

CLASSIFICATION

CONFIDENTIAL

AIR/1/3

TRN/AVI/7#1

VOL:2

GROUP

AVIATION

SUB-GROUP

Policy

SUBJECT

FIGAS BEAVER AIRCRAFT

ARCHIVE

OFFICER DEALING

CONNECTED FILES

FILE OPENED

FILE CLOSED

12 Jan 89

PA	—
CS	7/8
PA	—
CS	81
DO	81 3/2
CS	— 4/5
PA	—
Dgs	25 25/2
Bm	4/6 4/6
BC	7/6 —
Dgs	24 24/6
PA	—
GS	07
Det.	25

A S:

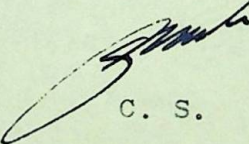
H. E. called a meeting at GH on 27 December 1976 to discuss the future of FIGAS, having read the papers that we submitted to him last week. The following decisions emerged from that meeting:-

1. It is essential that FIGAS resume limited operations as soon as possible in order to allay public disquiet;
2. Enquiries will be made immediately to elicit the views of the CAA in UK on the recommendation by Mr Wilkinson for jettisonable doors. A similar enquiry will be made to ICAO and any other body that could help. It is recognised in this connection that FIG cannot just cast Mr Wilkinson's recommendation on one side. It was recognised however that SCA was opposed to the recommendation and that it seems impracticable to implement. The correct procedure was therefore to assemble a sufficient body of opinion, by consulting expert agencies, to enable Government to take a decision to dispense with this recommendation. In this connection it will be remembered that Mr Wilkinson advised that "active consideration" should be given to this proposal.
3. Once clearance has been given by CAA to operate the Beavers without jettisonable doors (a decision expected within a week), FIGAS could commence limited operation on the following basis:-
 - a. The number of passengers to be limited to 2 or 3;
 - b. No women other than urgent medical cases to be carried;
 - c. No cargo to be carried unless securely fastened and then only in limited quantities, although consideration should be given to special cargo flights;
 - d. The pilot to have an additional crew member attached to operate the safety procedures and equipment in case of need. It is envisaged that this additional crew member should be one of the technicians, or possibly a Royal Marine. OCRM was absent in Camp and his views could not unfortunately be obtained, and it is possible that he may first have to obtain MOD clearance.
4. There are in fact other recommendations which will undoubtedly be referred to in Mr Wilkinson's final report so that resumption of service by FIGAS should be undertaken on a step-by-step basis, the immediate need being to institute limited or restricted schedule, then to expand this as FIGAS is able to comply with the further recommendations - particularly those relating to the Operations Manual, increased spares holding and airworthiness of instruments.
5. It was also recognised that a launch must be used at Stanley in conjunction with FIGAS operations.
6. The question of fare-paying passengers was referred to and it was agreed that these could be allowed during the restricted period at the discretion of SCA.
7. The obvious problem will arise over the interpretation of urgent or emergency cases during the initial "restricted" period. This may be interpreted to include visits by doctors authorised by the SMO as well as urgent "life or death" medical cases.

8. It was agreed that the question of insurance should be looked at exhaustively to see whether it could or should be extended, bearing in mind the cost. It is particularly important in this connection to enquire closely into the extent of cover for third party injury. In this connection there is provision in international law, as applied to the Colony, for a fixed sum of money to be paid but it is unclear whether Government is covered against this contingency. It is also unclear whether damages in excess of this sum laid down in the Act could be awarded; the question of insurance cover should be explored urgently.
9. During the initial restricted flying period the additional crew member must be thoroughly drilled in flight safety procedure and must as necessary ensure that passengers are familiar with the procedures.
10. During the restricted period also, one seat will be removed to give ready access to a door. Enquiries are to ~~should~~ be made immediately to locate the seats supposed to be shipped on the 'Bransfield' but which have not been received.

This minute is mainly for your information, as it was clearly established that SCA is responsible for pursuing these matters; but you should do all you can, in conjunction with Mr Kanagasabai, to relieve the load on Captain Kerr. As a start, you should discuss this minute with Mr Kanagasabai to see if anything has been omitted. This should be done as soon as possible. You should then please discuss it with SCA (and possibly with Mr Kanagasabai present) to see what assistance we can render SCA, and also to monitor that action is being taken as directed by H.E.

You will readily understand the urgency of this matter and although I am aware that you already have several priority matters to deal with, the question of getting FIGAS operational should please be regarded as of the very first importance.


C. S.

29 December 1976.

AJPM:m

2

C.S.,

I have discussed with SCA and Mr Kanagasabai. Neither agree with your para 3.b, they both maintain that this decision was not taken at the meeting. They also feel that the requirement that women and children should be accompanied when they fly is unnecessary as the additional crew member will be available to look after them.

2. SCA indicated that there was no particular assistance he required of us at this stage, though he might have to call on the Secretariat when the replies to the telegrams sent as a result of the meeting held last Tuesday morning have been received and evaluated.

3. Enquiries regarding the specification and cost of a rigid Raider-type safety boat have been made.

AS 2 3
I accept your point about 1/3(b). May I
pl. see the telegram referred to by you in 2?

4 54/1

YE
I spoke recently about FIGAS. Perhaps
a.c. might be used at a propitious time?

5 54/3

C.S.
Yes; but can we wait a
few days until we have a
reply to my recent telegram
to him about p.152.

6 54/1

AS
BV. 24/3 pl. 54/3

7

He sent them to me.

C.S.

I regret that I don't recognize the two
cards at centre. Perhaps S.C.A. should hold them?

Cards sent
15 SCA
25/3

8 22.3.77.

8.

C.S.

To KIV you Bu at 6 please.

§
29.3.77.

2

-AS

Please kiv HE's minute at 5 and mine at 4. As soon as we have a positive development on pilots please re-submit.

§
31.3.77.

§
CS
30.3.77

bu. 14
14.4.77
(KIV)

10

R
Pl. put copy CS to Adm/5/4.

§
11/4

C.S.,

It is now a month since minutes 4 and 5 were written, but in the meantime we have not really had any positive developments on the position with regard to pilots.

A further B.U. pl?

§
14.4.77

12

AS
11 Th. you. Kiv. at least weekly.

§
13
5/17/4

bu. 27.4.77.
(12)

13
B/V 1 week

13

5/27/4

Ben. 3.5.77

14

15
B/V 2 weeks. KIV. 5

ben. 17.5.77

5/3/5
15

C.S.

14. Papers submitted pl.

§.

File note

16

17.5.77.

Letter at (30) - amended - issued 6/6/77.
Copy on Policy file (AIR 11/2)

M 7/6

17

Office,

Please copy (45) to Ag SCA and ask
him to prepare the confirmatory indent
requested.

§. 17.6.77.

Ben. 28.6.77.

(45)

18.

Office,

If the indent has not yet been
sent off, pl. remind Mr Cheek.

Ag DCS.

Spoke to Gladys

24.6.77

§. 29.6.77.

Office,

Please remind Gerald Cheek again about
 (S2) and enquire whether he has yet any
 information from the American Antarctic Base.

J. 6. 9. 77.

American Base contacted by G. Cheek through
 SAS, but no definitive reply received.
 He is sending a chase & will advise
 CSO next week of outcome.

J. 8. 9. 77.

~~By 15. 9. 77~~
 (KIV)

Aviation Department have now been
 informed that the seats are definitely
 not at Palmer Station. A fresh
 indent is being prepared by S.C.A.

J.

4
 28. 1. 78
 28. 10. 77
 by 15. 10. 77
 (KIV)

AR/113

SCA

Attached is a draft Government ^{announcement} which I propose to issue this evening. Will you please consider, amend, correct, or add to as necessary, and return to me in time for broadcast.

2. As regards the preparation of the aircraft and their availability for service, I have restricted the announcement deliberately as you will wish to consider this carefully with your staff and, possibly, with Mr Wilkinson. It could be that constraints other than those imposed merely in readying the aircraft may be necessary which will delay bringing them into use for general service beyond the date when they are actually serviceable.



CS
2.11.76

CS.

Reference the attached draft, through lack of information on my file I am not in a position to make considered comments.

2. Until such time as I am assured that the aircraft are actually at Rio Gallegos I would not make any statement regarding transit date.

3. I would be grateful that any announcement made by Government the Office of origin also be quoted.


SCA.
2:11:76

GOVERNMENT ANNOUNCEMENT

REPLACEMENT BEAVER AIRCRAFT

We have now heard that the two Beaver Aircraft, given good time-keeping, should fly from Rio Gallegos to Stanley on Monday, November the 8th. Vicecomodoro Carnelli has undertaken to do all he can to expedite and facilitate their journey. There may, of course, be hold-ups due to weather or unforeseen circumstances.

Alpha Victor is on floats, Alpha Tango on wheels. The seats are being shipped by "Bransfield" which is due in about the 14th December.

It will obviously take some time before the aircraft can be readied for service. Further announcements will be made when the situation is clearer.

Secretariat

3.11.76

Ref: AIR/1/3

No. 32/76

Please read at 10 a.m. and twice tonight.

①

No. 245

C.S.

1. I attach three copies of a message from Mr Wilkinson in reply to our enquiry about his recommendation that the doors on the new Beaver aircraft should have a jettison facility.

2. Would you please discuss this with SCA and the Chief Technicians and let me know the outcome?



N A I French

23 November 1976

EN CLAIR

PRIORITY

241315Z

UNCLASSIFIED

PRIORITY CROWN AGENTS

U/N

24 November

For Beabey, E3.

1. Certificates of Acceptance for the two Beavers will be despatched to you by airmail on 25 November. If you wish to expedite payment for ferry flight we could telex text of Certificates.

2. Please telegraph whereabouts of the original HF sets which were removed from the aircraft for separate shipment. If crystals have now been obtained the sets should be airfreighted without delay. I assume they have not been despatched with the seats to catch the 'Bransfield' when she calls at an American port.

3. I take it that delivery period of two months for the spare sets and lifejackets is the optimum available and no better source is known to you.

FRENCH


NNNN

24th November 1976

Superintendent of Civil Aviation,
Stanley.

I attach the text of a message received from Mr. G.C. Wilkinson, Principal Inspector of Accidents, about the door jettisoning facilities.

You will note that Mr. Wilkinson's considered view is that this facility is highly desirable. In view of this kindly explore as a matter of importance and urgency methods of adapting the Beavers accordingly. As a first priority you should please write direct to the Canadian Department of Transport, Ottawa, and the CAA in UK drawing attention to the fact that you already possess details of the standard modification and asking them if they can provide or devise a door jettisoning facility that safeguards ~~do~~ reduce the possibility of accidental operation.



A. J. P. Monk
CHIEF SECRETARY

us

Following message received from Mr Wilkinson,
Principal Inspector of Accidents, Department
of Trade:

Begins:

The two Beaver accidents in the Falklands have demonstrated difficulty in evacuating cabin when aircraft has capsized. Theoretical dangers inherent in providing door jettison facilities must be balanced against real dangers of trapping a full load of passengers under water. Local conditions must obviously affect operations and Canadian experience may not be valid in the Falklands. My letter to Monk refers to giving active consideration to door jettison modifications and was suggestion that present system should be reviewed critically. My view is that door jettison facility is highly desirable. Suggest contact with Canadian Department of Transport Ottawa and CAA London might prove useful.

Ends.

23 November 1976.

(5)

CHIEF SECRETARY'S OFFICE
THE SECRETARIAT
STANLEY

Ref: AIR/1/3

24 November 1976

Superintendent of
Civil Aviation

I have received the following message from London:

"Spare HF sets ordered delivery two months Life
Jackets ordered delivery two months.

