series of disagreements between us and the Argentinians and possibly lead us to make admissions which the Argentinians could later use in support of their claim. I enclose a copy of Mr Burrows' minute of 18 May which sets out the legal position.
3. I therefore think that unless you or Tom Layng have strong objections, Figas should continue to purchase spare parts through Crown Agents in London and not from the Argentinians, until such time as we are able to conclude a commercial or other Agreement with the Argentinians.

Yours ever,

Philip Nelson

for

R J S Muir
Latin America Department

ENC

cc Mr T H Layng
Chief Sec
Port Stanley
Falkland Islands

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Mr Muir (Latin America Department K 266)

SUPPLY OF SPARES FOR
FALKLAND ISLANDS' GOVERNMENT AIR SERVICE

1. This operation would be a good deal easier if we were able to conclude a commercial agreement with the Argentines in the terms of the text which we have already prepared, which incorporates its own sovereignty "umbrella".

2. However, since at present there is no such umbrella to protect our sovereignty in this sort of case, the proposals that the Falkland Islands' Government Air Service (FIGAS) should purchase its spare parts from the Argentine air force is fraught with difficulties and dangers. First, I cannot imagine that the Argentine Government would conclude any kind of agreement with a body known as the "Falkland Islands' Government Air Service" or with any other branch of the "Falkland Islands' Government" because they do not recognise the existence of any such government. Secondly, the Argentine air force, customs and other authorities can be expected (unless they make a series of grave mistakes from their point of view) to conduct each and every transaction on the basis that goods are being sold in one part of Argentina for delivery and use in another part of Argentina. We can expect documents connected with such transactions to make their point of view quite clear in this respect. I suppose that theoretically we could protect our position to some extent by challenging each such expressed or implied assertion. It would also to some extent help if the Crown Agents were to make the purchases in question without mentioning the Falkland Islands or the destination of the spare parts. But once a detailed series of transactions of this kind begins and is conducted by persons on our side who cannot be expected to have the sovereignty issue first and foremost in their minds I fear that either the whole exercise would result in a series of disagreements between us and the Argentines, or we should find ourselves inadvertently making from time to time admissions (perhaps unwittingly) which the Argentines could later use in support of their claim.

3. In my view, the safest courses would be either not to purchase the spares in this way or only to do so under cover of a sovereignty umbrella contained in a general

/commercial

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commercial agreement, or a separate agreement dealing specifically with FIGAS spares, or some other agreement between the Argentine and UK Governments.

F. Burrows

F Burrows
Legal Counsellor

18 May 1973

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BRITISH EMBASSY

BUENOS AIRES

4/9

25 June 1973

R J S Muir Esq
Latin America Dept
FCO

Eads to me
M

SUPPLY OF SPARES FOR FIGAS

1. Thank you for your letter of 29 May. It was unfortunate that it arrived on the evening before Jim Kerr, Superintendent of Civil Aviation in the Falklands embarked on talks in Buenos Aires with the Argentine Air Force on this very question, combined with a viewing of what was available. Since the Air Force had been to some trouble to arrange this, we went ahead with Kerr's programme, but he made it quite clear that he was not authorised to do more than have a look at what was on offer.
2. I understand that the offer is in fact a good one. There are Beaver spares available that FIGAS will need in the future, although not immediately, and indeed Kerr was offered a propeller, including overhaul, at what is a giveaway price. (The Argentine Air Force appear to be interested in clearing their stocks quickly rather than expensively). Nevertheless, I understand FIGAS can quite well live without these particular pieces of machinery if there are overriding political reasons. We are happy to go along with the decision of the Falkland Islands Government on this, our only problem being that of not offending Air Force susceptibilities by breaking off these talks for no apparent reason after Comodoro Degan Lob (an old friend in the Islands) and Vice Comodoro Alloati (the Attaché's liaison officer) has been to some pains to make the necessary arrangements.
3. In the absence of a commercial agreement, it has, however, occurred to us that there could be alternatives to a purchase by the Falkland Islands Government from the Argentine Air Force, with the consequent problems described in Fred Burrows' minute. The obvious

/one

- 2 -

one is for the Embassy or the Defence Attaché (perhaps acting on behalf of Crown Agents) to purchase the required spares outright from the Argentines without any mention of destination. The parts could then be sent to the Governor by bag, thereby avoiding any 'export' problems.

M G D Evans

cc: F H Layng Esq
Acting Governor
FALKLAND ISLANDS

D G F Hall Esq MDE
WIAD/PCO

10 NOV 1973

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



2nd. July, 1973.

To: Chief Secretary,

From: Supt. of Civil Aviation,

PORT STANLEY.

Stanley, Falkland Islands.

SUBJECT :- Avgas and Aircraft Parts.

I refer to your AIR/13/1 dated 29th. June and have the following to report.

2. With reference to Avgas supplies, I endeavoured through our agent in Buenos Aires, to re-establish a supply through Messers Shell Argentina, Mr Kralj of Shell would very much have liked to meet our orders, but because of restrictions placed on foreign owned companies by the local authority they have considerable difficulty in obtaining empty containers and at such a price that it is impossible for them to compete with YPF.
3. Mr Kralj and Mr Cheyne of Houlder Bros. agreed that they would endeavour to obtain supplies for us from YPF and were to have confirmed this before my departure from B.A. but no confirmation was received. On 28th June I received confirmation from Houlder Bros. that YPF would be shipping 120 drums avgas to us on 'Henrieta Heliskof', the cost being 2 new pesos per litre plus 98.70 new pesos for each drum non-returnable. With the increased wharfage charge in Mar-Del-Plata and at Stanley, the landed cost is now approximately £25-00 per drum or 57p per gallon.
4. In the company of Miss Evans and Group Captain Gordon I visited the Argentine Air Force H.Q. and had a discussion with Cdno. Lob, we were advised that a quantity of Beaver spares were held at the maintenance unit QUILMES, it was then arranged that I proceed to QUILMES to view the stores and services that could be provided there, a car and an Air Force Major escort were immediately put at my disposal. Before departing Lob advised me that any request for elements or overhaul services would naturally have to go through the official Ministry channels but personally he could see no difficulties.
5. For the remainder of Wednesday 13th June I toured the stores and workshops at QUILMES and was favourable impressed with the high standard of work being carried out on the overhaul of propellers and engines. In the store I saw a quantity of Beaver spares both new and part used, at this point the station commander explained to me that they would be disposing of all Beaver spares in the near future and if I wanted any of the elements held, we were to advise him and the parts we require would be removed from the store and held for us. I advised him that I would require a list of stores held for checking against those already held by me, also that no firm order could be placed without the authority of the Governor, this was advised by Miss Evans. I have not received a list of stores to date and I have not pressed the point because of a statement made to me in confidence by Miss Evans before my departure from B.A.
6. Whilst at Quilmes I saw six Beaver propellers, all had been used and only one of the six had the same blade configuration as we use, the Vice Cdno. advised me that if we wanted the propeller he would have it completely overhauled before dispatch, on enquiring cost I was advised "about 450 dollars", this is a very fair price, the cheapest overhaul I can get is in the region of £600 and we supply the propeller. If we are permitted to purchase from the Argentine, I would certainly snap this one up.

(J.KERR.)
Supt. of Civil Aviation.

5th July, 1973

Supply of Spares for F.I.G.A.S.

