

40

AIR / 13 / 4

AIR

EQUIPMENT

HANGER + SLIPWAY

ARCHIVE

CONNECTED FILES

.....

.....

[illegible]

A. S.

1

then Hanger
I assume Dept of Works will be asked to submit an AISE for consideration at the next A. F. L. meeting.

2

A. S.

14/10/72

2

DCS

SCA should pt. liaison w. SPW about costs & an AISE.

I have already written to SCA or file about the other matters.

14/10.

3

CS

APW's estimate is £25,000. To

DFS to note for SFC?

27/10

4

DCS

7/11 pt. 26/10.

DFS

File note for SFC (11)

27/10

6 16
D.C.S.

Noted for next S.F.C. meeting. C.Y.

off 27/10/76

7
C.S.

(13) + (15) AFC will not now be meeting until 11th December and I am wondering if you had in mind any interim action? We will now only have two beavers instead of the three we hoped to have.

off 1/11

8

DF5
The urgency is for repair of the slipway at its northern end. Presumably some temporary work is possible? SCA should be brought into picture & asked to pursue urgently.

9

off 5/11

off 1/11/76

DF5

you requested for SFC.

off 25/11

off 3/12/76

10

C.S.

SLIPWAY

(20) No new hangar now, I imagine,
but SPW to give an early estimate
for SFC to consider (slipway)?

DRH
6/12

11

DCS

Ref 10

The thing to do now is to put the responsibility for pursuing this
to the final stages, including processing through SFC, firmly on
to SCA; then all we need do is kiv occasionally to see that he is
not letting it slip.

CS

CS
9.12.76

12

C.S.

10. I agree wholeheartedly. We more or less did this
at (16) which produced what I see as an insolent memo
from the SCA and interpret that he does not take
instructions from me.

2. Draft sfc pl, which in view of the previous problem,
it might be advisable if you sign?

DRH
10/12

13

Mr. 13
Kim ph.

M.

15/12

14

15 All go but especially ff 22 + 23 s.f.i.

24/12

C.S.

The letter and plans at (23) have been sent in reply to your letter at (7) please.

S.
3.2.77.

16.

By 15.3.77

(K.V. - ~~edit~~ a (26)

C.S.

F.S.

(27) for inf. please. This will no doubt be the subject of an A.I.E. for consideration at the next meeting of the S.F.C.

S.
11.3.77.

17

A.S.

P. P. N. should be requested to put up an A. S. S. E. immediately showing full details and the reasons for the expenditure in order that it can go on the next S.F.C. Agenda - but please see (22) first.

S.A.
14/3/77

18

By 12.4.77

(K.V.)

C.S.

Pages (4) to (7) and (26). The S.C.A.'s comments on the hangar designs obtained for us by V/C Carnelli are now submitted

19

at p. (31) please. I wonder if the letter which accompanied the plans (31A) might not contain some of the details which SCA and SPW found missing from the plan itself? (Maria could perhaps translate the letter for us).

J. 5.4.77.

20

AB
Pl. see (32) & write to Instalara about A, B & C or (B).

J. 14/4

C.S.

Letter at centre may issue pl?

J. 14.4.77.

22

AB
Could we not write direct to Instalara?

23

J. 15/4

by 25.7.77

C.S.

151V-(33)

(33) we have had no acknowledgement. Is it intended that we should pursue this at this stage pl? Or are the plans formerly in mind for the extension of the hangar now shelved until a wider overall plan with regard to H.Q.A.S. is formulated?

J. 26.7.77.

DCS

Thank you for 23. I think you are safe to assume that the plans to extend the hangar must be shelved until the Transportation Survey Team has carried out its pre-investment studies.

2. However please enquire from SCA as to progress on the slipway. It is important that the slipway is repaired, particularly to fill in the step at the foot of the slipway. I want to avoid the impression that we are harrying SPW, so your letter will need to be carefully phrased.

[Signature]
C. S.
29 Jul 77

25

Be. 18.8.77.

(36)

C.S.

To see (37) w.r. to para 2 of 24 above pl.

[Signature]
11.8.77.

26.

Gavin,

would you pl. find out from Ag. S.P.W. what is the present position w.r. to the work being undertaken on the H.A.S. Hangar slipway.

[Signature]
4.11.77.

AS

I have spoken to Ag. S.P.W. and he thinks that they have gone as far as they intend at present.

[Signature]
7.11.77.

Register
AIR/13/2 ✓

Chief

8 September 1976

Supt. Public Works

cc. Supt. Aviation
Chief Technicians/FIGAS

FIGAS SLIPWAY

Now that there is restricted flying it seems a good opportunity to carry out repairs and/or improvements to the FIGAS slipway.

2. Doubtless you are aware that the slipway has a large step which I am told causes considerable strain to be put on the aircraft when they have to be towed over it.

3. I know you are extraordinarily over-burdened at present but I think this is an opportunity that we should not miss if at all possible. If the work can be put out to contract so much the better but I would hope that it can be put in hand reasonably soon.



A J P Monk
Chief Secretary.

m.

MEMORANDUM

Reference AIR/13/2

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

Date Sunday 12th September, 1976

From Superintendent Public Works.

To Chief Secretary,
c.c. Supt. 6f Aviation.

Subject:-

F.I.G.A.S. SLIPWAY.

An inspection was made at very low tide, by Mr I. Bridges, Mr B. Morrison and myself on Friday, 10th September, 1976.

2. It is with regret that the hole reported at the end of the slipway, is in effect a collapse, and near failure of some 40 sq. metres of the concrete. In view of nature of work involved there is no quick, or temporary answer to the problem.

3. I hate to be the bearer of news likely to create even more burdens on F.I.G.A.S. but it would solve nothing to evade the truth of the matter. It is likely to become a major operation, and with Spring tides an early decision is imperative to be able to improvise for this specialist work.

(a) Generally speaking the whole of the slipway is in poor condition, and pretty soon now, the roughest part of any flight is going to be up the slipway, I don't believe there is any neglect on anyone's part, considering the life of the slipway and the constant hammering; without sophisticated expensive equipment and men, it is not possible. To carry out work of an ordinary nature would prevent aircraft being operational for weeks on end.

(b) The alternative: After a great deal of meditation over this past week, I am convinced that the only way to remedy this problem and keep the aircraft operational, is by our old friend 'precast'. It will also almost prove certain to be the more economical method and certainly 'when completed' will be possible to maintain and repair very simple without affecting, air services at all 'by surfacing with close jointed' paving slabs that can be removed and replaced when necessary, in minutes.

It also reduces the tidal problems considerable.

(c) There is still much to be done formula-wise, but basically the idea would be to precast the first seaward bay (which has already in part disintegrated)

The shaping of the underside of the slab would be rather intricate, but not impossible. By carefully planning and setting out 'before it is cast' with also the aid of the tides, position it by means of heavy duty crate rollers and part float. Time factor for the slipway to be out of use, one Saturday. The new slab would protrude 2 to 3 metres further out into the seabed than the existing one and overlap slightly less. As it is proposed the new slab would taper down to approximately 55mm thickness, no problems are anticipated for aircraft to pass over a temporary small ramp. That being done and everyone stops trembling, the rest is easy and slabs laid for the rest of the slipway even when aircraft comes and goes, with complete safety.

4. The slipway surface is poor and badly pitted particularly on the seaward end, but not so bad that it cannot be used as a base for paving slabs. If it is considered that something must be done, I would (recommend if F.I.G.A.S. is prepared to soldier on a while longer) that nothing other than preparatory works be done, until the new development, hangar etc. completed first, so as to avoid entanglement.

5. Estimates for these proposals will take a little longer, but if the scheme is considered viable, subject to that nasty word 'finance' I will produce some at earliest opportunity.

W. Lyons

Superintendent Public Works.