Please advise if Certificates of Acceptance of
both aircraft have been despatched so that cost
of ferry flight can be paid to firm by Letter
of Credit and Production of Certificate."

2. I have returned to the charge with a cable asking
them to assure us that they have not overlooked every
contingency for early delivery of both the life jackets
and the HF sets. Meantime will you please prepare Certi-
ficates of Acceptance for both aircraft so that they can
be despatched by airmail tomorrow, 25 November; that is,
they must be in the post this evening.

A J P Monk
CHIEF SECRETARY

Replied at (9).

12/1/3

6

UNIVAIR STL

DF DF GA GA
W

FM GOVERNMENT HOUSE PORT STANLEY
FALKLAND ISLANDS



23/1500Z

TO UNIVAIR INT LTD, ST LOUIS , MISSOURI , USA , NO 44/802

1. MANY THANKS FOR YOUR TELEGRAM OF 21 NOVEMBER.
VP-FAV ARRIVED SAFELY IN PORT STANLEY LATE YESTERDAY, MONDAY EVENING. AIRCRAFT APPEARS TO BE IN PERFECT CONDITION, BUT JOHN LAVIGNE HAS CLEARLY HAD A MOST EXHAUSTING TRIP AND IS TO BE WARMLY CONGRATULATED ON HAVING COMPLETED THE FLIGHT. ALMOST NONE OF THE LANDING POINTS WERE EQUIPPED TO DEAL WITH AFLOAT PLANE AND HE ENCOUNTERED CONSTANT DIFFICULTIES IN FUELLING, MOORING AND OTHER OPERATIONS. HE WAS FORCED TO SPEND SEVERAL NIGHTS ABOARD THE PLANE AND HAD LONG PERIODS WITH INSUFFICIENT SLEEP AND FOOD. THERE ARE LESSONS TO BE LEARNED FROM THIS. BEST THANKS FOR YOUR CO-OPERATION.
2. LAVIGNE IS BOOKED TO LEAVE HERE ON THURSDAY , 25 NOVEMBER, AND SHOULD ARRIVE BACK IN ST LOUIS EARLY NEXT WEEK.

FRENCH GOVERNOR FALKLANDS

NNNNN
SENT AT 23/1520Z GML

UNIVAIR STL

214 GOVERNOR FK

Copy to SCA
copy sent to SCA
D.S. 24/11/76.

AIR/1/3

7

FIF0209/24

PP CROWN AGENTS

GR 55A

EN CLAIR

FM PORT STANLEY 241300Z

UNCLASSIFIED

TO PRIORITY CROWN AGENTS TELNO U/N OF 24 NOVEMBER
FOR DEABEY ,E3.

1. WITH REFERENCE TO MY EARLIER TEL OF TODAY, CERTIFICATE
OF ACCEPTANCE FOR BEAVER ALPHA TANGO WAS TAKEN BY PILOT RUDY
TO UNIVAIR IN ST LOUIS, AND CERTIFICATE FOR ALPHA VICTOR
WILL BE CARRIED BY PILOT LAVISNE, WHO SHOULD BE BACK IN
ST LOUIS EARLY IN THE WEEK COMMENCING 29 NOVEMBER.

FRENCH

NNNN

SENT AT 24/1941Z GML



*Copy to SCA pl.
B25/11*

*COPIED
26
11 us.*

AIR/113

8

214 GOVERNOR FK
PRINTERGRAMS



ZCZC P025 ATS289 LHD153 SLH006
FKLY HZ GBLH 050
LONDONLH 50/49 25 1450

LTF
GOVERNOR
PORTSTANLEY

PLEASE TELEX CERTIFICATES TO ALLIANCE AVIATION
CAN 0534412 ANSWER BACK ALLIANCE OTT
HF SETS AND CRYSTALS FOR AIRCRAFT ARE BEING AIRFREIGHTED
AND WE WILL ADVISE AIRWAYBILL WHEN KNOWN
CENTRE SEATS BEING AIRFREIGHTED MONTEVIDEO FOR BRANSFIELD
REGRET HF SETS AND LIFE JACKETS NOT AVAILABLE EX
STOCK

CROWN

COL LTF 0534412

Final Pl. Spoke 27/11

Spoke

27/11

NNNN
214 GOVERNOR FK
PRINTERGRAMS

See (10)

Copied to SCA.

*C.S.
I have
refused warning
that the sets
must be linked
through*

*Comodoro
Rivadavia NOT
=
GALLEGO.*

25/11

FIGAS/TV.

AVIATION DEPARTMENT,

A.J.P. Monk, Esq.,
Chief Secretary.



Stanley,

Falkland Islands.

Dear Mr Monk,

.....24th.....November.1976..

I refer to your AIR/1/3 of today's date.

2. Delivery date of two months for our equipment seems rather long to me, particularly the life-jackets. Bearing in mind we have 14 new life-jackets in the hangar and 2 new liferafts, I and my staff feel that on the arrival of the H/F equipment, normal service should be resumed. We also feel that to insist on passengers wearing life jackets whilst on board will be the quickest way to foster a feeling of no confidence in them.

3. Certificates of Acceptance were included in the ferry pilots transit documents, these have both been signed by me and the first will already be in possession of the ferry company. The second is held by Captain Lavigne, to be handed over by him on his return to Saint Louis.

Yours faithfully

A handwritten signature in dark ink, appearing to be "J. Kerr".

(J KERR)
Supt. Civil Aviation.

AIR 12/13/3

919274 PRDRME G
DF DF GA GA
YYYYY
214 GOVERNOR FK
PRINTERGRAMS

ZCZC P024 ATS284 NCH954 FCD809 OEOZ260
FKLY CO CAOW 037
TLX OTTAWA ONT 37/34 11-25 914A EST

GOVERNOR FRENCH
PORTSTANLEYFALKLANDISLANDS

HF RADIOS SHIPPED AIR CANADA WAYBILL 014-86094525 STOP ROUTING TO
PORT OF SPAIN STOP BUENOS AIRWAYS TO RIO GALLEGOS STOP PLEASE
ARRANGE

FORWARDING FROM THERE STOP
S SPRONG TLX 053-4412 ALLIANCE

COL HF 014-86094525 S 053-4412 .



NNNN
214 GOVERNOR FK
PRINTERGRAMS

phoned to Capt Ken
a copy sent
25/11 JS.

(59) (58)
ex AIR 13/3

(10)

C.S.
*This requires urgent
action to ensure that
the radios are shipped*

*Via Comodoro
Rivadavia NOT Rio
GALLEGOS*

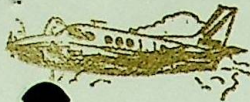
*At
25/11*

File note

3 December 76

- ① Checked with LAF re news of radios - Rio Gallegos are aware that parcel may arrive there & will advise & send asap. No other news known.
- ② Spoke to SCA - we agree it would be a good idea to send tel to Alliance Aviation requesting date radios sent?

M.



AIR/113



UNIVAIR INTERNATIONAL, LTD.

10351 LAMBERT FIELD ST. LOUIS, MISSOURI 63145
TELEPHONE 314 - 426-1099 CABLE ADDRESS "UNIVAIR" TELEX 44302

Govt. of Falkland Islands
Mr. N. French, Governor
Puerto Stanley
Falkland Islands, S. Atlantic

11-05-76

Dear Mr. French,

It is indeed a pleasure to correspond with you at last. Your two Beavers were dispatched October 31. Seaplane experienced an operational delay in MSY and during that period your pilot, John Lavigne, contacted us to ask if there was any way we could hold the Seaplane enroute and allow him to complete the flight as the ferry pilot since he was required immediately in the Falklands. This was done and John arrived on November 5th in St. Louis to provide proper identification and receive a complete route and country briefing. The landplane is due to arrive on November 8th and the Seaplane is enroute and now due on November 13th with no weather problems. All enroute authorizations and permits are quite in order and we have reserved fuel along the coastline for Seaplane.

We are extremely sorry to learn of your recent misfortune regarding the loss of a pilot and aircraft. We understand that this has left you short on equipment and personnel and stand ready to assist in any way possible. We have an American pilot with passport ready to transport either a Cessna 185 or Beaver immediately to Puerto Stanley and remain on temporary assignment. He is single and has 12,000 hours total time with 6,000 in seaplanes and very current in Beavers on floats. We would however, need to know the length of assignment, salary, per diem and other factors.

In addition to this we are a PEE KAY Float Dealer and would be willing to allow you a 10% commercial discount off the cost of any of our floats. Prices are FOB New York and we can quote either an installation cost or C & F price shipped to Puerto Stanley. Should you require HF gear we can supply 10 channel Pantronics SB-10 100 WATT PEP units at 15% off list price.

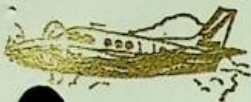
We are also pleased to offer you the following estimate to deliver any Cessna 185's you might require from Wichita, Kansas to Puerto Stanley.

1. COMPLETE DELIVERY LESS INSURANCE ----- \$3969 U.S. Dollars (Landplane)

The delivery includes aircraft pickup and preparation, temporary installation of any auxiliary tanking required for the delivery, all communications, clearance and landing fees, aircraft and pilot expenses (except mechanical breakdowns and resulting delays beyond 48 hours, which would be billed at the rate of \$50 per day). In computing the above estimates, the following assumptions were made:

B.S. Jr. and ref. cit. in spec. 3/11

Beavers in AIR/113A



UNIVAIR INTERNATIONAL, LTD.

10351 LAMBERT FIELD ST. LOUIS, MISSOURI 63145
TELEPHONE 314 - 426-1099 CABLE ADDRESS "UNIVAIR" TELEX 44602

Page 2

- (1) Each aircraft is equipped with a full gyro panel and minimum avionics package of one VHF/VOR Navcom and one ADF with BFO.
- (2) Each aircraft is provided with appropriate export certificates and/or licenses at the time of pickup.
- (3) UNIVAIR International, Ltd. is named as additional insured on both the hull and third party legal liability insurance policies for the ferry flight, and this fact must be confirmed in writing by your insurance agents or underwriters.

2. INSURANCE COVERAGE

In the event you wish us to provide the hull and \$1,000,000 third party legal liability insurance for the ferry flight in your behalf, insurance premiums can be currently calculated as shown. Since the market is variable, a firm quote can be given only prior to signing a delivery contract.

Hull and Liability at 1/2% of Declared Value. (or Hull)

3. DELIVERY SCHEDULES

Time required for fitting the aircraft is 3 to 5 working days. Landplane delivery usually takes 9 days with average weather. Advance notice of the serial numbers can reduce the time for engineering specs on the ferry system.

Seaplane quote can be given when it is determined what type of floats are desired and where such installation would take place.

Thank you for your interest in our firm. We trust these figures will be adequately responsive to your needs for advance planning, and hope to hear from you in the very near future.

Sincerely yours,

Scott Nielsen
Executive Director

SN/sdf

DALLIANCE OTT

214 GOVERNOR FK
DF DF GA GA
NL

FM GOVERNMENT HOUSE
PORT STANLEY
FALKLAND ISLANDS
03/1907Z

TELEX TO ALLIANCE AVIATION CANADA (053-4412)
CC BA

RADIOS FOR BEAVER AIRCRAFT - FALKLAND ISLANDS
FOR S SPRONG

YOUR TELEX 25-11-76.

1. KINDLY ADVISE DATE RADIOS DESPATCHED FROM CANADA.

SLATER OFFICER ADMINISTRATING GOVERNMENT.