Please refer to Richard Muir's letter of May 29th and Glynne Evans' reply 4/9 of 25th June. I have delayed coming in on this until the results of our Superintendent of Aviation's visit to the Argentine Air Force Beaver depot became known.

2. The Falkland Islands Government Air Service has operated for many years using Canadian and British sources of spare parts for its Beavers, and will doubtless continue to be able to do this if necessary. It is, however, rather mouth-watering to learn that we can obtain a new propeller from Buenos Aires for £200 out of the Argentine Air Force stock. We have just completed long, drawn out negotiations through the Crown Agents for supply of the identical item from Britain - and the bill for £1,436.89 arrived in the last mail. The economic arguments in favour of buying Argentine are thus overwhelming, and we must not forget that one of the points which we have been making ever since the first communications agreement was mooted has been that closer ties with the Argentine will make cheaper goods available here.

3. We do of course see the force of Fred Burrows' arguments. I just wonder, however, if he is aware that imports of Argentine goods into the Falklands are currently running at about 1,200 tons per annum, and increasing all the time. The "Henrietta Helleskov" for instance arrives on Saturday with some 280 tons of cargo loaded at Mar del Plata, and the weekly Fokker Friendship brings in a regular supply of fresh produce from Comodoro. All the cargo is documented in a way perfectly acceptable to our shipping and customs people - even those few items (mainly wine) which are dutiable. Whether this documentation is the same as that used for internal shipping and air services within the Argentine I have been unable to ascertain. It is, however, similar in all respects to that used for goods exported from Uruguay. As, however, we have been accepting it for about/...

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about two years now, I cannot really feel that we would be giving anything further away if we imported the odd parcel of Beaver spares in the same manner. We are, of course, entirely dependent on the Argentine State Petroleum concern YPF for our Aviation Fuel (and 130 drums of this arrives this week). All Falkland Islands Government purchases in Argentina are made by our agents Houlder Brothers who conclude any necessary agreements on our behalf.

4. We have in the past in fact, on a couple of occasions, obtained small, urgently needed parts for the Beavers from Argentina through the kind offices of do la Colina. Hardly a week goes by when we do not do the same for one of our ships, or for the hospital X-ray machine or for some other machine which would otherwise be out of action for weeks while a part is awaited from Britain.

5. Since, following the suspension of the shipping service to Montevideo in 1971, our supply links have switched from Uruguay to Argentina we clearly should press hard for a commercial sovereignty umbrella. Since, however, we have done very well without one for a couple of years, I find it hard to see why we should not save the Falkland Islands taxpayer a few hundred pounds each year by buying cheap Beaver spares from Buenos Aires, using, as hitherto, our agents, Houlder Brothers.

(T.H. Layng)

S. Relton, Esq.,
Latin America Department,
Foreign and Commonwealth Office,
London.

c.c. Miss M.G.D. Evens, British Embassy,
Buenos Aires.

D.G.F. Mall, Esq., M.B.E.
West Indian and Atlantic Department,
Foreign and Commonwealth Office,
London.



Foreign and Commonwealth Office
London SW1

Telephone 01- 930 8440 47

Mr T H Layng
FALKLAND ISLANDS

Your reference

Our reference

Date

9 August 1973

Dear Layng,

SUPPLY OF SPARES FOR FIGAS

1 Please refer to your letter of 25 June to Richard Muir and to your letter to Stanley Relton of 5 July.

2 We are very much aware of the budgetary advantages to the Falkland Islands in obtaining spares for their Beavers from Argentina and if at all possible we hope that this practice will be able to continue. your letter of 5 July has reassured us somewhat since we feel that the risks in obtaining spares from the Argentines through Houlder Brothers are considerably less than if the Falkland Islands Government had been dealing directly with the Argentine Government. This would be particularly so if Houlder Brothers were to act for an undisclosed principal (ie the Falkland Islands Government). Provided that the transactions continue to take place through Houlder Brothers and provided that the Falkland Islands Government do not have to accept or take notice of documents emanating from the Argentine Government which contain unacceptable assertions on the question of sovereignty over the Falkland Islands, we can agree that the Falkland Islands Government should continue to purchase spares for its aircraft from Argentina.

*Yours ever,
Peter Joubert.*

P G P D Fullerton
Latin America Department

Ref: FIGAS/LT.

AVIATION DEPARTMENT,
FALKLAND ISLANDS GOVERNMENT
PORT STANLEY,
FALKLAND ISLANDS.
5th. September 1973.



Dear Sirs,

I have to inform you that this department of the Falkland Islands Government ordered the undernoted aircraft stores direct, by telegram, from the DeHavilland Aircraft of Canada Limited, unfortunately the orders were not repeated to you.

Stores ordered and received are as follows:

C2W-1103	Strut L.H.	D.H. Invoice No	3-8604
S 8480	Washer Front		3-9414
S 8464	Gasket Piston		3-11495
AN3150-2	Battrey HD.)	
MS28741-4-0084.	Hose.)	3-11507.
AN155B16L	Barrel.)	

Information has been received from the supplier that their invoices have not been honoured, it would therefor be very much appreciated if you would be good enough to accept and clear the accounts on our behalf.

Any future direct orders will be repeated to you and you are hereby authorised to accept and honour the relevant invoices on our behalf.

Yours faithfully,

(J. KERR.)
Supt. of Civil Aviation.
for CHIEF SECRETARY.

CROWN AGENTS for
OVERSEAS GOVERNMENTS & ADMINISTRATIONS,
4, Millbank,
LONDON. S.W.1.

Copies:
The DeHavilland Aircraft of Canada Ltd.,
DOWNSVIEW, Ontario, Canada.

Chief Secretary,
PORT STANLEY. - For Information.

V.S. 017.

5/9/73.

RESTRICTED

From Buenos Aires 051730Z

To Routine Falkland Islands.

Telegram No. 89 of 5th September.

Layng's letter to Miss Evans of 22nd August:

Spares for FIGAS

1. Argentine Air Force never volunteered a list of spares. It was left that Kerr would send up a list of the spares that FIGAS might want and Air Force would supply list of prices.
2. Suggest list is prepared soonest before Degan Lob leaves.

To me a file

✓

11th September 1973

Chief Secretary

Superintendent of Civil Aviation

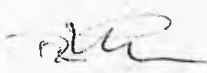
Spares for FIGAS from Argentina

His Excellency the Acting Governor informed you recently that clearance has now been given for us to purchase spare parts for our Beavers from the Argentine Air Force. You asked that a list of what is available should be procured, but the British Embassy has now telegraphed -

"Argentine Air Force never volunteered a list of spares. It was left that Kerr would send up a list of the spares that FIGAS might want and Air Force would supply list of prices.

Suggest list is prepared soonest before Degan Lob leaves."

2. Please advise what you now wish to purchase. Paragraph 6 of your FIGAS/PO of 2nd July is very relevant.


(D. R. Morrison)
AG. CHIEF SECRETARY

HRT.

MEMORANDUM

Reference FIGAS/PO...

Date 19th. September, 1973.

From Superintendent of Civil Aviation To Chief Secretary.



Aircraft parts Ex. Argentina.

I refer to your AIR/13/1 dated 11th September and enclose, in duplicate, a list of components in which we wouldbe interested.

2. This list is not very large, contains items which are not already on order from Canada but will be required in the not to distant future. All items requested have at least doubled in price since the last purchases made in Canada.

To me only

(J. KERR.)
Supt. of Civil Aviation.

DHC2 BEAVER COMPONENT LIST.