ATR/13/2

16th September, 1977

Chief Secretary

Superintendent Public Works

SLIPWAY

Thank you for your helpful memo of 12 September about the Slipway.

Would you please produce an estimate of the cost of repairs so that this can be proceeded with as soon as possible.

D R Morrison,
for CHIEF SECRETARY

AIR/13/2

(41) (4)

H.E.

PROPOSED NEW HANGAR SPACE

1. You asked for dimensions for the additional hangar space needed by FIGAS by about mid-October.
2. Both the Beaver and the Islander are likely to be used in the hangar, and it would be prudent to plan for the larger, the Islander. Dimensions of both aircraft are given below. Mr H Bennett owns the land and sees no difficulty in leasing it to FIG. The hangar would be sited on the west side of the existing FIGAS hangar. Its longer side would face the harbour. The access door for the aircraft would likewise face the harbour, where an exterior concreted area would lead to the existing slip. For personnel, there would be an access door in the common wall so that they could pass from one hangar to the other under cover.

<u>Dimensions</u>	Beaver	* Islander	New Hangar
Wingspan/breadth	48ft	53ft	65ft
Length	30ft 4ins	35ft 8ins	50ft
Height (with floats)	10ft 5ins (fin)	16ft 3ins (fin/approx)	See below

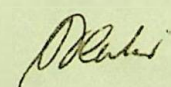
3. The following should be features of the hangar:
Access doorway for planes: about 63ft wide, i.e. width of Islander plus 10 feet. Doors should be sliding (NOT folding) with tracks at top and bottom

Roof: Ideally strong enough to support 3 ton gantry.

Heating: Some provision for space heating.

Height: If the building can be erected on a dwarf wall, its height may be correspondingly reduced from what would otherwise be required to clear the 16ft 3ins fin of the Islander.

Floor/foundations: Specifications are needed in advance so that PWD can get on with necessary concreting.



G J A Slater

8 September 1976

* Islander wingspan allows extra 4ft.
for wing tank version

FIGAS: PROPOSED NEW HANGAR SPACE

1. I believe HE proposed discussing with you my Minute on this subject. (Copy attached for ease of reference). 41.
2. HE would be grateful if this could now be pursued urgently. The first step seems to be to approach direct or through Vice Comodoro Carnelli the manufacturers of prefabricated buildings in Comodoro Rivadavia to see what they can offer and at what cost. If these manufacturers are able to supply something suitable we shall need from them as soon as possible details of the preparatory work, such as foundations and other concreting, to be undertaken here beforehand. They should also be able to give a delivery and erection time.
3. As this is not going to be achieved overnight temporary arrangements might be advisable for storing our existing Beaver so that the two new ones can go straight into the hangar on arrival. Perhaps FIC or BAS might have spare space? I spoke to Chris Bramley who sees no difficulty in removing the wings of the existing Beaver to facilitate storage. Could you please let us know what is arranged?



G J A Slater

24 September 1976

G J A Slater

✓
see (44).

see
also
(43).

(43) (6)

AIR/13/2

30 September 1976

Chief Technician I B Bridges,
FIGAS.

cc. DG

NEW HANGAR

Three weeks or so ago we spoke about an additional hangar for FIGAS. I have also discussed the matter at some length with Captain Campbell.

2. Will you please let me know the result of your investigation together with your recommendations. You should please discuss these with Captain Campbell as necessary and also with Ch Tech Bramley, who I understand has already given some information to Mr Slater.

A J P Monk
Chief Secretary.

III.

30 September 1976

Vice Comodoro R Carnelli,
Stanley.

I wonder if you would be kind enough to let me have your advice whether it might be possible to obtain information concerning prefabricated buildings that might prove suitable as an additional hangar for our Government Air Service 'planes.

2. Ideally we should be looking for a structure large enough to accommodate one or two 'Islanders', whose wing span and length respectively are 53 ft and 36 ft.

3. Alternatively a similar hangar large enough to accommodate two Heavers or to use as a workshop might be suitable.

4. An important consideration is access for the aircraft so that if it is to be used for the Islander, the doorway would have to be about 63 ft wide and the doors would have to be sliding on tracks.

5. The minimum height of the building would have to be 16'3" to clear the fin of the Islander, and there would have to be some provision for heating and for the installation of an internal crane.

6. If you would please be kind enough to obtain information for me or put me in touch with a source of such information I should be most grateful.

A J P Monk
Chief Secretary.

Reply at (23)

m.

Extracts of the meeting of the Standing Finance Committee held on the 16th September

1976

428

2.5. Hangars (1.9.76 (1))

16.9.76
AIR/13/2

The Committee considered it wise to leave the acquisition of new hangar space until the aircraft which will replace the Beavers has been purchased.

Progress Report

Minute No. 214

~~4/6~~

(a)

++ Minute No. 181. Hangar.

We are pressing Vice Comodoro Carnelli for early information on price and delivery. He has spoken again to Comodoro Remorino about this.

13 October 1976

G J A Slater

++

We have since heard about Ian Bridges' approach to Zanconi Hermanos, of Bahia Blanca and think we should proceed urgently to order a building 18 metres x 20 metres.

13 October 1976

GJA Slater

PLAN 'B'

FUEL PUMP

S
Z

S
Z

PLAN 'A'

NOT TO SCALE

FUEL PUMP

S
Z

Your Ref AIR/13/2

AVIATION DEPARTMENT,

Stanley,

Falkland Islands.

Chief Secretary,
Secretariat.

7th October..... 1976

NEW HANGAR

Sir,

Thank you for your letter of 30th September.

I have discussed the matter with Captain Campbell and Ch/Tech Bramley, the following is the result of our investigation.

1. Minimum dimensions 18 x 18 meters.
2. Clear span of 16.5 meters to a height of 4 meters.
Note. Building height may be adjusted locally by varying dimensions of base wall, it should be a minimum clear height of 6 meters.
3. Sliding doors to open to clear, the clear span dimension of 16.5 meters.
4. Provision to be made for an entrance door on the East side. 2.5 meters wide, double doors.
5. Maximum use to be made of translucent roof sections. Side windows as required.
6. Roof members to be capable of supporting a three ton hoist on a travelling overhead gantry.
7. Provision should be made for the installation of an industrial space heater. The proposed building is ideally suited as a major servicing facility and the addition of heating would enhance the working environment, and so reduce time-out for major inspections.

8. Old and new hangar to be joined by a covered walk-way
v the East side door (para 4).

LOCATION PLAN.

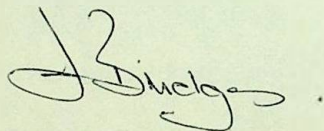
The exact location is open to discussion, two sites are suggested, both to the west of the existing hangar. See attached drawing.

Plan 'A'.

This layout was favoured, it eliminates the difficult access route as in 'B', it also affords a degree of shelter from the prevailing wind for the aircraft parking and ground running apron.

Plan 'B'.

As sketch.

A handwritten signature in dark ink, appearing to read 'I B Bridges', with a stylized, cursive flourish.

I B Bridges

Chief Technician R.A.F.

Further to the above I must emphasise that for details of material specification and building location the advice of the Supt of Public Works should be sought.

AIR/13/2

AVIATION DEPARTMENT, 476

Stanley,

Falkland Islands. 11

.....October...13th...1976...

Chief Secretary,
Secretariat.

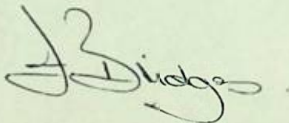
NEW HANGAR

Sir,

I enclose literature and a typical cost estimate for a type of building that may prove suitable for the FIGAS extension. This is the result of recent enquiries that I have made through a contact in Comodoro Rivadavia.

May I stress my contact has been of an informal nature and on a personal basis and that it in no way involves government.