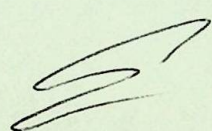
NNNNN

SENT AT 03/1945Z GML

ALLIANCE OTT

214 GOVERNOR FK

Sep tel sent to BA

 3/12

13

C.S.

14



PRINTERGRAMS
214 GOVERNOR FK

ZOZC P005 AT5418 NC1934 P00136 OAG2413
FKLY GO OAGN 029
TLX OTTAWA ONT 29/27 12-3 355P EST AMPLIATION

OFFICER SLATER GOVERNMENT ADMINISTARTING GOVERNMENT HOUSE
PORTSTANLEYFALKLANDISLANDS

RADIOS SHIPPED NOV 26 76 AIR CANADA W/B 014-86094525.
ROUTING OTTAWA TO CONODORIVADAVIA VIA MIAMI.
S. SPRONG ALLIANCE AVIATION LTD

GOL 26 76 014-86094525 S .

To Copy to SGT & dc Cannelli pl.

copied $\frac{7}{12}$ us.

B. 1/12

NNNN
214 GOVERNOR FK
PRINTERGRAMS

CONFIDENTIAL

EXECUTIVE COUNCIL

MEMO NO 65/76

FIGAS OPERATIONS

Councillors are aware that the Principal Accident Inspector, Mr. Wilkinson, advised Government that it should not operate its Beaver aircraft until the following criteria were met: (NOTE: There will undoubtedly be many other recommendations set out in his final Report but these are considered vital.)

1. "Constant Wear" life jackets to be worn by passengers and crew at all times while in the aircraft;
2. Serviceable HF radios to be installed in aircraft and to be operational;
3. Doors to be converted to be able to be jettisoned if required.

2. Government has now received 16 life jackets but they are of the satchel type, not "constant wear". They can be put on quickly but are carried in a satchel.

3. The HF radios are not yet available although Government has received manuals for them. This may indicate that the two sets which were ordered with the aircraft will be here shortly. Government has ordered two additional sets but it is advised that there is a two-month delay in delivery. Government is making efforts to shorten this period. Captain Kerr advises that information should be obtained regarding the approval of the AEL sets as aircraft radios and if so any installation must not in any way interfere with the installation fittings, wiring or antenna systems fitted to receive the ASB 60 equipment awaited.

4. As regards the jettisonable doors, it is a Mandatory requirement of the Canadian Department of Transport and the American Federal Aviation Agency, that when converting Military Beavers to Civil configuration the complete removal of all jettison equipment from all four doors, this information is provided in an DeHavilland Canada Service Bulletin. Mr. Wilkinson's further opinion was sought. He advises that Government must balance the risk of the accidental operation of such doors against the risk of people being trapped inside the aircraft in the event of an accident. Government must therefore explore ways of diminishing the risk of accidental operation and has asked DeHavillands for advice on a suitable conversion kit.

15

5. Pressure will build up for Government to authorise the use of the Beaver aircraft before all the basic criteria have been met. SCA considers that, once the HF radios are available and installed, it would be safe to carry out restricted flying before the other criteria have been met. To do so, however, would be to operate the aircraft against the advice of probably one of the most experienced accident inspectors in the world. If such operations are to be conducted, Government must collectively take this decision, and accept full responsibility.

6. Council is asked, therefore, to advise whether the Beaver aircraft may be operated before the full requirements have been met and, if so, on what occasions and under what conditions.

Secretariat,
Stanley.

26 November 1976

File Ref: AIR/1/2

16

AIR/1/3
29.11.76

4. F.I.G.A.S.

4.1. Mr. Wilkinson's report is being printed in London. His Excellency said that he would authorise publication and urge his successor to allow circulation in the Colony.

4.2 It was recognized that Government would risk appalling legal consequences if, having taken cognizance of the Investigator's recommendations, it failed to implement them.

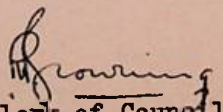
4.3 Council advised that neither VP-FAV nor VP-FAT should fly regular services until the recommended number of radios and permanent wear life-jackets had been obtained for them.

4.4 It might be possible to utilize the satchel-type life jackets at present available at the Hangar.

4.5 The question of jettisonable doors could be further considered in the meantime.

4.6 O.D.M. should be asked urgently to locate a second pilot.

4.7 Council recommended that Ft. Lt. B.J. Conchie's Commanding Officer should be approached through the appropriate channels, with a view to securing Conchie's release on secondment for duty in the Colony.


Clerk of Council

No.

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

MEMORANDUM



14th December, 19 76

To: Chief Secretary,

From: Registrar General,

STANLEY

Stanley, Falkland Islands.

SUBJECT —

Registration of Aircraft

I shall be obliged if you would obtain from the Foreign and Commonwealth Office or some other appropriate authority a specimen copy of the "Application for Registration of Aircraft" and a specimen copy of the "Certificate of Registration of Aircraft" at present used in connection with the Air Navigation Order 1974 (S.I. 1974 No. 1114)* for use in this Department.

GP. Bennett

REGISTRAR GENERAL

PS H. White rec'd. 5/24/76

HB/MJ

Ref: FIGAS/TV.

AVIATION DEPARTMENT, 18

● J.P. Monk, Esq.,
Chief Secretary,
Stanley.

Stanley,

Falkland Islands.

Dear Sir,

...21st December.....1976...

AIRCRAFT SEATS.

I refer to Crown Agents telex of 2nd. November 1976 advising delivery of the aircraft bench seats by RRS Bransfield.

2. Enquiries at B.A.S. Office reveal that the seats have not been shipped, I would be grateful if Crown Agents be requested to trace whereabouts of the consignment and re-route, C/o Houlder Brothers, B.A.



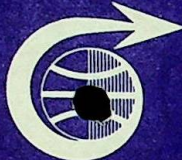
Yours faithfully

[Signature]

(J KERR)

Supt. Civil Aviation.

*11/125
Tel to Bransby (CA) today pl. on
21/12*



CABLE AND WIRELESS

CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS	5/47
OFFICE STAMP AND DATE		NO. OF WORDS		DATE	TIME	<u>file copy</u> (19)	
				21.12.76			
		INSTRUCTIONS					
						VIA CW	

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS

AND

ADDRESS

BTAT CROWN LONDON SW1.

No. 305

FOLLOWING FOR BEABUY. YOUR TELEGRAM 2ND NOVEMBER.

AIRCRAFT BENCH SEATS FAILED TO ARRIVE BY BRANFIELD. ENQUIRIES REVEAL SEATS WERE NEVER SHIPPED GRATEFUL THEREFORE TRACE WHEREABOUTS OF THE CONSIGNMENT AND REROUTE C/O HOULDER BROTHERS, 25 de MAYO 499 BUENOS AIRES.

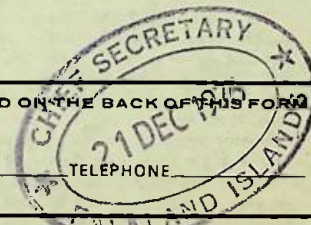
CHIEFSEC

CC: Superintendent Civil Aviation

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER _____

NOT TO BE TELEGRAPHED



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.

f.
18
20
5th January

77


Miss M. Hunt,
Latin America Department,
Foreign and Commonwealth Office,
London, SW1A 2AL.

a/o

Registration of Aircraft

I should be grateful if you would obtain from the Civil Aviation Authority, and forward to me by bag, a specimen copy of the "Application for Registration of Aircraft" and a specimen copy of the "Certificate of Registration of Aircraft" at present used in connection with the Air Navigation Order 1974 (S.I. 1974 No. 1114).

2. Any charges payable in this connexion should be submitted and dealt with in the usual manner.


CHIEF SECRETARY

us

Reference 184/4

Min No 2

CS
SCA

BEAVERS

Major Hooper and I today discussed the earlier suggestion that the Royal Marines contingent might for at least some of the time provide the extra crew member required for the Beaver to cope with the doors in any emergency situation. He is very ready to co-operate in this way. It is likely that a Marine NCO would be available on most days if required.



G J A Slater
G J A Slater

4 January 1977

11/12 to note pl. m
BSH

Notes thank you & copied to S.C.A.
J. S. 1977

23/
AVIATION DEPARTMENT,

Stanley,

Falkland Islands.




13th. January 1977.

Chief Secretary.

The attached telegram appears to be a reply to your
No: 305 of 21st. December 1976.

The bench seats have not yet been received, we have
had no shipping documents in respect of the seats,
I can only suggest that C.A. be requested to trace
through the supplier.


S.C.A.

Replacement
Personnel

PERSONAL

(24)

24 January 1977

Supt Civil Aviation
Stanley

--- I attach a letter from Air Associates Limited
about the Twin Otter.

Obviously at some stage we shall have to consider this aircraft, and I shall be most grateful if you will let me have your preliminary views on its adaptability and suitability for our conditions of operation, including, possibly, its use for a scheduled service if it had to be restricted to a selected few landing sites.

You will obviously wish to keep this on a personal basis at the present time.

A J P Monk
CHIEF SECRETARY

PERSONAL

JB

AIR 11/3

CS

26



AIR ASSOCIATES LIMITED

DIRECTORS F.W. GRIFFITH R.S. GRIFFITH

TELEPHONE 01-748 0222
CABLES AIRSATES LONDON
TELEX 935889 AIRSATES LDN

40 ST PETERS ROAD
HAMMERSMITH
LONDON W6 9BH

RSG/8683



9th. February, 1977

His Excellency J. Parker Esq.,
H.M. Governor, Falkland Islands,
Stanley,
Falkland Islands.

Dear Sir,

Falkland Islands Government Air Services.

As Agents for de Havilland Aircraft of Canada we have, over the years and through our association with the British Antarctic Survey, maintained an interest in the Falkland Islands Government Air Service and assisted recently with the replacement of the two Beavers.

From a Statement made by Mr. Anthony Crosland in the House of Commons the other day, we note that Mr. E. Rowlands, Minister of State for the Foreign & Commonwealth Office is going to visit the Falkland Islands with part of his Brief being to give special and urgent attention to the Internal Air Services.

on AIR 11/3A
I have written to the Minister and sent him a copy of a Study we had prepared by de Havilland Canada in 1971 showing the Twin Otter in both its landplane and floatplane configurations in service with FIGAS and feel that it might be — useful for you to have a copy as well. It was, of course, submitted to your predecessor, Mr. French, in 1971.

We have been happy to see the British Antarctic Survey dispose of its last single engine aircraft and convert wholly to twin engine, turbine powered Twin Otters which have given them sterling service over the last eight years. Perhaps, with a little luck, we might see the same happen to FIGAS.

Yours faithfully,
For Air Associates Ltd.,

Richard S. Griffith.
Director.

Encl:

WEDNESDAY 26TH JANUARY 1977

-2-

AIR/1/3

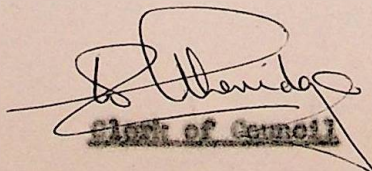
5. F.I.G.A.S. (16/76 - 4)

1/77

5.1 Honourable Members were told that the Administration was making every effort to recruit additional pilots to enable flying operations to be extended as soon as possible.

5.2 The Ministry of Overseas Development was prepared to designate two posts for pilots on OSAS terms and might be prepared to designate a Canadian citizen as Canada is a potential source of experienced bush pilots.

