

FALKLAND ISLANDS

AIR/13/6

TRN/AVI/6#8

Msr  
1936

# SECRETARIAT

FIGAS AIRCRAFT

AVAILABILITY

## ARCHIVE

File Opened

13.0.14

Closed

AS - 1/3 AS 24

Bu. 1/3 18

B.

BU 11/3. 11/3

AS ①

CS 1/3

HE ④ 1/3

ABC 4/3

AB ④ ⑤

CS 4

HE 5/3 1/3

1/1

AS - 1/3

R 50 1/3

CS 50

HE 51 22/3

RU 52

AS 24/3

PA.

AS ③ 24/3

CS ②

HE 2 1/3

RS 1/3



Bu 24.4.75  
(r. to 45)

CS 13

Pl see (47) in reply to (45). As Head of the Dept SCA seems happy that there will be no major problems with the major overhaul.

DLH  
21/5/75

14

Bu 8/5/75  
Bu 12/5/75

DCS 13

Thank you. You will be aware even more than I that we cannot afford to be complacent over F94B. Will you enquire at some suitable time by phone when the overhaul will take place & how long it will be. Bear in mind Kerr may go to UK in July to observe the 'Islander'.

What happened about the Quinones sports-

AP  
15/5

C.S.

The return at (50) is now a fortnight out-of-date. VP-PAK has now flown 463 hours out of 500, while VP-FAL has done 773 out of 800. It is expected that VP-FAL will have completed 800 hours in 2/3 weeks' time and that the overhaul will take some 6-8 weeks (provided that no major problems

(F/Lt Conchie and C/T Fowler will soon be in Britain in July)

comes to light).

2. The spares from Quilmes have not yet been received but are expected by each flight of the F.27.

*[Signature]*

19.5.75

16

AS 15 Th. u. P. Keep a close watch on the store & alert me if there is any risk of both aff being used. SCA shd pt. check LADs about the spares.

*[Signature]*  
5/6/5

17

HE *[Signature]*

EG for note.

*[Signature]*  
5/13/6.

CS

Noted

Thank you

*[Signature]*  
16/6

19

CS

(58)

+ (59)

BU 26/6/75

BU 26/6/75 (58)

23/6/75



HE: Papers dealing with Beaver span for  
Quilmes transferred to MR/13/2.

20.

C.S.,

(69) and earlier returns. Submitted  
for HE's information pl.

§

21. 8. 75

21

H.E. the Governor

Y.E.

*Handwritten initials*

*Sum by HE (see 69)*

Submitted as at 20. Y.E. last noted at folio 56.

We have in fact kept a close eye on the state of the  
aircraft in liaison with SCA throughout this rather  
sensitive period.

*Handwritten signature*

CS  
22.8.75

22

C.S.,

(70) - for HE's information pl.

§

28. 8. 75

23

*4E  
76*

*(70) > pi  
5.19*

24

*b.s.*

*Thank you.*

*Handwritten initials*

*2/9*

~~Yes~~

Jan (73)

(75) read with my (72) (out of date order)

*[Signature]*  
28/9

C.S.

Thank you.

Timing is important. We must have both aircraft available from 1 January 1976 on.

Can we recruit unutilised? Layan assistants as suggested?

We should certainly aim to do so. Be expedite decisions with S.C.A.

*[Signature]*  
29/9

A.S. Will you please k.i.v. H.E.'s 26 and my f.72.

Perhaps this correspondence should be dealt with on a separate file, but this is not desperately important. What is important is to ensure, as H.E. directs, that both aircraft are available at 1st January 1976 on.

Please minute regularly.

*[Signature]*  
C.S.  
3.10.75

|



C.S.

From 76. Submitted for HE. to see pl.

§

17.10.75

29

AS Will you pl. KIV VP. FAX's return to  
survivalability. As soon as anything from a known  
I shall then notify HE.

JS/11

30

C.S.

Should thank you. It seems that  
we can expect that it will be at least  
a month yet before VP-FAX is released  
to service.

§

6.11.75

31

~~78~~ Will wish to note so JS/11

32 31

DCS

What is position pl. w.r. to temporary assistance  
for Reine?

JS/11

32

CS

Nothing, no taken

JS/11 10/11

Dec

P. report adv. Tompkins? Part. times,  
Women even?

5/13/11

34

File

SCA is going to be advertised. Females  
are of no use for the job; it is too heavy.

19/11

Bu 3/12/75 (29)

35

C.S.

P. 85/6 For H.E.'s information please.

Noted that of  
2/11

19. 11. 75

36

Bu 6/12/75 (29)

C.S.

Minute 29. The Engineers hope to  
complete the work on VP-FAX in about  
a fortnight's time, and have the machine  
flight-tested and back in service before  
Christmas.

5. 12. 75

37

26 36 s.f.

5/12

Good. There has been no informed

38

8/12

U. by about  
19 Dec.



C.S.,

Pages 89 and 90. For HE's information pl.  
Work on VP-FAK is now complete and the aircraft  
is to be flight-tested today.