C2P 1015AND	Pipe Assy.)
C2P 1183AND	Pipe Assy.) - Priming.
C2P 623A	Valve Fuel Drain.
C2A (Type)	Fuel Filter Assy.
C2PT 269ND	Cock Drain.
C2EC 1273	Ring Assy. Cowling Bottom.
C2EC 1271A	Ring Assy. Cowling Top.
AN 7-24	Bolt Engine Attach.
AN 7-41	Bolt Engine Attach.
AN 310-7	Nut Engine Attach.
+ Type 12A	Fire Extinguisher.
A716-3	Cartridge Fire Extinguisher.
	Manifold Pressure Drain.
C2FS 4437A	Duct Assy. Oil Cooler.
C2FS 4445AND	Panel Assy. Centre.
C2FS 4435	Duct Fuel Line.
C2T 53A	Jack Assy. Elevator.
C2CF 2187A	Jack Assy. Rudder.
AN200 KS4	Bearing.
C2W 545-C2W 1103	Strut Assy. L.H.
C2W 546-C2W 1104	Strut Assy. R.H.
C2CF 5A	Tube Assy. Flap Torque.
C4FF 447A	Pump Install. Flap Hyd.
C2PT 445A	Tank Assy. Fuel - Tip L.H.
C2PT 446A	Tank Assy. Fuel - Tip R.H.
+ C2CF 1729A	Support Assy. Pedal L.H.
+ C2CF1730A	Support Assy. Pedal R.H.
+ 2D30/237-6101A-18.	Propellor-Hamilton Standard.

Note:

Only items shown + may be accepted after reconditioning and must be accompanied by a release note/certificate.

Ref: AIR/13/1

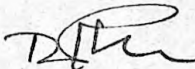
18th December 73

Dear Sir,

I refer to your letter E3K/139/5 of 29th November 1973 and append the details requested of the two aircraft operated by the Government Air Service -

	<u>Serial No.</u>	<u>Call Sign</u>
DHC(2) Beaver float plane	1664	VP-FAK
DHC(2) Beaver float plane	1666	VP-FAL

Yours faithfully,



(D. R. Morrison)
DEPUTY CHIEF SECRETARY

The Crown Agents for
Oversea Governments & Administrations,
E Department,
4 Millbank,
London SW1P 3JD.

REPORT ON BEAVER VP-FAL.

The above aircraft is at present under inspection and overhaul for the renewal of the Certificate of Airworthiness.

On removing the bottom panels extensive corrosion was observed on the fuselage frontframe, it is feared that this unit have to be replaced but a final decission on this point can not be made until frame has been thoroughly cleaned and inspected, to do this it is necessary to remove all behind the firewall and under the floor,also remove the wings and undercarriage.

In the process of dismantling the rudder bar and control column was found to be corroded, these units have been cleaned and are badly pitted and in the opinion of our airframe engineer are unfit for re-installation, replacement parts will have to be purchased.

A complete repair can be carried out locally, C./Tn. Fowler is qualified and capable of carrying out the work and is prepared to do so. He points out that the repair will be costly and will keep the aircraft out of service for quite a long period of time.

My own opinion is that the repair should be carried out, because an airworthy aircraft has a higher sales potential than a quantity of second hand component parts.

[Handwritten signature]
22/11

820

MEMORANDUM

AIR/13/1

Reference FIGAS/ME.

Date 24th. January 1974.


From Supt. of Civil Aviation.

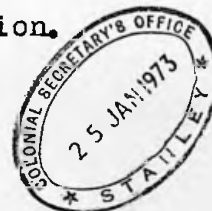
To Chief Secretary.

Further to my report on VP-FAL the undernoted major components will have to be purchased to make good the corrosion damage.

One X C2-FS-3203A Frame Assy. Tubular
One x C2-CF-843 Control Column Lower Sub Assy.
One x C2-CF-2049A Rudder Bar.

2. Of the above items I can only advise the cost the first item and is 2.135 Canadian Dollars. DeHavilland advise that the unit is available from stock and no jiggling is required for the replacement.


(J. KERR.)
Supt. of Civil Aviation.



AIR/13/1

871
25th January 1974.

Chief Secretary

Supt. of Civil Aviation

Falkland Islands Government Air Service
Beaver Aircraft

Thank you for your report on Beaver VP-VAT, and in confirmation of our conversation of the 23rd I would be grateful if you would let me know quickly the part numbers of the affected components so that we can ascertain whether they are stocked in Buenos Aires.

2. I would also be grateful if you would advise me of the date when the other aircraft was last inspected and confirm that its fuselage front frame, rudder bar and control column were then free from corrosion.

(T. H. Layng)
CHIEF SECRETARY

CB

872

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
	POY			31.1.74.

To

STATPRIORITY PRIORITY PROGRAMS BUENOS AIRES

NO A/C

02051

BEAVER SPARES

GRATEFUL IF ARGENTINE AIRFORCE COULD BE CONTACTED EITHER
 DIRECT OR THROUGH HOLLANDERS TO SUPPLY US URGENTLY BY
 AIR FREIGHT WITH FOLLOWING PARTS

- ONE C2-PE-3203A FRAME ASSEMBLY TUBULAR
- ONE C2-CF-243 CONTROL COLUMN LOWER SUB ASSY
- ONE C2-CF-2049A RUDDER BAR

EARLY CONFIRMATION OF AVAILABILITY APPRECIATED

LEWIS

c.c. Supt. of Civil Aviation

CB

Time

873

MEMORANDUM

Reference FIGAS/ME.

Date 1st. February 1974.

From Supt. of Civil Aviation,

To Chief Secretary



FIGAS - Aircraft Maintenance.

I refer to your AIR/13/1 dated 25th January, and have to report that VP-FAK was inspected on 13th. December 1973, this was a routine 100 hour inspection carried out in accordance with DeH. maintenance schedule, which does not require the removal of side and bottom panels. No corrosion was reported at that time.

??/11

2. This aircraft is due for a major inspection after approximately ~~at~~ twenty-five more flying hours.

3. I would like to point out that the corrosion discovered on VP-FAL could not possibly have occurred between inspections and I fear is a direct result of being one year without an airframe engineer.

When?

L. King / P. M. ...
✓
2/5/74

(Signature)
(J. KERR.)

Supt. of Civil Aviation.

874

Handwritten initials

ZCZC ATS231 MOW718X LHE276 XLH171 FCW14

FKLX BY GBLH 060

LONDONLH 60/59'6 1233

ETATPRIORITE

IMMEDIATE GOVERNOR

FALKLANDS

FM BUENOS AIRES 061210Z UNCLASSIFIED DESKBY 061700Z TO

IMMEDIATE PORT STANLEY TELNO 25 OF 6 FEBRUARY MY TELNO 24:

BEAVER SPARES 1 AIR FORCE REGRET THAT THEY DO NOT (NOT)

HAVE THE SPARES YOU WISH THEIR ENTIRE STOCK IS LISTED IN THE LIST

ENCLOSED WITH MISS EVANS' LETTER OF 25 JANUARY TO LAYNG

HOPSON

COL ETATPRIORITE FM 061210Z DESKBY 061700Z TELNO 25 6 MY

TELNO 24: 1 (C) EVANS' 25

Enclosed

NNNN

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

ZCZC ATS217 MOY213X LHE176 XLH408 TX

FKLX BY GBLH =87

LONDONLH 87/86 5 1640 P1/50

875

ETATPRIORITE IMMEDIATE

GOVERNOR

FALKLAND ILSNADS

FM BUENOSAIRES 051447Z UNCLASSIFIED TO IMMEDIATE PORT STANLEY
TELNO 24 OF 5 FEB YOUR TELNO 20 BEAVER SPARES 1 AIR
FORCE SAY THAT THEIR CHECK TO SEE IF THEY HAVE THE
SPARES WOULD BE MUCH FACILITATED IF THEY COULD HAVE A SPANISH
TRANSLATION OF THE PARTS