5.3 Councillors briefly rehearsed the arguments for a land-based internal air service as opposed to the present seaplane service. A division of opinion emerged and it was recognised that the CAA would probably have to be consulted.


J. L. Wharfedale
Chairman of Council

CS as requested
FOFI 012/31

PP PORT STANLEY

GR110

CYPHER CAT A

FM F C O 311714Z

RESTRICTED

TO PRIORITY PORT STANLEY TELNO 539 OF 31 DECEMBER 1976.

YOUR TEL 797: FIGAS

- 319
1. AFTER FURTHER CONSIDERATION CAA SUPPORT THE VIEW THAT NORMAL OPERATIONS COULD TAKE PLACE PROVIDED THAT :
 - A) NO MORE THAN THREE PASSENGERS CARRIED:
 - B) ADDITIONAL CREW MEMBER CARRIED, TO BE RESPONSIBLE FOR BRIEFING PASSENGERS ON EMERGENCY PROCEDURES AND TO ASSIST IN ANY EMERGENCY EVACUATION:
 - C) LIFE-JACKET PROVIDED FOR EACH OCCUPANT:
 - D) DINGHY PROVIDED:
 - E) AIRCRAFT RADIO SERVICEABLE FOR ALL FLIGHTS ORIGINATING IN STANLEY.
 2. HOPE THIS WILL ALLEVIATE POSITION. CAA ARE CONSIDERING FURTHER AND WE WILL TELEGRAPH IN DUE COURSE.

CROSLAND

NNNN

SENT AT 31/2141Z ERW

RECD AT 31/2141Z JDH



HE to see

(Copy passed to CS
for SCA) 31/12

He
has seen

184/4

29

331

AIR/1/3

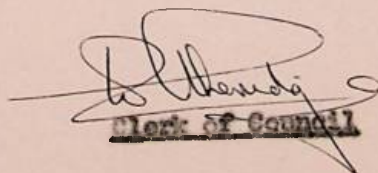
3. F.I.G.A.S. (1/77 - 5)

2/77

3.1 The Chief Secretary reported that ODM were now interviewing candidates as pilots for FIGAS and the earliest date on which an appointment could be made was mid-April.

AIR/5/4

3.2 The Chief Secretary emphasised the need to relieve Captain Kerr, the Superintendent of Civil Aviation, of some of the heavy burden of flying duties as soon as possible. Meanwhile the flying programme was being carefully monitored to ensure that the recommendations concerning the restrictions on FIGAS operations were being observed.


Clerk of Council

FIGAS/TV.

AVIATION DEPARTMENT.

Stanley.

Falkland Islands.

32A

.....19th April.....19..77..

His Excellency the Governor,

Sir,

I have the honour to enclose Certificate of Airworthiness in respect of Beaver VP-FAT, for favour of your signature.

I certify that the aircraft mentioned has been inspected in accordance with D.H.Canada 100 hour inspection schedule, converted from land-plane to float-plane in accordance with manufacturers drawings and instructions.

I further certify that I have air tested the aircraft and all services and controls operate satisfactorily within the limits specified by the manufacturer and would recommend the issue of a Certificate of Airworthiness.

I am,

Your obedient Servant,



(J KERR)
Supt. Civil Aviation.



32B

VP-FAT

FALKLAND ISLANDS

VP-FAT

Civil Aviation Department

CERTIFICATE OF AIRWORTHINESS

1. Nationality and Registration Marks	2. Manufacturer and Manufacturers' Designation of Aircraft	3. Aircraft Serial Number
VP-FAT.	DHC 2 Mk I.	1098.
	Beaver Floatplane.	

4. Categories Normal - Public Transport.

5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and † Air Navigation Order (Overseas Territories) 1977 in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations.

Date of issue April, 1977 Signature J. H. Parker

† Insert reference to appropriate Airworthiness Code.

GOVERNOR.

6. ** Being maintained under continuous inspection.

AIR/113

32

Reference.....

1.

C.S.

You will wish to note your files.

2.



SCA

As requested, I have issued the Certificate of Airworthiness for Beaver VP-FAT in accordance with your Certificates of Inspection and Testing.

A handwritten signature in dark ink, appearing to be "J R W Parker".

J R W Parker

25 April 1977

SCA

Jim

C/A attached.

26/4



CABLE AND WIRELESS

CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS
OFFICE STAMP AND DATE		NO. OF WORDS		DATE	TIME	<i>SCA has copy Ni.</i> AIR/1/3 ✓ 5/47
		INSTRUCTIONS				
		VIA CW				

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS **LT**
AND **CROWN**
ADDRESS **LONDON SW1**



FIGAS EQUIPMENT

Will you pls report position with regard to (a) bench seats and (b) two Sunair radios for Beaver aircraft ordered through you our tel 10 Sept 76. If bench seats have indeed gone astray as reported by BAS pl reorder and claim on insurance for those lost. Sunair radios are required urgently in case either of

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER _____ TELEPHONE _____
NOT TO BE TELEGRAPHED



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.



CABLE AND WIRELESS

CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS	5/47
OFFICE STAMP AND DATE		NO. OF WORDS		DATE	TIME		
		INSTRUCTIONS					
		VIA CW					

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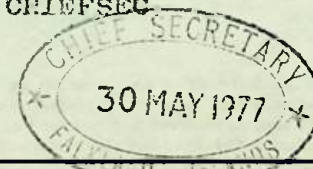
CLASS
AND
ADDRESS

CROWN LONDON SW1

Page 2

present two become unserviceable and we have to send away for repair. We may not operate aircraft without radios. Your tel 23 Nov 76 refers to spare HF sets ordered with expected delivery of two months. Grateful for urgent attention.

CHIEFSEC



I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER C. S. Secretariat TELEPHONE 110
NOT TO BE TELEGRAPHED



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.

FALKLAND ISLANDS

INDENT ON THE CROWN AGENTS

INDENT No. AV/86/77 DATE _____

DEPARTMENT (if any) III AVIATION

MATERIALS 2 BEAVER'S (SEA/FLOAT) CROWN AGENTS' GROUP NUMBER _____

ESTIMATED COST £ 100000.00 (excluding packing and freight)

CONFIRMATION. (If this indent or any item confirms a previous letter or telegram state details).

Telegram 10.9.76

ADDRESSES FOR PACKAGES

POSTAL		SHIPPING (Abbreviated Mark)	
C.A. Reqn. No.	O.H.M.S.	C.A. Reqn. No.	O.H.M.S.
O A G		O A G	
C ^ A		C ^ A	

SPECIAL INSTRUCTIONS

THESE AIRCRAFT HAVE NOW BEEN RECEIVED IN THE COLONY
AND ARE OPERATIONAL

SPACE FOR LOCAL USE ONLY

Charge to HEAD SUBHEAD III AVIATION Available balance on vote £ 100000.

PURCHASE OF 2 BEAVERS

I hereby certify that the above requisition is a correct charge against the vote shown and that the expenditure to be incurred has been duly authorised.

[Signature]
Head of Department.

AUTHORISATION

SIGNATURE

[Signature]
CHIEF SECRETARY

DATE



Date 6th July 77

C.A. GROUP No.

The indent should be prepared in conformity with the Crown Agents' "Notes on the preparation of indents". The list of articles should be written on one side of the paper only. Specifications or explanatory notes which cannot be put in the indent should be referred to in the indent.

PROJECT APPLICATION

Administering Authority:-

Government of the Falkland Islands

Serial No. of 19

1. Name of Project:- BEAVER AIRCRAFT - GOVERNMENT AIR SERVICE

2. Location of the Project The aircraft will be based in Stanley
and reasons for its but will operate throughout the Colony
choice.

3. Is the project included in No. The need to purchase new aircraft
the approved Development Plan arose because of accidents which wrote
and, if so, where? off the existing Beavers.

4. (a) Will the project be NO
put out to tender?

(b) Name of Agency Not applicable
responsible for
construction and
operation.

5. Professional advice on None
which the project is
based.

6. What are the benefits to be derived from the project.

(a) Economic.

The economic and social aspects will be taken together. The air service is the main communication link in the Colony. The entire population depends on it for most of its travelling between settlements. Any direct economic benefits are difficult to quantify and indeed, taken over long term, could be negative. However, in the short and medium term any consideration of the economic benefits must take into account the fact that the medical, postal and educational services draw heavily on the air service and it has been used increasingly by the Technical Service officers attached to the Colony.

(b) Social.

See above

-
7. (a) Total cost of the project
(broken down into main
items of expenditure).

Total cost of purchasing 2 Beaver aircraft
and one set of floats

£114,255.35

-
- (b) Amount of British Aid
required.

The application is for 50 per cent of the total
cost in (a) above

£57,122.17

7. (c) In what U.K. Financial year is British Aid required and how much each year? 1976 In one lump
-

8. When is the work expected to begin?
Aircraft were purchased in 1976
-

9. How will the operating costs be financed when the project is completed?

Operating costs are borne out of expenditure estimates of revenue account by the Falkland Islands Government. These are budgeted for annually.

10. If the project includes buildings or Civil Engineering work, plans should be forwarded with this Application in a form sufficient for an adequate examination in ODM. Not applicable
-

11. Will Consultants be used?
(a) in the design stage? Not applicable
-

- (b) to supervise construction or, if not, how will construction be supervised? Not applicable
-

12. Are services available?
(a) Water Not applicable

12. (b) Power

Not applicable

(c) Other Services

Not applicable

File Ref:

Date: 29 July 1977

js.

(50)

Mrs C B Johnson
OLA
Ministry of Overseas Development
Bland House
Stag Place
LONDON SW1E 5DH

FIGAS

I am sorry I misread your previous letter but think we have now got it right, and I attach two copies of the project application to regularise the matter.

2. You will know that the application is for £57,122.18 and not £50,000. We would be prepared to limit the loan to £50,000 if need be although I believe our original request was for 50% of the total cost which we estimated to be £50,000.

3. I have discussed this aspect with the Financial Secretary who will be in the UK and may be contacted through Michael Hickson in FCO if need be.

A J P Monk
Chief Secretary

We have left the serial no. blank as we understand the projects are numbered at your end. Perhaps you will be kind enough to notify us of the number given to it.

cc AIR/13
Project file DEU/19

CABLE & WIRELESS
KEEPS YOU IN TOUCH

ZCZC D223 ATS716 LHE887 SLH199
FKLY HZ GBLH 039
LONDONLH 39/38 17 1423

LTF
AVIATION
PORTSTANLEY



BEAVER SEATS WERE RECEIVED IN BRANSFIELD AT PUNTA ARENAS
AND BELIEVED OFF LOADED AT AMERICAN BASE IN ANTARTICA CASE
WEIGHED 160LB AND WAS RECEIVED BY BAANSFIELD
28TH JAN ARE YOU ABLE TO CHECK WITH USN
CROWN

COL LTF 160LB 28TH

Reply at 53

*Note: Spoke Mr Cheek.
He is visiting Palmer Base
through the B.S. link &
expects a reply this week.*

AIR Service
HAS COPY
8/22/8
NNNN

*Hi service contacted -
Gerald Cheek will draft
replies
S.B. 22/8*

*29.8.77
MR CHEEK AWAITING REPLY
FROM PALMER BASE. 172 WILL
CONTACT US WITH REPLY.
MWN 8/9*

CABLE & WIRELESS
KEEPS YOU IN TOUCH



CABLE AND WIRELESS

CABLE AND WIRELESS LIMITED

INCORPORATED IN ENGLAND

CHARGE	NUMBER	DESTINATION	PT	ORIGIN	WORDS	FORWARDED PARTICULARS	5/47
OFFICE STAMP AND DATE		NO. OF WORDS		DATE		53	
				21.9.77			
		INSTRUCTIONS					
						VIA CW	

NOTICE: In the absence of any indication to the contrary it will be assumed that this telegram is to be charged at full rate and treated accordingly

PLEASE WRITE THE NAME AND ADDRESS IN CAPITAL LETTERS

CLASS

AND

ADDRESS

LTF CROWN LONDON SW1

No. 251

52
FOR BEABEY. BEAVER AIRCRAFT. YOURTEL 17TH AUGUST REFERS. EXHAUSTIVE
ENQUIRIES BY BAS HAVE PRODUCED NO EVIDENCE OF LOCATION SEATS PLEASE
THEREFORE REACTIVATE MYTEL 30/5.
GRATEFUL INDICATION DEVELOPMENTS REGARDING ADDITIONAL RADIOS FOLLOWING
MYTEL 210 OF 12/8

CHIEFSEC

CHIEF SECRETARY
21 SEP 1977

I REQUEST THAT THE ABOVE TELEGRAM BE FORWARDED SUBJECT TO THE CONDITIONS PRINTED ON THE BACK OF THIS FORM
BY WHICH I AGREE TO BE BOUND.