The 300-hour inspection on VP-FAL was carried  
out without the aircraft having to be withdrawn from  
service (the mechanics worked several evenings from  
cessation of flying to about midnight to do this).

*[Handwritten initials]*

19.12.75

40

PS  
39 Thank you. Pl. ask SCA to keep after  
the cooling and to report as soon as received.

*[Handwritten signature]*  
30/12

C.S.,

1. Your minute 40. Message passed to Aviation Office  
(in the absence of SCA on flying duties).
2. I note from this file that it is some three weeks  
since we have had a report from SCA. I have checked  
with the Hangar Staff and find that VP-FAL is now  
undergoing its 400-hour inspection. This would  
normally entail withdrawing the aircraft from service  
for a week, but by working on the aircraft on an  
opportunity basis (i.e. working on it after hours  
and re-assembling it for flying next morning) it is  
hoped to complete the survey without any inconvenience  
to the public.

*[Handwritten initials]*

7.1.76

*[Handwritten notes in red and black ink]*  
Good 13/1

Will write to note 41

43  
*[Handwritten signature]*  
27/1/76

PS

HE has seen 42 441 pl. *[Handwritten signature]*  
12/1



C.S.

Index returns submitted at (93-99) - pl.  
S.C.A. note at (100) also submitted together  
with my notes overleaf (foc).

23.2.76

45

AS

When does SEA expect the next  
800 or FAC pl?

46

23/2

C.S.

I have spoken to the Aircraft Mechanics  
(in the absence of S.C.A. on flying duties),  
and they estimate about mid-July.

2. It might be prudent at this stage to  
warn S.C.A. that both aircraft will be  
required for the general election (? second  
half of May) and that accordingly he should  
plan to have them both available then?

Done  
see 1.

25.2.76

47

AS

Yes! He must order fuel too  
deal with subject file

27/2

48

A.C.S. Rock estimate that I see  
the charts last week not last  
quarter! 13/3/76 15/3

See 8.3.76  
(Kiv-further  
reports)

AS  
see 5



AS

15 Pl speak.

*AS*

17

25/5

Ag. e.s.

H.E. to note 15 & 16 pre.

*Noted thank you*

*[Signature]*

28.5.76.

*31/5*

18

C.S.

H.E. to see 17 pre.

*Noted thank you*

*[Signature]*  
3.6.76.

Y.E

C.S.

*23/6*

19

*Noted thank you*

H.E. To see 18 19 & 20 pre.

Delay in submitting is regretted and is due to pressure of work in connection with Legco Meeting. I have just got around to dealing with files again!

*23/6*

*20*

23.6.76

Y.E.

Ref. servicing of VP-FAK - the 400 hours service is now in progress. A 10% extension over the servicing deadline is, I understand, permissible and was invoked on this occasion to clear heavy passenger bookings including Councillors for the recent meeting of Legco.

*[Signature]*  
Ag. A.S.  
24.6.76

B.S.

H.E. to see 21 pre.

21

*[Signature]*  
30.6.76.

*Noted thank you*

22

B.S.

H.E. to see 22 pre.

*[Signature]*  
9.7.76.



C. S. ~~Noted~~ 19/7 <sup>23</sup>  
H.E. to see (23) pre.

~~to 2.~~  
14.7.76  
24  
H.E. to see (24) pre.

~~to 2.~~  
25.7.76.  
25

Noted. FAL  
should have been "800"  
service at earliest possible  
date ~~not~~ 26/7

AS

24 P. find out when SCA plans to have FAL

go on to '800'. Sooner rather than  
later I think.

24  
25/7

26

C. S.

25 Spoke to SCA. My understanding is that FAK has about 30 hours to go for its '500' which on this occasion involves an engine change and will last about 3 days. FAL would go for its '800' when due but awaits an overhauled engine on the next charter vessel. The '800' hour overhaul takes from six to ten weeks I am advised.

~~to 2.~~  
27.7.76.

27

AS 26  
Thank you. May I please have a tel to the firm or whomever the engine is CB for them to ensure that the engine is shipped.

26  
28/7

28

C. S.

The engine in question was ready for despatch to Hants & Sussex Aviation for overhaul by the Jan. charter vessel but this did not carry outward freight and the despatch was delayed until the April sailing. Nothing further has been heard from CA or firm. SCA sent a tel to CA on 13th July progressing order and advising new shipping date. No reply to this yet received. I suggest progress report be sought by tel ~~from~~ - draft attached for consideration pse.

~~to 2.~~  
29.7.76

Not done the Oct. one



29

198 28  
N. same to C.A.

29/7

30

B.S.

Tel. dispatched a.m.

H.E. will visit to see 26 onwards?

31

29.7.76

YES

30. sp.

30/7  
32

B.S.

This is potentially second.

Please send a reminder on

(25) if no reply received by Tuesday 3 August.

