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# Air-Britain ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



**S01221 Djinn**

**Falkland Islands Register**

**The Heston T1/37 Trainer**

**The Nyborg Glider**

**Dornier X**

**The Kinner Monoplanes**

**AIR-BRITAIN - Founded 1948**



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#### COVER PHOTO:



SO 1221S Djinn F-BIEV c/n 1019FR58 was a  
former West German Army example that was  
civilianised and remained active for many  
years. It is seen here in the hands of the Gyro  
Club de Champagne at Brienne-le-Château in  
1985. (Mike Hooks)

**CLOSING DATE for contributions to next  
ARCHIVE:** April 22nd 2006

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HEAD-ON VIEW - WHAT IS IT? Number 20.

A biplane with dihedral on the lower plane. Clues, you will recognise a rotary engine, unusually with fully circular cowling; wingtip interplane struts, midplane fuselage. You've seen it before! Full details in the next issue. (via Jack Meaden)

#### In this issue

Welcome to another new year of *Archive*! This enlarged issue contains an extra eight pages that were actually missing from the total intended production of last year due to various editorial shenanigans. It is also convenient that these pages were available as Messrs Best, Rough and Meaden would doubtless have been most upset if the editor had cropped the longer than usual episodes of their respective Djinn, Falkland and Kinner articles. We will be back to 48 pages next issue and new readers should accept this one as a bonus and not assume that we have either the time or the inclination to tinker with 56 page issues in the foreseeable future - after all, 56 pages is twice the size of the magazine when it began back in 1980, even if the process of producing the magazine is today somewhat faster and no longer involves glue and typewriter balls or ribbons!

Time now for our annual reminder that *Archive* is the place to put previously unpublished material relating to almost any aspect of civil aviation history. This tends to concentrate in three main areas, production lists which may include detailed individual aircraft histories, complete civil aircraft registers from all parts of the world, and research which may incorporate company histories, airline development or simply problem-solving. We *do* want new ideas for articles, long or short, and would not be in the least offended to receive them. Do not worry that your ideas may need editing, developing or illustrating. We can do all that, or we will know a man that can!

Another reminder - there is an Index of all *Archive* articles which is (usually) kept up to date and is available from the Editor either as a Word file on request or in hard copy on receipt of an A4 size envelope festooned with 46p or 35p worth of stamps - depending on how quickly you want it. The Index can also be found by members in the files section of ab-ix.

For those wishing to contribute, whether an article or just a small item of feedback, we prefer text as Word files to import into our system, tabular sections should be tabbed

throughout if possible in order to retain their format. Typewritten pages are equally acceptable as they can be scanned in. Illustrations may be photos prints, slides or digital images, but if using digital please send the largest files that you have available in order to retain quality.

In this issue we have part three of Martin Best's history of the **SO 1221 Djinn**, now covering the production aircraft built at Rochefort. If you have any photos of Djinns that you would like us to consider please let us know quickly. It is not too late as the last two parts of the story will consist of the individual aircraft histories. Sighting reports and confirmed identifications may also still be of value in completing this story. Douglas Rough's honeymoon with the **Falkland Islands** (literally!) has now clearly developed into the most detailed 'last word' on the subject of anything that wore, or nearly wore, a VP-F registration. Not only has he managed to network for more and more information but the photographs that he has made available are absolutely stunning. Our grateful thanks to him and to all the willing providers.

A large portion of our output is always the result of Jack Meaden's research and this time, while keeping the **Heston Aircraft** history going alongside the **Dornier** development story, he has produced for us a detailed look at **Kinner** aircraft and engines. If anyone feels able to hand over their Kinner production list for publication we shall be more than happy to add it to the output!

Smaller sections this time cover the **French 1920s** register in contemporary style, the early R- registration sequence from **Argentina**, more Post-war **AT-6** disposals and we also approach the end of the **East German** civil register. **Casualty Compendium** is back in its usual spot, but the number of contributors has reduced recently - has the availability of material on accidents on the internet (which may often contain errors!) got anything to do with this? Mention of the internet brings us back to ab-ix once more, where a question about the **Nyborg** glider has resulted in the pooling of knowledge into a short article in *Archive*!



**COMPLETE CIVIL REGISTERS: 14**

# THE FALKLAND ISLANDS

## Civil Aircraft Register 1949-2006

Douglas A Rough

Part Two: VP-FAI to VP-FAQ

*Right: A rare colour photo showing FIDS's Auster 5 floatplane VP-FAC on the deck of 'John Biscoe' in 2.50 from where it was being used to reconnoitre open water close to Stonington Island, Graham Land, whilst the rescue of 11 people marooned on the Island was underway. It was later used by FIGAS.*

W J L Sladen/BAS©



### OBITUARY

Those of you who saw the Winter 2005 Edition of 'Aviation World' or, the Christmas Eve 'Daily Telegraph', will have seen that Vic Spencer died on 20th October 2005. Vic, who I knew for many years, supplied the majority of the photographs depicting the early years of FIGAS and his background information was essential to the compilation of the early aircraft histories. I, among others, will always be grateful for his input which ensured, as far as is possible, the accurate recording of Falkland Islands' aviation history.

### INTRODUCTION

This issue deals mainly with the period from late 1959 to 1982 et seq when aircraft became a regular, or integral, part of FIDS/BAS activities. An airstrip and hangar were constructed on Deception Island, South Shetlands which was to become the centre of aircraft operations and facilities at the Station were made adequate for aircraft to be serviced and wintered. Regrettably, the base had to be vacated in December 1967 (and later, use of the airstrip) due to volcanic eruption on the Island. The air facility was moved south to Adelaide Station (on Adelaide Island) but it was not practical to maintain the newly-acquired Twin Otter aircraft there. They were flown to the Northern Hemisphere for maintenance and wintering (initially to Canada, but latterly to the United Kingdom) at the end of each summer's operations. The snow and ice airstrip at Adelaide Station deteriorated with time and the air facility was moved to Rothera Station (also on Adelaide Island) about 40 miles to the North-East. This Station has been regularly improved and upgraded and remains the hub of BAS operations in 2006.

In 1959 the Antarctic Treaty was signed by the U.K. and 11 other nations. The Antarctic portion of what had previously been administered as the Falkland Islands Dependencies was designated British Antarctic Territory in 1962 and FIDS was re-designated as the British Antarctic Survey i.e. BAS. Because the Territory was no longer part of the Falkland Islands Dependencies, Falklands' registration letters ceased to appear on BAS aircraft and construction numbers were used instead for identification (the aeroplanes between 1962 and early 1968 never reaching, or leaving, the Territory by air). Prior to 1962 confusion reigned on the allocation of Falklands' registrations to FIDS/BAS aircraft and for a while duplications, and associated confusion, were common. What seems to have happened is that FIDS/BAS allocated, what appeared to them to be, logical follow-on registration letters.

However, the allocation system was ostensibly administered by the authorities in Stanley who seemed, at times, to be 'out of the loop', so-to-speak, as they had reserved markings for FIGAS aircraft purchases. During the period BAS used c/ns for aircraft identities it resolved itself by default. However, with the demise of the Deception Island Station and the procurement of aeroplanes which required servicing outside the Territory, BAS aircraft had to be registered somewhere in order to accommodate ferry flights to and from Antarctica via South America. They could have been registered in the United Kingdom but, as the Governor of the Falkland Islands was also High Commissioner of the Territory, it was decided to resume the tradition of registering aircraft in the Falklands (where BAS had an office). From then, the Falkland's administered registration allocation system was brought properly under control and anomalies ceased.



*Above: Flown by Pt.Off. P St Louis RCAF, Norseman 5 is seen here at rest off the Argentine Islands on 6.2.50. It was used to rescue five of eleven marooned men from Stonington Island, Graham Land. Later it had a long, and distinguished service with FIGAS. (W J L Sladen/BAS©)*



*Left: Photos of Hornet Moth G-ADMO at any stage of its existence have proved elusive until now. Here it is, looking pristine hangared at Barton Airport, Manchester in 7.36. In later life at Stanley it spent seven years in a crate before being incinerated in 1957. (E J Riding)*

FIDS/BAS aircraft procurement has always been dictated to some by limited funding. Whilst BAS was still labouring on with single-engined piston aircraft, other nations had started using multi-engined turboprop aeroplanes. Eventually turboprop machines were purchased (e.g. Porter and Turbo-Beaver) but these too were single-engined and it took until 1967 before the much improved capability and reliability of twin-engined aircraft in the form of the Twin Otter were bought. These rugged machines have remained the mainstay of the BAS fleet with four of them in service in 2006 backed up by a single DHC-7. Always aware of operating expenses, BAS, for a period, tried to defray costs by leasing out Twin Otters to civilian airlines and other operators during the Southern winter when the aircraft were not being utilized. However, this too had a 'downside' as it ratcheted up the airframe and engine hours. This practice has now ceased and the four Twin Otters currently in use by BAS have been in service for many years and accumulated very moderate hours.

This Part also covers the acquisition of two new-build Beavers by FIGAS in 1967 as replacements due to accident attrition or, the sale of older airframes. The type was very popular in the Islands and further purchases were made in later years until the return to FIGAS landplane operations with the introduction of the BN-2 Islander in 1979....but, that is for Part 3 of this series.

PS. Can anybody supply details of the BAS Twin Otter & DHC-7 movements to/from Antarctica between c1995 & 2006? Many are known, but not all. Also does anybody know what happened to FIGAS Islander VP-FAY after its remains returned to the UK (initially to Headcorn in 7.86 and later Chilbolton, 4.87)? Please get in contact with me through the Editor.

I would like to thank all those so far who have helped me with information and photographs. An appropriate CREDITS section will appear in Part 3.

## Part One : ADDITIONS & AMENDMENTS

**VP-FAB** Auster IV c/n 817

*Note:* ..... Civilianised to Auster 5 standard by AAL at Rearsby, its CofA was issued on 5.10.48. ....

The photograph of G-AJCI on Archive Page 2005/162 clearly shows the trimming device under the tailplane applicable to the Auster IV. According to Ian O'Neill, there are other examples of Auster IV/4s being registered as Auster 5s but not actually converted and G-AJCI is obviously one of them. In fairness, Vic Spencer always said it was a IV (and that is what is in Falklands - The Air War) but was willing to stand corrected.

**VP-FAD** CCF (Noorduyn) Norseman 5 c/n N29-45

*Note:* Only 9 other aircraft built after N29-45, all of which served in Canada. A 10th airframe (N29-54) was never completed.

**VP-FAE** De Havilland DH.87B Hornet Moth c/n 8086

*Note 1:* ..... a readily-available, urgent replacement for their Auster J/1N Autocrat G-AIBI .....

John Davis points out that G-AIBI (c/n 2122) was a J/1 Autocrat, not a J/1N. The latter model was not introduced until c1956.

*Note 2:* My appeal for a photograph of G-ADMO drew a response from two people, Mike Hooks and Richard Riding. The latter supplied two photos: one taken by Ron Giddings at Heston in 1936 and the other by his father E.J.Riding at Barton in 7.36 which is illustrated above.

*Note 3:* Vernon Steen in the Falklands wrote: "From what I can gather this aircraft was never assembled in the Falklands. It lay in the Auster Hangar (at the edge of Stanley Racecourse) in a crate. Still in the crate, it was taken to the beach in 1957 and set alight. The source of this information was Terry Reive, an assistant with FIGAS from the early 50s. He showed me the spot on the beach where the dastardly deed was carried out. Sure enough the evidence was there of burnt aircraft of tubular construction but as both Austers were incinerated at the



*Right: Sitting on its beaching wheels on the FIGAS slipway at Stanley sometime in 1966 is VP-FAE (but actually VP-FAF!). It was FIGAS's first Beaver, delivered in 1953 to replace the Norseman 5 VP-FAD. It later flew for many years in the USA as N17597. (G Cheek)*



same time it could have been either type. Terry also said that crate was breached once to let the 'nose parkers' have a look. The cockpit was done out in red velvet material with instrument panel and doors inlaid in wood".

**VP-FAF** De Havilland Canada DHC-2 Beaver c/n 500

**Note 1:** DHC records say that 1.6.53 was the official FIGAS 'Delivery' date. Perhaps better interpreted as contract completion 'Handover' date.

**Note 2:** .....About (6.6.67) sold to L.J.Dorney of Mexico City.....

L.J.Dorney was a principal in DHC's dealership in Mexico.

**Note 3:** Updated as follows is the.....

Summary of subsequent history: .....then to Kenmore Air Harbor Inc., Kenmore WA in 8.71; 1976 with Paul H.Breed, Kalawock AK; 1978 with Flair Air, Kalawock AK; 1980 with Southeast Alaska Airline Inc., Ketchikan AK; 1983 with Tye Airways Inc., Ketchikan AK; 12.84 with South Coast Inc., Ketchikan AK; 4.85 with Temsco Helicopters Inc., Ketchikan AK and crashed 4.12.87. Cancelled in FAA Register 12.89. However, in 9.03 with Safe Flight 21 Product Team, Washington DC. Reservation only and still shown as such on FAA Register when last checked in 12.05.

**Note 4:** Colour photographs received of Beaver VP-FAE (i.e. VP-FAF) reveal that, certainly in its latter days of service, it was painted red overall and not, as expected, Silver/Blue as per VP-FAH .

**Note 5:** An interesting aside from Gerald Cheek (former FI Director of Civil Aviation) is that whilst in service it was always referred to by FIGAS engineers merely as "500"...never it's registration!

**VP-FAG** De Havilland Canada DHC-2 Beaver c/n 828

**Note 1:** DHC records say that 30.6.55 was official FIGAS 'Delivery' date. Perhaps better interpreted as contract completion 'Handover' date.

*Right: Floating gently in the glistening, sunlit waters of Port San Carlos, East Falkland, circa 10.63 is FIGAS Beaver VP-FAH looking resplendent in its silver, blue and red colour scheme. (Norman & Anne Cameron)*



**Note 2:** .....While being piloted by G.Toye somewhere between 11.57 and 3.58, it capsized and sank in a take-off at the Moro.....

The date of the Moro incident is, 19.2.58.

**Note 3:** A Silver/Blue rear fuselage, reputedly that of VP-FAF(i.e. VP-FAG), was noted circa 4.93 in the Mary Hill rubbish dump near Stanley Airport.

