



Mr Roberts  
Supervisor - W/T Station

Copy: Mr Knight - Cable & Wireless

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1. Vice Comodoro Bloomer-Reeve came to see me yesterday about the plans he has for improving the VHF and VOR facilities to help with the LADE traffic and the control of flights. Apparently he would like the VHF equipment to go in at once and the VOR, providing extra navigational aid, will probably be ready in July.
2. I told Vice Comodoro Bloomer-Reeve that I had already approved in principle improved navigational aid for Hooker's Point Airfield, and that I saw no objection to his proposals providing the installation of this equipment did not cause interference with any of our existing wireless links. I further added that he should consult you and Mr Knight about this aspect.

*E. G. Lewis*

E G Lewis  
8 May 1974

*Ed 20/5*

H. E. the Governor,

With reference to the above installation of VHF and VOR at Hooker's Point Airfield, Mr Knight and myself have conferred with Vice Comodoro Blomer-Reeve and agree that with the VHF frequencies to be used there will be no interference to our present wireless links.

*W H Roberts*  
Supervisor,

W/T Station,

18th. May 1974.



PORT STANLEY MAY 15th 1974

Dear Mr T.LAYNG

In accordance with the agreement in the operation of the temporary airfield at Stanley, and in view of the need to ensure a high standard of flight safety, the A.A.F. proposes to install the following radio equipment, whose purposes will be to improve the procedures for aircraft landings. The co-operation of the local authorities is requested in implementing the installation of these.

1. VOR (VHF Omni Range Beacon) This is a precision landing-aid to be installed at a suitable position at Hooker's point, and requires siting approximately one mile West of the 09 threshold of the runway and in line with this. The exact spot must be determined by the technical requirements of the VOR and the character of the terrain.

Brief details are:

- a) the beacon will be operated in a fixed frequency of 116.9 MHz, in the VHF band.
- b) operating time will be 45 minutes before the ETA (estimated time of arrival) until engine shut down, and from take-off until the aircraft reaches the "point of no return" approximately 1.5 hours.
- c) the range of the VOR is dependant upon the aircraft altitude, and is typically 80 miles at 10,000 feet.
- d) the electrical power requirement is 220 volts, 50 Hz.

The use of this beacon will reduce the present limiting altitude of 500 feet ceiling for landing by some 35-45%.

It should be noted that VOR is not a replacement or substitute for the maritime beacon operating on 417 KHz.

2. VHF Ground to Air Communications Radio. In conjunction with the above, it is intended to install a VHF communication link at the airport. This will be a fixed crystal frequency within the aircraft VHF band with two alternative channels.

Brief details are:

- a) Operating frequency will be 118.5 MHz, with 118.1 MHz and 119.2 MHz for the alternative channels.
- b) the range will be about 20/30 miles.
- c) due to the lack of main power, the equipment will be operated from batteries recharged from a wind generator.

From the 13th of this month, a portable VHF radio is being used on the above frequencies. The range however, is barely 20 miles unless the aircraft is operating at high altitude.

3. HF TELETYPE EQUIPMENT. This has been requested to combat the severe static and other interference experienced on the HF SSB radio transceiver at present in use at the L.A.D.E. office, and to improve communications with Buenos Aires and Comodoro Rivadavia. It is proposed to use the present frequency allocation of 15.076 KHz or possibly 11.605 KHz. (upper and lower side bands), but should it prove necessary on technical grounds to alter these, you would of course be consulted further to ensure no interference with other local communication service.

This equipment will require a somewhat more sophisticated antenna than that which is in use at present in the PWD area, and it is proposed that the mast in use be duplicated to increase the resistance and with the use of extra stay wires. It seems unlikely that additional masts would be required.

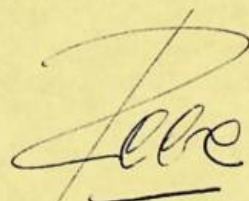
Details of these equipments and installations have been discussed with Mr JOHNSTON, Mr KNIGHT, Mr ROBERTS, Mr TURNER and Mr KERR who see no objections to the proposals.