SIGNATURE AND ADDRESS OF SENDER

NOT TO BE TELEGRAPHED

TELEPHONE



MEMBER OF THE CABLE AND WIRELESS WORLDWIDE COMMUNICATIONS GROUP

P.T.O.



ZCZC D039 ATS406 LHE344 SLH171
FKLY HZ GBLH 052
LONDON/LH 52/50 2 1346

AIR 1113 - original

AIR 11312 - copy

LTF

SECRETARY

PORTSTANLEY

Reply at 58

Mr. Branning
Mr. Deal. I am
mystified 2/3/77



TWO OF THREE PERSON BENCH SEATS ORDERED 21ST OCT 1977
AFTER BAS ACCEPT LIABILITY FOR LOSS OF ORIGINAL SEATS
ADDITIONAL CONNECTORS SHOCKMOUNT ANTENNA KIT ORDERED TO MAKE
TWO COMPLETE SPARE SYNAIR INSTALLATIONS MY LETTER OF 2.9.77
REFERS PLEASE CONFIRM YOUR RADIO PROBLEMS IF ABOVE NOT SATISFACTORY
BEABEY

COL LTF 21ST 1977 2.9.77

Copies to SCA for inf. & advice
regarding reply to x1.



Copy for: The Chief Secretary
Stanley FALKLAND ISLANDS

Authority TGM DTD 10/09/76 (56)
Dept No CHIEF SEC 040
A/C No 249009
AOP Address: Chief Secretary
Stanley
FALKLAND ISLANDS

Alliance Aviation
Box 818
GR5
Ottawa
CANADA



E3K/FALK IS 6/21760/2F

21 October 1977

Dear Sirs

Will you please arrange the supply of the following item:-

Bench Centre Seat for three persons - Quantity Two (2)

2 The estimated total cost is \$3100 Canadian Dollars.

3 If unsuitable for post despatch, the goods should be prepared for shipment by ocean freight and the package(s) marked as follows:-

Reqn 21760/2F
C A
No STANLEY
F IS
VIA LONDON

Gross Wt

Ind (TGM DTD 10/09/76)

4 Please arrange shipment by direct vessel to the port shown in the shipping mark above; or if direct shipment is not possible take out a through bill of lading. The goods should be consigned to:-

Alliance Aviation
Box 818
GR5
Ottawa
CANADA

Crown Agents' Freight Branch
35/41 Lower Marsh
LONDON
SE1 7RY

You should obtain two negotiable and four non-negotiable copies of a clean, on board Ocean Bill of Lading endorsed "Freight Paid and dispose of them as follows:-

- | | | |
|----|---|---|
| a) | send to the above consignee by air mail | 1 negotiable and 1 non-negotiable copy of bill of lading
3 copies of your invoice
2 copies of packing particulars |
|----|---|---|

/b)....

Alliance Aviation

21 October 1977

- b) send to Crown Agents 1 negotiable and 3 non-negotiable
London, for payment copies of the bill of lading
purposes. 4 copies of your invoice
3 copies of packing particulars

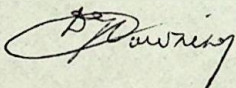
5 Marine Insurance is not required but the goods remain your responsibility until delivered in accordance with the terms of the contract.

6 Payment in the terms of the contract will be made by mail transfer. When submitting your invoice to the Crown Agents please give the name and address of your bankers and the account number.

7 This order is placed for and on behalf of the Government of Falkland Islands and the Crown Agents' General Conditions of Contract 1976 - a copy of which will be supplied on request - will apply.

.... 8 Please acknowledge receipt of this order by return on attached form CD222 and give details of cost and delivery.

Yours faithfully



D. E. DOWNING
for the Crown Agents



Crown Agents for Oversea Governments and Administrations

4 MILLBANK WESTMINSTER LONDON SW1P 3JD
TELEPHONE 01-222 7730 TELEX 916205 TELEGRAMS CROWN LONDON SW1

The Chief Secretary

With Compliments

CA Ref E3K/FALK IS 6/21760/2F

Dr. Browning
? for DCA
[Signature]

Copied to DCA

Mr. Booth

Copy to DCA → then P.A.

(63)

sent 8/2/79 AB
DCA
I take it that you
will reply direct to
paragraph 2.

✓

4/7/1

FOFI 004/07

4/27/1

**ACTION
COPY**

RR PORT STANLEY

GRPS 130

UNCLASSIFIED

FM BUENOS AIRES 061445Z FEB 79

TO ROUTINE CROWN AGENTS

TELNO U/N OF 6 FEBRUARY

AND TO PORT STANLEY

INFO FCO

YOUR TELEX PE3K/FALK ISLES 8/19889 (NOT TO PORT STANLEY OR FCO):
FLOAT UNDERCARRIAGE FOR BEAVER AIRCRAFT.

1. IF FLOAT UNDERCARRIAGE IS SENT VIA BUENOS AIRES, AS SUGGESTED IN YOUR TELEX SINCE IT WILL MISS THE CHARTER VESSEL ON 14 FEBRUARY, IT COULD BE FORWARDED FROM HERE EITHER BY THE NAVAL TRANSPORT COMPANY WHO HAVE A VESSEL SAILING THIS WEEK AND THEN AGAIN IN MAY, OR BY LADE AIRCRAFT. LADE INFORM US THAT PROVIDED CROSS-SECTIONS OF CONSIGNMENTS ARE LESS THAN 248 BY 198 CMS. THEY COULD TRANSPORT THEM IN THE WEEKLY F27 FLIGHT, EVEN IF LENGHT WAS 5 OR 6 METRES.
2. PORT STANLEY WILL WISH TO ADVISE WHETHER THEY WOULD PREFER TO PAY SEA FREIGHT TO BUENOS AIRES AND THEN AIR FREIGHT ONWARDS, OPT FOR THE NAVAL TRANSPORT VESSEL IN MAY, OR WAIT UNTIL THE NEXT SAILING OF THE CHARTER VESSEL.
3. IF DECISION IS TAKEN TO SHIP VIA BUENOS AIRES UNDERCARRIAGE SHOULD BE CONSIGNED TO HOULDER BROTHERS AND NOT (REPEAT NOT) THIS EMBASSY. HOULDER BROTHERS ARE BUENOS AIRES AGENTS FOR FALKLAND ISLANDS GOVERNMENT.

CARLESS

NNNN

SENT/RECD 071404Z NCG/DJM

Aug 11/3

601

AG. 14/12

PA in office copy

TO HANTS AND SUSSEX THE CITY AIRPORT, PORTSMOUTH
TELEX NO 86403/86343

FROM ACTING GOVERNOR FALKLAND ISLANDS

PLEASE SEND BY AIR PARCEL POST QTY ONE GYRO HORIZON INDICATOR
PT NO AN 5736-2 WHEN OVERHAUL COMPLETE

SIGNED F E BAKER

11 SEPTEMBER 1981

NNNN

⊕

86403 HANSUS G
214 GOVERNOR FK

Ref: AIR/13/2 ✓

12 September 1981

H M Milne Esq
Stanley Manager
Falkland Islands Co Ltd
Stanley

D/10

I have been asked by the Acting Director of Civil Aviation to seek information about the possibility of shipping two crated Beaver engines to the United Kingdom. I understand that there is a problem in relation to this as he has been told that the next charter vessel, on which ideally he would like to ship the engines, may not be accepting cargo for the United Kingdom.

I would be grateful if you could please let me know the position about this as you will appreciate that keeping the Beaver engines serviceable is a matter of vital importance to the Colony.

F E Baker

F E Baker
CHIEF SECRETARY

H.R. 13/2

The Falkland Islands Company, Limited. (71)

(INCORPORATED BY ROYAL CHARTER 1851.)

AGENTS FOR LLOYDS.

REGISTERED 1902

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

HEAD OFFICE:
94A WHITECHAPEL HIGH STREET
LONDON E1 7RH

Stanley,
FALKLAND ISLANDS.

21st SEPTEMBER, 1981.

OUR REF: D/1/1

THE CHIEF SECRETARY,
THE SECRETARIAT,
STANLEY.



CC FIC SHIPPING OFFICE.

Dear Sir,

SHIPMENT OF BEAVER ENGINES ON 'A.E.S.'

THANK YOU FOR YOUR LETTER OF 12TH SEPTEMBER, 1981.

AS EXPLAINED OVER THE TELEPHONE THIS MORNING, WE DO NOT KNOW THE MOVEMENTS OF 'A.E.S.' AFTER DISCHARGE IN STANLEY NEXT MONTH AS NO RETURN CARGO HAS AS YET BEEN ARRANGED.

CARGO IS NOT NORMALLY CARRIED ON THE CHARTER VESSEL WHEN SHE IS LEAVING STANLEY IN BALLAST AND CALLING AT A SOUTH AMERICAN PORT FOR A NORTHBOUND CARGO. THIS IS PURELY A MATTER OF FINANCE AS PORT DUES DIFFER FOR SHIPS IN BALLAST OR WITH CARGO MANIFESTS.

YOUR REQUEST WILL BE KEPT IN MIND AND WE WILL LET YOU KNOW AS SOON AS POSSIBLE WHEN THE POSITION BECOMES CLEARER. IN THE MEANTIME WE WOULD SUGGEST THAT THE ENGINES BE CRATED AND FULL DETAILS OF EACH CRATE BE PASSED TO THE SHIPPING OFFICE.

Kind regards

[Signature]

STANLEY MANAGER.

HMM/RA

72

18 September

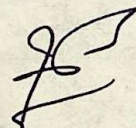
81

Ag Director of Civil Aviation
Stanley

D/O

I refer to Gerald Cheek's letter ref FIA/40/1, and its indent (AV/55/81) in which he requested that arrangements should be made for a nose oleo-leg for the Islander aircraft to be shipped back from the UK on a British Antarctic Survey vessel. Having telexed BAS Headquarters with this request I have now received a reply from the Director to the effect that Crown Agents have advised that they will after all be able to ship the oleo-leg back on the coming charter vessel. However, in the event of any difficulty BAS have agreed to ship this spare for us on their vessel RRS Bransfield.

2. With regard to your verbal request about shipping the two Beaver engines to UK I have taken up this matter with the Falkland Islands Company management here but regret that I have no firm information on this as yet. I hope to be able to give you some news in the near future.