I forward this information in the hope that it will prove to be of assistance and expedite the procurement of a suitable building.

INSIDE FRONT COVER.


I B Bridges,
Chief Technician R.A.F.

c.c. FS ✓

NEW HANGAR

1. The Governor has seen a copy of the estimate obtained by Mr Ian Bridges from the firm Zanconi Hermanos of Bahia Blanca and considers that it is probably as good as we are likely to get. He is most anxious that we should proceed with all speed. Could the Secretariat please consider placing an order as soon as possible?
2. We note that they are quoting for a building 18 metres by 18 metres but with the Islander in mind we think 18 metres by 20 metres would be better. The doors would then be on the 20 metre side which would be facing the harbour.
3. As you know, delivery is quoted as within 40 to 60 days and erection is supposed to take 20 days using three men. When speaking to SPW on another matter, I mentioned the possibility that PWD might be called on by you to lay the foundations and concrete flooring for this. Presumably we would need to ask Zanconi Hermanos for details of what is needed in this respect.
4. I have spoken this afternoon to Terry Spruce about possible storage space for a dismantled Beaver and he is looking into this. Opinion at the hangar seems to be that Kilo, at present stored in a corner of the hangar, should be the one to go into store elsewhere. Then one of the new ones could have its wings removed and be stored where Kilo now stands. Thus, the hangar staff would have access to the dismantled new Beaver. They are considering in the hangar whether it would not be possible to run this aircraft's engine once a week so that no special, and expensive, preservation measures need be undertaken.

13 October 1976

G J A Slater

CS

MINUTE NO 217

c.c. FS

49
13

NEW HANGAR

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A handwritten signature in dark ink, appearing to read "G J A Slater".

13 October 1976

G J A Slater

URGENT

22 October 1976

Chief Secretary

Chief Technician Bridges

cc SPW

NEW HANGAR

Please liaise with SPW about the costs of a new hangar with a view to the submission of an AISE at an early date.

D R Morrison
for Chief Secretary

URGENT.
MEMORANDUM

Referen IR/13/2
It is requested that this number and date should be quoted.

Date 19th October, 1976.

From Superintendent Public Works.

To Chief Secretary,
c.c. Mr. I. Bridges.



Subject:- F. I. G. A. S. HANGER AND SLIPWAY. SEE 140/3

Mr. Ian Bridges and I have discussed this problem at great length, his information and joint FIGAS requirements are now available to me. I appreciate that everyone concerned is under no illusion as to the fact that as a Department, Public Works could not undertake this quite large task, without killing off essential services completely. But by the same token we are dealing with a very essential service and must take a hand in it. I feel under obligation to commit myself to the fall, until at least the project is off the ground.

2. Even with the sincere cooperation between FIGAS and PWD we are finding many snags and barriers, which unless someone makes a definite move will not be overcome. One of the more prominent is dealing with the mainland which has its language and translation problems, plus lack of important details.

3. Mr. Ian Bridges has briefed me on what FIGAS and apparently government will settle for, plus a few modifications. From the civil engineering side we have little difficulty in overcoming once we can get the vital and accurate specifications. From the structural side, having got over the civil side there are no problems as the erection is a package deal with the manufacturers providing a 3 man erection team and a finishing date.

4. But I am afraid this is where the crunch comes, its no use me pretending or making idle promises. This arranging, organising, setting out, estimating, gathering and stocking materials, planning and so would normally take a fully qualified engineering staff a very long time to undertake. It is not a particularly formidable task but a very large one for one man. I, with your approval, and provide of being relieved of all other duties for at least a month, will undertake the task.

5. On Mr. Ian Bridges proposal, he suggests cutting out weeks and perhaps months of correspondence, if I went direct to the factory at Bahia Blanca, I agree on his point of saving time and perhaps even finance in the course of the modification problems, also returning with accurate detail of specifications, Taking one week. I can only provide you with an approximate estimate of:-

Civil Engineering	£7000
Erection and purchase	£18000
Total.	£25000

A more accurate estimate can be provided when all the necessary details are obtained.

J. W. Lyons

(Supt. of Public Works).

AIR/13/4

1st November 1976

Chief Secretary

Superintendent of Civil Aviation

FIGAS SLIPWAY

Please refer to my memo of 8th September which was copied to you and Superintendent of Public Works reply of 12th September.

2. Would you please pursue this at an early date with the Superintendent of Public Works.

(D.R. Morrison)
for CHIEF SECRETARY

AIR/13/4

MEMORANDUM

17

Reference IAS/SY.

Date 3rd. November 1976.

From Supt. Civil Aviation



To Chief Secretary

c.c. Superintendent of Public Works.

I refer to your memo AIR/13/4 dated 1st. November signed by D.R.Morrison.

2. All correspondence on this matter to date has been between your office and S.P.W. with carbon copies only to me.

3. I fully understand the duties of a Head of Department but when a third (and senior) party originates works on behalf of the first party, then surely all responsibility for pursuit and progress reporting becomes that of the third party. I would therefore be most grateful for a progress report.

(J KERR)

Supt. Civil Aviation.

CS

I would like to speak on this. I think this is intolerable. It is the more distasteful to read this when I come back here on a Sunday to work. 5/11

AIR/13/4

MEMORANDUM

18

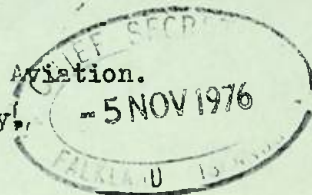
Reference

I requested that this number and date should be quoted.

Date 4th November, 1976.....

From Supt. of Public Works.

Supt. of Civil Aviation.
C. G. Chief Secretary.



Subject:-

(16) With reference to my copy of your memo (17) 3rd November, reference to AIR/13/4 1st November.

2. I regret to say that Public Works Department have not received a copy of the formentioned Memo. no one has knowledge of what the memo was, or what it contained, I would be most grateful if it was made possible to receive a copy.

L. W. Rogers

Supt. of Public Works.

CRS.

AIR/13/4

25th November 1976

19

Chief Secretary

Superintendent of Public Works

FIGAS SLIPWAY

Your memo of 4th November to SCA (copied to me) refers.

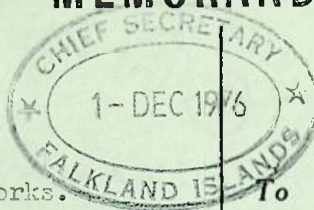
I attach a copy of my memo of 8th September 1976.

(D.R. Morrison)
for CHIEF SECRETARY

MEMORANDUM

Reference

It is requested that this number and [redacted] should be quoted.



Date 1st December, 1976, ...

From Superintendent Public Works.

To Chief Secretary,
c.c. Supt. Civil Aviation.

Subject:-

Yr. Memo. ⁽¹⁹⁾ AIR/13/4. 25th Nov. 76. FIGAS SLIPWAY ⁽²⁾

Your copy received reference above, and of the 8th September, which I discovered the original letter in question.

2. The issue has become confused as a result of what appears an obvious change of policy, under the day to day circumstances that prevailed at that time, policy, had to be flexible. I can only assume now that no additional Hangar is anticipated, and that I must now proceed in the normal manner on design and estimates etc.

3. At the present moment however I am almost full-time on outside supervision, as no assistance is yet established, the general foreman is almost full-time trying to establish Government peat cutting, and I must treat outside contracts in the interest of public funds as paramount, we are of course in the peak of the season now.

Superintendent Public Works.

(21)

-7-

AIR/13/4
28.11.76

14.0. F.I.G.A.S. Hangar Slipway

- 14.1. The Committee directed that the Supt. of Works submit an estimate for the cost of repairs to the Hangar Slipway as soon as possible.
- 14.2. In order that the essential repairs could be commenced with as little delay as possible the sum of £1000 was approved (see para 8 - 1976/77).