Next week, technician for VOR will arrive from B.A. to complete studies and receive information.

This letter intended to give a broad outline of the scheme, rather than technical details.

Completion of the work, allowing for reasonable weather conditions can be made before the end of August.

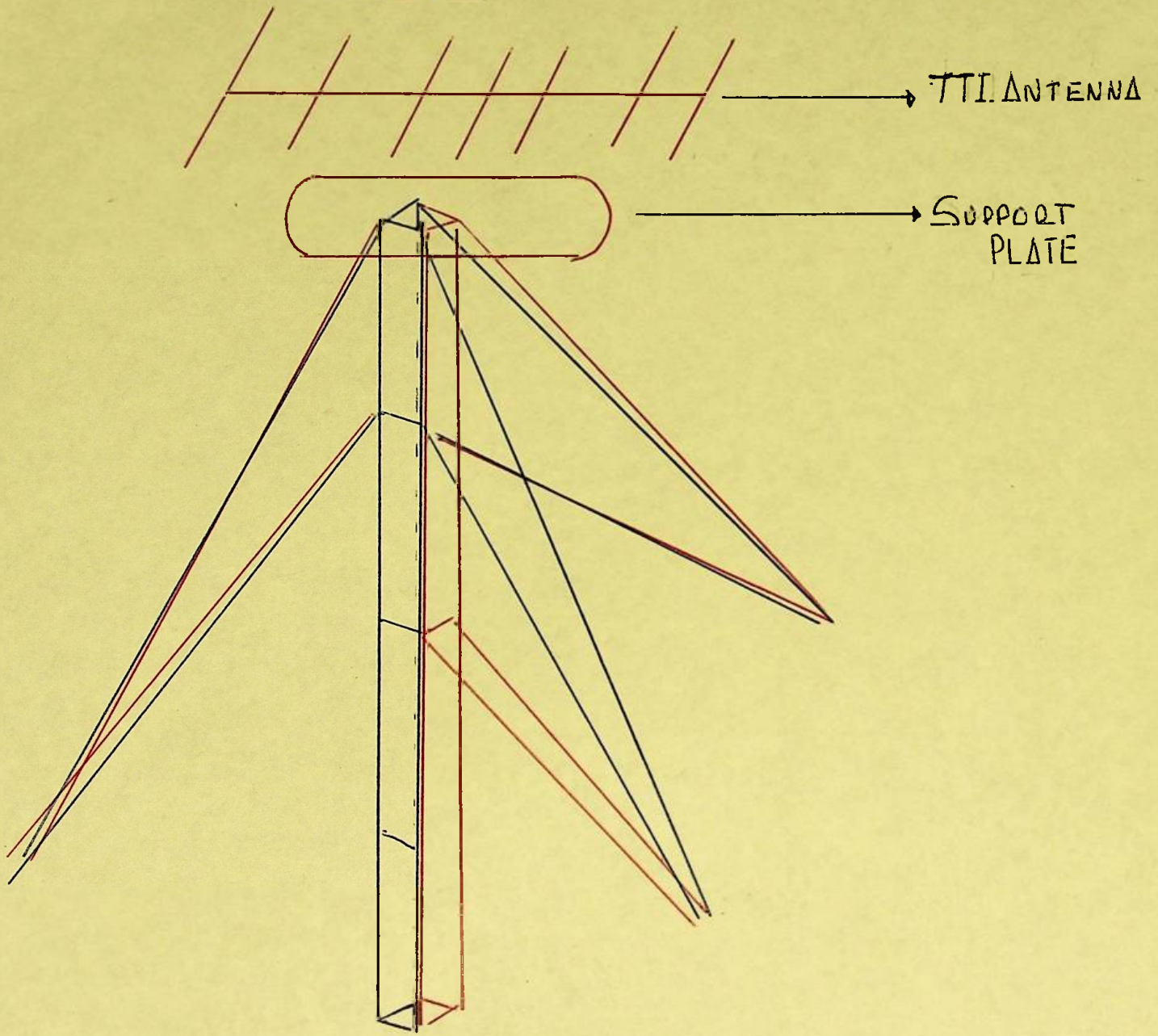
Yours sincerely



CARLOS F. BLOOMER REEVE

Main problem is the provision of main electricity to the VOR. SPK is producing - estimate