**VP-FAH** De Havilland Canada DHC-2 Beaver c/n 1129

**Note 1:** DHC records say that 15.5.58 was the official 'Delivery' date to FIGAS. This is perhaps better interpreted as a contract completion 'Handover' date.

**Note 2:** .....Sold c6.67 to L.J.Downey of Mexico City.

L.J.Dorney was a principal in DHC's dealership in Mexico.

## INDIVIDUAL AIRCRAFT HISTORIES

**VP-FAI** De Havilland Canada DHC-3 Otter c/n 294

Bought new from DHC by FIDS and painted in error as VP-FAK (VP-FAK had been reserved for future FIGAS use). First flown at Downsview 17.10.59 with a further test-flight on 22.10.59 prior to having a Collins HF transceiver and SARAH fitted on 26.10.59. On 30.10.59, dismantled, inhibited and packed for shipping to Antarctica via Montevideo, Uruguay, where it connected up with the 'Kista Dan' which departed Southampton 18.12.59. Still crated, it was loaded on to the ship on 13.1.60 which later sailed for Deception Island, South Shetlands arriving there 26.1.60. Unpacked, assembled, fitted with wheels/skis and test-flown on 3.2.60. Flown south to the Argentine Islands 18.3.60 and then to Horseshoe Island in Marguerite Bay on 19.3.60 for relief operations before returning to Deception Island on 27.3.60 where it was kept in open storage during the winter months of



*Left: A pristine VP-FAI (alias VP-FAK) DHC-3 Otter at Deception Island after assembly c.26-31.1.60. It made its first Antarctic flight on 3.2.60. It remained painted as VP-FAK except for the period when 294 markings were applied. This Otter is now preserved at the DH Heritage Centre, London Colney, Herts. (M H Tween/BAS/Crown ©)*

*Below: "294", ex VP-FAI as above, clearly wearing its post-3.62 markings and the modified "Bass" beer logo on the engine cowling. (M H Tween/BAS/Crown ©)*



1960/61. In 3.62 the hangar at Deception Island was completed thus providing reasonable wintering and servicing conditions. (Note: From 1960-67 the aircraft was normally based at Adelaide Station on Adelaide Island for FIDS/BAS support flights during summer months, returning to Deception Island each winter for maintenance and storage.) Damaged in a series of gales at Deception Island from 2-10.10.61 but repaired 11/12.10.61. On 30.10.61 a FI Regn Cert was issued confirming the aircraft to be VP-FAI but the airframe markings were not altered. Following an ownership change from FIDS to BAS on 1.1.62, the aeroplane was painted in BAS livery (to comply with the creation of British Antarctic Territory on 1.3.62). The new colour-scheme included removal of the regn and application of its c/n as an identity (in black to the fin and the underside of the port wing, at least). Remained marked like that until grounded and SOC at its Deception Island base on 26.3.67 due to extensive corrosion in the fuselage. Removable parts (e.g. engine & wings) were hangared but the bare fuselage was stored outside in the lee of the building for the next 37 years. In 1.69, parts were cannibalized to replace corroded elements on BAS Otter 60-377. From at least 1993 there had been environmental pressure on BAS, and other Antarctic agencies, to keep the environment free of detritus. Even designated Historic sites where old deserted infrastructures such as the Deception Island hangar were subject to scrutiny. BAS had included the Otter as part of its preservation policy at the site but, this was challenged in recent times by an individual (reputedly an American) who said he was going to recover the airframe under 'Salvage' rights (See Note 2). To preempt such action, the fuselage, wings and an engine were loaded on to the 'Ernest Shackleton' on 3.4.04 and departed for Rothera Station, Adelaide Island where it was offloaded 13.4.04. There it remained until 25/26.1.05 when it was taken on board the 'James Clark Ross' for transportation to Stanley (for storage) and subsequent unloading there on 30.1.05. Loaded aboard the 'Ernest Shackleton' on 4.4.05 and shipped to Grimsby arriving there 8.5.05. Unloaded on 9.5.05, it was

transported that same day to the De Havilland Aircraft Heritage Centre, London Colney for later re-assembly, preservation work, and future display under a BAS long-term loan agreement (See also Note 3).

*Note 1:* The new colour-scheme of 3.62 included wearing the "Bas(s)" 'Blue Label' ale motif (minus, for obvious reasons, the last 's') on the port engine cowling, at least.

*Note 2:* 2003: Historic Site No.71 - Whalers Bay, Deception Island The "Site" covers the remains of the old British scientific and mapping Base Camp; the hangar and all pre-1970 remains on the shore of Whalers Bay. BAS thought it included the Otter but, this remained open to doubt thus raising the possibility of its removal by a Third Party claiming "Salvage" rights. Given this threat BAS removed '294' as per the aircraft history above.

*Note 3:* Close inspection on arrival at London Colney revealed that its c/n identity '294' was still clearly visible on the port wing underside and, showing through the faded 'International Orange' paintwork, was its incorrect VP-FAK regn together with fuselage RAF roundels which were worn when BAS aircraft were flown by RAF aircrew seconded to BAS.

**VP-FAJ** De Havilland Canada DHC-2 Beaver

c/n 1342

Purchased new from DHC by FIDS and painted 'International Orange' overall with black regn markings. First flown at Downsview 17.10.59 with a subsequent test flight on 21.10.59. On 30.10.59 it was dismantled, inhibited and packed for shipping to Antarctica via Montevideo, Uruguay where it connected up with 'Kista Dan' which departed Southampton 18.12.59. Still crated, it was loaded on to the ship on 14.1.60 which later sailed for Deception Island, South Shetlands, arriving there 26.1.60. After assembly on the ship (and a test-flight as a floatplane on 7.2.60), it sailed with her for the Argentine Islands on 8.2.60 to be based aboard for ice-reconnaissance flights. While anchored in high winds off the Argentine Islands on 12.3.60, 'Kista Dan'





*Above:* The FIDS Beaver VP-FAJ alongside the 'Kista Dan' off the Argentine Islands in 2/3.60 wearing RAF roundels which was usual when being flown by seconded RAF aircrew. (H A D Cameron/BAS/Crown ©)

*Right:* Beaver VP-FAJ being lowered into the water from 'Kista Dan' off the Argentine Islands in 2/3.60. This photo was taken by Vivien Fuchs, the then Director of FIDS. (V E Fuchs/BAS/Crown©)



*Below:* In 8.60 VP-FAJ was repaired and converted to a wheel/ski land-plane at Deception Island following an unfortunate wing-bumping accident on 12.3.60. Seen being hauled from the repair hangar at Deception, it has the recently-applied full FIDS titling on the fuselage and taped-over registration on the fin. (M H Tween/BAS/Crown©)







(with the Beaver on her foredeck) and 'John Biscoe' drifted so close to each other that the aircraft's protruding port wing was torn off when 'John Biscoe' hit it. The aeroplane was off-loaded at Deception Island c1.4.60 and by 8.60 (following receipt of a new wing brought from Stanley by 'John Biscoe') it had been repaired and the floats replaced by wheels/skis. On 16.9.60, having landed on sea-ice off the Argentine Islands, Flt Lt R.Lord was taxiing the aircraft clear of the marked runway when the ski-undercarriage broke through thin ice. Recovery proved impossible, but the wings, fin and most internal fittings were removed before the fuselage partially submerged. The salvaged parts and the redundant floats were later sold to the FI Govt as spares for the FIGAS Beavers.

*Note 1:* The 'International Orange' scheme was to Spec MIL-L-7178 Berry Bros. Lacquer.

*Note 2:* By the time of the accident on 16.9.60, the aircraft was wearing "FALKLAND ISLANDS DEPENDENCIES SURVEY" titling in white along the fuselage. When the sea-water soaked fuselage was hauled out, photographs show the regn as being painted out. However, this may have been done to the negatives/slides and not the actual airframe.

**VP-FAJ** De Havilland Canada DHC-3 Otter c/n 377

Bought new from DHC by FIDS (to replace Beaver VP-FAJ) and painted in error as VP-FAL (no regn had been allocated to it and VP-FAL had been reserved for future FIGAS use). In its overall 'International Orange' colour scheme, it first flew at Downsview 29.7.60 with subsequent test flights on 26.8.60 and 17&18.11.60 prior to 28.11.60 when it was dismantled, inhibited and packed for shipping to

*Above:* Otter '377', ex VP-FAJ (2nd) and alias VP-FAL, at the Argentine Islands wearing its post 3.62 markings. (J B Killingbeck/BAS/Crown©)

Antarctica. It is believed to have been taken initially to Montevideo, Uruguay, before being collected by 'Kista Dan' which had departed from Southampton for Deception Island, South Shetlands, where it arrived on 11.1.61. Unloaded, assembled, fitted with wheels/skis and then test-flown on 21.1.61. (From then until 12.67 the aircraft was normally based at Adelaide Station on Adelaide Island for FIDS/BAS support flights during the summer months, returning to Deception Island each winter for maintenance and storage. (Note: During the 1961 winter it was kept in open storage as the hangar was not completed until 3.62) Ownership of the aircraft changed from FIDS to BAS on 1.1.62 and on 1.3.62 a FI Regn Cert was issued declaring it to be VP-FAJ (a re-issue of the Beaver Regn). The aeroplane remained marked as VP-FAL until it was painted in BAS livery (to comply with the creation of British Antarctic Territory on 1.3.62). The new colour-scheme included removal of the regn and application of its c/n as an identity (in black on the fin and underside of the port wing at least). Remained marked like that until 28.12.64 when the tail-ski was ripped off, the undercarriage struts driven up through the airframe and the rear fuselage twisted in a landing accident at Adelaide Station. The pilot (Flt Lt E.J.Skinner) was unhurt but the aircraft, which had fallen some 30ft into a dip in the snow and ice not seen from the air, was deemed to be "beyond economical repair" and SOC. The unused FI regn (VP-FAJ) was cancelled on 13.6.65.

*Note:* The new colour scheme of 3.62 included wearing the "Bas(s)" 'Red Label' ale motif (minus, for obvious reasons, the last 's') on the port engine cowling, at least.



*Left:* Otters '294' in the foreground with Blue "Bass" beer triangle and '377' behind with Red "Bass" beer triangle at Fossil Bluff sometime in 1962. (H E Chapman/BAS/Crown©)



*Right: BAS Otter 294 wearing graffiti markings "Estación Decepción" on the fuselage whilst lying dismantled outside the old hangar at Deception Island in 1.93. After having been there for 37 years being scrutinised by Antarctic tourists, it was removed to the UK in 2004. (E Cox)*

*Below: Sitting outside the floatplane hangar in Stanley, Beaver VP-FAK was delivered to FIGAS 3.67 and remained in service until it capsized and sank landing at Mare Harbour, East Falkland 14.10.76. (J Wright)*



**VP-FAK** De Havilland Canada DHC-2 Beaver c/n 1664

Purchased new (painted red overall) from DHC by FI Govt for FIGAS and, accompanied by Beaver VP-FAL, departed Downsview as a landplane on 22.3.67 for Pittsburg PA; Florence SC and Fort Lauderdale FL. Left there 25.3.67 and routed via Panama; Tolara & Lima, Peru; Antofagasta, Puerto Montt & Punto Arenas, Chile to Stanley Racecourse where it arrived, with VP-FAL, on 30.3.67. Converted to a floatplane and flight-tested from Stanley Harbour by I.T.Campbell in early 6.67 (pre 13.6). Remained in service with FIGAS until 14.10.76 when it capsized and sank while landing at Mare Harbour, East Falkland. The pilot, I.T.Campbell, was drowned and the passenger slightly injured. Carried by the tide, the superficially-damaged aircraft beached itself, inverted, on Johnson Island at the entrance to Mare Harbour. Recovered and taken Stanley aboard 'Monsunen' on 17.10.76. A combination of damage sustained during the salvage operation, and corrosion which developed while hangared awaiting the outcome of the accident investigation, led to the aircraft being declared "beyond economical repair" and it was reduced to spares and scrap. In 10.84 a wing from the aircraft was seen lying in the grass at Moody Brook and the fuselage was reported to be outside the AAC hangar on Murray Heights, Stanley.

*Note:* The ferry pilots for the two Beavers were John Weston & James Averill. Who flew which is not confirmed.

**VP-FAL** De Havilland Canada DHC-2 Beaver c/n 1666

Purchased new (painted red overall) from DHC by the FI Govt for FIGAS and, accompanied by Beaver VP-FAK, departed Downsview as a landplane on 22.3.67 for Pittsburg PA; Florence SC and Fort Lauderdale FL. Left there 25.3.67 and routed via Panama; Tolara & Lima, Peru; Antofagasta, Puerto Montt & Punta Arenas, Chile to Stanley Racecourse where it arrived, with VP-FAK, on 30.3.67. Converted to a floatplane and flight-tested from Stanley Harbour by J.Kerr on 13.6.67. Remained in FIGAS service until 10.8.76 when it capsized and sank (without casualties) in a taxiing accident at New Island, West Falkland, while being flown by a relief pilot (J.Levine). Recovered and shipped to Stanley where, as a result of damage sustained during the salvage operation, it was declared "beyond economical repair" and reduced to spares and scrap. All, or part, of the fuselage was reported to be dumped outside the floatplane hangar on 16.8.62, while on 18.5.83 a wing marked VP-FAL was noted in the grass at Moody Brook near Stanley. Later c4.93 it was noted at the Mary Hill rubbish dump near Stanley Airport.

*Note:* The ferry pilots for the two Beavers were John Weston & James Averill. Who flew which is not confirmed.