16 December 1976

Superintendent
Civil Aviation
Stanley.

cc. S P W

FIGAS SLIPWAY

(17) Please refer to previous correspondence resting with SCA's memo of 3 November 1976.

2. To put the matter beyond question I should be grateful if, in conjunction with the Superintendent of Public Works, you will now pursue this matter to its final stages.

3. Government places such priority on construction of the slipway that SFC took the exceptional step of voting funds (£1,000) for the slipway repair in advance of an estimate. SFC recognised in so doing that additional funds may be required. If they are, SCA should please obtain a revised estimate from SPW and submit to SFC. This should not, however, hold up an early start on the work.

4. I shall write separately about the hangar or workshop.

A J P Monk
Chief Secretary

m.

Ref: FIGAS/SY.

AVIATION DEPARTMENT, 23

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

Stanley,

Falkland Islands.

c.c. S.P.W.

20th. December 1976.

SLIPWAY REPAIR.

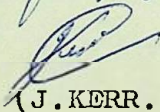
I refer to your AIR/13/4 dated 16th. received today.

2. I have this afternoon been in conference with SPW who was in fact in the process of preparing a works schedule and repair scheme for the slipway.

3. Mr. Royans further advised me that he had been able to acquire, on loan, a slab making machine and was taking delivery today, the work would then take priority over all other road works.

4. As the hangar and slipway maintenance comes under Government buildings, should funds in addition to those already made available be required, an application will be made by SPW in the normal manner.

Yours faithfully



(J. KERR.)
Supt. Civil Aviation.

Good
52/12.

Letter to v/c Connell, with
information & clean-up of logan
attached has been sent to SC A
(This was numbered (23) as previous
folio.)

S.B.

7/2/77.

Ref: AIR/13/4.

7 February 1977

Vicecomodoro Carnelli
LADE Office
Stanley

HANGAR PLANS

I should like to express my appreciation for your good offices in obtaining plans from INSTALANSA for a hangar that might possibly be used by our internal air service. I have sent the plans to Captain Kerr for his advice.

A J P Monk
CHIEF SECRETARY

Ref: AIR/13/4.

7 February 1977

Supt Civil Aviation
Stanley

cc SPW

I attach some drawings and information for a hangar design that might possibly be used in conjunction with an expansion of the internal air service. Hopefully these may be of some use to you and I should value your comments on them, in formulating which you may wish to consult SPW.

A J P Monk
CHIEF SECRETARY

MEMORANDUM

Reference.....

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



Date 7th March 1977.....

From Supt. of Public Works

To Superintendent Civil Aviation
cc: Chief Secretary

Subject:- Filas Slipway. Ref. AIR/13/4 16 Dec. 76

Further to the £1000 authorised for commencement of the remedial works on the slipway.

£5 is now left in balance and recommend that a further £2000 be authorised by SAC to continue.

Whayans

Supt. Public Works

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

AVIATION DEPARTMENT, 28

Stanley.

Falkland Islands.

Ref: FIGAS/SY.



Dear Mr Monk,

.....10th.....March.....1977..

FIGAS SLIPWAY.

I refer to your AIR/13/4 dated 16th. December 1976 and have to advise you that I have today received from SPW a memorandum dated 7th. March, which has been copied to you, recommending that a further £2,000 be voted to enable the repair work to continue.

2. I would be most grateful if SFC approval be obtained for this additional expenditure, should an explanation of the additional expenditure be required, not being a Civil Engineer, I respectfully suggest that SPW is the only person in Government service who can provide a satisfactory explanation for the expenditure.

3. From my point of view, the slipway in its present condition is causing damage to expensive Government equipment and the work commenced should continue un-halted until the work is completed.

Yours faithfully,

[Signature]
(J. Kerr.)

c c S.P.W.

Supt. Civil Aviation.

*11 AS
Pl inform SPW & SFC in writing that
work shd go ahead without waiting for
SFC approval. S13/3*

16th March 1977

(29)

Chief Secretary

Superintendent of Public Works

c.c. S.C.A.
F.S.F.I.C.A.S. Slipway

(27) Your memorandum of 7th March 1977, and S.C.A.'s memorandum of 10th March 1977 refer. (28)

2. Would you please prepare an A.I.S.E. as soon as possible, giving full details, so that the matter can be considered at the next meeting of S.F.C.

3. Modifications to the slipway should not, however, be held up pending the outcome of the S.F.C. meeting. As indicated in paragraph 3 of my memorandum AIR/13/4 of 16th December 1976, Government places high priority on the completion of this work.

f
CHIEF SECRETARY

us

AIR/13/4

21st March 1977


Chief Secretary

Superintendent of Civil Aviation

c.c. S.P.W.

Hangar Designs

Would you refer to my letter AIR/13/4 of 7th February 1977, forwarding for your comments (and possibly those of S.P.W.) some drawings of a design for a possible enlarged F.I.C.A.S. hangar, and kindly let me know the position in the matter.


CHIEF SECRETARY

us

Supt. Civil Aviation:

HANGER EXTENSION VIZ INSTALANSA

There is a distinct lack of vital detail, which is often the case if they are not asked for in the initial stages, here the problem is two fold. What information that has been sent is in the language of the exporting country, consequently misunderstanding and not understanding is inevitable. However, additional to some of the points we discussed are - the present specifications provide only for aircraft under:

Span 15 m 49.213'

Length 17 m 55.774'

Height 4.50 m 14.723' on the face of it there does not appear to be any safety margin for any of the aircraft mentioned, and almost certainly rules out the Islander and Twin Otter.

The dimensions stated on the drawings and letter are the overall measurements of 42 x 17 x 5m, are by no means the clearance distances, if the drawings are anything to go by.

L. W. Rogers

SUPERINTENDENT OF PUBLIC WORKS

DS

AIRCRAFT DIMENSIONS.

Go

DHC 2 BEAVER FLOATPLANE

Span. 48' (14.6 m.)
 Length. 32' 9" (9.7 m.)
 Height. 10' 7" (3.2 m.)

Plybe

BN ISLANDER LANDPLANE.

Span. 49' (14.92m.) L.R.Tip Tanks 53' (16.15m)
 Length. 35' 7 $\frac{3}{4}$ " (10.9m.)
 Height. 13' 8 $\frac{3}{4}$ " (4.18m.)

No height and length details of floatplane is available.

No Go

DHC 6 TWIN OTTER 300.LANDPLANE.

Span. 65' (19.81m.)
 Length. 51' 9" (15.77m.)
 Height. 18' 7" (5.66m.)

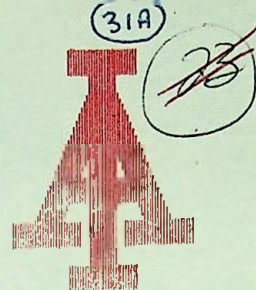
FLOATPLANE.

65' (19.81m.)
 49' 6" (15.08m.)
 22' 6" (6.85m.)



INSTALARSA

INSTALACIONES ARGENTINAS S. A.



Carta N° 0386.
Presupuesto N° 0188.

Buenos Aires, 19 de Enero de 1977.-

Señor
Vice Comodoro Carnelli.
Oficina LADE.
Puerto Stanley.
ISLAS MALVINAS.-

From V.C. Carnelli 3/1/77

See page ⑦

De nuestra consideración:

Ref.: "HANGAR CAPACIDAD 2 AVIONES, CON TALLER
INTERIOR."

Nos es grato dirigirnos a Ud., a fin de hacerle llegar nuestro presupuesto por la construcción y montaje de la referencia.

El Hangar presupuestado constará de las siguientes medidas:

42 mts. x 17 mts. x 5 mts. de altura,

Construido según los lineamientos e indicaciones de las normas DIN. La cubierta y cerramiento lateral será confeccionado en chapa de hierro galvanizado N° 24.