ITI on SSB



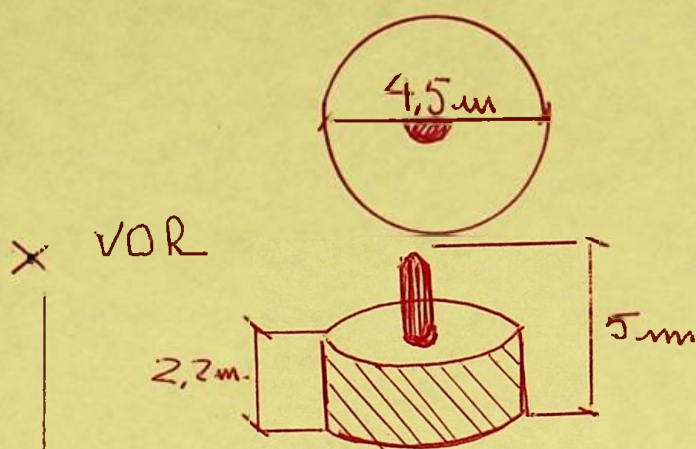
— New  
— Old

*Be*

VOR Hooker Point

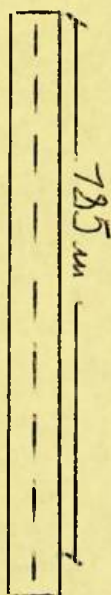
GRAPH 2

FREQ. 116.9 MH.  
220v 50 cpm.



≅ 1.609 m.

50



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TEMPORARY  
AERODROME



CONFIDENTIAL

*E.Y. 2/10/74*

*B/W*

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Y/E

New Airport Stanley

A week or so prior to departing UK for Port Stanley I was requested to attend a briefing meeting with:-

The Airport Consultants  
The Main Contractors  
Cable and Wireless Airports Section.

At this meeting Cable and Wireless were advised that the provision of the Telecommunications for the new Airport were to be the subject of a negotiated contract between the Main Contractors and the Company.

The equipment to be provided was:-

Point to point HF (high frequency) radio to  
Cdre Rivadavia ATC( air traffic control).

Ground to air VHF (very high frequency).

Lowpower NDB locator wind powered  
(NDB = Non directional beacon)

High power NDB.

Cable and Wireless would be expected to Engineer, furnish and install the equipment to the consultants specification.

In discussion, opportunity was taken to point out some of the drawbacks of locating all the equipment in the Terminal Building at the Stanley Airport:-

i.e. Lack of continuous power.

Airport unmanned except for scheduled flights.

Expense of watchkeeping staff if full time manning required.

Lack of provision of telephone lines for the Airport.

Mr Martin King of Johnston Construction who was at the meeting and having just returned from these Islands concurred with the points made. No basic action was taken as the sub-contract for the provision of equipment has still to be negotiated.

With respect it is suggested that some discussion between interested parties in the Colony be held to elaborate a plan of equipment location that would be the most economical to the Colony in the terms of staffing and subsequent maintenance, together with convenience of operation to Airport Management.

*Ronald Roden*

Ronald Roden,  
Manager,  
Cable & Wireless,  
Falkland Islands.

8.10.74.

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11th November,

74

Ref. AIR/13/8

The Manager,  
Cable & Wireless.  
Stanley.

Dear Sir,

I refer to your minute of 8th October, 1974 about telecommunications for the new Airport.

I agree that it would be useful for interested parties to discuss this at a convenient stage, but wonder if it would be prudent to wait until Mr. Maidman had been here a little longer.

If you think we should pursue the matter more urgently please let me know.

*JE*  
*S. J. [Signature]*  
14/11/74

*[Signature]*  
Chief Secretary.





# CABLE AND WIRELESS LIMITED

P.O. BOX 179 · PORT STANLEY · FALKLAND ISLANDS  
TELEPHONE: 389

*DS*

*For our only W. Co. 5.11.74*

WITH COMPLIMENTS

*Van Rodde*