F. E. Baker

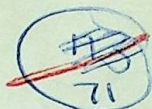
CHIEF SECRETARY

PS With regard to para 2 above I have just heard from FIC that they will do their best to ship the engines for us but cannot promise anything at this stage as they are still awaiting some further information from London. However, they advise that we should meanwhile go ahead with crating the engines and let them know the dimensions of the crates (if you let me know I will pass the information to the Manager). There is apparently some probability that if all else fails they could ship them in one of their returned containers if they will go through the access door.



FEB

AIR/1/3



The Falkland Islands Company, Limited.

(INCORPORATED BY ROYAL CHARTER 1851.)

AGENTS FOR LLOYDS.

REGISTERED 1902

TELEGRAMS "FLEETWING PORTSTANLEY" VIA RADIO.

HEAD OFFICE:
94A WHITECHAPEL HIGH STREET
LONDON E1 7RH

Stanley,
FALKLAND ISLANDS.

24TH SEPTEMBER, 1981.

OUR REF: D/1/1



THE CHIEF SECRETARY,
THE SECRETARIAT,
STANLEY.

CC FIC SHIPPING OFFICE.

DEAR SIR,

SHIPMENT OF AERO ENGINES BY 'A.E.S.'

WE HAVE NOW RECEIVED A REPLY FROM OUR LONDON OFFICE REGARDING YOUR REQUEST TO SHIP TWO BEAVER ENGINES TO THE UK ON THE FORTHCOMING VOYAGE OF 'A.E.S.'.

OUR MANAGING DIRECTOR HAS APPROVED THIS FREIGHT AS OUR SHIPPING AGENTS, JEPPESEN HEATON LTD., DO NOT CONSIDER THAT ANY PROBLEM WILL ARISE REGARDING PORT DUES IN SOUTH AMERICA AS THE CONSIGNMENT WILL REMAIN ON BOARD.

IT IS SUGGESTED THAT THE ENGINES BE CRATED IN SUCH A WAY AS TO ENABLE THEM TO BE SHIPPED IN ONE OF OUR CONTAINERS.

PLEASE LET US HAVE THE WEIGHT AND MEASUREMENT OF EACH CRATE AS SOON AS POSSIBLE.

YOURS FAITHFULLY,

STANLEY MANAGER.

HMM/RA

Chief Secretary's Office
The Secretariat
Stanley

76

Ref: AIR/1/3

2 October 1981

H M Milne Esq
Stanley Manager
Falkland Islands Co Ltd
Stanley

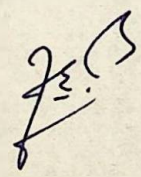
SHIPMENT OF AERO-ENGINES BY "AES"

Many thanks for your letter reference D/1/1 of 24 September confirming that it will be possible to ship our two Beaver engines to UK by the forthcoming "A E S"

We are very grateful for this assistance and perhaps the next time you are in contact you will pass on our appreciation of their help in this matter to your Managing Director and the Shipping Agents.

The dimensions and weights of the two crates are as follows:

- | | |
|--------------------------------------|--------|
| 1. 1 m 58 cm x 1 m 47 cm x 1 m 58 cm | 707 KG |
| 2. 1 m 68 cm x 1 m 60 cm x 1 m 54 cm | 814 KG |



F E Baker
CHIEF SECRETARY

cc FIC Shipping Office

AIR/1/3 ✓

77

7 October

81

Mr G Joyce
Ag Director of Civil Aviation

Dear

SHIPMENT OF AERO-ENGINES BY "A E S"

I write simply to confirm that the Falkland Islands Company has now received word from the UK Shipping Agents, Jeppeson Heaton, that they now consider there should be no problem after all in shipping our two Beaver engines to UK for us on the forthcoming voyage of the "A E S".

I have passed on to the FIC Shipping Office the dimensions and weights of the two crated engines kindly provided by your department and I hope that this operation can now go ahead without any further difficulty.

F. E. Baker

F E Baker
CHIEF SECRETARY

This copy to

AIR 1/13 PL

23 23/10

78
To copy to FIGAS

B

23/10
24/10

214 GOVERNOR FK
214 GOVERNOR FK
214 GOVERNOR FK
8813324SAE G
LDN 2017 OCT 22/31

TO: FALKLAND ISLES GOVT AIR SERV

FROM: STANDARD AERO LTD UK

ATTN: IAN WHITE

YR TLX 9 OCT AND 22 OCT. APOLIGIES FOR DELAY - HAVE BEEN AWAY. AM ABLE TO ANSWER AS FLWS:

1. SAL WPG HAVE ACTIONED YR REQUEST FOR P/N 2P/R400BRD5 PUMP, FUEL (OHC). REGRETTABLY THEY DO NOT HAVE CURRENT CANADIAN EXPORT LICENCE TO SHIP DIRECT TO F.I. AND HAVE EXPERIENCED DELAY THEREFORE PUMP SHIPPING ABOUT NOW. SORRY - THIS OUT OF MY CONTROL. PL SUPPLY PURCHASE ORDER NO. FOR PUMP.
2. AM ABLE TO CONFIRM APPROX COST TO OVERHAUL R985 ENGINE IS 13200.00 DLRS US INCL MAG CARB HARNESS AND GEN. YOUR ORIG REQUEST DID NOT INCL STARTER: IF REQUIRED ADD 600.00 DLRS US. COST TO O/H SHROUD/AIRSCOOP APPROX 2400.00 DLRS US.

TOTAL PER ENGINE WITHOUT STARTER 15600 DLRS US

WITH STARTER 16200 DLRS US

CONVERSION AT RATE TODAY 8571.40 POUNDS STLG

OR 8901.10 POUNDS STLG

APPROX TOTAL FREIGHT/HANDLING AT COST PER ENGINE 1525.00 POUNDS STLG (GRAVESEND - GRAVESEND).

NOTE ALL PRICES APPROXIMATE. VARIATION FROM ORIGINAL DUE TO CHANGE IN EXCHANGE RATE AND IATA AIR FREIGHT CHARGES.

ESSENTIAL THAT DOCUMENTATION TRAVELLING WITH ENGINES IS CORRECT AND SHOULD INCL SEPARATE BILL OF LADING PLUS PROFORMA INVOICE OR OTHER DECLARATION OF VALUE OF GOODS AS SHIPPED. ADDITIONAL COPIES OF DOCUMENTS BY AIR MAIL TO SAL ASHFORD.

PLEASE SUPPLY PURCHASE ORDER NUMBER FOR ENGINE O/H.

IN DISCUSSION WITH JEPPELSON HEATON OVER HANDLING OF ENGINES WAS ALARMED WHEN ADVISED MV 'AES' CARRYING BALLAST ONLY INTO GRAVESEND END NOV. CAN YOU ADV IF ENGINES WILL BE SHIPPED.

3. YR ORDER FOR HEADSETS AND SWITCHES ACKNOWLEDGED - WPG WILL SHIP DIRECT ASAP.

4. AM ABLE TO QUOTE AVERAGE COST TO O/H O-540-E4C5 LYC ENGINE APPROX 10,000.00 DLRS US INCL MAGS CARB STARTER ALTERNATOR HARNESS PLUGS AND F/PUMP. APPROX TURN-AROUND 6-8 WKS.

IF YOU ADV WT/DIMS WILL WORK UP QUOTE AS ABOVE.

BEST REGARDS

DENNIS MINNS

8813324SAE G
214 GOVERNOR FK

214 GOVERNOR FK
214 GOVERNOR FK
916205 CALOND G
14 10 4/11/31 MM

PA

AIR 1/13

ACTION

COPY

Handwritten: 5/11

Handwritten: Rep

Handwritten: 4/11

WE REFER TO TELEX DTD 26 OCTOBER SIGNED I. WHITE TO STANDARD
AERO LTD RE OVERHAUL BEAVER ENGINES AND SUPPLY FUEL PUMP
PT NO 2P/R400 BRD5 AND YOUR TELEX DTD 3 NOV AUTHORISING PURCHASE
ON TELEPHONING SUPPLIER WE ARE ADVISED THAT FURTHER TELEX FROM
MR WHITE ORDERED 2 EACH H10.30 HEAD SETS AT PNDS 34.97 EACH
AND PT NO 13216G01 SWITCH AT PDS 19.69 EACH.
TOTAL VALUE OF ALL ITEMS INCLUDING AIR POSTAGE IS PNDS 556.25
WE REQUIRE YOUR AUTHORITY TO COVER TOTAL EXPENDITURE MEANWHILE
WE ARE ISSUING ORDER ON CA REF 1/40712/1. ALL ITEMS HAVE ALREADY
BEEN DESPATCHED BY AIR POST.
WE AWAIT AUTHORISATION BY TELEX THANKS

WEEKS
CROWN

Handwritten: Approved.

916205 CALOND G
214 GOVERNOR FK

Handwritten: 735/11

AIR 1/3 ✓

SWED POS 1 FK
214 GOVERNOR FK
916205 UK PLS

MOM
916205 CALOND G
DF GA
214 GOVERNOR FK

CS
Ref
6/11

TO CROWN AGENTS LONDON
FROM CHIEF SECRETARY FALKLAND ISLANDS

FOR WEEKES

1. YOUR TELEX OF 04 NOVEMBER. I AUTHORISE TOTAL EXPENDITURE ON
ITEMS ORDERED BY WHITE COVERED BY YOUR REF 1/40712/1.

SIGNED F E BAKER

06 NOVEMBER 1981

MMMM

916205 CALOND G
214 GOVERNOR FK

012/113

the vice

Specialist operators of Short-haul STOL & ULTRA-STOL freight planes.

(81)

"TAMAAM INC."

Registered Office: 420 L. St. SUITE 301
ANCHORAGE
ALASKA 99501 U.S.A.

Ngara Ndaro
Box 477, Nanyuki
Kenya.

8 DEC 1982

Sir Rex Hunt.
Civil Commissioner.
The Falkland Islands.



Dear Sir Rex.

Sandy Field, who is a neighbour of mine, here in Kenya, suggested that I should write to you.

A recent newspaper article mentioned that the Falkland Islands had lost the Beaver aircraft used for the mail run.

I have four late model DHC-2 Beavers in first class order immediately ready for sale.

One is already on new floats in Seattle. Three are on wheels in Kenya and can be flown to England without delay.

I have access to three more pairs of floats in Seattle.

Please can you forward this letter to the appropriate office.

Sincerely *A. Dyer*

Box 477.

NANYUKI

KENYA.

Office for Europe. La Motte Chambers. St. Helier. Jersey. C.I.
Representative for Africa. A. Dyer. Box 477 Nanyuki. Kenya.

82

Chief Secretary's Office
The Secretariat
Stanley
Falkland Islands

Ref: AIR/1/3

31 December 1982

Mr A Dyer
Box 477
Nanyuki
Kenya

Dear Mr Dyer,

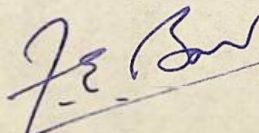
Thank you very much for your letter of 8th December concerning the availability of DHC-2 Beaver aircraft. This has been referred to me by His Excellency the Civil Commissioner, Sir Rex Hunt.

In other circumstances we would certainly have been interested in the aircraft you mention. However, I fear your offer has been somewhat overtaken by events as some months ago we agreed to accept a replacement Beaver purchased in Canada on our behalf by the Overseas Development Administration. This aircraft, which has flown some 900 hours only, was identified for us with the assistance of our Senior Pilot, Captain Ian White, who flew commercially in Canada for many years and, as you can imagine, was therefore a most useful person to send there on this mission. You may be interested to hear that the crated aircraft arrived by sea a week or so ago and, having been airlifted ashore by Chinook helicopter, is now in process of being reassembled by our Falkland Islands Government Air Service technical staff. They have received kind offers of assistance if necessary from the Army Air Corps personnel currently stationed here and we hope to have the Beaver ready for flight tests in the near future.