Forro interior metálico con aislación térmica de poliespireno expandido y lana de vidrio.

Portones corredizos con accionamiento electromagnético.

/..2

INSTALARSA
Instalaciones Argentinas S.A.

AYACUCHO 128 - 6º PISO

— 40-8104 / 45-4630

— BUENOS AIRES

— REPUBLICA ARGENTINA



Local interno de 5 mts. x 10 mts. destinado a Pañol y Taller.

Para el proyecto se consideró un viento de 200 Km/h. y carga de nieve 50 cms. (á 100 Kg/cm³).

La presente oferta no incluye elementos de calefacción, instalaciones de luz ni obras sanitarias.

Dejamos aclarado que el presente presupuesto se ha realizado considerando a las Islas como puerto de cabotaje. En consecuencia, se considera a la misma como venta dentro del país.

El transporte se realizaría a través del Servicio de Transportes Navales Comerciales, y el precio incluye el costo del mismo.

La presente cotización es tentativa y sujeta a disminuciones y/o incrementos, de acuerdo a las requisitorias técnicas definitivas y de interesar el negocio en firme.

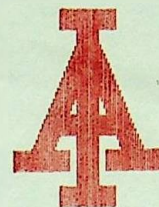
En consecuencia, el precio por :

. PROVISION Y MONTAJE : U\$. 188.760.-

(Ciento ochenta y ocho mil setecientos sesenta dólares estadounidenses).

. PROVISION SOLAMENTE ; (Puesta en
Puerto Stanley) U\$. 127.000.-

(Ciento veintisiete mil dólares estadounidenses) .



P.0188.

Estos precios no incluyen el 16% del Impuesto al Valor Agregado, que se discriminaría al realizar la provisión, pero por tratarse de una venta de carácter promocional a nuestras Islas, podría gestionarse una exención, para lo que se requeriría un decreto del Poder Ejecutivo.

Disculpándonos por la demora en la presentación de ésta, hacemos propicia la oportunidad para saludarlo con todo afecto, y enviamos por su intermedio, calurosos plácemes a todos los argentinos que residen allí.

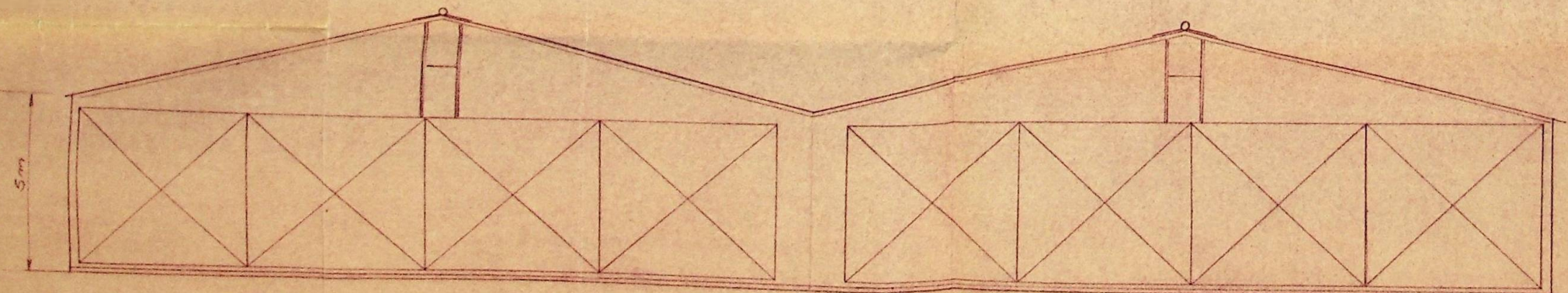
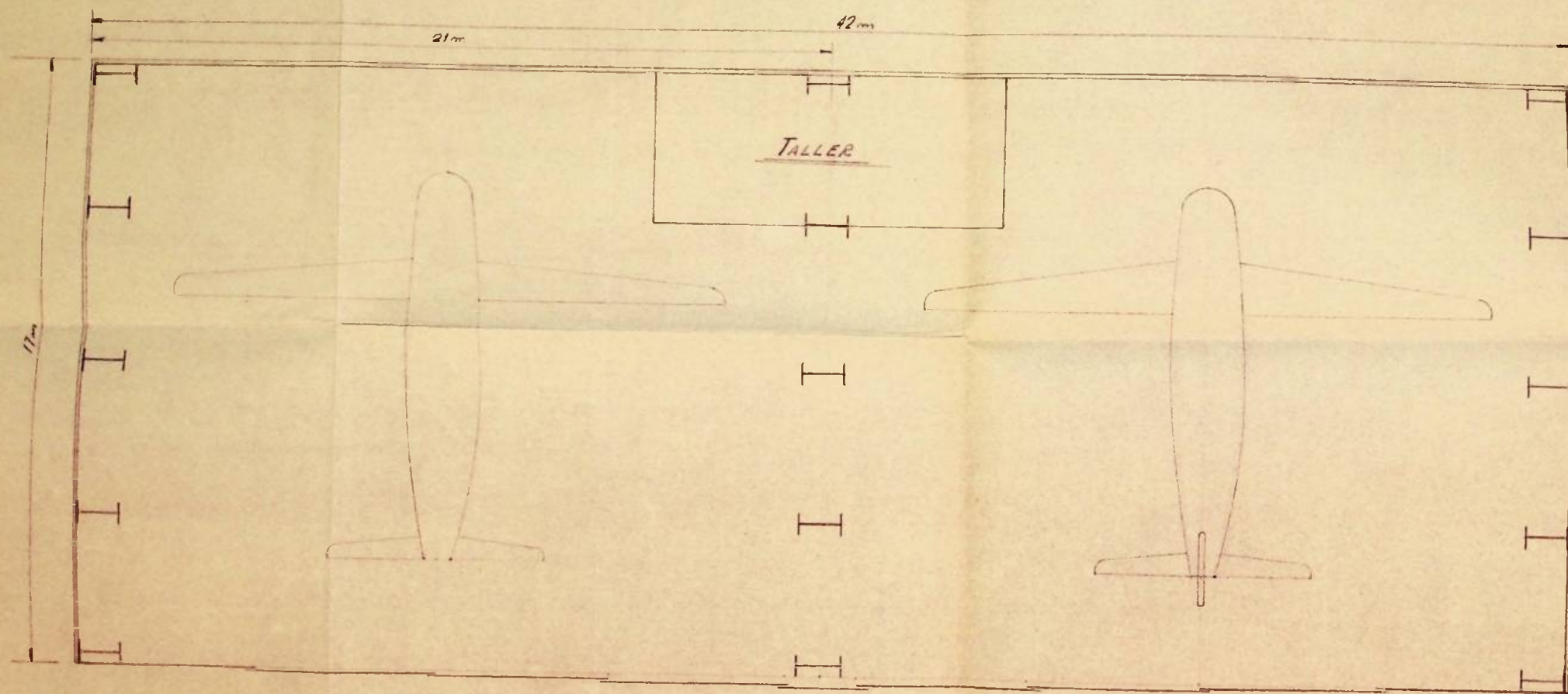
Atte.,


I N S T A L A R S A
Instalaciones Argentinas S.A.

CARLOS V. BRANCHINI
VICE-PRESIDENTE

CVB/ams.

Adj.: 2 copias Plano.



 INSTALARSA <small>INSTALACIONES Y OBRAS S.A.</small> <small>AYACUCHO - PERU - BUENOS AIRES</small>					CLIENTE:
HANGAR DE 42x17x5 m					PRESUPUESTO - OBRA:
ESCALA: 1/100					REEMPLAZA A:
FECHA	DISEÑO	REVISO	APROB.	OBSERVACIONES	REEMPLAZADO POR:
0					
1					
2					

MEMORANDUM

Reference **IGAS/H.**.....