*Above: Neatly tucked inside the FIGAS floatplane hangar on the Stanley Harbour shoreline is Beaver VP-FAL which capsized and sank during a taxiing accident at New Island, West Falkland 10.8.76. (J Wright)*

**VP-FAM** De Havilland Canada DHC-3 Otter c/n 395

Purchased new by the RNoAF from DHC, Downsview and officially handed over on 16.11.60 serialled 60-395 (an amalgam of year of delivery and c/n). Dismantled, crated and shipped to Oslo, Norway (along with 60-397), where it was unloaded and taken to Widerøes Flyverksted at Fornebu Airport, Oslo, on 19.12.60 for re-assembly and subsequent Air Force acceptance. Initially assigned to Rygge Air Base in 2.61 and later, on 1.3.62, joined 7193 Stotteving (7193 Support Flight) Air Command North at Bodo Air Base and coded 'O-AH'. In 5.62 it returned to Widerøes at Fornebu for depot maintenance prior to returning to Bodo on 21.7.62. On 26.10.63, (whilst fitted with wheels/skis) on a flight from Kautokeino to Bardufoss Air Base, bad weather in the form of heavy snow and low cloud was encountered. Unable to navigate a safe passage, and running very low on fuel, the crew elected to make an emergency ditching in the sea close to Skattora Seaplane Base. The aircraft sank after eight minutes but the two pilots ...and a dog... escaped unhurt. On 22.7.62 the aircraft was salvaged and taken to Skattora Seaplane Base where an initial damage assessment revealed a totally destroyed rear fuselage; corrosion damage to magnesium parts and electrical systems and a 'total loss' engine. Transported to Widerøes at Fornebu Airport for a complete rebuild and noted stored there in 5.64 prior to rebuild commencement. Rebuild complete, it returned to 7193 Stotteving at Bodo Air Base on 25.2.65 where it was passed to 719 Sqn at Bodo on 1.1.66 when the Sqn was established there and took over from the Support Flight. To Kjeller Air Base for maintenance 12.1.66 returning to 719 Sqn at Bodo on 19.2.66. On 2.1.67 it made its initial flight wearing newly-allocated code, 'XJ-X' and continued with 719 Sqn until 30.8.67 when it was flown to Jarlsberg Air Base, SOC and procured for disposal by Halle & Peterson, DHC's Norwegian representatives in Oslo.

Purchased by NERC for BAS, it was erroneously painted as VP-FAM (no regn had been allocated to it by the FI Registrar of Aircraft). The RNoAF serial was retained on the fin (incorporating, as it did, the c/n which was, at that time, used as a means of aircraft identity by BAS) Departed (crated) on 'Perla Dan' from Southampton on 29.11.67 for Deception Island, South Shetlands, where it arrived late 12.67. Not unpacked there as the base had been evacuated after a volcanic eruption on 4.12.67 (See Note). Instead, it was transported aboard 'Perla Dan' to Grytviken, South Georgia (arriving 2.1.68) and was stored there in crates on the quayside until collected by 'HMS Endurance' in 12.68 and returned to Deception Island where, on 10.1.69, it was unloaded. Due to some corrosion arising from its time on Grytviken's quayside, during re-assembly cannibalised parts from redundant BAS Otter '294'



*Above:* BAS' ex-Royal Norwegian Air Force Otter 60-395 (alias VP-FAM) in George VI Sound sometime between 6.2.69 and 3.3.69 when it force-landed following engine failure about 30 miles NE of Stonington Island, Graham Land and was damaged beyond repair. (M J Holmes/NERC©)

were incorporated. Fitted with wheels/skis and flight-tested prior to being flown south to Adelaide Station, Adelaide Island, on 6.2.69 for BAS support duties. On 3.3.69, following engine failure about 30 miles north-east of Stonington Island (Graham Land), it force-landed (collapsing the Port undecarriage) in a rough and badly crevassed area and was considered sufficiently damaged to be SOC.

*Note:* On 21.2.69 there was a second eruption at Deception Island and this time the runway was destroyed rendering the base unusable by aircraft.

**VP-FAM** De Havilland Canada DHC-2 Turbo-Beaver c/n 1670-TB40

Purchased from DHC by NERC for BAS (previously CF-WSC) and departed Downsview on 22.11.69 in company with Twin Otter VP-FAO, routing via South America to Adelaide Station on Adelaide Island where it landed on 7.12.69. Supported by BAS field parties until 25.3.70 when it departed Adelaide Station for servicing and storage at DHC Downsview, arriving there on 4.4.70. Returned to Adelaide Station (via Punta Arenas in Chile) in mid-1270 for BAS summer operations before flying back to Downsview in early 4.71. On 10.2.71 a FI Regn Cert was issued confirming the aircraft's regn. At the end of 11.71 it arrived at Adelaide Station from Downsview and, following a season of BAS support flights (mostly to/from Fossil Bluff on Alexander Island), it

departed Adelaide Station on 20.3.72 and arrived at Downsview on 28.3.72. Its regn was cancelled 14.4.72 upon being sold to DHC and reportedly registered as CF-BLX

Summary of subsequent history: First confirmed note of it as CF-BLX appeared in the Canadian Civil Aircraft Register (CCAR) dated 30.9.72 as being operated by Arctic Air, Edmonton AL and remained as such up to, and including the CCAR of 31.3.75. There was no note of it in the 30.6.75 edition and Transport Canada records state that it was cancelled on 28.5.75 due to an "accident". No more known.

**VP-FAN** Not allocated

**Unregistered** Pilatus PC-6/B1-H2 Turbo-Porter c/n 619

Purchased new from PFAF by NERC for BAS and noted at the factory at Stans, Switzerland in late 9.66 painted overall in 'International Orange' wearing only its c/n (See later). Delivered (crated) to Southampton for shipment on 'Perla Dan' to Deception Island, South Shetlands, arriving there on 8.1.67. Unloaded, assembled and fitted with wheels/skis before being test-flown on 13.1.67. No regn allotted to it by the FI Registrar of Aircraft and all references to it having been allocated or painted as VP-FAN are erroneous. As an identity, the c/n was worn in large digits on both sides of the fin. Flown south to Adelaide



*Above:* Before BAS finally settled on DHC-6 Twin Otters as their preferred type they also operated a DHC-2 Turbo-Beaver, painted as VP-FAM, for three seasons. (R Ward/NERC©)





*Above:* In the Pilatus factory 9.66 being readied for delivery to BAS is Turbo-Porter 619 wearing its c/n on the fin - the only form of registration marking it ever adopted. (Mike Hooks)

*Right:* The dismantled 619 was rafted ashore at Deception Island 8.1.67, re-assembled and test flown on 13.1.67 ready for BAS support duties. (E J Chinn/BAS/Crown©)

*Below:* Turbo-Porter 619 at Fossil Bluff alongside a Muskeg tractor in the month before it it was written off on 1.3.68 at "Porter Nunatak". (R P Vere/BAS/Crown©)



Station, Adelaide Island, on 26.1.67 for BAS support flights, returning to Deception Island 6.3.67 for servicing and storage. Flight-tested on 15.8.67 and flown to Adelaide Station 18.8.67. From there it was used to resupply or establish a chain of five BAS depots between Fossil Bluff on Alexander Island and Stonington Island in Graham Land. As it was about to get airborne on 26.2.68 from a patch of ice at the junction of the Miller and Meiklejohn Glaciers in Palmer Land, a weld in the Port undercarriage leg fractured and the ski turned outwards causing the aircraft to slew violently. The pilot (Flt Lt J.Ayers) and his two passengers were unhurt but the tail ski was torn off. An attempted wheel take-off from the same patch of ice on 1.3.68 nearly ended in disaster when the starboard wheel broke through the ice crust and the aircraft briefly tipped onto its nose before crashing back on to the ice, twisting the rear fuselage. The aircraft was SOC and the uninjured pilot and passengers were not rescued until 21.12.68!

*Note:* The location where the Turbo-Porter crashed was named "Porter Nunatak" by Flt Lt Ayers and is still referred to by that title but is not

listed as such in G. Hattersley-Smith's 1991 definitive publication on British Antarctic Territory (BAT) Place-Names.

**VP-FAO** De Havilland Canada DHC-6 Twin Otter Series 200 c/n 152

Ordered new from DHC by NERC for BAS on 1.9.67 and noted at Downsview on 19.8.68 prior to first flight on 20.9.68 and handover to BAS on 11.10.68 (regn worn only on the upper and lower wing surfaces). Remained at Downsview until it departed on 11.11.68 to route via South America and Deception Island, South Shetlands (3.12.68) to Adelaide Station, Adelaide Island, where it arrived on 4.12.68. After a summer season supporting BAS field operations, it departed Adelaide Station towards the end of 3.69 en route to Downsview where it arrived on 29.3.69 for maintenance and storage (the first FIDS/BAS/NERC aircraft not to be wintered and serviced in Antarctica). Left Downsview on 22.11.69 (accompanied by Turbo-Beaver VP-FAM) for Adelaide Station and landed there 7.12.69. Following a series of echo-sounding flights, it took-off from Adelaide Station on 25.3.70 en route to Downsview,





arriving there 4.4.70. Departed Downsview 11.11.70 for Adelaide Station arriving there mid-12.70 for BAS duties. On 10.2.71 a FI Regn Cert was issued confirming it to be VP-FAO. Arrived back at DHC at Downsview on 12.4.71 for servicing and trading-in against a new Twin Otter, VP-FAP. Remained at Downsview (noted there on 11.5.71) until displayed by DHC at the Paris Salon, Le Bourget, France in 6.71. Although sold to Air Paris, Orly, during the show, it returned to Downsview. FI regn was cancelled 15.6.71.

Summary of subsequent history: Noted as F-BPRC at Downsview 27/28.7.71 and believed left on delivery to Air Paris on 29.7.71 although Date-of-Issue of CofA and official Date-of-Sale to Air Paris was 20.8.71 (Note: actually regd to Locafrance who financed the purchase). To Air

*Above: VP-FAO, the first BAS Twin Otter Series 200 displaying its colour scheme, markings and wheels/ski equipment to full effect. Handed over at Downsview 11.10.68, after three years it was traded in for Series 300 VP-FAP. (NERC©)*

Djibouti in 10.75 (still as F-BPRC) but re-regd as J2-KAA in 6.80. Re-regd on 30.9.91 as F-GHXY with Saga Trading. Victim of attempted arson at an unknown location on 12.2.93. Although damaged, it was repaired only to be subjected a month later on 24.3.93 at La Ferté Gaucher to another arson attack in the form of a fire in the cockpit. Repaired again and, later that year on 16.11.93, sold as N40269 to Freefall Express of Deland FL, USA for parachute jumping. Believed still current.



*Above: Twin Otter Series 300 VP-FAP was written-off on 21.1.77 in its seventh Antarctic summer of operations with BAS. Here it is seen during its first season with tent, sled and dogs at 'Castro Depot' on 12.12.71. (C W M Swithinbank/NERC©)*





*Above:* Twin Otter Series 300 VP-FAP in an interesting 'nose-up' attitude clearly displaying its underwing registration and the nosewheel ski fitting. (P Prattis/NERC©)

**VP-FAP** De Havilland Canada DHC-6 Twin Otter Series 300 c/n 333

Ordered new from DHC by NERC for BAS on 3.7.71 (replacing VP-FAO) and noted on the Downsview production line 1.9.71. A FI Regn Cert confirming it to be VP-FAP was issued on 23.9.71. Handed over to BAS on 10.11.71 and departed for Adelaide Station, Adelaide Island, arriving there at the end of 11.71. After a series of glaciological radio echo-sounding equipment trials and BAS support flights, it left Adelaide Station on 20.3.72 for Downsview, arriving 28.3.72. Following servicing and storage there, it departed 3.10.72 for Adelaide Station and, after a delay at Punta Arenas in Chile (8-12.10.72) due to bad weather over the Antarctic Peninsula, it arrived at its destination (via Palmer Station, Anvers Island 12.10.72) on 13.10.72. Flown later that day by Flt Lt B.J.Conchie to Stonington Island off Graham Land to collect a sick geologist and take him back to Adelaide Station before flying him to Rio Gallegos, Argentina (via Punta Arenas) on 14.10.72; from there the geologist was flown by Argentine military aircraft to hospital in Buenos Aires. On returning to Adelaide Station, VP-FAP supported BAS operations until 26.2.73 when it left for Downsview, arriving there for its annual overhaul on 4.3.73. Departed for Adelaide Station 6.10.73 and, after its arrival there on 16.10.73, was engaged in BAS support flights until it left for Downsview again on 28.2.74. Returned to Adelaide Station on 18.10.74 and, after the summer, arrived back at Downsview 15.3.75. Left Downsview on 8.10.75, arriving at Adelaide Station c17.10.75 from where, in addition to normal BAS flights, it was used to transport men and materials to a new air facility being constructed at Rothera Station (also on Adelaide Island) to replace the one at Adelaide Station. Departed Adelaide Station in early 3.76 for Downsview (noted there on 17.3.76) and, after its annual servicing and storage period, c19.10.76 was flown from there (via Miami FL 1.11.76) to Rothera Station where it landed on 7.11.76. On 21.1.77, in poor visibility at Gomez Nunatak (south of King George VI Sound), the aircraft was flown into a snow slope when the pilot (P.Prattis) mistook it for a flat landing site. The five persons on board were uninjured and the engines and avionics (and possibly airframe components) were later salvaged but the aircraft was SOC and not recovered.

*Note:* Bradley Air Services, Canada requested a regn allocation for c/n 333 on 16.4.75 and Transport Canada (TC) issued C-GNYX 22.4.75. Following an update request by TC on 2.6.76 Bradley replied canceling the requirement 14.6.76 and TC withdrew the unused allocation on 21.7.76 (See also under VP-FAQ).

It is only surmise that VP-FAP (and VP-FAQ) may have been potentially up-for-disposal by BAS at this time but it did not materialize.

**VP-FAQ** De Havilland Canada DHC-6 Twin Otter Series 300 c/n 347

Ordered new from DHC by NERC for BAS on 25.4.72 (to replace Turbo-Beaver VP-FAM) and issued with a FI Regn Cert on 22.8.72 prior to its first flight on 14.9.72 followed by further test flights on 15, 27 & 28.9.72. Handed over to BAS on 2.10.72 and departed Downsview

13.10.72 routing via Miami FL (18.10.72) for Punta Arenas, Chile where it arrived on 26.10.72. It left there on 29.10.72 for Adelaide Station, Adelaide Island, arriving the same day.. Used mainly in support of Fossil Bluff Station, Alexander Island before leaving Adelaide Station on 25.2.73 for Punta Arenas en route via West Palm Beach FL (4.3.73) for Downsview, arriving there 5.3.73 for servicing and storage. Leased by DHC from BAS for a sales demonstration tour based at Kinshasa, Zaïre. Devoid of BAS titling, but wearing a Canadian flag on the fin, it was test flown at Downsview 31.5.73 prior to leaving on 1.6.73 for St. John's (Newfoundland) en route for Santa Maria (Azores) on 2.6; Las Palmas (Canary Islands) 3.6 and continuing that day to Dakar (Senegal); Abidjan (Ivory Coast) on 4.6; Libreville (Gabon) 5.6 and finally to Kinshasa on 7.6.73. It remained flying in that area until it departed for Abidjan on 17.6.73 on course for Downsview via Dakar 18.6; Casablanca (Morocco) and Biarritz (France) 19.6, and on to Luton, UK on 20.6; Prestwick and Reykjavik (Iceland) 21.6; Narsarsuak (Greenland) and September Isles (Québec) 22.6 before arriving at Downsview on 23.6.73 where it was noted on 25.6.73 still with BAS titles removed and a Canadian flag on the fin.