COL ETATPRIORITE IMMEDIATE GOV 051RRUZ 24 5 20 1

LHE176 XLH408 TX GOV PAGE226

PERHAPS KERR COULD CONSULT SASSI AS
TO NOMENCLATURE AND EITHER WE CAN PASS THIS ON OR SASSI
COULD INFORM AF HQ DIRECT (COMODORO REBOL)

HOPSON

COLNCOMODORO REBOL

Enclosed

NNNNK

876

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
<p>To</p> <p style="display: flex; justify-content: space-between;"> CROWN LONDON H. O. a/c. </p>				

FOLLOWING ORDERED DIRECT FROM DH CANADA ONE C2-CF-2049A RUDDER BAR COMPLETE ONE C2-CF-843 CONTROL COLUMN LOWER SUB ASSY ONE C2-FS-3203A FRAME ASSY TUBULAR INCLUDING RIVETS AND BOLTS CONFIRMING INDENT AV /74 FOLLOWS.

SUPT. AVIATION.

e.e. for e.s.o. file
Time

877

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT



Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

To	MOTII, TORONTO, CANADA.			H.O. a/c
----	-------------------------	--	--	----------

URGENTLY REQUIRE AOG PRIORITY ONE C2-CF-2049A RUDDER BAR COMPLETE
 ONE C2-CF-843 CONTROL COLUMN LOWER SUB ASSY ONE C2-FS-3203A FRAME
 ASSY TUBULAR INCLUDING RIVETS BOLTS FOR INSTALLING. INDENT NO. AV /74

SUPT. AVIATION.

O.E. Leso. file
Time

Item	DESIGNACION	Canti- dad.	VALOR \$	
			Unit.	Total
1	- Válvula de escape de combus- tible C2P623A.	c/u. 6	600,-	3.600,-
2	- Conj.soporte pedal izquier- do C2CF1729A	c/u. 2	120,-	240,-
3	- Conj.soporte pedal dere- cho C2CF1730A	c/u. 1	120,-	120,-
4	- Hélice Hamilton Standard 2D30/237-6101A18	c/u. 2	4.950,-	9.900,-
5	- Conj.larguero izquierdo C2W1103A.	c/u. 1	3.520,-	3.520,-
6	- Conj.larguero derecho C2W1104	c/u. 1	3.520,-	3.520,-

La presenta valorización asciende a la suma de VEINTE MIL NOVE-
CIENTOS PESOS (\$ 20.900,-).-

Sent by Argentine Air Force 24/1/78.

Extract from letter dated 25th January to T. H. Layng, Esq., from Miss M. G. D. Evans, Buenos Aires.

SPARES FOR FIGAS

When we embarked on this exercise at your request and after your Superintendent of Aviation's visit, we understood that this was a long term project - in that no spares were needed at the present time, but application might be made at a future date if the prices were as good as Jim Kerr had understood. I therefore told the Air Force that there was no urgency but that we should like the list when they could manage it, clearly a tactical error. The Air Force have been profusely apologetic about the delays in getting together the list of prices, both in December when we checked on the progress and again now. They have explained that there was no internal battle going on to ensure that the prices were the lowest possible. I now enclose the list of prices which I have been sent, which I have not translated into English, since, as you can see from the list FIGAS sent us, the appropriate correlation can be made between the reference numbers. With the propeller prices at £540, I hope you will find the prices reasonable. The Air Force have not yet priced the smaller items on the FIGAS list, but once you have decided that your unfortunate Beaver can be salvaged, if you would care to send me a full list of parts needed, I can pass it over to the Air Force to see whether the parts are available and to confirm that they will also be within the same price range. I should perhaps add here that the Embassy has no authority to buy pieces of aeroplanes and that the final stages of the operation, if it goes through, will have to be undertaken by Houlders as your agents.

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

88

ZCZC ATG100 C W0M603X LHC455 ZLR537 TX263563
FKLX BY QBLH 059
LONDONLN 50/57 5 2330

BTAT PRIORITY GOVERNOR
FALKLAND ISLANDS

FM BUENOS AIRES 052010Z

UNCLASSIFIED

TO ROUTINE PORT STANLEY TELNO 41 OF 5
APRIL/74.

YOUR UNNUMBERED TEL OF 4 APRIL : SPARES FOR FIGAS

1. REGRET IT WILL BE IMPOSSIBLE TO SECURE RELEASE OF PART
FOR FLIGHT OF 8 APRIL CUSTOMS PROCEDURES SHOULD BE
COMPLETED IN TIME TO DESPATCH ON 15 APRIL

HOPSON

*Pushed to Aviator
14.30/84
D.S.H.
8/4/74*

CALL BTAT PRIORITY 052010Z 41 5 APRIL/74. 4 : 1.

8 15

Entered

GOVERNMENT TELEGRAPH SERVICE
FALKLAND ISLANDS

29th April

74.

40

Beaver Spare Parts

As you may know, we are having continuing major problems over the supply of parts for our Beavers. As a result, both planes are now grounded for normal flying and we are able to manage only vital life and death medical emergency flights.

The main trouble has been with the Argentine customs authorities. The last lot of spares was held up for a month in customs in Buenos Aires although it was clearly marked 'Urgent A.O.G.' which apparently is an international code intended to indicate that the parts are for a grounded aircraft and so customs exempt.

The purpose of this letter is to ask you to do anything you can to expedite the last vital spare parts - the rivets - which are all that are now keeping us out of the air. They are in a small air-freight package coming from De Havilland Toronto by Lufthansa via Frankfurt to Buenos Aires and then Comodoro. An impossible task I know, but perhaps you can do something to help.



er. (T. H. Layng)

Miss M. G. D. Evans,
British Embassy,
Buenos Aires.

c.c. Superintendent of Civil Aviation

CB

POINTS ON THE AVAILABILITY OF FIGAS PLANES WHICH H.E. REQUIRES TO BE MADE CLEAR.

1. Plane VP - FAL.

The Superintendent of Civil Aviation in his letter of the 27th April, states that three weeks work is left before this plane can be given its flight trials. What I want to know is whether the correct rivets are now available because, as I understand the position, no further work can be done on this plane until the rivets arrive. In any case, I am being queried by Councillors and members of the public as to why the wrong rivets were ordered in the first place. Did we in fact order the wrong rivets, or did de Havilland make a mistake?

2. Plane VP - FAK.

(i) This aircraft is now well into its extension time and only has 30 hours left before withdrawal according to the SCA. Have we any options open at all? For example, if I seek the advice of the CAA in London and explain the position and they say there is no risk in running the plane for another 50 hours or so, have I the legal authority necessary to make such an order? The RSC should be consulted about this if necessary.

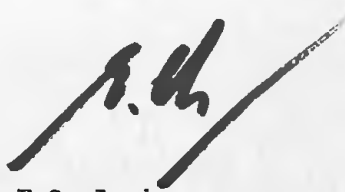
(ii) It is no use waiting until we only have 20 hours left before stopping routine flying. It will have to be done at once and reserved for medical flights.