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

Date 30th. March 1976 31



From Supt. Civil Aviation

To Chief Secretary

Subject: Hangar Designs.


I refer to your letters AIR/13/4 of 7th. February and 21st. March and regret delay in reply.

[see spw's comments at (31c)]

(A) 2. I have discussed the matter with S.P.W. and we have studied the drawings together, you will note that only outside dimensions are shown, the really necessary information is not included, e.g. the actual doors open width, without this information an aircraft with a wingspan of 50 feet or less could be moved in and out easily and safely. ~~(B)~~ This eliminates the Twin Otter 300 and possibly the B.N. Islander.

(C) 3. In addition we would have to know if the roof trusses were of sufficient strength to carry an overhead hoist capable of lifting weights of five tons.

4. For possible development purposes, I think the clear area of this hangar is far too small.


(J. KERR)
Supt. Civil Aviation.

(32)

31A

C. S.

There seems to be nothing to add to what SCA and SPW have observed; the INSTALARSA specifications do not include much detail at all - briefly,

- a. Measurements of hangar would be 42 x 17 x 5 metres
 - b. Construction in galvanized iron sheeting
 - c. Metal interior lining, thermal insulation by expanded polystyrene and fibreglass
 - d. Sliding doors, operated by electromagnetic device (they do not specify how wide the doors open)
 - e. Internal area (5 x 10 m) provided as work/tool-shop
 - f. Wind/snow-load taken into account in design: 200 km/hour and 50 cms respectively (100kg/cm³)
 - g. Quotation does not include heating, electric light or sanitary installations
 - h. Freight by STN vessel is included in price
 - i. Price excludes 16% IVA (i.e. VAT) but the Argentine government may, on application by the suppliers, consider an exemption.
- M

11 April 77

25th April

77

Sr. Carlos V. Branchini,
Vice-Presidente,
Instalarsa,
Instalaciones Argentinas S.A.,
AYacucho 128,
6^a Piso,
Buenos Aires.

Thank you very much indeed for forwarding the plans of a hangar which we received through Vice-Comodore R. Carnelli, of L.A.D.E. Office, Stanley (your reference: Carta No. 0386, Presupuesto No. 0188)

2. However, before a definitive decision can be taken with regard to the plans, we need further details which are not apparent from the specifications already supplied.

3. Could you please inform us-

- i. the actual dimension of the doorway, when the doors are fully open; and
- ii. whether the roof trusses would be of sufficient strength to carry an overhead hoist capable of lifting weights of five tons.

4. I am grateful for your attention in this matter.

Yours sincerely,



Chief Secretary

27 May 1977

Superintendent
Public Works
Stanley

FIGAS SLIPWAY

A Councillor has recently asked me what progress has been made with the repair of the Figas slipway, particularly at the bottom end where there is a step over which the aircraft has to be hauled and which puts great strain particularly on the floats.

2. As you know,adequate funds have been voted for this and I shall be most grateful if you could let me have a brief report on progress to date.

3. I know you are over-burdened already, but you appreciate that I cannot prevent those queries arising and the best way to deal with them is to be as straightforward and open as we possibly can. If there are problems, I will let Councillors know.

A J P Monk
Chief Secretary

m.

MEMORANDUM

Reference

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



Date 1st June 1977

From Superintendent of Public Works Chief Secretary

Subject :- Yr Ref AIR/13/4 Slipway 27 May 1977 (34)

We have cast sufficient slabs for resurfacing the slipway and turning pad. Before we can make a start there is still a rather complicated unit to be cast and placed under water at the end of the slipway.

2. In order that we do not interfere with flights in and out everything must be ready to place. We did however improve the existing slip. I hope that miracles are not being expected when it is completed, the slipway has to start somewhere, and this particular one is far to short to cope with low tides, but I am confident it will be an improvement when completed.

3. The reasons for delays are the excessive demand of so many other priorities, and lack of finance, we run out of money the beginning of March, my memo 7 March refers, approval was received 23 May.

4. I am now considering a method to get back on it soon, but it is essential that as and when we get suitable tides the work must go on unhindered, for obvious reasons.

JW Rogers

Superintendent of Public Works

*Spoke also S.P.W.
today - matter in hand but still awaiting suitable low tides.*

13. 6. 77.

ds

*DCS
You may care to show to SCA when convenient?
S.D.H.*

AIR/13/4


36
3rd August, 1977

CHIEF SECRETARY

Ag. Supt. Civil Aviation

Repairs to Slipway at Stanley Hangar

Would you kindly report briefly on the position with regard to the repairs undertaken to the slipway at the Hangar. (it might well be that the work has now been completed).


CHIEF SECRETARY

mw

AIR/13/4

MEMORANDUM

32

Reference AIR/12/11

Date5th August 1977...

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



From AG. SUPT CIVIL AVIATION To CHIEF SECRETARY

Subject:-

Repairs to Slipway at Stanley Manger

36

Reference your memo 3rd August on repairs to Slipway.

To the best of my knowledge (with the exception of casting and delivery of the concrete blocks to the site) no repairs have yet been carried out.

Suggest you contact S.P.W. for further details.

J. Black

AG. SUPT CIVIL AVIATION.

AIR/13/4

25th August 1977

38

Chief Secretary

Superintendent of Public Works

Slipway: PICAS Langer

35

Please refer to your memorandum dated 1st June 1977.

2. Would you kindly advise me of the present position in this matter.


CHIEF SECRETARY

vs

AIR/13/4

28th September 1977

39

Chief Secretary

Superintendent of Public Works

Slipway: FIGAS Banger

35

Would you kindly refer to my memoranda dated 1st June 1977 and 25th August 1977.

38

2. Are you yet able to advise me of the present position in this matter please?

for
CHIEF SECRETARY

us

AIR/13/4

MEMORANDUM

(40)

Referred13.....

It is requested that this number and date should be quoted

Date5th October 1977.....

From Supt. Public Works



To Chief Secretary

(39)

Subject:- Yr. Ref. AIR/13/4. Slipway Fugas Hanger.

Work is proceeding but under extremely difficult circumstances. Timing is essential to allow free passage of planes still using the slip, it is hoped at least the slipway to be completed over this weekend.

T. W. Rayane

Superintendent of Public Works

file re.

AIR 113/4

Reference.....CLA 76/322/01.....

(41)

Mr Peat

In their MODEV 191 of 6 October, PIC asked if the Engineer could bring detailed costings etc of easily erectable steel hangers.

Mr Hedges has commented as follows:

"The cost of a 50ft x 50ft steel framed aircraft hanger would be in the order of £25,000 - £30,000 inclusive of concrete base and erection costs if local work is carried out by PWD. There are no off the shelf, purpose made hangers available in UK but steel prefabricators will make one to order. I think it is too early to go for detailed quotation at the moment and suggest that my estimate is used for initial feasibility study."

I should be grateful if you would pass the gist of this to PIC.

Chris G. Johnson
Mrs C D Johnson

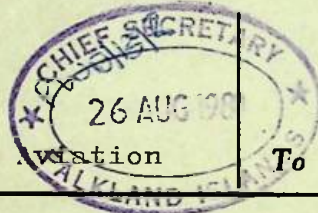
2 November 1977

MEMORANDUM

Reference FIA/51/1

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

Date 25th August 1981



From Ag. Director Civil Aviation

To Chief Secretary

Subject:-

Safety Kerbing : FIGAS Slipway

May I kindly refer you to a memorandum PWD/13/8 dated 5/7/78 copied to the D.C.A. Although the mishap mentioned in the circular occurred over three years ago and caused only relatively minor damage to the aircraft involved, I believe we have been extremely fortunate that a similar type of accident hasn't occurred since, causing extensive damage to an aircraft. You will no doubt appreciate then my concern when I learned that no funds have been re-voted in the KV Public Works Special for this Financial year. May I suggest that urgent consideration is given to having the necessary funds re-voted and this work put in hand early.