On 5.7.73 noted local flying at Downsview this time with "De Havilland" titling in addition to the Canadian flag. Departed Downsview 9.7.73 for Wabush (Newfoundland) and Frobisher Bay (Nunavut : i.e. N.E. Canada) the same day before arriving at its destination, Sondrestrom Fjord (Greenland) on 10.7.73 where its Long Range Nav. System (LRNS) was temporarily removed. Remained Sondrestrom-based on survey work (See also 5.75 & Note 1) until 15.7.73 when its LRNS was reinstalled and the aircraft departed the same day for Frobisher Bay and then on 16.7.73 on to Toronto Intl. Airport via Wabush and North Bay (Ontario) before continuing to Downsview on 17.7.73. Following a test flight on 4.10.73, it departed Downsview 6.10.73, routing to Punta Arenas (arrived 13.10.73) and, on 16.10.73, proceeded to Adelaide Station from where it was flown in support of BAS operations.

It left Adelaide Station 28.2.74 for Punta Arenas en route to Downsview where it arrived on 10.3.74 for wintering. Departed Downsview 5.10.74 for New Orleans LA (arrived 5.10); on to Punta Arenas 12.10 and thence to Stonington Island, Graham Land on 17.10 before the final leg to Adelaide Island on 18.10.74. Left there 5.3.75 for Punta Arenas and West Palm Beach FL (13.3.75) en route for Downsview where it landed on 15.3.75. In 5.75 it was leased to the University of Nebraska for a five-week ice-sheet survey in Greenland on behalf of the US National Science Foundation. Departed Downsview 16.5.75 for Toronto (Malton) and Goose Bay, Newfoundland on 17.5 arriving at Sondrestrom Fjord the same day. Based there for survey work until 14.6.75 when it took-off for Frobisher Bay (arrived 14.6); Fort Chimo & Schefferville, Québec (15.6) and landed back off-lease at Downsview on 16.7.75. On 7.10.75 departed Downsview (via West Palm Beach 7.10) for Punta Arenas where it landed 15.10 before departing on 4.11.75 for Adelaide Station and arriving there that day.

During that season, in addition to normal BAS support flights, it was used to transport men and materials to a new air facility being constructed at Rothera Station (also on Adelaide Island) to replace the



*Above: BAS' third Twin Otter was VP-FAQ, seen here on the Sullivan Glacier, North Alexander Island during the 1976-76 season, surrounded by all the paraphernalia of Antarctic survey work. (R W Burn/NERC©)*

airstrip at Adelaide Station. Departed Rothera on 29.2.76 for Punta Arenas (29.2); Miami (7.3) arriving at Downsview 8.3.76 for servicing and chartering by Taylor Woodrow (International) Limited for three months work (including 5.76) in Oman. After returning to Downsview (circa late 5.76) for maintenance, it left for Miami 31.10.76; Mendoza, Argentina (5.11) and Punta Arenas (6.11) on course for Rothera Station where it arrived on 7.11.76. Upon arrival it was leased out for ten weeks to the US Ross Ice Shelf Project but, following the loss of VP-FAP on 21.1.77, was recalled to rescue the pilot and crew of the crashed aircraft and fly them to Rothera. Left Rothera 1.3.77 for Downsview (via Punta Arenas 1.3; Miami 8.3) arriving there on 9.3.77. Departed Downsview 7.10.77, once again routing via Punta Arenas (landed 17.10) and on to Rothera on 18.10.77. On 1.3.78 the nose-wheel leg and airframe were damaged beyond repair when the pilot tried to take-off with a full load from a very rough surface at Rothera. Nobody on board was injured, but the aeroplane had to be dismantled and loaded onto 'Bransfield' which departed for the UK (via the Falklands) on 24.3.78, arriving at Southampton 23.5.78. Off-loaded and transported to Mann Aviation Ltd. (MAL) at Fairoaks for repairs. Air-tested there 25.9.78 and flown to Biggin Hill on 4.10.78, from where it departed 5.10.78 to route via North and South America (e.g. Punta Arenas 11.11.78) to Rothera Station, landing there on 14.11.78. Left Rothera Station 1.3.79 for Punta Arenas and on to Field Aviation Co. Ltd. at Calgary (Alberta) where it arrived on 13.3.79 for maintenance prior to leasing (as of 29.3.79) to the Glasgow-based airline, Loganair. After a series of test flights, it departed Downsview on 15.4.79 for Goose Bay, Newfoundland; Narsarsuak and Reykjavik (16.4) and leaving there on 17.9 for Glasgow and on to Aberdeen 22.4.79 for operational commencement of the lease. The final Loganair flight was on 30.8.79, returning to Glasgow 31.8.79. Flown from there to Cambridge 4.9.79 and then to Oxford (Kidlington) and MAL at Fairoaks on 6.9.79 for maintenance. Left for Biggin Hill on 11.9.79 and departed there 12.9.79 routing via Prestwick & Reykjavik 12.9; Goose Bay & Ottawa (Ontario) 13.9 before arriving at Downsview on 14.9.79 for maintenance and modifications prior to the Antarctic season. Departed there 12.11.79 for Rothera via Cordoba (21.11) and Trelew (22.11) both in Argentina; Punta Arenas (22.11) before leaving there on 27.11.79 for the final leg to Rothera. Departed Rothera Station on 26.2.80 for Punta Arenas and thence to Field Aviation Co. Ltd. at Calgary where it arrived 8.3.80 for maintenance pre-lease to Loganair as of 27.3.80. With the BAS titles removed, it took off from there 27.3.80 for Reykjavik (via Churchill, Manitoba & Frobisher Bay both on 27.3) where it arrived on 28.3.80. Departed on 29.3.80 for Aberdeen

and commencement of the lease. The last lease flight was 29.8.80 and on 1.9.80 it took-off from Aberdeen for Oxford (Kidlington) and thence to Biggin Hill 2.9.80 from where it departed for Field Aviation Co. Ltd., Calgary 5.9.80 routing via Prestwick & Reykjavik 5.9; Frobisher Bay 6.9 and final legs to Churchill and Calgary on 7.9.80 where modifications prior to the Antarctic season were carried out. Departed Calgary 5.11.80 arriving at Punta Arenas on 20.11.80 prior to making the final leg to Rothera on 23.11.80. The season over, it left Rothera for Punta Arenas on 3.3.81 en route to Downsview for maintenance prior to leasing to Jersey European Airlines (JEA). On 14.4.81 it took off for Goose Bay and on to Reykjavik and Glasgow 15.4.81 prior to flying on to Cambridge, Biggin Hill and Jersey on 16.4.81 to commence lease. Remained on lease to JEA until sold to them on 27.4.82 as G-BKBC by which time, of course, the Falklands conflict was underway which, it was thought at the time, could affect BAS future Antarctic operations.

Summary of subsequent history: Utilised by Spacegrand 9.9.82 and to Weston-on-the-Green 13.11.82 for parachuting duties. With JEA until noted at Hurn 25.1.86 where it was repainted as LN-FKB prior to departure from there to Jersey 12.2.86 and on from there on 19.2.86 (when regn G-BKBC officially cancelled) to Spitzbergen following the sale of the aircraft to Norsk Forurensningskontrol (NSK). Regd to Sparebanken Nord, Tromso, Norway 4.11.87 then regn cancelled 3.2.88 prior to aircraft's formal sale on 9.2.88 to Air Serv International, Redlands CA as N899AS (regn allotted 10.2.88). Noted at Carlsbad CA 20.2.95 with UN-UNICEF titles. Ferried Maastricht to Aberdeen & Reykjavik 10.3.95 and left from there 12.3.95. Noted with "World Food Programme" titling at Melspruit, South Africa 22.9.96. Damaged by gunfire at Monrovia, Liberia and sent to Melspruit for repair. Noted there on 11.9.98 and at Entebbe in UN Markings 10.98. Current in 1.06.as N899AS.

*Note 1:* Although unconfirmed as yet, this lease may also have been to the University of Nebraska for ice-sheet survey work similar to that carried out in 5.75.

*Note 2:* Bradley Air Services, Canada requested a regn allocation for c/n 347 on 16.4.75 and Transport Canada(TC) issued C-GNYY 22.4.75. Following an update request by TC on 2.6.76 Bradley replied canceling the requirement 14.6.76 and TC withdrew the unused allocation 21.7.76. (See also under VP-FAP)

It is only surmise, but VP-FAQ (and VP-FAP) may have been potentially up-for-disposal by BAS at this time but it did not materialize.

*To be continued . . .*



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**The Kinner Sportwing**

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#### COVER PHOTO:



Kinner Sportster NC14201 c/n 122 of 1934 on  
arrival at Watsonville, California on 27.5.05  
only six days after its first flight following a  
lengthy restoration by owner William Mette -  
and fifty-six years since it last flew, and  
crashed! (Chas Callister)

**CLOSING DATE for contributions to next  
ARCHIVE: July 22nd 2006**

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#### ANY IDEAS?

In place of our usual  
Head-on View preview  
(See 'In this issue' below)  
we have a problem picture  
enlarged from a very small  
photo in an album submit-  
ted to our early German  
Register researcher Tony  
Jones. The standard Karl  
Ries reference quotes D-  
188 as a Junkers F13,  
which this clearly is not. It  
is similar to an Aviatik C-1  
but has no centre section  
cut out. Does anyone  
have a suggestion?

#### In this issue

Although this issue contains much the same  
mix as other recent editions, there has been a  
tendency for articles to increase in length of  
late. Whether this is desirable or not may  
depend on the opinion of you, the readers; but  
we are certainly now dealing with many sub-  
jects in much more detail than hitherto. One  
result of this is that we have held over this  
quarter's Head-on View feature which covered  
the Junkers high-wing singles rather than have  
to cut it and also other articles in order to make  
space. In order to maintain a fairly straight  
forward progression we have also held back  
the next Head-on View introductory photo  
which normally appears on this page and sub-  
stituted a problem picture instead. Head-on  
View will be re-established in the next issue.

What we do have this time is the first half of the  
SO1221 Djinn production list and despite the  
intensive research that has gone into this it is  
possible that there are still gaps to be filled and  
contributions would be welcome. Another  
listing which may benefit from reader input is  
the Falklands Islands Register and the author  
would be grateful to hear from anyone who can  
help to pin down movements of BAS aircraft  
between the UK or Canada and the Falklands  
as many of the more recent annual migrations  
seem to have gone unrecorded.

In this issue the East German Civil Register  
comes to an end and we should record our  
grateful thanks to Peter Gerhardt for all of his  
considerable input into this series. As has  
been promised for some time we hope to move  
on shortly to the registers of the former  
Yugoslavia and so we renew our appeal for  
any photos from that region - although the  
usual airline subjects are of course fairly well  
covered.

Also in the pipeline, indeed we had intended to  
start it already, is a Whole Truth series on the  
DH Leopard Moth. We have received a  
number of photos as a result of earlier  
requests but if anyone still has photos of the

breed, preferably in non recently-current  
marks or overseas, we would still be pleased  
to hear from them.

More goodies are on the way, including a  
revival of the Archive Special complete regis-  
ters format, so keep a look out for future  
announcements.

#### Just out!

Now available from the Sales Department is  
Roger Peperell's latest "Piper Aircraft" which is  
a brand-new 640-page hard-back title with  
colour throughout completely revises and  
updates previous work, and provides as near  
as possible the definitive history and reference  
source of this world-famous aircraft company  
from 1926 to the present day. There are over  
1700 illustrations, 800 in full colour, plus  
copies of historical news cuttings, logos,  
advertising material, drawings and 3-views of  
all models built and projects. Production and  
performance tables are included for each  
model. Member price is £48.50, saving a  
massive £24.25 over the £72.75 non-member  
price.





**COMPLETE CIVIL REGISTERS: 14**

# THE FALKLAND ISLANDS

## Civil Aircraft Register 1949-2006

Douglas A Rough

Part Three: VP-FAR to VP-FAY

*Right: Factory-fresh is Cessna 172M VP-FAR seen here at Wichita-Mid Continental Airport, KS, on 28.3.74, the day prior to the commencement of its long delivery flight to Stanley. (Graham Slack)*

**ON A PERSONAL NOTE**

Coincident with Part Two of the FI Register being published, my wife and I were privileged enough to be visiting Antarctica, South Shetlands, South Georgia and the Falkland Islands. Aside of the unusually clement weather and spectacular scenery and wildlife, on a personal basis it was fascinating to be in a part of the world that I'm currently writing about.

Sighting two BAS Twin Otters flying past the ship followed a few hours later by closely inspecting the buildings and hangar on Deception Island from where Otter 294 (ex VP-FAI) has so recently returned to join the museum at London Colney was rewarding...as were visiting the Falklands and Stanley Airport in particular. Photographing the entire BAS & FIGAS fleets and resident Cessna 172s lined up at Stanley was a bonus, but nothing in comparison with renewing friendships with long-standing aviation contacts and kindling new ones.

Even in the short period since returning home these old, and new, acquaintances have provided a wealth of new information, and photographs, which, I trust, will not only be reflected in the quality of this, and future Parts in the series but provide additional interest to you, the reader.

Douglas A. Rough

**INTRODUCTION**

This issue, with the exception of BAS Twin Otter VP-FAW, deals exclusively with the development of aviation within the Falkland Islands and covers the period from 1974 to immediately after the Falklands conflict with Argentina which ended, at least militarily-wise, on 14th June 1982. Within those years, the first privately-owned light aircraft made their appearance and substantial steps were made by FIGAS to re-introduce landplane services throughout the Islands. What started these trends were a number of factors, but one in particular stands out i.e. the establishment of a hard runway airfield at Stanley.