Though we previously had two Beavers on floats and one Britten-Norman Islander it has been decided that the replacement fleet will consist of one Beaver only and two Britten-Norman Islanders. Regrettably, therefore, it does not appear that we shall be in a position to do business with you for the moment with regard to replacement Beavers. However, the availability of the aircraft you offer is noted with great interest and I am sure that our Director of Civil Aviation, to whom I am copying this letter together with a copy of yours, will keep your company in mind as a valuable contact.

Many thanks for the interest you have shown.

Yours sincerely,



F E Baker

CHIEF SECRETARY

cc DCA



Crown Agents

84
Crown Agents Services Ltd

3100 Massachusetts Ave., N.W.

WASHINGTON, D.C., 20008

Telegrams: Crown Washington

Telex Domestic USA 89-2370

Telex International 64642 A/B CASLWASH

Telephone: (202) 462 1340

Please quote: NAG 7050/1 FALKLAND ISLANDS

18 May 1983

Chief Secretary
Falkland Islands Government
Port Stanley
FALKLAND ISLANDS

ATTN : MR F E BAKER

Dear Sir

As instructed in your telex of 23 November 1981, we are today arranging to pay the De Havilland Aircraft of Canada Ltd the sum of 294.08 Canadian Dollars in payment of the enclosed invoice.

The Sterling equivalent plus Crown Agents charges of 1.0% will be debited to your account with our London office in due course.

Yours faithfully

G. J. Watson

G J Watson
for Crown Agents Services Ltd

GJW:jlh

Encs

cc AO1 DIVISION
CROWN AGENTS
LONDON

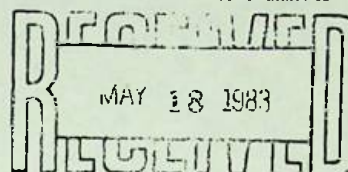
CASLWASH64642

916205 CALOND G

STF VDB059 8305181533 TLX201 8305181533

FOR THE ATTENTION OF GEOFF WATSON
YOUR REF NAG 7050/1

CROWN AGENTS SERVICES LIMITED



WASHINGTON, D.C.

YR TLX 18/5.

WE CONFIRM THAT WE HAVE RECEIVED ONE CARTON A/C PARTS (QTY 1
C2CF1561A FLAP JACK) VALUE DLRS 90.00
THIS WILL BE DESPATCHED BY SURFACE PARCEL POST IN NEXT FEW DAYS.
(AIR PARCEL POST HAS BEEN SUSPENDED)

THERE HAVE BEEN MANY PROBLEMS ON OUR OWN DE HAV: ORDER WITH PACKAGES
ARRIVING WITHOUT PAPERWORK AND THIS HAS LED TO LONG DELAYS WITH
DESPATCH AND PAYMENT.
APOLOGIES FOR DELAY RE YR PACKAGE BUT AGAIN HAVE ONLY JUST TRACED
INVOICES.

REGARDS
C. REYNOLDS
DEPT BC9
CROWN
SENT BY VF

916205 CALOND G

+

CASLWASH64642

No raise does for payment.

VIA WUI

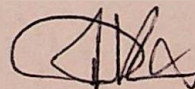
FOR ADVICE PURPOSES ONLY

EXTRACT FROM THE MINUTES OF THE MEETING OF EXECUTIVE COUNCIL
(No 5/84) HELD ON WEDNESDAY 16th MAY 1984

AIR/1/3

32. BEAVER AIRCRAFT

- 32.1 Estimates had now been received for the necessary spares to repair the Beaver's floats and these were considerably cheaper than at first thought.
- 32.2 Council noted that plans were in hand to test the Beaver on wheels on snowy and wet airstrips. With its large low-pressure tyres, it was thought that such strips could then be used by the Beaver when they could not be used by the Islander.
- 32.3 The future use of the Beaver was discussed and it was agreed that the floats should be repaired and the aircraft kept over the winter months to see how the Islanders performed. If it was decided that the Beaver was no longer needed, its re-sale price would be higher if it were offered with floats and wheels.



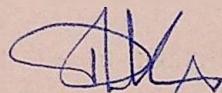
CLERK TO COUNCILS

EXTRACT FROM THE MINUTES OF THE MEETING OF EXECUTIVE COUNCIL HELD
ON 13TH AND 15TH JUNE 1984

AIR/1/3
5/84-32

14. BEAVER AIRCRAFT

Council noted that the spare parts for repairing the Beaver's floats had not yet arrived.



CLERK TO COUNCILS

Air 113.

87

3 December 1984

Philip Beck Esq
John Mowlem and Company
Westgate House
Ealing Road
Brentford
Middlesex

Thank you for your letter of 5 November in which you raised the subject of our Beaver Aircraft.

You will know that Bill Bloomfield is collecting the details you need. I can tell you unofficially that we are now considering buying a third Islander. If that happens there will be no further need for the Beaver. By the time I get home for the Christmas holiday I may be able to tell you more.

B E Pauncefort
Government Secretary

rs

Mowlem

John Mowlem and Company PLC
Registered Office
Westgate House Ealing Road Brentford
Middlesex TW8 0QZ United Kingdom
Telephone: 01-568 9111 Telex
International tel: + 44 1 568 9111 24414



By Appointment
To Her Majesty The Queen
Building Contractors
John Mowlem & Company PLC
Brentford

Chairman's Office

Mr. Bernard Pauncefort, OBE,
Government Secretary,
Government Secretary's Office,
Stanley,
Falkland Islands.

5th November, 1984.

Dear Mr. Pauncefort,

I hope by now that matters will be moving about Rex Lewis following our earlier exchange of letters.

My reason for writing again is to express an interest in the possibility of purchasing the Beaver aircraft and the war-damaged floats presently held by F.I.G.A.S. Should it be decided to dispose of these assets I would be very interested to hear about it in advance. I did mention this to Bill Bloomfield whilst I was out there and it is more than likely that it would not be a LMA-JV purchase.

Yours sincerely,

Philip Beck

4

2423 FIGSEC FK

1763 85-02-20 11:00

CHEEK.

AM PUTTING LETTER IN MAIL TO YOU TODAY. HAVE SPOKEN TO WHITEMAN AT
BAS WHO THINKS THEY CAN SHIP BEAVER VP-FBE AND SPARES IN BRANSFIELD
TO UK FOR SALE. NO MARKET HERE BUT POSSIBLE IN CANADA. AM PROPOSING
WE TRY AND SELL AC FOR YOU DISMANTLED EX UK.

RICHARD GRIFFITH

AIR ASSOCIATES LTD

2423 FIGSEC FK

935889 ASATES GK

MEMORANDUM

(89)

Reference FIA/101/1

It is requested that this number and date should be quoted on your reply.

Date 21st February 1985.

From DIRECTOR CIVIL AVIATION

To CHIEF EXECUTIVE

Subject:-

SALE OF BEAVER AIRCRAFT

Reference our conversation on Friday during S.F.C. about selling the Beaver, I think it would be useful if you could sound out the market for selling the aircraft from your contacts in Canada or the U.S. and perhaps establish what it may sell for.

The aircraft cost landed in Stanley approximately one hundred thousand pounds in December 1982.

I have been in touch with two aircraft agencies in the United Kingdom and in addition Robert Pooley who recently visited Stanley has very kindly placed an advert in "Flight" magazine, but in every case a selling price is of course required.

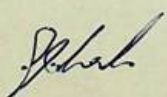
The dealer the Beaver was purchased from in Canada who may be interested in buying the aircraft was:-

BANNOCK AEROSPACE,
SUITE 400, 121 RICHMOND ST. WEST,
TORONTO, ONTARIO M5H 2K1.
Tel. (416) 368 1795 Telex 06-22031

Also the following agency still deals in Beaver Aircraft I believe.

ALLIANCE AVIATION LTD.,
P.O. BOX 818, R.R.5,
OTTAWA,
ONTARIO K1G 3N3.
Tel. (613) 521-4950 Telex 053-4412

I will enclose details of the aircraft for your reference.


G.W. CHEEK,

DIRECTOR CIVIL AVIATION.

enc.

(88)

DHC-2 BEAVER

REGISTRATION - VP-FBE EX C-GNGN

SERIAL NO. 1568

YEAR OF MANUFACTURER 1963

Total Airframe Hrs 1405 HRS

Total Engine Hrs 531 HRS

Total Propeller Hrs 96 HRS

Following Avionic/Radio Equipment Fitted

H.F.	Sensair A.S.B. 500
VHF Nav/Com	King K170
Transponder	Hessco Flight At-6
A.D.F.	Radco ADP-2-120
Audio Panel	Hessco CP 135 TBC

Aircraft is at present fitted with: Goodyear 15.00-12 Low pressure tyres. A Set of Bristol Aerospace Model No. 679-4930 Floats are held for fitting. The floats require some repair work including reskinning and all the necessary parts including skins, rivets etc. are included with the floats.

The luggage boot of the aircraft has been modified to accept surf boards.

This aircraft was initially built as an Agriculture Aircraft the epnnage has been scaled to stop the ingress of harmful chemicals. It has also been fitted with rubber fuel cells in all tanks.

A small spares package which includes two zero timed engines will also be included in the sale.

The aircraft is hangared in Stanley and has been maintained to the high standard required for public transport.

For further details and price etc. please contact
Director Civil Aviation, Stanley, Falkland Islands
Telex 2423 FIGSEC FK

PTO.

With the Compliments
of the

Director of Civil Aviation,

C.E.

21/2/85

SINCE DRAFTING THIS LETTER
THE ATTACHED TELEX ARRIVED
I MENTIONED AT OUR MEETING
THIS MORNING

Stanley,

Falkland Islands.

[Signature]

AIR/1/3

22 February 1985

CHIEF EXECUTIVE

DIRECTOR OF CIVIL AVIATION

SALE OF BEAVER AIRCRAFT

Thank you for sending me the various papers about the sale of the Beaver aircraft.

I should be grateful if you could take action to sound out-the market as you appear to have all the necessary contacts and information to do so. I suggest you proceed as follows:

- 1 Telex Bannock Aerospace and ask them whether they would have any interest in buying the aircraft and what sort of price they would be prepared to consider.
- 2 Ask Alliance Aviation for their advice about what such a second hand aircraft would sell for.
- 3 Do everything possible to dismantle the Beaver in time for it and its spares to be shipped on the RRS Bransfield.
- 4 If you receive any response to the "Flight" magazine advertisement, hold on to it pending replies to the two telexes.
- 5 Try to discover what sort of figure Richard Griffith has in mind. Perhaps, though, it would be worthwhile waiting for the letter mentioned in his telegram.

If you could keep me posted on the response to all your efforts, we could perhaps be in a position to put a short paper on the sale of the Beaver to Exco/SFC in March.

David Taylor
Chief Executive

cem

22.1.85

FOR DAVID TAYLOR

AR 1113

(92)

THIRD ISLANDER AND CONSEQUENT DISPOSAL OF BEAVER.