A handwritten signature in dark ink, appearing to read 'G.W. Cheek'.

G.W. Cheek
Ag. Director Civil Aviation

CHIEF SECRETARY
- 4 APR 1984
FALKLAND ISLANDS

COMMAND SECRETARIAT
HEADQUARTERS BRITISH FORCES

FALKLAND ISLANDS BFPO 666
EXT 2017

B E Pouncefort Esq OBE
Government Secretary
Government Secretary's Office
Stanley
Falkland Islands

Your reference

Our reference
CS 4/17/2

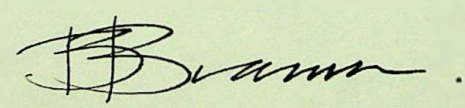
Date
2 April 1984

Dear Bernard

FIGAS BEAVER HANGAR

1. Due to the impending changeover of Army Air Corps aircraft from Lynx to Scout helicopters we have identified a requirement for additional hangar space during the short interim period.
2. Informal approaches to FIGAS for the use of the whole of Beaver Hangar have met with a favourable response and this letter is to seek your formal approval for such use during the period 11 May to 18 June 1984.
3. I imagine that a simple exchange of letters may suffice but should you prefer a formal licence I should be pleased to provide a draft.
4. I should be glad to receive your response.

Yours sincerely



BRIAN BRAMSON

B
There is a letter
from A/DCA.
(enc).
M

AVIATION DEPARTMENT,

Stanley,

Falkland Islands.

.....29th March.....1984..

Government Secretary,
Secretariat,
Stanley.

Dear Sir,

As you know it is hoped (soon) to place the red-herring Bell Huey UH1H Ex Argentine Helicopter in the Beaver hanger.

Our future requirements for hangerage in this area of town are of course unknown at this time, however for many reasons particularly with regard to storage etc we are likely to require it for a long time yet especially when/if our main hanger extension re-cladding operation is in progress.

We had a request from Major Siburn of the Army Air Corp to rent the beaver hanger for approximately five (5) weeks from 11th May. They would use the hanger for the crating up of outgoing aircraft and the assembly of incoming aircraft.

Unfortunately their first request included the use of the slipway by mexi-float in this operation, which of course (as has been seen in the past) it is not capable of withstanding.

The hanger has been used for an identical purpose in the past, but in that case the removal etc was by helo-lift.

Major Siburn is investigating the possibility their doing likewise, and if this was the case it would seem reasonable to help them out with the hangerage providing we could come to a suitable rent arrangement possibly over and above electricity consumption which the military seem to indulge in as if it were going out of fashion.

Our Chief Technician believes the AAC requirement would be compatible with own at this time but emphasizes the points made in the second paragraph and would resist strongly any moves by departments to requisition hanger space for large bulk and long term storage.

Yours faithfully,

Eddie Andersen

E. ANDERSEN,

AG. DIRECTOR CIVIL AVIATION

To Mike on file
please. (84)

5 April 1984

AIR/13/4

B Bramson Esq
Command Secretariat
Headquarters British Forces
Falkland Islands BFPO 666

THE BEAVER HANGAR

Thank you for your letter of 2 April about the possibility of leasing the FIGAS Beaver Hangar from us for a few weeks in May/June.

I am sure that we can come to an amicable arrangement and will ask Mike Rendell to work out the detail with you as soon as he returns from the FIDF camp.

(B E Fauncefort)

Mr Rendell

Please speak to
me before contacting

Mr Bramson

Bob Smith

ms

CSA/17/2

19 April

84

Brian Bramson Esq
Command Secretariat
HQ BFP

D/O

FIGAS BEAVER HANGAR

(83)

(84)

1. Further to Bernard Pouncefort's letter of 5 April in response to your letter of 2 April I am writing to confirm FIG approval for your use of the Beaver Hangar during the period 11 May to 18 June 1984.
2. FIG will not charge a rental but would ask in lieu that you make arrangements to move the ex-Argentine red painted Bell Huey helicopter from its present location east of the hangar and place it in the hangar, as directed by FIGAS.
3. You will also be required to make good any damage incurred during the period of occupation, and to cover costs of electricity used. Please liaise directly with FIGAS on these requirements.
4. I would stress that the slipway is not suitable for merfloat operations and understand that helicopters will be used instead.
5. Finally it is noted that some construction work seems to be in progress on the east side of the hangar. Would you please advise what this is?
6. Do not hesitate to contact me if any further arrangements seem necessary.

RL

Mike Rendell
EXECUTIVE OFFICER (R)

Copied to A/DCA

(46)

COMMAND SECRETARIAT
HEADQUARTERS, BRITISH FORCES
FALKLAND ISLANDS, BFPO 666
EXT 2017

M Rendell Esq
Government Secretariat
Stanley

Your reference AIR/13/4
Our reference CS 4/17/2
Date 9 May 1984

Dear Mike

FIGAS BEAVER HANGAR

(45)

1. Thank you for your letter dated 19 April 1984. This is to formally accept the conditions for the military occupation of the Figas Beaver Hangar from 11 May until 18 June 1984.

a. In lieu of a rental charge we shall make arrangements to move the ex-Argentine Red painted Bell Huey helicopter from its present location east of the hangar and place it in the hangar as directed by FIGAS. The Department will not however be held responsible for any damage occurring to that aircraft.

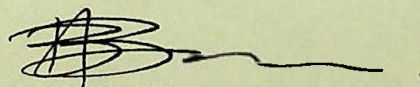
b. The Department undertakes to make good any negligent damage occasioned to the building during the period of our occupation above and beyond that attributable to normal wear and tear.

c. The Department undertakes to meet the costs of all electricity used associated with our occupation of the premises.

d. I note your reservation that the slipway is not to be used for maxefloat operations.

2. I am investigating the construction work being carried out in the east side of the hangar and will write to you on this topic as soon as I have the information available.

Yours sincerely



BRIAN BRAMSON

(87)

COMMAND SECRETARIAT
HEADQUARTERS, BRITISH FORCES
FALKLAND ISLANDS, BFPO 666
EXT 2017

M Rendell Esq
Government Secretariat
Stanley

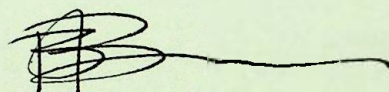
Your reference AIR/13/4
Our reference CS 4/17/2
Date 15 May 1984

Dear Mike

FIGAS BEAVER HANGAR

- (86)
1. Further to my letter dated 9 May 1984, you may wish to retain the enclosed for your files.
 2. This Takeover Board report details the condition of the building at the commencement of our occupation and it may be useful on our vacation of the premises to compare the property's condition at that time with these notes.

Yours sincerely



BRIAN BRAMSON

See Distribution

14 May 84

REPORT ON THE TAKEOVER OF BEAVER HANGAR, PORT STANLEY

1. A Board of Officers convened on site on 11 May 1984 for the purpose of accepting Beaver Hangar. The Hangar is accepted on short-term lease during the rotation of AAC sqns. The following were present:

Flt Lt C I Roberts
WO 2 M J Powell
SSGT P A Heaton
Mr B Bramson

SO 3 J4 Qtg HQ BFFI
RQMS 656 Sqn AAC
SQMS 656 Sqn AAC
Asst Comd Sec

Chairman/Secretary

2. Beaver Hangar was accepted as short-term accommodation during the rotation of AAC sqns. However, the building was damaged in places and a list of those damages is at Annex A.