(iii) One hears round the town talk being bandied about that the overhaul of this plane will take three months. Surely this is wrong? But, in any case, I want to know the facts as I should not pick this information up second hand.

3. On matters of this nature it is important that the Chief Secretary and myself are kept in the picture at all stages and in writing as to what is going on so that we can make any necessary decisions. All sorts of information have been passed on by the staff of FIGAS and the result is gossip is flourishing out in Camp about what is happening. This is bad administration and bad team work apart from anything else and must not be allowed to happen again.

4. On this servicing problem, particularly for major overhauls, we must so try and arrange the utilisation of our planes that the two planes are not coming up for major overhauls at the same time: ideally, we should aim that one plane is overhauled and then the second one is due for overhauling about six months later.

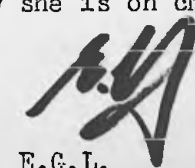
27th April, 1974



E.G. Lewis

P.S. We will now have to look at our alternative means of transport, i.e. by sea.

Again it may be necessary to check the problems involved in carrying passengers on the M.V. "Forrest" now she is on charter to M.O.D. and on the "Monsunen".



E.G.L.

AIR
A/20/74

PUBLIC NOTICE (To be broadcast three times, please) Saturday 27th April, 1974

FALKLAND ISLANDS GOVERNMENT AIR SERVICE

Information was received by telegram this morning that some of the spare parts received for the Beaver aircraft currently being overhauled are incorrect. As a result of this there will be further delays before the aircraft can be brought back into service.

The Beaver now in use has only a very limited number of flying hours remaining before it must be withdrawn from service for major overhaul.

As a result of this unfortunate situation, due entirely to an error on the part of our suppliers, it will be necessary to restrict severely the amount of flying which can be done. The Governor has accordingly instructed that with immediate effect flights may only be undertaken:

- (a) to bring into hospital medical emergencies
- (b) to transport those going on overseas leave
- (c) to transport Council members for attendance at the forthcoming Standing Finance, Executive Council and Legislative Council meetings.

A limit of four hours flying per week has been imposed, but every effort will be made to fill all seats when flights are undertaken and for mail to be dropped. It is hoped that FIGAS will be in a position to lift these restrictions in approximately six weeks time.

Members of the public who fall outside the three categories listed above and who consider that they have priority requirements for transportation should contact the Chief Secretary. The Officer in Charge Royal Marines has very kindly agreed to make the M.V. "Forrest" available, as far as he is able, during the present period of difficulty.

585

AVIATION DEPARTMENT,

Stanley,

Falkland Islands.

27th APRIL..... 19 74

Your Excellency,

I have the honour to report at the request of the C.S. aircraft availability.

VP-FAL was inspected on 9th APRIL for the purpose of extending time to C. of M. and extension entry entered in Log Books.

The aircraft is now well into extension time have 30 hours left before withdrawal, I would therefore recommend that on reaching 20 hours flying be restricted to medical and emergency flying only.

C/P. Fowler advises me that there is approximately 3 weeks work left on VP-FAL.

I am Sir,

Your Obedient Servant.



SUPT OF CIVIL AVIATION.

AVIATION DEPARTMENT, 86

Stanley,

Falkland Islands.

S.D. 2/5

.....2 May.....1974.

Sir,

I have the honour to refer to our conversation of 1st May, the following are the service intervals and my estimate for the approximate times for completion of inspection, including normal repair and replacement:

- 100 hour 2 days.
- 200 hour 4 days.
- 300 hour 2 days.
- 400 hour 4 weeks.
- 500 hour 2 days.
- 600 hour 4 days.
- 700 hour 2 days.
- 800 hour 8 weeks.

I am, Sir,

Your Obedient Servant,



(S.D. FOWLER.)

His Excellency
the Governor.

3rd May, 74

Dear Sir,

Please refer to your letter NDF/md of 6th February, 1973, and my reply AIR/13/1 of the 21st February.

2. We are wondering whether you have now successfully produced a version of your Islander aircraft with floats which you mentioned in your letter referred to above. Our Beavers, although still theoretically with several years of useful life left in them, are beginning to show signs of age and we are turning our thoughts seriously to the question of replacements. As I think you know, our internal air service is committed to float planes (we have more than 50 landing sites in bays and creeks around the Islands) and it is therefore only sea planes in which we are interested.

Yours faithfully,

(T.H. Layng)
Chief Secretary

N.D. Franklin, Esq.,
Sales Department,
Britten-Norman (Bembridge) Limited,
Bembridge Airport,
Isle of Wight,
England.

c.c. (n.s.o.o.) S.C.A. Stanley.

FILE 888

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

A/C H/O 3 May 1974

To
 HERT PRIORITIES (IMMEDIATE)
 PROGRAMME SECTION 201

082100Z

From Falklands

Tel No 154 of 3 May

Immediate to PCC

1. De Havilland Aircraft Company, Downsview, Ontario, Canada, have air-freighted parcel containing 100 rivets urgently required in the Falklands to repair grounded aircraft of our Internal Air Service.

2. We asked for the package to be sent airmail, but it has been despatched air-freight via British Airways to London Heathrow, airway bill No: 061-8023-7172 (Repeat 061-8023-7172) on 1 May. The air-freight consignment is probably marked ABC (aircraft on ground) Express and is addressed to the Governor of the Falkland Islands, c/o PCC. I would be grateful if steps could be taken to re-address ^{via} this consignment from Heathrow and put in first available bag to me.

Time

LAWIS

Falkland Islands Government Air Service

All the spare parts required for the Beaver currently undergoing overhaul were received by to-day's Fokker Friendship flight. As a result of this the date when this aircraft will be available to re-enter service can now be predicted with a fair degree of certainty. His Excellency the Governor has accordingly directed that the current restriction of four hours flying per week may be increased to eight hours. Bookings should be made in the normal way to the Falkland Islands Government Air Service Office but members of the public are earnestly asked to co-operate by restricting their flights to priority business. It is expected that all restrictions will now be able to be lifted in about three weeks' time.

MEMORANDUM

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

8th May, 1974 19

H.E. the Governor,

Government House,

Stanley

c.c. Chief Secretary

Supt. Civil Aviation

Stanley, Falkland Islands.

SUBJECT:- SUMMARY OF EVENTS - BEAVER VP-FAL

When the extent of corrosion on VP-FAL was known the facts were immediately made known to the Chief Secretary and Governor, and a discussion held at Government House, in an attempt to obtain the required parts quickly it was decided to enquire from Argentine Air Force (see H.E. telegram to Embassy B.A. 31.1.74) if they could supply the necessary parts, a delay occurred because the parts could not be identified in the Argentine and eventually a negative answer was received.

On receiving the above information a telegram was dispatched to D.H. Canada on 7th February, copied to Crown Agents London requesting Aircraft on Ground priority requesting; Rudder Bar, Control Column, Front Frame, Rivets and Bolts for installation. Confirming indent raised and dispatched to C.A. on 4th March.

The frontframe and rudder bars and bolts were dispatched from Canada on 7th February under LH AWB 220-12130370 via Frankfurt and Buenos Aires, the consignment eventually arriving on Sunday 3rd March. When the case was opened on Monday 4th March and checked it was found that no rivets had been supplied. D.H. were cabled on 5th March advising non-arrival of the rivets and it was not until 20th March were we advised that this item had been dispatched air parcel, being received on 25th March.