Following what was known as the "Joint Statement" between the United Kingdom and Argentina signed in August 1971, an interim air service

was introduced between Stanley and Comodoro Rivadavia in Argentina using Fuerza Aérea Argentina Grumman HU-16B Albatross amphibians operating from Stanley Harbour. This service led to British permission being granted to Argentina to construct a temporary 3,281 ft aluminium matting airstrip at Hookers Point near Stanley which was of sufficient length to allow the operation of Fokker F-27 Friendships flown by the Argentine State Airlines, Líneas Aéreas del Estado (LADE). The airstrip opened on 15th November 1972 and provided the Islanders with regular access to the outside world whereas, hitherto, they had had to rely on very limited, and time-consuming, boat journeys to the South American mainland and even more restricted shipping services to the United Kingdom. This temporary airfield was to remain in being until a new, and properly equipped, airport could be built. Although not officially opened until 1st May 1979, the 4,100ft runway at the new British-built Stanley Airport was available for use from December 1977 and Hookers Point operations terminated. This runway allowed the use of LADE Fokker F-28 Fellowships.

The availability of Hookers Point and then Stanley Airport further exposed the well-known weather vicissitudes, and other difficulties, of the FIGAS floatplane operations and none more so than in the "Camp" (anywhere outside the confines of Stanley and derived from the Spanish word "Campo" meaning "Countryside") where the owners and managers of the larger Sheep Stations toyed with ideas of upgrading their airstrips (first established in the landplane Auster days) and purchasing the likes of Cessna 172s and the flexibility they potentially offered. The first Cessna 172M Skyhawk, VP-FAR, was purchased in 1974 and was later followed by others.

Throughout all those changes FIGAS was still operating their ubiquitous DHC-2 Beaver floatplanes but following the loss, in rapid succession, of their two aircraft VP-FAK & FAL in October and August 1976 respectively, they had to hurriedly order second-hand replacements as production of new aircraft had ceased. Long-term reliance on Beavers was no longer an option and a review of operations resulted in the procurement of an initial BN-2 Islander, VP-FAY, which arrived in October 1979. This was allied to a programme of upgrading and maintaining the old airstrips and creating new ones. It was recognized that this would need time, and the co-operation of the settlements to carry out the nec-



*Left: A sad-looking and substantially damaged VP-FAR at RAF Stanley very shortly after the end of the Falklands conflict. With the restricted rebuild facilities on the Islands it was deemed irreparable and was reduced, over time, to spares and finally dumped.*

*Below: The official notification of requisitioning of VP-FAR by the Fuerza Aérea Argentina.*

essary work. Therefore, mixed float and landplane operations continued until the Argentine invasion on 2nd April 1982. Immediately following the War (and War it really was), and out of necessity, FIGAS briefly dabbled in helicopter operations followed by a temporary reversion to a floatplane before BN-2 Islander-only services were established in 1985.....but that will all be revealed in Part Four.

#### Parts One - Three : ADDITIONS & AMENDMENTS and CREDITS

These will appear in Part Four

### INDIVIDUAL AIRCRAFT HISTORIES

VP-FAR Cessna 172M Skyhawk c/n 17263016

Purchased new from the Cessna Aircraft Company's Pawnee Division production line and airfield at Wichita KS by R.A.M. Pitaluga & Co. Ltd. of Gibraltar Station, Salvador, East Falkland who was also appointed as Cessna's Falkland Islands' agent. Allotted VP-FAR as per FI Regn Certificate (No.19) dated 11.2.74. Wearing its temporary test-flight regn. N13827 (See Note 1), it first flew on 22.2.74 piloted by J.Pond. Export CofA issued at Cessna's (Pawnee) on 19.3.74 and believed delivered (fully marked) that day to Wichita-Mid Continent Airport KS for the fitting of a temporary ferry fuel system and other equipment by Floair Inc. Ferry flight modifications completed, it was test-flown on 28.4.74 after noted there that day awaiting delivery.

Flown by ferry pilot T.McQuade, it departed on its convoluted journey on 29.3.74 for a same day flight to Little Rock AR, Tallahassee & Fort Lauderdale FL and from there to San Juan, Puerto Rico, on 31.3.74. Departed on 1.4.74 for St Croix (US island territory) and on 2.4 to Martinique (French Territory) and Port of Spain (Trinidad) from where, on 3.4, it flew to Cayenne (French Guiana) with a stopover there until leaving on 6.4 for Bélem (Brazil) where it arrived the same day. Took off 10.4 for Pôrto Nacional & Brasilia; Patrocinio 11.4; São Gonsalves 13.4 and on to São Paulo on 14.4 from where, on 18.4, it left for Paranagua and on to Florianópolis and its last Brazilian port of call, Pelotas, on 19.4 before reaching Buenos Aires, Argentina, the same day. After a stopover, it departed on 24.4.74 for Comodoro Rivadavia, Argentina (See Note 2) and from there to Hookers Point metal airstrip (near Stanley) where it arrived on 25.4.74. After arrival, it was de-ferried (i.e. supplementary tanks etc. removed) and test-flown on 27.4.74 prior to delivery the same day to Salvador. The total Delivery Flight time had been c96 hours.

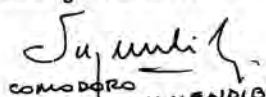
Following the 2.4.82 Argentine invasion, Robin Pitaluga, on 30.4.82, flew his last flight in his aircraft (at Salvador) when he was required to give 20 mins familiarization to a Fuerza Aerea Argentina pilot (See Note 3) who had arrived to requisition the aircraft and fly it back that day to Stanley Airport. The following day, Mr. Pitaluga was flown by an Argentine forces' Puma helicopter to internment in Stanley. That same day VP-FAR was reportedly badly damaged during the 800 Sqdn Sea Harrier FRS.1 raid on Stanley Airport and further damaged in subse-

ACTA

A los 30 días del mes de Abril de 1982 el que suscribe procede por orden superior a retirar de Puerto SALVADOR, el avión CESSNA 172 matrícula VP-FAR, número de Serie 17263016, de propiedad de Señor ROBIN PITALUGA.-

El mencionado avión queda a disposición de la FAA, hasta que la situación de emergencia por la que vive el archipiélago se normalice.-

El avión se encuentra en servicio, equipada con radio HF, lounge de remolque y cuatro calzas de madera

  
 COMODORO  
 GUILLERMO V MENDIBERRI  
 (E. Gen. 1442)  
 PUERTO ARGENTINO  
 COMANDO CONJUNTO.

MINUTE/CERTIFICATE

On 30th April 1982, by official order, the undersigned removed from Puerto Salvador the Cessna 172 aircraft Ref. no. VP-FAR, Serial no. 17263016, belonging to Sr. Robin Pitaluga. The above mentioned aircraft will be at the disposal of the Argentine Air Force until the present state of emergency in the archipelago is over. The aircraft is serviceable & is equipped with VHF radio; towing facility & four wooden chocks.  
 signed by:- Comodoro Guillermo V. Mendiberri (No. 1442), Puerto Argentino Joint Command.

quent British shelling and bombing attacks. Following the cessation of hostilities on 14.6.82, the aircraft was inspected by its owner on 7.7.82. It had already been assessed as a write-off because, aside of other substantial fuselage damage, the outer section starboard wing had been severed. It remained dumped at Stanley Airport until at least 6.85. By 4.87 the remains of the aircraft are believed to have been removed to Mary Hill dump near Stanley Airport but not before the fuselage registration side panels had been removed, one for display with others in the FIGAS hangar and, the other in the owner's hangar at Salvador. Both panels are still extant.

*Note 1:* Temporary test flights regns were normally applied in black-painted; easily removable simple letters/numbers.

*Note 2:* The wearing of a Falkland's regn on the delivery flight via Argentine airspace caused no problems but, bizarrely, in all communi-



*Right:* On an initial glance, the war damage to Cessna 172M VP-FAS appears superficial. However, upon closer inspection it was found to be quite extensively damaged, leading to its eventual watery grave.

(Steve Martin)

*Below:* Gradually, the Cessna 172s VP-FAR and VP-FAS, together with other discarded aircraft at RAF Stanley, were reduced to bare airframes.

(Andy Bruce/Author's Archive)



cations, as its progress was checked, the Argentines always referred to the aircraft as LV-FAR.

*Note 3:* The Argentine pilot was reputedly a part-time Aero Club light aircraft instructor in Argentina which is why he was tasked with collecting the aircraft.

*Note 4:* Although devoid of regn. markings, the aircraft appeared on the postal 'Official First Day Cover' commemorating the official opening of Stanley Airport on 1.5.79. A Cessna 172 also featured on the 25p postage stamp issued at the time.

**VP-FAS** Cessna 172M Skyhawk

c/n 17266573

Allocated temporary test-flight regn. N80403 (See Note 1), it was purchased new in 1976 from the Cessna Aircraft Company's production line at Strother Field, Winfield KS by the Chartres Sheep Farming Company Limited based at Chartres, West Falkland. Allotted VP-FAS as per FI Regn Certificate (No. 20) dated 2.1.76. Flown to Flynn's Ferry Services at Newton KS 23.1.76 for ferry tank installation and on 29.1.76 responsibility for delivery to the owner was formally transferred to Cessna's Falkland's agent R.M.Pitaluga & Co. Ltd. Flown by ferry pilot J.Lavigne via South America to Stanley where it arrived at Hookers Point metal airstrip on 20.3.76. After removal of the ferry tanks it was flown to Chartres. On 1.4.82 the pilot, W.H.Luxton (Director of the Company), flew the aircraft from Chartres to Stanley Airport, where it remained, requisitioned, following the Argentine invasion on 2.4.82 (See Note 2). Suffered bomb-blast and shrapnel damage from the many British bombing and shelling attacks. Derelict at the Airport post-14.6.82, the written-off hulk was still resident at RAF Stanley Harbour at a point somewhere between the old FIGAS floatplane

hangar and Moody Brook. It was being utilized as part of a shoreline infilling & construction project. Sometime before that, a fuselage registration side panel was removed and displayed in the FIGAS hangar. Still current.

*Note 1:* See Note 1 of VP-FAR earlier

*Note 2:* Unconfirmed reports say that either VP-FAS, or Cessna 172P Skyhawk, VP-FBA, were seen at Fox Bay East, West Falkland, on an unreported date prior to the 1.5.82 Sea Harrier attack on Stanley Airport.



*Above:* The very sad-looking hulk of VP-FAS in April 1987 being utilised as part of a shoreline infilling project in Stanley Harbour. (Author's photo)

*Right:* The "War Veterans" registration panels displayed in the FIGAS hangar at Stanley Airport. The panel from BN-2 Islander VP-FBG is a later addition. (Author's photo)





**BEFORE:**

*Left:* Prior to becoming VP-FAT, L-20A Beaver 56-0383 served with the US Army and is seen here in the markings of the 60th Aviation Company on an unknown date, ostensibly somewhere in West Germany. (Mutza Collection/Aird Archives)

**DURING:**

*Below:* During happier times before the Falklands conflict, FIGAS Beavers VP-FAT, left, and VP-FAV are seen at anchor on the sunlit waters of Stanley Harbour. (Aird Archives)



**VP-FAT** de Havilland Canada DHC-2 Beaver

c/n 1098

Constructed as L-20A Beaver 56-0383 by DHC at Downsview, Toronto against USAF Contract AF-31074 (#1686 : L-20 No.687 : Command A-11) on behalf of US Army. Ready for handover by DHC 3.5.57 and accepted by the USAF on 21.5.57. Delivered to the USAF at Toronto 7.6.57 and flown from there on 21.7.57 to Air Materiel Command at Brookley Air Force Base (AFB) AL in the charge of Alabama Air Materiel Area. Transfer effected to US Army 14.8.57. Appears to have served in West Germany (See Note: 1) from at least autumn 1965 e.g. noted at Stuttgart 9.9.65 & 18.7.66; Sembach 11.9.67 and in storage along with 63 others at US Army Coleman Barracks, Mannheim-Sandhofen on 25.9.72 awaiting disposal. One of 61 sold to B-M Aviation and transported to Lachute Airport (near Montreal) sometime between 1.4 & 6.9.73 where it was initially stored prior to overhaul (See Note 2). Overhauled by B-M Aviation and registered by Transport Canada as C-GUIH on 9.2.76 prior to later sale to the FI Govt for FIGAS and although allotted VP-FAT, and the Canadian regn cancelled on 1.11.76, the FI Regn. Certificate (No.21) was not issued until 14.12.76. Configured as a landplane it departed for Stanley on 1.11.76 routing via USA and South America. Piloted by T.Rudy, it was scheduled to arrive in Stanley on 7.11.76 but had to divert to Rio Gallegos, Argentina, due to poor visibility off West Falkland. Left there on 8.11.76 and arrived at Hookers Point metal airstrip (near Stanley) the same day. Flown from there to the Racecourse on 9.11.76 and stored in the nearby floatplane

hangar pending delivery of floats from Canada. Once converted, it remained in FIGAS service until permanently grounded after the Argentine invasion on 2.4.82 (See Note 3). Demolished by British bombardments on 11/12.6.82 while parked outside the floatplane hangar. Its remains consisting of the outer wing-tips, fin and tailplane were ostensibly gradually disposed of during 1982/83. However, a Beaver with the same construction number arrived in Canada in 3.90! Summary of subsequent history (as yet to be 100% confirmed): Imported into Canada 16.3.90 (reportedly ex N5150G) it was registered by Transport Canada as C-FHVT on 23.8.90 with Sudbury Aviation Ltd., Azilda/Whitewater Lake ON and still current.