INFORMATION AVAILABLE TO ME HERE IS THAT WE WOULD LIKELY GET MORE INTEREST FROM PROSPECTIVE PURCHASERS IF WE PAID TRANSPORT COSTS TO PUT THE BEAVER ON SALE IN BRITAIN RATHER THAN HOPE TO SELL IN STANLEY AND REQUIRE BUYER TO ARRANGE AND PAY SHIPMENT COSTS. FURTHER POINT IS THAT WHATEVER ASKING PRICES ARE CURRENTLY ADVERTISED IN THE BRITISH AND NORTH AMERICAN SECOND HAND AIRCRAFT PUBLICATIONS, ANY BUYER OF OUR BEAVER WILL HAVE NOT INCONSIDERABLE EXPENSES IN OBTAINING CIVIL AVIATION AUTHORITY REGISTRATION AND PERMISSION TO FLY IN COUNTRY TO WHICH AIRCRAFT IS EXPORTED. HOWEVER, INTEREST I MENTIONED AT SFC MEETING IS SERIOUS AND BILL BLOOMFIELD WILL BE IN TOUCH WITH YOU.

1500.7

REGARDS ~~TO ALL~~
BERNARD+

PORT SAN CARLOS LTD.

DIRECTORS: N. E. KEITH CAMERON, C.B.E. A. G. BARTON, C.B.E. D. BARTON

Secretary: J. R. SPENCER, F.C.A.,
Messrs. JACOMB HOARE & CO.
LONDON WOOL EXCHANGE,
BRUSHFIELD STREET,
LONDON, E.1.

Telephone: 01-247 3783/8
Telex: 23591
Cables: JACOMB LONDON

Cables 'CARLOS PORTSTANLEY'

PORT SAN CARLOS,
FALKLAND ISLANDS,
SOUTH ATLANTIC,
Via Montevideo

3 - May 1984.

Dear Sir Rex,

Sorry about this short hurried note, but have a chance of mail away overland shortly.

Thinking quickly about "Track Improvements" last night, I understand there are still two old Bauer Blocks by the F.I.C.A.S. hanger, that were damaged during the war. If there are no plans for these, I was wondering if it was possible to have these to repair, and make a raft across the creek here at R.C.

At the end of the month we have the Forrest delivering four container beds for track improvements to the 'North Camp' track; would it be possible to have these for the 'South Camp' track.

Yours sincerely,
Bawin Hardcastle

MEMORANDUM

94

Refer

It is requested that this number and date should be quoted on your reply.

Date 13th May 1985

From DIRECTOR CIVIL AVIATION

To GOVERNMENT SECRETARY

Subject:-

SALE OF BEAVER FLOATS

I have had several enquiries from persons interested in obtaining the set of floats ex Alpha Victor one of the two Beaver aircraft written off in 1982. We have no further use for the floats so would you please make the necessary arrangements to have them put up for tender. Also would you please emphasize in the tender announcement that the floats require quite extensive repairs to make them seaworthy again. They are situated at the Beaver hangar and may be viewed at any time.

G.W. Cheek

G.W. CHEEK,

DIRECTOR CIVIL AVIATION.

MF Browning

Invitation to Tender
to be prepared and an
FISS by weekend p.m.
R.P.

23

93

7 May 1985

095/1

Gavin Hardcastle Esq
Port San Carlos
EAST FALKLANDS

22

Many thanks for your letter about the Beaver floats. I have spoken to Gerald Cheek and he thinks that it would be a good idea for you to have them to make a raft to go across your creek.

Unfortunately, we are bedevilled by Government procedures and we cannot simply dispose of the floats without putting them up for public tender. I have asked Gerald to do this as soon as possible but it seems unlikely that it can be done before the end of this month.

I suggest that you make a bid for the floats as soon as you hear about the tender on the radio and I should think that you would stand a good chance of getting them.

With best wishes.

Sir Rex Hunt
Civil Commissioner

File (85)
A12/1/3

15 May 1985

Mr Gavin Hardcastle
Fort San Carlos Ltd
East Falklands

Dear Mr Hardcastle

Further to your recent call at this office in connection with the Beaver aircraft floats, I have now seen a copy of your letter to His Excellency the Civil Commissioner and of his reply.

A number of people have, in fact, expressed an interest in acquiring these floats and it will therefore be necessary to put them up for public tender. This will now do and I suggest you make your bid for them as soon as you hear the announcement on the radio. But since it is likely that yours will be but one of a number of offers I doubt that the process of sale can be completed by the date of the May sailing of the MV Forrest.

Yours sincerely

B E Fauncefort
Government Secretary

rs



With the compliments of

H.M. CIVIL COMMISSIONER

**PORT STANLEY
FALKLAND ISLANDS**

17/05/85


Director of Public Works

ISLANDER HANGAR

1. As stated on the telephone this morning, I instruct you to take off as many men as necessary from the electrical works to do emergency work on the Islander hangar so as to render it safe over the weekend.
2. I saw Mr Browning on site this morning and he informed me that he should be able to finish the cladding of the existing Islander hangar in one or two days given some extra men.
3. In view of the dangerous state of the hangar yesterday, I authorised the DCA to move the Islanders over to the Harrier parking area for the night as he was afraid that a gust of wind during the night could have caused a loose sheet to fall off the hangar and cause damage to our aircraft.
4. As one of the aircraft is now on jacks in the hangar undergoing repair to damage caused while landing at Green Patch yesterday, it is vital that the re-cladding be completed as soon as possible.
5. I understand that removing labour from the electrical works at this stage could seriously affect the electrical services to Stanley; but it is more important for the Falklands as a whole that we safeguard our two Islander aircraft. I am ready to explain this to the people of Stanley and I take full responsibility for the decision to remove men from electrical works to render the Islander hangar safe.

17 May 1985

Sir Rex Hunt
Civil Commissioner

cc: Government Secretary 
Director Civil Aviation

PUBLIC NOTICE

Tenders are invited for the purchase of a set of floats from the FIGAS Beaver aircraft. The floats are available for inspection at the Beaver Hangar and may be seen there at any time. However it should be noted that they require extensive repairs to make them seaworthy again. Tenders to be addressed to the Chairman, Tender Board, Secretariat to reach him on or before 3 June 1985.

The Secretariat
Stanley

Public Notice No 54/85

Date: 21 May 1985

FIBS

Please broadcast on 21st, 22nd, 23rd and 24th May 1985.

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REFERENCE AIR/1/3

Chairman
Tender Board

The Beaver Floats

LMA told me yesterday that they put in a bid of £250 for the two Beaver Floats but it seems that their letter has been lost in the post. A copy is now on its way.

Please, therefore, take a £250 bid as authentic for your Board on Monday 10 June.



B E Pauncefort
Government Secretary

7 June 1985

rs

LAING - MOWLEM - ARC

Joint Venture

101
Mount Pleasant Airfield
P.O. Box 60,
Falkland Islands.

Our ref.: - ES/AK

6th June, 1985

The Chairman,
Tender Board,
Secretariat.
Port Stanley,
Falkland Islands.

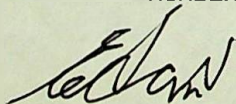
Dear Sirs,

re:- YOUR OFFER TO TENDER -
BEAVER AIRCRAFT FLOATS

We are prepared to bid £250. for the purchase of one pair of Floats, ex- the Beaver Aircraft, currently lying damaged at the Sea Plane Hangar, Port Stanley.

We would be prepared to remove them from their present location with minimum delay.

Yours faithfully,
for LAING-MOWLEM-ARC JOINT VENTURE



E. Sant
Admin./Personnel Manager

OUR REF: AIR/1/3.II

THE SECRETARIAT,

104

STANLEY, FALKLAND ISLANDS,

SOUTH ATLANTIC.

It is requested that
the number and date
should be quoted.

YOUR REF: -

.....24 June.....1985.

Mr E Sant
Admin./Personnel Manager
Laing-Mowlem ARC JV
Mount Pleasant Airfield
P O Box 60
FALKLAND ISLANDS

Dear Sir

I am directed to acknowledge receipt of your letter ES/AK of
6 June 1985 and have pleasure in informing you that your tender
of £250 for the purchase of one pair of damaged floats, ex-Beaver
aircraft, was successful.

Please find an invoice enclosed with this letter.

Would you now kindly liaise with the Director of Civil Aviation
regarding the removal of the items from their present location.

Yours faithfully



for GOVERNMENT SECRETARY

cc: DCA
Treasury

P. 1

AIR 1/3

(106)

2423 FIGSEC PK
2634 85-86-87 15:45

G. CHECK

REF BEAVER 8N1568

HAVE RCVD FIRM OFFER CDN DLRS 188,000 (APPROX POUNDS 60,000 AT 1.68 DLRS TO POUND) FOR AC AND SPARES SUBJECT TO INSPECTION. RECOMMEND YOU ACCEPT THIS FIGURE ON THE BASIS THAT I GO BACK AND TRY TO GET THEM TO IMPROVE IT BY AT LEAST ANOTHER DLRS 5,000.

IF DEAL COMES TOGETHER I WILL GIVE PROSPECT A 10 DAY OPTION PERIOD WITHIN WHICH HE MUST INSPECT AND PLACE NON-REFUNDABLE DEPOSIT PENDING EXECUTION OF CONTRACT.

WOULD APPRECIATE YOUR TLX REPLY BY RTN AS PROSPECT REQUESTS ANSWER BY JUNE 11.

RGDS

RICHARD GRIFFITH

AIR ASSOCIATES LTD

2423 FIGSEC PK

OSI - 935889 ASATES G

G. Check says yes. He is happy with offer.

Note: Discussed with H.C.

Agree to sell at C\$100,000.

DCA informant who will reply to
his Associates.

10 vi.

2423 FIGSEC FK
2909 85-07-22 09:04

GERALD CHEEK
HAVE RCVD FROM LONDON OFFICE COPIES OF BILL OF SALE AND CERT OF
REGISTRATION.

x AS SALE IS IN CDN DLRS, TOTAL 115,000, REQUIRE YOUR CLEARANCE TO
CHANGE POUNDS TO CDN DLRS ON BILL OF SALE.

WILL ALSO REQUIRE CERT OF DE-REGISTRATION, I.E. CONFIRMATION ON DAY
OF SALE OF CANCELLATION OF AC FROM FALKLAND'S REGISTER AND TELEXED BY
YOU TO CANADIAN DOT WITH COPY TO ME.

RODS
RICHARD GRIFFITH
AIR ASSOCIATES LTD
WELL RCVD PLSE?AAAAAAAAAAAA

2423 FIGSEC FK
935889 ASATES 0

✓ G8,

The FS has advised the DCA that any clearance would be
obtainable from you, please.

DCA would like to reply quickly by telex.

25.7.85

DeA

We spoke. and I agreed

we give our clearance but

with it made clear to Air

Associates that we hold them

responsible to ensure that in the proposed
exchange business we do NOT lose money.

Boyle

TLX NO 160

ATTN RICHARD GRIFFITH

DELIGHTED TO RECEIVE NEWS OF BEAVER SALE. YOUR EFFORTS MUCH
APPRECIATEXD. I HAVE TODAY SENT THE FOLLOWING TELEX TO DOT CANADA
"I HEREBY CERTIFY THAT DHC-2 BEAVER AIRCRAFT SERIAL NO. 1568
EX-GNGN FALKLAND ISLAND REGISTRATION VP-FBE HAS TODAY THE 10 SEPT
1985 BEEN DEREGISTERED WITH THE REGISTER OF AIRCRAFT STANLEY
FALKLAND ISLANDS".
GRATEFUL YOU TRANSFER FUNDS TO CROWN AGENTS 4 MILLBANK;

AIR/1/3

Y E:

SALE OF BEAVER AIRCRAFT

This is simply to let you know that the Beaver has been sold and the net proceeds (after payment of commission etc) were £55,000.

Chief Executive

10 September 1985

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