2. Should we withdraw FAL from service until the summer when to be reduced to one aircraft? could be crippling? 29/7  
PLEASE SPEAK SOON.



29  
33

AS  
Pl. see 32 + speak. m  
5/2/8

34


AS  
Send pl. m  
5/4/8

35

C. S.

H.E. to see 26 & 28 pse.

I have not seen any reply to our tels to CA re overhauled engine. What further action pse?

  
AG. A. S.  
10.8.76

36

AS <sup>7m</sup> ~~SA~~ told me 11th that she engine <sup>would make</sup> ~~was~~ the chamber reset. H. speak.

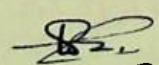
m  
5/12/8

37

B.S.

R. AS report engine will be shipped on 27th Aug.  
H.E. to see 29 in addition to 26 & 28 above at 35.

38

  
12.8.76

AS B.W. next report pl. m  
5/22/8



AIR/15/6

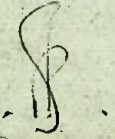
1st March, 1976

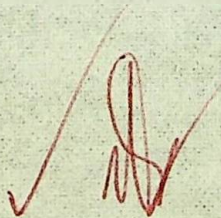
Chief Secretary

Superintendent of Civil Aviation  
c.c. Mr. W. Hirtle

Availability of Aircraft

I am directed to ask you to note that both aircraft will be required for rolling days in connection with the forthcoming general election in the Colony, expected to be 21st to 25th May 1976, and you should plan to have them both available accordingly.

  
(R. Browning)  
for CHIEF SECRETARY





18 September 1975

Superintendent,  
Civil Aviation  
Stanley.

I mentioned to you the other day that, if at all possible, we should try to have both Beavers available for the two to three months from mid-November on.

2. I realise this will be difficult as one of the aircraft is coming up to its 800.

3. Would there be any merit in bringing forward the 800 in the hope that we can complete it by, say, the end of November?

A J P Monk  
Chief Secretary



AS

Ref. H.E's minute on 4 September will you please ascertain the present situation as regards the two Beavers and find out from SCA what can be done to ensure that we have adequate flying capacity during the critical months of December and January when official activity should be brisk.

CS  
11.9.75

C.S.

VP-FAK has some 65 flying hours left before its next (major) overhaul. It flies an average of 10 hours a week - thus, if the service continues to be operated as at present, we can reckon on this aircraft becoming due for its 800 hour inspection about 20<sup>th</sup> October - it would be out of commission for some 6-8 weeks, i.e. until about the end of December (hopefully).

2. The period between inspections can be extended by 10% at the discretion of S.C.A. acting on the advice of the Air Mechanics.

If the condition of the aircraft is such as to allow of this step, we would have some 145 hours in hand, and with judicious use of the aircraft we could keep it in service until perhaps end of January 1976.

3. VP-FAK is no problem - the inspections due on this aircraft during next six months are all lesser ones and should mean (unless something unexpected is found) withdrawing the aircraft from use for only 1-2 days on each occasion.

4. If VP-FAK has to be withdrawn during the critical period, the interval in which it is grounded can be shortened if consideration is given to employing an



unestablished hangar assistant. With only one aircraft flying the amount of handling required on that aircraft takes up so much of the mechanics time that surprisingly short periods are available for the aircraft that is shipped-down. With two hangar assistants to handle the aircraft in the water and on the slip-way, the mechanics would be left free to devote all their time to the aircraft under inspection.

5. In the absence of S.C.A. on flying duties I have not discussed this matter with him.

12. 9. 75

iii  
AS

I have written to SCA to ask if the service can be brought forward. Pl. trace my letter.

23/9

iv

C.S.

Please see paragraph 3 of (72)

24. 9. 75

10/13/6

AVIATION DEPARTMENT. (50) (75)

Ref: FIGAS/ME.

Stanley.

Chief Secretary  
STANLEY.



Falkland Islands.

.....9th October.....1975..

Dear Sir,

I refer to your confidential letter of 18th September re aircraft availability.

2. I have discussed the problem with the engineers and we agree that the advancement of the 800 hour overhaul would be an advantage but obviously one can not give an accurate estimate as to how long the overhaul will take.

3. The major part of the overhaul is the airframe section, particularly on this aircraft, we know that two major components will have to be replaced and this will necessitate the removal of the engine and complete dismantling of the airframe.

4. A major hold up during overhaul periods is the frequent downing tools by the engineers to launch, beach, fuel and oil the aircraft in use, a loss of at least two man hours per day, this could be reduced by half or even eliminated if the services of a labourer could be authorised. This would ensure that the airframe engineer be employed on engineering duties only.

*Yes* | 5. I propose that the overhaul should commence on Monday 13th October and I would be grateful if approval be given for the engagement of a labourer, additional funds will however be required before the end of the financial year.

*Yours faithfully*

*(J. KERR.)*

Supt. of Civil Aviation.



*DCS - M. dear para 5.2, F.I.S. I think there is concern in view of long season ahead. G.H.D. to be submitted. Spoken AISE*