*Note 1:* With one exception, the Units it served with are not currently known. However, photographic evidence reveals that on an unknown date it was operated by the 60th Aviation Company in West Germany:

*Note 2:* 56-0383 (see also 57-6145/VP-FAV below) was one of 64 Beavers put up for sale by the US Dept. of Defense in 11.72 at Coleman Barracks. They were successfully bid for by, John M.Bogie, of B-M Aviation Ltd which was jointly owned by Alliance Aviation of Ottawa (a subsidiary of Laurentian Air Services) and McQuat Investments of Lachute, Quebec. John Bogie was also the President of Alliance Aviation and the "BM" of B-M Avn. stood for the first initials of Bogie and McQuat. The aircraft were dismantled and shipped as containerized cargo to either Montreal, Quebec or Halifax, Nova Scotia

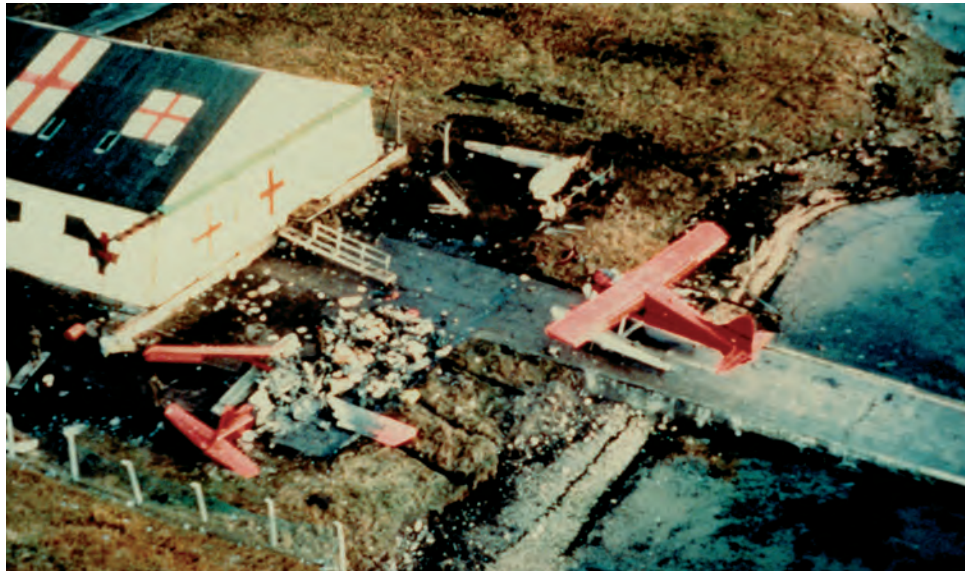


**AFTER:**

*Right:* Beaver VP-FAT served FIGAS well in the Falklands until the British bombardments of 11-12.6.82 when it was demolished. This immediate post-war aerial shot depicts the aforementioned aircraft on the left with its sister VP-FAV on the slipway, virtually complete and certainly restorable. (FAA Museum)

*Below:* The close-up view of VP-FAT shows the extent of its demise. (Steve Martin)

*Below, right:* If, as appears possible, VP-FAT reincarnated itself into a pristine C-FHVT currently flying in Canada with Sudbury Aviation, then the motoring phrase "Jack up windscreen wiper, fit new car!" seems appropriate. Time will tell. (Marg Watson Hyland)



from Hamburg and Rotterdam. By 14.4.73 the first shipment was en-route and once in Canada they were transported to a large fenced-off compound at Lachute Airfield west of Montreal. Some reports say that only 61 aircraft arrived at Lachute. There, over a long period, engines over 500hrs were majored, and the airframes progressively stripped and overhauled and improvements & modifications incorporated to meet with civil operational requirements. In effect, the fenced-off area was a Duty-Free Zone so that as each aircraft was removed from the compound for overhaul then, and only then, was duty paid to Canada Customs. Transport Canada records in Ottawa show that 61 Beavers had been imported as of 6.9.73.

*Note 3:* Reportedly not used by Argentine forces because they wished

to use the floatplane hangar at Stanley for other purposes (later marked with a Red Cross) and they had no readily available floatplane-qualified aircrew or trained handlers at destinations they might wish to fly to..

*Note 4:* There are really only three realistic conclusions re the reincarnation of c/n 1098: a) Somehow there has been an error in the paperwork and it is in fact a different c/n and thus a different aircraft or, b) The c/n plate from the cockpit area of VP-FAT survived the bombardment undamaged and was removed by person/s unknown and ended up back in the USA/Canada. or, c) VP-FAT's remains were sold on quite legitimately as scrap and with it the c/n plate and then as b). Until the c/n plate can be inspected properly for any anomalies it remains an un-resolved mystery.

*Right:* Any thoughts of FIGAS repairing VP-FAV evaporated on 28.7.82 when it was blown over onto its back in a gale. Potentially more restorable than VP-FAT, it nevertheless ended its days in Stanley's Mary Hill dump. (Andy Bruce/ Author's Archives)







*Left: Identifiable by its crumpled cockpit roof and the positioning of numerous bullet holes, Beaver VP-FAV is seen here in 4.87 at the Mary Hill dump near Stanley Airport. (Author's photo)*

**VP-FAU** Not allocated

**VP-FAV** de Havilland Canada DHC-2 Beaver c/n 1233

Constructed as L-20A Beaver 57-6145 by DHC at Downsview, Toronto against USAF Contract AF-34187 Part 2 (#1805 : L-20 No. 806 : Command A-14) on behalf of US Army. Ready for handover by DHC 21.5.58 and accepted by USAF on 6.6.58. Delivered to the USAF at Toronto 10.6.58 and transfer effected to US Army the same day. Appears to have served in West Germany (See Note 1) from at least mid-1960 e.g. noted at Gatwick, UK, 12.5.60 & 28.4.63; Rhein-Main, Frankfurt 9.9.67 and in storage along with 64 others at US Army Coleman Barracks, Mannheim-Sandhofen on 25.9.72 awaiting disposal. One of 61 sold to B-M Aviation and transported to Lachute Airport (near Montreal) sometime between 1.4 & 6.9.73 where it was initially stored prior to overhaul (See Note 2).

Overhauled by B-M Aviation and registered by Transport Canada as C-GUHH on 16.12.75 prior to later sale to the FI Govt for FIGAS and although allotted VP-FAV, and its Canadian regn cancelled on 25.10.76, its FI Regn Certificate (No. 22) was not issued until 14.12.76. Configured as a floatplane, it is recorded as having left St. Louis MS on 6.11.76 being flown by ferry pilot J.Lavigne of Univair Int. Ltd. It landed in Stanley Harbour on 22.11.76 after its 16 day trip (See Note 3). Remained in FIGAS service until permanently grounded after the Argentine invasion on 2.4.82 (See Note 4). Extensively shrapnel-damaged while parked on the slipway by the floatplane hangar during British bombardment on 11/12.6.82. Assessed as repairable, it was blown over onto its back in a gale on 28.7.82 and completely wrecked. The crumpled fuselage, devoid of fin and regn, was noted dumped outside the floatplane hangar on 18.5.83 and again on 18.9.84. The

fuselage was noted in the Mary Hill dump near Stanley Airport in 4.87 and later, in 1989.

*Note 1:* The operational Units it served with are not currently known.

*Note 2:* 57-6145 was one of 64 Beavers put up for sale by the US Dept. of Defense in 11.72 at Coleman Barracks (see Note 2 of 56-0383/ VP-FAT earlier).

*Note 3:* The delivery flight being a particularly grueling one the following letter was sent by the then Governor, Neville French, to the ferry pilot's employers: "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 a floatplane and he encountered constant difficulties in fuelling, mooring and other operations".

*Note 4:* Non-use of the aircraft by the Argentine forces (See Note 2 of VP-FAT earlier)

**VP-FAW** de Havilland DHC-6 Twin Otter Series 300 c/n 546

Ordered new from DHC by Natural Environment Research Council (NERC) for BAS on 26.4.77 (to replace VP-FAP) and first flew at Downsview 27.6.77 prior to handover to BAS on 11.7.77. Noted at Miami FL on 12.10.77 and arrived at Rothera Station, Adelaide Island, at the end of 10.77 where it undertook BAS support flights. Whilst in Antarctica, its FI Regn Certificate (No.23) was issued on 6.12.77. Departed in 3.78 for Downsview (noted there 21.3.78) and Biggin Hill in the UK where it arrived from Reykjavik, Iceland on 24.3.78. On 30.3.78 it flew to Glasgow on lease to the Glasgow-based airline, Loganair Ltd.



*Left: BAS Twin Otter VP-FAW outside Mann Aviation Ltd at Fair Oaks on 12.7.81 following repairs there resulting from an Antarctic accident on 24.2.81. (Dave Ruddlesdon)*



*Right: Presumably a very young pilot (!) besides FIGAS' first Islander, VP-FAY, at Stanley Airport sometime in 1980. (Ian A White)*



Leased terminated 3.9.78 when it arrived at Fair Oaks from Aberdeen for maintenance by Mann Aviation Ltd. (MAL). Departed for Biggin Hill 2.10.78 and left there on 8.10.78 for Prestwick and Reykjavik (on the same day) en route to Rothera Station, where it landed on 14.11.78. On 2.3.79 it took off from Rothera Station and routed via South & North America, arriving at Glasgow from Reykjavik 29.3.79 on lease to Loganair Ltd.. Flown to Biggin Hill off lease 7.9.79 and then on to MAL at Fair Oaks on 10.9.79 for final preparations prior to flying out to Biggin Hill 11.9.79. From there it departed once again for Rothera Station via Toronto where it was seen on 14 & 18.9.79 still with the Loganair fin motif. Noted arriving at Miami 16.11.79 and departing 17.11.79 for Rothera Station which it reached in late 11.79. Left Rothera Station on 26.2.80 for Downsview and pre-lease maintenance at Field Aviation Ltd., Calgary, Canada. At the latter location its BAS Titles were removed before it took off on 27.3.80 for Reykjavik where it arrived 28.3.80. Departed 29.3.80, reportedly for Aberdeen, and commencement of its lease to Loganair Ltd. which terminated on 5.9.80. On that date it departed Biggin Hill for Prestwick and on to Reykjavik where it arrived the same day. From here it proceeded to Field Aviation Ltd. in Calgary where extra fuel tanks were fitted. Departed Calgary en route to Miami where it arrived on 13.11.80 and departed again for South America on 14.11.80. It should have arrived at Rothera Station on 23.11.80 but was delayed at Punta Arenas in Chile, initially with wheel/ski hydraulic problems and then by bad weather over the Antarctic Peninsula, and did not arrive until late 12.80. On 24.2.81, the nose and nosewheel ski were badly damaged when the aircraft hit a hard sastrugi on take off from the Mount Charity (Eternity Range) area but flight completed to Rothera.. Local repair was not possible and it was dismantled, crated and (c7.3.81) put aboard 'Bransfield' which then sailed for Southampton, arriving there on 13.5.81. Offloaded and the dismantled aircraft was transported in three truckloads on 14.5.81 to MAL for repairs. By 22.5.81 it had been partially rebuilt and on 12.7.81 was noted complete and ready for leasing that month to the Jersey-based airline, Jersey European Airlines Ltd. (JEA). Returned off lease to Fair Oaks on 7.9.81 for maintenance. Flown to Biggin Hill 4.10.81 en

route to Rothera Station, where it arrived in mid-10.81. At Rothera Station on 18.11.81 both it and VP-FAZ were torn from their tie-down ropes in gales and overturned. The two badly damaged aircraft were dismantled, crated and put on board 'Bransfield' to be returned to the UK. At the time of the Argentine invasion on 2.4.82, the ship was in Argentine coastal waters, but she proceeded to Faraday in the Argentine Islands and then, keeping south of 60°S (within the Antarctic Treaty area), sailed east to the South Sandwich Islands before turning north for Southampton, where she berthed on 11.5.82. On 12.5.82 VP-FAW (and VP-FAZ) was taken by road to MAL at Fair Oaks for damage assessment and noted there 29.5.82. VP-FAW was eventually WOC and its hulk was seen in a jig at Fair Oaks on 17.12.84 awaiting scrapping (parts from it having been used to rebuild VP-FAZ). Still present on 6.8.85. On 2.3.87 the fuselage was removed from its jig and parked behind the hangar prior to 12.3.87 when it, and reputedly the wings, were loaded into a container at Fair Oaks. Having been sold to a customer (reportedly a Mr Smith) in Washington State, USA, for potential rebuild, or disposal, assessment, it departed for there on 14.3.87. No more currently confirmed.

**VP-FAX** Not allocated

**VP-FAY** Pilatus-Britten Norman BN-2A- 27Islander c/n 872

Built in Bucharest, Romania, by Intreprinderea de Reparat Materiel Aeronautic (IRMA) and test-flown there on 29.9.78 before being ferried as G-BFNN to Bembridge, Isle-of-Wight, on 10.12.78 for selling, painting and fitting out. Bought by the UK Overseas Development Administration for FIGAS and departed Bembridge on 12.9.79 for Stanley (via North and South America), landing at Stanley Airport 4.10.79. Flown during the evening of 1.4.82 from the Airport to the Racecourse so that a reconnaissance flight could be made from there at dawn on 2.4.82. That dawn flight was preempted by the Argentine invasion. Instead, the aircraft was flown back to Stanley Airport and impressed into Argentine service and flown by Fuerza Aerea Argentina

*Right: Fuerza Aérea Argentina (FAA) personnel alongside requisitioned Islander VP-FAY sometime during April 1982. It was flown regularly that month by the Argentines to assess the quality and potential military usefulness of some settlement airstrips and also to give the impression to the locals that, by seeing a FIGAS aircraft, normality had returned. (Author's Archive)*





*Above:* Taken shortly after the Falklands' conflict, FIGAS Islander VP-FAY at RAF Stanley clearly showing the damage sustained to its rear fuselage as a result of an 800Sqn Sea Harrier raid on 1.5.82 plus some recent vandalism. (David Balchin)

pilots. Known Argentine-operated flights included one to Fox Bay East, West Falkland on 11.4.82; Salvador on 12.4.82 and another to Pebble Island airstrip, West Falkland on 23.4.82 (See Note 1). The fuselage was severed by bomb-blast or cannon-fire (or both) during the 800 Sqn Sea Harrier FRS.1 raid on Stanley Airport on 1.5.82 and it was further damaged by shrapnel in subsequent British shelling and bombing. Noted derelict (minus salvageable parts) at RAF Stanley in 5.83 and 6.85. The gutted fuselage (from the nose back to the rear cabin wall) was disposed of to Grampian Helicopters (Isle of Man) Ltd.; put in a container and moved from Stanley Airport (the, by then, renamed RAF Stanley) to the floating dock area in Stanley on 26.5.86 and departed on the 'Slotergracht' (often referred to as the 'Asifi' : See Note 2) c30.5.86 arriving at Risham docks in the UK on 28.6.86. Here it was off-loaded and roaded to Headcorn where, still containerized, it arrived on 7.7.86. It was transported to Chilbolton on 28.4.87 where it was seen inside the container on 1.10.88 and later on 2.12.91. Originally put up for sale by Grampian Helicopters c11.4.89, but there being no takers, it remained there until c8.92 when it was disposed of to a Chilbolton-based organization who had thoughts of scrapping it or, using it as a fire-rig at some other location. Removed from its container it was loaded on a trailer and driven away to an, as yet, unknown destination and fate..