ACTION

3. Comd Sec is requested to pass a copy of this report to the FIG.

Comd Sec

4. OC 656 Sqn AAC should arrange the handover of keys from FIGAS.

656 Sqn
AAC

C I Roberts

C I ROBERTS
Flt Lt
for DCOS

Annex:

A. List of Damage found in Beaver Hangar on Takeover.

Distribution:

External:

Action:

656 Sqn AAC

Internal:

Action:

Comd Sec (2 copies)

Information:

DCOS

J4

J5

3101/1 J4 (Qtg)



LIST OF DAMAGE FOUND IN BEAVER HANGAR ON TAKEOVER

1. E Wall wksp - 1 window pane - bullet hole.
2. All walls/roof - bullet holes.
3. Skylight NE roof - missing.
4. Toilet - Wash hand basin cracked.
5. Water cubicle W wall - 1 panel damaged.
6. Meter reading - 202438.
7. Wksp S wall - 1 window cracked.
8. 1 light fitting u/s.
9. Oil stain on floor.

CS 4/17/2

22 May

84

B Bramson Esq
Command Secretariat
HQ BFFT

1/0

FIGAS BEAVER HANGAR

1. Thank you for your letters dated 9 and 15 May 1984.
2. I thought it prudent to bring to your attention that several cranes apparently in use by the Army Air Corps have in the last few days got into some difficulties in the vicinity of the road close to the Beaver Hangar and appear to have caused damage to concrete paving in that area. I would stress that FIG will wish satisfactory repairs to be made in this respect.
3. I understand that George Brown is already aware of this disaster!

R

Mike Rendell
EXECUTIVE OFFICER (R)

nm

FROM: A J FULLER Esq, Deputy Command Secretary
HEADQUARTERS, BRITISH FORCES
FALKLAND ISLANDS, BFPO 666

M Rendell Esq
The Secretariat
Stanley
Falkland Islands

Your reference

Our reference CS 10/1/2

Date 23 May 1984

Dear Mike,

FIGAS BEAVER HANGAR

1. Thank you for your letter of 22 May addressed to Brian Bramson.
2. It is true that a military crane got into some difficulty in the vicinity of Beaver Hangar and may have caused some damage to the concrete paving. However, at the time the crane was on hire to a civilian who was I understand attempting to move a helicopter that he had purchased. Under the terms of the hire arrangement the hirer is liable for any damage that may be caused. I can only suggest therefore that you pursue reinstatement action against the hirer who is as follows:-

Mr M R Harrison Esq
Grampian Helicopter Services Ltd
c/o Bristows Helicopters Ltd
Stanley

3. I am sorry I am unable to be more helpful.

Yours sincerely,

Alan J Fuller

(90)

COMMAND SECRETARIAT
HEADQUARTERS, BRITISH FORCES
FALKLAND ISLANDS, BFPO 666
EXT 2017

M Rendell Esq
Government Secretariat
Stanley

Your reference AIR/13/4
Our reference CS 4/17/2
Date 25 May 1984

Dear Mike

FIGAS BEAVER HANGAR

- (86)
1. Further to my letter of 9 May, it has now been found that due to a slippage in the programme, the Beaver Hangar will be required for a further week.
 2. This letter is to ask whether our occupation of the premises may be extended on the current terms until 25 June 1984.

Yours sincerely



BRIAN BRAMSON

CS 4/17/2

15 June

84

A C De Lord Esq
Command Secretariat
HQ BFFI

FIGAS BEAVER HANGAR

1. I confirm that there is no objection to the extension until 25 June 1984 of the agreement concerning your occupation of the premises.
2. I apologise for not doing so earlier.

Mike Rendell
EXECUTIVE OFFICER (R)

mm

5th July, 84

M. R. Harrison, Esq.,
Grampian Helicopter Services Ltd.,
C/o Bristows Helicopters Ltd.,
Stanley.

Dear Sir,

We understand that in mid-May a military crane, whilst on hire to yourself (in the vicinity of the Beaver Hanger), caused damage to concrete paving. The damage was quite considerable and, as the land and paving are the property of the Falkland Islands Government, we are now writing to advise that you should either make good the damage or pay compensation to cover the cost of repair.

It is not clear what the cost is likely to be, but the Public Works Department will carry out an estimate if you so require. If you wish to make good the damage, would you let me know and I will arrange for the PWD to supervise the work.

Please let me know how you wish to proceed with reinstatement, either by letter or by 'phoning on Stanley Civil 386.

Yours faithfully,

Mike Rendell
E.O. (R)

cfi: Director of Public Works
Deputy Command Secretary (ref. CS 10/1/2 dated 25.5.84)

jdd.

MEMORANDUM

Reference CL/64/11

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

Date 7th September 1984

From Building Superintendent

To Administrative Assistant

Subject:- Beaver Hangar Driveway

I estimate the cost of repairing the damage to be as follows:

Concrete	£ 300
Plant Hire	£ 45
Labour	11 hours

M M I Keenleyside,
Building Superintendent,
Public Works Department.

cam

11 September

84

M.R. Harrison Esq,
Grampion Helicopter Services Ltd,
C/O Bristows Helicopters Ltd,
Stanley.

Dear Sir,

I can at last confirm that the cost of repairing the damage to the concrete paving on the east side of the Beaver hangar has been estimated at £378, broken down as follows:-

Concrete £300


Plant Hire £ 45

Labour (11 hrs) £ 33

Would you now kindly arrange payment by cheque or bankers draft payable to the Falkland Islands Government.

Yours faithfully



Cheque paid to Treasury 21.9.84


M. Rendell
EXECUTIVE OFFICER (REHABILITATION)

EXTRACT TAKEN FROM THE MINUTES OF THE MEETING OF STANDING FINANCE
COMMITTEE HELD ON 6TH MARCH 1986.

18. BEAVER HANGAR AIR/13/4

AG

The Committee requested that legal advice be sought on Government's position in claiming the improvement value resulting from the sale of the property, where the Beaver Hangar is situated, by Mr Harold Bennett to Fortoser Ltd for £55,000.

It was noted that Government had recently incurred local costs of some £13,000, to be met from UK rehabilitation aid funds, in recladding the hangar for which the cost of the materials had been met direct from UK rehabilitation aid funds.

EXTRACT TAKEN FROM THE MINUTES OF THE MEETING OF STANDING FINANCE
COMMITTEE HELD ON 26TH MARCH 1986.

2.16 BEAVER HANGAR AIR/13/4

The Attorney General (present for this item) advised that there is no legislation in force to enable Government (or any other person or body) to claim any improvement value resulting from a transaction such as that which occurred recently between Mr Harold Bennett and Fortoser Ltd over the sale of the Beaver Hangar property.

EXTRACT TAKEN FROM THE MINUTES OF THE MEETING OF STANDING FINANCE
COMMITTEE HELD ON 26TH MARCH 1986.

9.2 BEAVER HANGAR AIR/13/4

DPW

The Committee deferred an application from the DPW for a further £6,000 under Accounts Code 359 Rehabilitation item 802 Recladding Beaver Hangar.

The application stated that a further £6,000 is required to cover the cost of repairing the hardstanding alongside the hangar which was damaged by a crane whilst it was involved in moving in stores on behalf of Fortoser Ltd when the recladding works were being completed for handover.

It was not clear in these circumstances that FIG should pay and the Committee requested clarification.

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Extract of Minutes of the Meeting of Standing Finance Committee held on
30th April 1986.

3.7. BEAVER HANGAR AIR/13/4

DPW

The Committee was advised that the repair to the hardstanding alongside the hangar was incidental to the damage caused by the crane. There was an overrun of expenditure on the actual recladding works and it was estimated that £4,000 out of the additional £6,000 required could be attributed to the cost of repairing the hardstanding.

The Committee considered that in the circumstances it would be inappropriate to claim a contribution from Fortoser Ltd and reluctantly approved supplementary expenditure of £6,000 under Accounts Code 359 Rehabilitation item 802 Recladding Beaver Hangar.