On receipt it was found that the rivets supplied were alloy, that is both solid and cherry, in addition the cherry rivets were under size. In an effort to speed things up I enlisted the aid of Vice Comodoro Bloomer-Reeve who kindly obtained 100 cherry rivets of the correct size for us, unfortunately these turned out to be alloy. In the meantime we found a quantity of solid steel rivets in the Auster stores, these were immediately fitted.

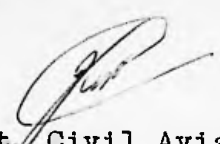
A cable was dispatched to D.H. on 19th April requesting was it permissible to use alloy rivets in stainless steel fire walls and advising them that those supplied by them were undersize, this was not replied to until April 26th disallowing use of alloy rivets and advising that 100 x CR - 863 - 5 - 4 had been dispatched that day, airfreight and to retain the CR763-4-2 previously supplied, also that we would be credited 9 dollars.

Because D.H. had dis-regarded our air parcel delivery/and dispatched by airfreight, an immediate cable was dispatched to them on 28th April requesting a duplicate supply addressed to Governor Falklands c/o F.C.O. Downing Street, London, the purpose of this being that the stores would be placed in the first Diplomatic dispatch to the Falklands and not subjected to any further customs delays in the Argentine. Unfortunately the supplier misread our request and replied on 29th that they could not comply as rivets had already been dispatched. A further immediate was dispatched to D.H. on 29th April advising our request was for additional supply, on 30th we received an apology from supplier for misreading our cable and advising that an additional quantity would be shipped as requested on 1st May, then on 2nd May D.H. advised that rivets had been dispatched but again by airfreight and not air parcel as requested, this resulted in His Excellencies immediate cable No.154 of 3rd May.

The second dispatch missed the connection but the rivets dispatched on 26th April were received on 6th May and the front frame secured within 45 minutes of the stores being delivered to the hanger. The inspection and all possible repairs having been completed prior to

...../the arrival

the arrival of the rivets, the process of re-assembly is now in progress and I am advised proceeding satisfactorily.


Supt. Civil Aviation

YF *8/5*
I have asked SCA also to provide me with copies of Tels and indents referred to, to make it all quite waterproof.

I suggest you retain this for Essex tomorrow

8/5

FILE:

Superintendent - Civil Aviation

.....

BEAVER AVAILABILITY

1. In view of the importance that everyone attaches to your air service, it is imperative that I am conversant with every aspect of the Beavers' state and in addition to receiving each week the information you send in about AVGAS supplies, I would like to have the following information for each 'plane:-

- (a) The number of hours flown - week ending
- (b) The total number of hours since the last 800 mile check.
- (c) Next service due at hours.

(2) I will then have in my office an availability chart on the lines of the attached, on which you may wish to comment in due course.

E G Lewis
10 May 1974

FALKLAND ISLANDS GOVERNMENT AIR SERVICE

BEAVER AVAILABILITY CHART

1. Plane: Reg No	No of hours flown for week ending -	Total No of hours since last 800 hour check	Next Service due at hours
VP-FAL			

2. Plane: Reg No

Servicing Data

Service check at	100 hours:	Time Taken for check days
200	"	
300	"	
400	"	
500	"	
600	"	
700	"	
800	"	

FIGAS
FILE C

10

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

904

EXTRACT FROM THE MINUTES OF EXECUTIVE COUNCIL MEETING NO. 2/74 HELD
ON THE 9TH AND 10TH MAY 1974

AIR/13/1

(iv) FIGAS - Maintenance - His Excellency read to Council a written report prepared by the Superintendent of Civil Aviation giving a history of the efforts made by the Aviation Department to obtain the rivets necessary to complete the work at present being undertaken on Beaver VPPAL, the delay in the receipt of which was instrumental in causing a temporary cut-back in flying by FIGAS. Honourable Members asked the reason for the corrosion on Beaver VPPAL as the problem had not been encountered on any of the other Beaver aircraft. Steps were being taken to avoid the situation where both aircraft were due for overhaul at the same time.

The report of the Civil Aviation experts who visited the Colony towards the end of 1973 was still awaited.

Grouing
CLERK TO COUNCIL

AIR/13/1

905
28th May 1974.

Chief Secretary

Ag. Supt. of Civil Aviation

Corrosion on Beaver Aircraft VPPAL

At a recent meeting of the Executive Council, Honourable Members asked the reason for the corrosion on Beaver Aircraft VPPAL as the problem has apparently not been encountered on any of the other Beaver aircraft operated by NIGAS.

2. To enable me to reply, I should be grateful for any advice you can give me on the matter.



(R. Browning)
For CHIEF SECRETARY

CB

906



Reference AIR/13/1.....

Date 31st May 1974.....

From Ag. Supt of Civil Aviation.

To Chief Secretary.

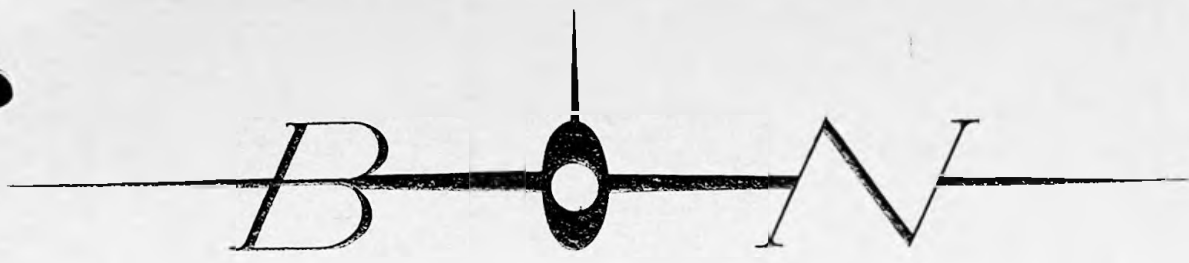
Corrosion on Beaver Aircraft XP-FAL.

This Corrosion could have been caused by.

- A. The initial protective treatment by the manufactures not adhering to the frame properly, -breaking down, and letting salt water affect the structure early in its life
- B. That due to the above the protective treatment continued by FIGAS was not completely sealing the affected parts.

VP-FAK was throughly inspected during her 400 check and corrosion in this part was found to be negligible, and we are 90% certain that no major problems will be found during the 800 hour inspection.

Jan C. [Signature]
Ag Supt of Civil Aviation.



BRITTEN - NORMAN (BEMBRIDGE) LIMITED

REGISTERED OFFICE: BEMBRIDGE AIRPORT, ISLE OF WIGHT, ENGLAND PO35 5PR

TELEPHONE: BEMBRIDGE 2511/5 - CABLES: BRITNOR BEMBRIDGE - TELEX: 86277

COMPANY REGISTRATION NUMBER IO27950

B/NDF/AJP

28th May, 1974.

Mr. T. H. Layng,
Chief Secretary,
The Secretariat,
Stanley,
Falkland Islands,
South Atlantic.

Dear Mr. Layng,

Thank you very much for coming back to us in reference to the use of the Islander as a float plane around the Falkland Islands. Unfortunately, due to other pressing commitments, we were not able to put the float plane development into this year's budget. However, you may be interested to know that a company in the United States has completed an initial design study and only a week ago we received the first drawings of what they have in mind.