*Right:* Poking its nose out of its container at Chilbolton on 1.10.88 is the fuselage remains of FIGAS' first BN-2 Islander, VP-FAY. (Author's photo)

*Below:* Gradually everything useful was removed from Islander VP-FAY until reduced to a hulk which gravitated its way back to the UK in June 1986. (Andy Bruce/Author's Archive)

*Note 1:* Pebble Island flight: reportedly flown by a LADE pilot to assess the airstrip's suitability for use by such combat types as the Beech T-34C-1 Mentor and FMA IA.58A Pucara

*Note 2:* As stated, the ship was often merely referred to, even in paperwork, as the 'Asifi' which was an acronym for Ascension Island - Falkland Islands.

*Note 3:* One of VP-FAY's fuselage registration side panels was removed before it returned to the U.K. and displayed in the FIGAS hangar at Stanley Airport. Still current.

*Note 4:* Total airframe hours 917.45, including 30.30 flown by Argentine pilots..

*To be continued . . .*





£6.50

AUTUMN 2006

# Air-Britain ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



**SO1221 Djinn**

**Falkland Islands Register**

**Heston in Wartime**

**The Kinner Playboy**

**Dornier S**

**Junkers High-wing Singles**

**AIR-BRITAIN - Founded 1948**



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**COVER PHOTO:**



DHC-2 Beaver VP-FBE of FIGAS, moored at Stanley Harbour on 2.2.83, was the last of the type operated by the company and features in our Falklands Register extract. (I A White)

**CLOSING DATE for contributions to next ARCHIVE:** October 14th 2006

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HEAD-ON VIEW - WHAT IS IT? Number 21

It looks big, but the intakes indicate light inverted in-line engines, so it is light twin size, and what is that strange shaped centre section? Details in the next issue. (via Jack Meaden)

**In this issue**

An extra-large helping of the Falklands Islands Register appears in this issue as a result of some extremely diligent delving by the author, whose introductory comments explain it all. This and the longer than usual Head-on View featuring the Junkers High-wing Monoplanes meant that something had to give a little elsewhere - the new postal pricing system also means that we cannot simply bung on a few extra pages to compensate without major cost implications. On noticing that a small batch of registrations was missing from our regular Argentine R- Register series (it must be out there in the ether somewhere) we therefore decided at the last minute to hold that over until next time.

Contributors should note the earlier closing time for the Winter issue to enable the quarterly magazines to hit the mailing system before the Christmas rush.

**Any Ideas? - D.188**

Last time we put up a problem picture on this page of a German biplane marked D.188 and which was confusing for a number of reasons. Thanks go to Andreas Acktun, Guenter Frost, Peter Grosz & Keith Thompson for the solution.

D.188 belonged to the first German civil register now known as Luftfahrzeugrolle A which ran from March 1919 to May 1920 covering marks D.1 to D.601 (with a dot). This register was abolished by the Allied Control Commission and a new listing, now called Luftfahrzeugrolle B, opened on May 22nd 1920, again commencing at D-1. Normally using a hyphen after the D (but in practice not always wearing it) this system continued to D-3463 on March 31st 1934 and was in turn followed by the alphabetical register, Lfr C. Only the second register appears in the Karl Ries book although some of the entries would previously have featured in the first register.

The aircraft marked D.188 in the photo was variously suggested to be an Aviatik C-1 or a Rumpler C1, but Peter Grosz, a specialist in German WW1 types, confirms that it is an Albatros B II, without the normal centre-section cut out. A series of essays about the 1919-1934 German registers appears in "Luftfahrt International" nos. 6-8/1980 and 2-11/1981 for anyone with deeper interest.

**Book Review**

**Baron Miyahara and his World of Aircraft - Civil Aircraft 1920-1945.**

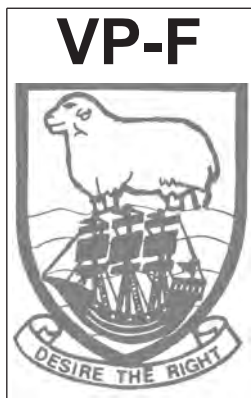
A Photographic Memoir with Commentary by Hiroshi Fujiwara & Toshio Fujita; Pub by Japan Aeronautical Association Aviation Heritage Archive ISBN 4-901794-03-5 192 pages, softback, over 300 b&w photos, price to be announced on A-B Sales list.

Baron Asahi Miyahara graduated in Aeronautical Engineering at Glasgow University and worked at Westland's before returning to Japan with Mitsubishi, later becoming chief engineer of the Japan Small Aeroplane Co in 1939 after which he designed at least 17 types of glider and a number of small sports aircraft post-war. In the 1920s and 30s aircraft played an increasingly important role in Japan but photography was uncommon, fortunately Miyahara was an avid photographer and even more fortunately his photo albums of over 3,500 images have survived. This first selection to be published features civil aircraft of the period many of them indigenous designs including Miyahara's own; flying events and personalities are not forgotten - giving a real feel for the age. Close-ups show design details and there are even air-to-air shots, Barr's Flying Circus appears as do imported designs by Percival, Caudron, Lockheed, Dornier and others. New details of pre-war Japanese registrations emerge from some of the subjects, *Archive* contributor Toshio Fujita and his co-author have written detailed notes about each photograph in Japanese and English throughout. A fascinating collection which should not be missed - and it should be available from the Sales Department shortly for ease of purchase - or contact the editor for further details. - DP





## COMPLETE CIVIL REGISTERS: 14



# THE FALKLAND ISLANDS Civil Aircraft Register 1949-2006

Douglas A Rough

Part Four: VP-FAZ to VP-FBE

**Right:** In October 1983, BAS, for the first time, deployed three DHC-6 Twin Otters (VP-FAZ, VP-FBB and VP-FBC) together to Antarctica. Shown here are the three aircraft in 'stack formation' flying over the South of England countryside. (BAS/NERC©)

### INTRODUCTION

It was my intention to include **Additions & Amendments** and **Credits** sections in *Part 4* but, the response to *Parts 2 & 3* by over 30 individuals (AB members and others) by way of updates, new information and photographs has been both gratifying and pleasantly surprising. It will all have to appear in later issues, and by doing so, I'll be able to group the substantial data & photos under Type Headings instead of just snippet entries. So, you will just have to wait to see the outcome of the concentrated effort and tenacity of individuals in the UK, Canada, Ireland and the Falklands to resolve the identity relationship between DHC-2 Beaver VP-FAT destroyed in 1982 and its supposed re-incarnation in the guise of C-FHVT in Canada!

Also to be revealed will be the current whereabouts of the elusive FIGAS DHC-2 Beaver VP-FAF and much else. As to **Credits**, an ever-increasing list will appear as a fit finalé to this series of articles. *Thank-you* for your patience but, most of all *thank-you* for all the information you've supplied, including colour photographs/slides back to the early 1950s.

### BRITISH ANTARCTIC SURVEY AIR UNIT

This being a detailed account of each aircraft on the Falkland Islands Civil Aircraft Register, I shall make no apology for the length of those associated with BAS DHC-6 Twin Otters VP-FAZ, 'FBB & 'FBC. They have been in service longer than the period between WW1 & WW2 and have thus accumulated...history. Fortunately, in future *Parts*, you will only have to cope with two more of slightly less detail i.e. DHC-6 VP-FBL and DHC-7 VP-FBQ.

Who would have thought that Falklands-registered aircraft would have been some of the most "world-wide" travelled? Over the years, information on BAS aeroplanes has been sporadic at best. Hopefully, this is now rectified. Their ferry flights to and from Antarctica each year are epics in their own right but whilst 'Down South' each Twin Otter makes on average about 240 sorties during the six months deployment. This article is about individual aircraft histories and the temptation to write about e.g. BAS and FIGAS has to be resisted. However, I recommend "Google Surfing" to find out more about these organizations. The BAS websites, in particular, are superb and give much insight into their aircraft operations, and much, much more. In the histories I've touched on places such as Damoy, Halley, Fossil Bluff and Deception Island, to



name but a few. Where they are, and what happens there, are all on the BAS Websites for perusal.

That said, some locations mentioned often in the histories do require highlighting here to help explain their relevance. By far the most important BAS base is Rothera Station on Adelaide Island located in the Antarctic Peninsula. It is *the* British staging post for locations such as Punta Arenas in Chile; Stanley in the Falkland Islands and the Antarctic interior. It has substantial base accommodation, a wharf for shipping, bulk fuel supplies, research facilities; a crushed gravel runway (900m x 45m) and hangarage for up to 3 Twin Otters and a DASH-7 (See photo). Associated with it, only a short distance to the Northwest, is a snow/ice Ski-Way (circa 280m in length) for use in the right conditions, and emergency use when the main strip is not available due to e.g. bad weather. Another two places often mentioned...and with intriguing names are, Sky-Hi (a ski-way) and nearby Sky-Blu (a hard, blue-ice runway up to 1.2km long x 50m wide and capable of taking the DASH-7). They are located some 445nm South of Rothera and Sky-Blu is an essential location with fuel supplies for deep penetration of Antarctica. 'Web-Surfing' will reveal their detailed positions and importance.

Lastly, as you will see from the photographs, aircraft accidents do happen and more often than not what may appear to be a total write-off is rebuilt to fly another season! Bearing in mind the harsh and unpredictable Antarctic environment, it is a tribute to the ruggedness of the aircraft and the professionalism of BAS and their air & ground crews



**Left:** The long, crushed gravel, runway at Rothera is clearly visible as is the hangar and the fuel storage tanks (bottom left). Discernable outside the hangar are two Twin Otters with a third on the right-hand end of the runway preparing for take-off. (BAS / NERC ©)

**Below:** On 18.11.81 the unpredictable and often ferocious Antarctic weather hit Rothera when gales tore the Twin Otters VP-FAW and VP-FAZ - the latter seen here - from their tie-downs and onto their backs. (BAS / NERC ©)

**Lower:** In spite of having a broken rear fuselage VP-FAZ was rebuilt at Fairoaks but VP-FAW was a write-off and used as a spares source. (BAS / NERC ©)

that accidents are not more common. On a similar vein, on the Falkland Islands, FIGAS operates to over 40 airstrips of varying quality and often in inclement weather. Once again, aircraft suitability in the form of BN-2 Islander and experienced and professional local pilots reduce the potential for "bumps & thumps" to a minimum.

### INDIVIDUAL AIRCRAFT HISTORIES

**VP-FAZ** de Havilland Canada DHC-6 Twin Otter Series 300 c/n 748

Ordered new from DHC Downsview by Natural Environment Research Council (NERC) for BAS 2.3.81 (to replace VP-FAQ). First flown 14.5.81 reportedly wearing test-flight regn, C-GEOA (See Note 1) it was accepted by BAS on 29.5.81. Flown to Toronto Intl., ON, 5.6.81 for avionics and radio installation by Navair Ltd/Field Aviation Ltd.(FAL). These were completed by 24.8.81 and on 15.9.81 it was allotted VP-FAZ as per FI Regn Certificate (No.25). The wheel-skis were fitted at Toronto Intl. 21.10.81 and it departed there on 22.10 for Erie Intl., PA and Morgantown, WV and thence to Miami Intl., FL 23.10; South Caicos, Turk & Caicos Islands 24.10; St. Lucia 25.10 and to Manaus, Brazil 26.10 followed by Santa Cruz on 27.10, Mendoza 28.10 & Rio Gallegos 29.10 (all in Argentina) and from there to Punta Arenas, Chile on 29.10 before flying to Rothera Station, Adelaide Island on 7.11.81. While lashed down at Rothera airstrip on 18.11.81, both VP-FAZ and VP-FAW were torn from their tie-down ropes in gales and overturned. The badly damaged aircraft were dismantled on 20.11.81 and crated ready for shipment. Loaded on 'Bransfield' in 3.82 before she sailed for Punta Arenas, Chile and the Falklands en route to the UK. At the time of the Argentine invasion on 2.4.82, the ship was in Argentine coastal waters, but she proceeded to Faraday in the Argentine Islands and then, keeping south of 60°S (within the Antarctic Treaty area), sailed east to the South Sandwich Islands before turning north for Southampton where she berthed on 11.5.82. On 12.5.82 the two aircraft were taken by road to Mann Aviation Ltd. (MAL) at Fairoaks for damage assessment and noted there on 29.5.82. After substantial repairs (including using parts from VP-FAW) which involved rejigging and installation of a new empennage, it was restored to flying condition and flight-tested on 11.8.83. Accompanied by VP-FBB and VP-FBC (the first time that three BAS aircraft had been deployed together to Antarctica) it flew out to Biggin Hill on 7.10.83 and departed there on 10.10.83 for Prestwick and Reykjavik, Iceland en route to Rothera. Left Reykjavik for Goose Bay, Labrador on 11.10 and from there on 12.10 to Bangor and La Guardia,



NY before flying on 13.10 to Savannah, GA and Miami Intl. After a stopover it proceeded to Georgetown, Grand Cayman (GC) on 15.10; San Andres, Colombia 16.10; Guayaquil, Ecuador 17.10; Lima 18.10; Pisco 19.10 (both in Peru); Antofagasta 20.10; Puerto Montt 21.10 and arriving in Punta Arenas (all three in Chile) on 22.10. Delayed here due bad weather, it departed for Rothera on 3.11.83, arriving the same day. During the summer deployment the aircraft flew many BAS support missions to locations such as Damoy, Fossil Bluff and the Theil Mountains. An interesting deployment took place on 9.12.83 when it left Rothera for the South Pole, arriving there (via en-route stops) on 29.12.83 before returning to Rothera on 2.1.84. At the season's end it departed Rothera 10.3.84 for the Chilean Station, Teniente Rodolfo Marsh Martin (commonly known as Marsh) located on King George Island, South Shetland Islands. From there to Punta Arenas on 11.3 and to Puerto Montt on 12.3 and arrived at Santiago (Los Cerrillos) Apt., Chile 13.3. It left there on 15.3 for Antofagasta and from there to Lima 16.3; Guayaquil 17.3; San Andres 18.3; Georgetown, GC 19.3; Miami Intl. 20.3 ; Charlotte, NC, St. Catherines, ON & Toronto Intl. on



21.3 for e.g. wheel-skis removal by FAL. Departed there on 23.3.83 for Goose Bay and on to Reykjavik 24.3 from where it flew to Cambridge on 25.3 and onwards, the same day, to Biggin Hill before arriving at Fair Oaks on 29.3.83 for off-season maintenance by MAL. After servicing, the aircraft was stored until flown to Farnborough on 29.8.84 (reportedly on lease to DHC for exhibiting at the SBAC Show), returning to Fair Oaks 11.9.84.