We believe that we now have enough interest worldwide in the Islander float plane to justify a go-ahead next year but this will have to be decided by our directors. Due to the weight of the floats and various performance requirements, the seating capacity of the Islander would probably be reduced to about six, although the cabin volume would not of course be restricted. If you think that you will be able to keep your Beavers until about August/September 1975 and then might have a requirement for an Islander float plane as just described, I would be very pleased to hear. Any serious interest will help to persuade the powers that be in our Design Department to speed through such a programme. I would also be interested to hear if you have any idea of the numbers of units that may be involved. At 1974 prices we might expect a unit price of about £65,000 - £70,000. The floats would be removable so that the aircraft could be converted back to standard configuration if required.

fly to the coast!

Cont./....

A MEMBER OF THE FAIREY GROUP

I am sure it goes without saying that if any members of the Secretariat should visit these islands they would be most welcome here on the Isle of Wight. I would be more than delighted to show them round the factory and discuss the possible applications of our aircraft to the Falkland Islands.

With best wishes,

Yours sincerely,



Nigel D. Franklin
Sales Executive - Western Hemisphere

12th June, 74

Dear Mr Franklin,

Many thanks for your letter of the 28th May, reference B/NDF/AJP.

2. Our Superintendent of Aviation, Mr Jim Kerr, M.B.E. is at present on leave in the United Kingdom and he would be the best possible person to come and see your works in the Isle of Wight some time this summer. His address is - 8 Legbourne Road, Louth, Lincoln, and I am sending him a copy of this letter and also of yours of the 28th May. No doubt he will contact you and try and arrange a mutually convenient time for his visit.

3. We are rather disappointed to note your assessment that the seating capacity of the Islander on floats would probably be only about six. This means that it would be very little better, from the passenger point of view, than our current Beavers. However, we shall have to re-equip in due course and it will be most useful to us to have Mr Kerr's assessment of your proposed development. He has been running our internal air service here for more than 20 years.

4. My tour of duty here finishes shortly so please address any future correspondence on this matter simply to the Chief Secretary.

Yours sincerely,



(T.H. Layng)
Chief Secretary

Nigel D. Franklin, Esq.,
Sales Executive - Western Hemisphere,
Britten-Norman (Bembridge) Limited,
Bembridge Airport,
Isle of Wight,
England PO35 5PR

c.c. J. Kerr, Esq., M.B.E.

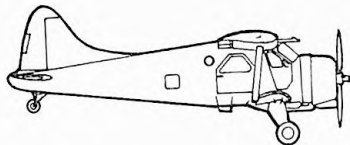


dk aviation ltd

FISH DOCK ROAD
GRIMSBY
LINCOLNSHIRE
ENGLAND

Telephone GRIMSBY (0472) 54302
Telex 52388 (Attention KINGAVIA)
Answer back COSALT
Cables KINGAVIA GRIMSBY

12 DHC-2 BEAVERS



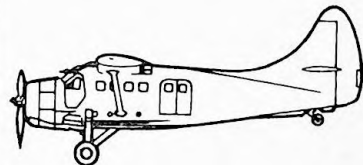
US\$25,000 EACH

8 DHC-4 CARIBOUS



US\$300,000 EACH

8 DHC-3 OTTERS



US\$50,000 EACH

The above prices are for individual aircraft delivered off airframe overhaul and with zero hour engines and propellers. We shall be pleased to negotiate prices for packages involving a number of aircraft and spares. Prices can also be quoted for any of these aircraft in "as is", "where is", condition.

Finance, insurance and full details from **DK AVIATION LTD**, the INTERNATIONAL SOLE AGENTS.



910

ACS

FIGAS SPARES

1. Would you please ask Mr Campbell to let me know what system is employed when compiling lists of spares that may be required.
2. It seems to me that instead of indenting from time to time everything is left and lumped into one annual indent, and this can cause delays. For example, the spares at present required for the plane under repair were not indented for until the plane was due for its 800 mile check.



E G Lewis
28 July 1974

MEMORANDUM

915

Referen.....

Date 6th August, 1974.....

From Acting Supt. of Civil Aviation

To Acting Chief Secretary

FIGAS SPARES

In answer to your memo AIR/13/1 of 31st July re FIGAS spares. The ordering of spares has followed the same pattern for a number of years. When spares are withdrawn from the store for use, the engineer concerned (either airframe or engine) notes if replacement is necessary and this is kept until it is felt that the number of parts warrants an indent.

Our stock pile of spare parts is quite adequate and most items are held in sufficient numbers to cope with routine maintenance.

An indent is then made of the number of parts it is felt will carry us through the year (emergencies excepted). Any component that is urgently required, is of course ordered by telegram.

It must be realised that the ordering of spares has to be left to the discretion of the engineers, and although the department has gone through a bad period during the last six months an adequate supply of spare parts will still be held to cover all routine maintenance.


(I.T. CAMPBELL)

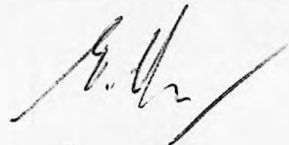
AG. SUPT. OF CIVIL AVIATION

ACS

1. With reference to the attached Memorandum from the Acting Superintendent of Civil Aviation, I agree that the present system appears to be adequate.

2. I had a look over the spare parts department yesterday with Mr Barber, and it appears that our stock of spares should meet all our demands (emergencies excepted). Obviously we cannot afford to carry all the spare parts we are likely to need as financially this would be very expensive

3. As Mr Campbell states, we have gone through a bad period during the past six months but I think valuable lessons have been learned and (keeping our fingers crossed) we should be all right for the next 2 or 3 years.



E G Lewis
7 August 1974

PRESS RELEASE FROM THE SECRETARIAT

Aircraft No. VP-PAK was damaged at San Carlos this morning. Mr Fowler of FIGAS was flown out to inspect the damage and as far as can be ascertained at present the spares necessary to repair the aircraft are available in the Colony.

Mr Kerr and Mr Fowler are remaining at San Carlos with the aircraft tonight. The spares will be flown out from Stanley tomorrow morning.

The Secretariat,
Stanley.

20th September 1974.

MEMORANDUM

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

22nd October, 1974



Aviation Department,

Chief Secretary,

Stanley, Falkland Islands.

Secretariat, STANLEY

SUBJECT :- BEAVER SPARES FROM ARGENTINE AIR FORCE

You may or may not be aware that for some time now we have been trying to negotiate the purchase of surplus Beaver spares from the ARGENTINE AIR FORCE (see enclosures file AIR/13/1). To this end I visited the Air Force H.Q. in BUENOS AIRES in the company of G/Capt. GORDON and Miss Evans of the British Embassy staff, it was then arranged through the good offices of Comodoro LOB that I should visit the maintenance unit at QUILMES and view the stores being disposed of, this I did and because of the large variety of parts held the Commanding Officer agreed to produce a catalogue of parts for me, unfortunately this was never produced.

2. V/Cdo. Bloomer-Reeve is aware of what has gone before and on his recent visit to B.A., he too visited QUILMES and viewed the stores, because of the variety he too asked for a catalogue but after receiving assurance that one would be produced he was further advised that there was insufficient staff to do so, he was also informed that the parts would be held for a further three months, pending our purchase, then the lot disposed of.

3. The stores held at QUILMES will be sold to us at much lower prices than we could buy them from CANADA at the present time and I feel we should do everything possible to make a purchase but only those parts which we can use.

4. Bloomer-Reeve and I have discussed this matter and on his suggestion, with which I agree, a member of the Air Service staff should visit the AIR FORCE BASE and list all parts which would be of use to us and in which we would be interested in purchasing, this list could then be given to the AIR FORCE for pricing.

5. My suggestion is that C/Tn. S.D. Fowler be assigned the task and that it be, if possible, combined with a courier visit, we have however a servicing problem, that is, one aircraft is due a 400 hour inspection within the next three weeks, this will take approximately four weeks to complete, by which time the second aircraft will be due a 200 hour inspection and this could take up to ten working days to complete. If we wait until the servicing is completed we would be running fairly close to the deadline set for disposal, I therefore recommend, if my suggestion is accepted, that Mr. Fowler be sent to B.A. on the flight of October 28th, thus completing the spares exercise before the heavy servicing schedule commences.

6. I have discussed the subject matter with Fowler, he is prepared to undertake the task and is agreed that as far as he is concerned he would prefer to carry out the visit before the inspections, as remedial work may prolong the periods mentioned above and we would then run out of time.

7. A list of spares in which we were interested was forwarded to Miss Evans at the Embassy - see AIR/13/1 d.d. 24th Sept. 1973, to date I have not seen any further correspondence on the matter.

J. Kerr

J. KERR
SUPT. OF CIVIL AVIATION

JK/DPE

6/5 / I think Fowler should go to B.A. on the flight of the 28th when he returns in port

24/10/74

C.S.

I have arranged for
C/tn. Fowler to travel as courier
Monday 28th Bs As have been
advised.



24.10.74

180

GOVERNMENT TELEGRAPH SERVICE

FALKLAND ISLANDS

SENT

P1677 P4416 8/64

Number	Office of Origin	Words	Handed in at	Date
--------	------------------	-------	--------------	------

To	LTF PRODRONE BUENOS AIRES		HO/A/C	
----	---------------------------	--	--------	--

11525

BEAVER SPARES REFER OUR LETTER TO MISS EVANS 24 SEPT 1973
 PROPOSE COURIER POWLER OF FIGAS VISIT QUILMES AIRFORCE
 STORES TO LIST SPARES
 GRATEFUL ARRANGEMENTS MADE

LEWIS

Time

NNNNKKKKD147

921

ZCZC ATS467 MOW223X LHC720 XLH454 TX263564
FKLY BY GBLH 078
LONDONLH 78/76 28 1955 P1/50



ETATPRIORITE PRIORITY
GOVERNOR
FALKLAND ISLANDS

FM BUENOS AIRES281845Z
UNCLASSIFIED TO PRIORITY PORT STANLEY TELNO 89 OF
28 OCTOBER/74
YOUR TELNO 115 FIGAS SPARES
1 SINCE ENTIRE STOCK OF BEAVER SPARES HELD BY ARGENTINE
AIR FORCE WAS INCLUDED IN LIST SENT WITH MISS EVANS
LETTER OF 25 JANUARY TO LAYNG TELNO 25

COL ETATPRIORITE PRIORITY AIRES281845Z 89 28
OCTOBER/74 115 1 25 25

LHC720 XLH454 ETPTE PTY GOV PAGE2/26

REFERS , WE SEE NOT (REPEAT)
NO VALUE IN TAKING UP FURTHER TIME OF AIR FORCE AND
THEREFORE DO NOT PROPOSE TO MAKE ARRANGEMENTS
MAYNARD

COL , (REPEAT)

Entered card

Sh

MEMORANDUM

924

Reference FIGAS/ME...

Date ...14th. November, 1974

From Aviation Department

To Chief Secretary,
Secretariat.



The visit to the Argentine Air Force station at Quilmes to view their remaining Beaver spares was arranged between Vice Commodore Bloomer-Reeve and V/Cmd. de la Colina, who I met in Buenos Aires to finalize arrangements. V/Cmd. Poggi, of the National Department, went with me to Quilmes on Thursday 31st October where Sr. Valentino joined us to interpret.

The spares available to us, apart from the list of major items received by the Secretariat early in the year, are a quantity of small recurrent items and some larger non-recurrent items.

I was unable to make a detailed list of the items as, on expressing my desire to do so, I was told that only a nominal price would be charged for everything and that in fact they would have preferred that we take all the spares. However, there was an amount of landplane undercarriage parts and these, plus some others that would not be needed were separated. V/Cmd. Poggi said that the selected spares would be crated and despatched to Comodoro Rivadavia for a flight to Stanley on a fill-up basis on the regular L.A.D.E. flights.

On my return my findings were reported to the Superintendent of Civil Aviation and I also visited V/Cmd. Bloomer-Reeve. He suggested that when the spares have been received and catalogued that they should be stored separately, and that only those items used need be paid for.

I consider the visit to Quilmes to have been well worth while as some useful spares should shortly be arriving here and, while I am unable to be detailed about the financial aspect, at very reasonable prices.

My thanks are due to Vice Comodoros Bloomer-Reeve, de la Colina and Poggi, and Sr. Valentina.

S.D. Fowler
CHIEF TECHNICIAN

SDF/DPE

C.S. The list of items referred to in para. 2. was never passed to me, had this been so we would now have in stock major items which I have recently purchased from Cannon at considerably higher cost, the complete list being offered at less than two new propeller blades. There is little more, than to thank the gentlemen concerned, we can do until each time as the stores arrive.

*S.C.H.
14/11/74*

Ref: AIR/13/1

28th November

74

Vicecomodoro C. Bloomer Reeve,
Stanley.

Sir,

Beaver Spares

I have now received a report from Chief Technician S. E. Fowler about his visit to the Argentine Air Force base at Quilmes and of the very helpful way in which he was treated and the list of spares made available to him.

I understand from Fowler that although he was not able to make a detailed list of all the items, he was told that they would all be sent down for use by FIGAS, being charged out as they are taken into use.

I should like to express my appreciation to you and to the other officers concerned for the very helpful attitude adopted and for the offer of spares which will be extremely useful.

Perhaps you will be kind enough to pass on my thanks to Vicecomodoro de la Collina, Vicecomodoro Poggi and Sr. Valentin.

I am,

Sir,

Your obedient servant,



A.J.P. Monk
Chief Secretary

4.12 New Aircraft for the Falkland Islands Government Air Service A(12/13/1)

The two Beaver aircraft of the Government Air Service will need replacement by 1976, and provision is included in the last two years of the plan for new aircraft. Conditions in the Colony - strong and changeable winds and a proliferation of bays, creeks, inlets and ponds - make seaplanes the only practicable form of Colony-wide air transport, and a decision as to which type of plane should be purchased will be taken in 1975. It is understood that Beavers are no longer available. If the utilisation of the air service continues to increase and substantial numbers of tourists come in the summer months, it is likely that the new version of the Britten-Norman

Islander fitted with floats may prove to be a suitable choice. As the Islander has double the capacity of a Beaver, seat occupancy forecasts will dictate whether one or two new aircraft will be needed.

21

Extract from SFC Minutes of meeting 24th April 1975 extracted to ~~File 13/1~~

927

3.(5)

REPLACEMENT OF BEAVER AIRCRAFT

The Committee expressed concern at the cost of obtaining spare parts and recommended that early consideration should be given to the replacement of the present Beaver Aircraft. It was further recommended that Mr Pitaluga and Mr Luxt should be co-opted to the recently formed Executive Council Sub-Committee to investigate the replacement of the Beaver aircraft and that the Committee should meet with as little delay as possible.