*Because of the amount of data involved, from now until the BAS 2005/06 Antarctic Summer Deployment, there will be truncated to/from Antarctica route details. Any other relevant information will appear in full including correct spelling and location of any destinations not previously mentioned.*

**BAS 1984/85 Antarctic Deployment:** Fair Oaks > Biggin 29.9.84; > Prestwick > Reykjavik 1.10 > Narsarsuaq, Greenland 2.10 > Goose Bay 3.10 > Toronto Intl. 3.10 where the wheel-skis were fitted and other work done by FAL prior to it departing on 5.10 for Charlotte, NC and Miami Intl. > Georgetown, GC 6.10 > San Andres 7.10 > Guayaquil 8.10 > Lima 9.10 > Antofagasta 10.10 > Santiago (Los Cerrillos) Apt. 11.10 > Puerto Montt 12.10 > Punta Arenas 13.10 and from there to Rothera on 25.10.84. During the season BAS support flights were made to many Antarctic locations including Fossil Bluff, Damoy, Cresswick, Götter Escarpment and Halley. The nose oleo and airframe were damaged in a take-off from Fossil Bluff where summer melt had caused uneven ice. It was temporarily repaired by a Canadian engineer sent south. This allowed the aircraft to be flown back to the UK. Departed Rothera for the Chilean Station, Marsh on 16.3.85, on to Punta Arenas on 17.3.85 > Puerto Montt 18.3 > Santiago (Los Cerrillos) Apt. 19.3 > Antofagasta 19.3 > Lima 20.3 > Guayaquil 21.3 > Georgetown, GC 22.3 > Miami Intl. 23.3 > Charlotte > Toronto Intl. 24.3 where the wheel-skis were removed by FAL before it left for Goose Bay on 25.3 > Reykjavik 26.3 > Cambridge > Fair Oaks on 27.3.85 for maintenance and storage by MAL. Departed Fair Oaks on 1.4.85 returning on 22.8.85 (*Leaseout? If so, details as yet unknown*). After its annual service, and as the next Antarctic season approached, test & training flights were made e.g. from Fair Oaks to Dundee, return, on 4.9.85 and to Aberdeen and back to on 9.9.85.

**BAS 1985/86 Antarctic Deployment:** Fair Oaks > Biggin 20.9.85; > Prestwick > Reykjavik 23.9; > Goose Bay 24.9; > Toronto Intl. 25.9 for wheel-skis installation and other pre-season work by FAL prior to it leaving for Charlotte and Miami Intl. on 26.9 > Georgetown, GC 27.9; > San Andres 28.9 > Guayaquil 29.9 > Lima 30.9 > Antofagasta 1.10; > Puerto Montt 2.10 > Punta Arenas 3.10 and the final leg to Rothera on 7.10.85. Among the sites visited that season were Palmer, Fossil Bluff, Damoy and Spaatz Island. VP-FAZ (and 'FBB & FBC) damaged by gales at Rothera airstrip in 10.85, but back in service by early 11.85 due to speedy spares provision. At the end of the season it left Rothera for Punta Arenas on 8.3.86 > Puerto Montt 9.3 > Antofagasta 10.3 > Lima 11.3 > Guayaquil > Georgetown, GC 12.3 > Miami Intl. 14.3 > Charlotte > Toronto Intl. 16.3 where the wheel-skis were removed by FAL before departing for Goose Bay on 18.3 > Reykjavik 19.3 > Cambridge > Biggin 20.3 and then to Fair Oaks on 24.3.86 for off-season servicing and storage by MAL. Flew to Cosford (via Bourn) on 16.6.86 returning to Fair Oaks 20.6.86 where a pre-season CofA test flight was made on 1.8.86.

**BAS 1986/87 Antarctic Deployment:** Fair Oaks > Biggin 2.10.86 > Prestwick > Reykjavik 13.10 > Narsarsuaq 17.10 > Goose Bay 18.10 > Toronto Intl. 19.10 for some pre-season technical work and the attachment of the wheel-skis by FAL followed by a local test flight on 21.10.86. Toronto Intl > Charlotte > Miami Intl. 22.10 > Georgetown, GC 23.10 > Panama (Tocumen) Apt. 24.10 > Guayaquil 25.10 > Lima 26.10 > Antofagasta 27.10 > Puerto Montt 28.10 > Punta Arenas 29.10 and from there to Rothera on 7.11.86. During the deployment aircraft made support flights to a number of locations including English Coast, and Halley. At the end of season it flew from Rothera to Punta Arenas on 16.3.87 > Puerto Montt 17.3 > Antofagasta 18.3 > Lima 19.3; > Panama (Tocumen) Apt. 20.3 > Miami Intl. 21.3 > Charlotte > Toronto Intl. 22.3 where the wheel-skis were removed by FAL before it departed for Goose Bay on 24.3 > Reykjavik 25.3 > Cambridge > Biggin 26.3 and finally from there to Fair Oaks on 30.3.87 for servicing and off-season storage by MAL.

**BAS 1987/88 Antarctic Deployment:** Fair Oaks > Prestwick > Reykjavik 6.10.87 > Narsarsuaq > Goose Bay 7.10 > Toronto Intl. 8.10 for wheel-skis fitting by FAL before flying to Charlotte and Miami Intl. on 10.10 > Georgetown, GC 11.10 > Panama (Tocumen) Apt. 14.10 > Guayaquil 15.10 > Lima 16.10 > Antofagasta 17.10 > Santiago > Puerto Montt 18.10 > Punta Arenas 19.10 and the last leg to Rothera on 22.10.87. During the season the aircraft visited e.g. Pillow Knob and Walker

Peak. At the end of season it departed Rothera on 15.3.88 for Punta Arenas but due to bad weather there it diverted into Puerto Williams, Chile. Puerto Williams > Punta Arenas > Puerto Montt 16.3 > Santiago > Antofagasta 17.3 > Lima 18.3 > Guayaquil 19.3 > San José, Costa Rica > Georgetown GC 20.3 > Miami Intl 22.3 > Charlotte > Toronto Intl. 23.3 where FAL removed the wheel-skis prior to it departing for Goose Bay on 24.3 > Reykjavik 25.3 and from there direct to Fair Oaks on 26.3.88 for post-season servicing and storage by MAL. Made a training flight from Fair Oaks to Compton Abbas return on 5.8.88 and on 12.9.88 flew to Cosford and back to Fair Oaks on 16.9.88.

**BAS 1988/89 Antarctic Deployment:** Fair Oaks > Kirkwall > Reykjavik 3.10.88 > Narsarsuaq > Goose Bay 4.10 > Toronto Intl. 5.10 where the wheel-skis were installed and other technical work done by FAL before it departed to Charlotte > Opa Locka, FL on 8.10 > Georgetown, GC 9.10 > San Andres 10.10 > Guayaquil 11.10 > Lima 12.10 > Arica, Chile 13.10 > Santiago 14.10 > Puerto Montt 15.10 > Punta Arenas 16.10 and to Rothera on 25.10.88. During the season the aircraft visited places such as Uranus Glacier, Atoll Nunataks and Waitabit Cliffs. At the end of the summer it flew from Rothera to Marsh 10.3.89 before continuing to Punta Arenas on 11.3.89 > Puerto Montt 14.3 > Santiago (Los Cerrillos) Apt. 15.3 > Arica 16.3 > Guayaquil 17.3 > Georgetown, GC 18.3 > Key West, FL 20.3 > Charlotte > Toronto Intl. 21.3 where the wheel-skis were removed by FAL before it left the same day for Goose Bay. Goose Bay > Reykjavik 22.3 > Kirkwall > Fair Oaks 24.3.89 for end-of-season maintenance and storage by MAL. It made numerous pre-deployment test and training flights from Fair Oaks e.g. on 1.9.89 to Wellesbourne Mountford and on to Caernarfon the same day, returning to Fair Oaks from there on 3.9.89. Before a later than normal departure for Antarctica (delay reason not known as yet), it flew to Sywell on 1.12.89 and did a total of nine test & training flights there on 1 & 2.12 before leaving a few days later from Sywell (along with VP-FBC) for Rothera.

**BAS 1989/90 Antarctic Deployment:** Sywell > Kirkwall > Reykjavik 7.12.89 > Narsarsuaq 8.12 > Sept Iles, Quebec 13.12 > Toronto Intl. 14.12 where the wheel-skis were fitted by FAL before the aircraft proceeded from there to Charlotte & Key West on 16.12 > Key West > Georgetown, GC 17.12 > San Andres > Guayaquil 19.12 > Arica 20.12 > Santiago 21.12 > Puerto Montt 22.12 > Punta Arenas 23.12 and from there to Rothera on 2.1.90. Whilst on deployment the aircraft flew support flights to e.g. George V Sound, Fossil Bluff, Dyer Plateau and Venus Glacier. At end of season departed Rothera for Punta Arenas on 12.3.90 > Puerto Montt 13.3 > Santiago 14.3 > Arica 15.3 > Guayaquil 16.3 > Georgetown, GC 17.3 > Opa Locka 19.3 > Pittsburgh, PA 20.3 > Toronto Intl. 21.3 where the wheel-skis were removed by FAL before it departed the same day for Goose Bay. Goose Bay > Reykjavik 22.3. > Kirkwall > Fair Oaks 23.3.90 for post-season servicing and storage by MAL. It attended the Air-Britain "Fly-In" at Coventry on 20.5.90. On 27.9.90 all four BAS Twin Otters i.e. VP-FAZ, 'FBB, 'FBC, & FBL, on a sortie over the Isle of Wight, were photographed in a rising stack formation (i.e. one above the other).

**BAS 1990/91 Antarctic Deployment:** Fair Oaks > Kirkwall 1.10.90 > Reykjavik 2.10 > Goose Bay 3.10 > Toronto Intl. 4.10 where the wheel-skis were fitted by FAL before continuing the same day to Charlotte. Charlotte > Key West 5.10 > Georgetown, GC 6.10 > San Andres 7.10 > Guayaquil 8.10 > Arica 9.10 > Santiago > Puerto Montt 11.10 > Punta Arenas 17.10 and finally, to Rothera on 25.10.90. Among places supported that season were, Damoy and Fossil Bluff. The season ended with the flight from Rothera to Punta Arenas on 9.2.91 but it was over a week later before it set off North to the UK. Punta Arenas > Puerto Montt 19.2 > Santiago (Los Cerrillos) Apt. 20.2 > Arica 21.2 > Guayaquil 22.2 > Grand Cayman 23.2 > Key West 25.2 > Wilmington Intl., NC > Bangor 26.2 > Goose Bay 27.2 > Reykjavik 28.2 > Glasgow 1.3.91 and on to Fair Oaks 2.3.91 for servicing and storage by MAL.

**BAS 1991/92 Antarctic Deployment:** Fair Oaks > Kirkwall > Reykjavik 14.10.91 > Narsarsuaq > Goose Bay 15.10 > Sept Iles > Boston 16.10 > Wilmington > Key West 17.10 > Georgetown, GC 19.10 > San Andres 20.10 > Guayaquil 21.10 > Arica 22.10 > Santiago 23.10 > Puerto Montt 24.10 > Punta Arenas 25.10. On 29.10.91 it departed Punta Arenas for Rothera but had an engine failure on take-off followed by quite a heavy landing back at Punta Arenas. It was decided not to fly the aircraft to Antarctica until the extent of any potential airframe damage had been assessed. The engine repaired, it was decided to fly it back to Calgary, Alberta, Canada and it flew from Punta Arenas to Concepción, Chile on 5.11.91 > Antofagasta > Lima 6.11 > Panama (Tocumen) Apt. 7.11 > Georgetown, GC 8.11 > Houston (Hobby) Apt. TX 9.11 > Dallas, TX > Denver, CL 10.11 > Casper, WY > Billings Intl., MT > Calgary Intl. 11.11.91 for attention by Field Aviation West Ltd. (FAWL). (See Note 3) Damage assessment and repairs completed on 15.12.91, it made two test-flights and departed South again to Casper > Billings > Denver >

Dallas on 16.12.91 > Houston (Hobby) Apt. 17.12> Cancún Intl., Mexico 18.12> Panama (Tocumen) Apt. 19.12> Lima 20.12> Antofagasta> Santiago 21.12 > Concepción 22.12> Punta Arenas 23.12 and finally on Rothera 24.12.91 to join the Air Unit for Christmas and the rest of the summer season. Among places the aircraft supported were Smart Point and Fossil Bluff. On 7.3.92 practice landings & take-offs were made at the Rothera Ski-Way (to the Northwest of the airstrip) before returning to Rothera from where its end-of-season departure to Punta Arenas on 10.3.92> Concepción 11.3> Arica 12.3> Guayaquil 13.3> Georgetown, GC 14.3> Key West 16.3> Wilmington> Bangor 17.3> Goose Bay 18.3 > Reykjavik 19.3> Kirkwall> Fair Oaks 20.3.92 and then later the same day to Teeside before returning to Fair Oaks on 3.4.92 for MAL servicing and storage.

**BAS 1992/93 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 5.10.92> Narsarsuaq> Goose Bay 7.10> Bangor 8.10> Wilmington > Key West 9.10> Georgetown GC 11.10> Panama (Tocumen) Apt. 12.10> Guayaquil 13.10> Arica 14.10> Santiago 15.10> Puerto Montt 16.10> Punta Arenas 17.10 and finally set off for Rothera on 21.10 but due to weather problems at destination it landed at the Rothera Ski-Way and thence to the main Rothera airstrip on 22.10.92. During the season it was used to supply and service places such as Venus Glacier, Sky-Hi, Debussy Heights and Larsen Ice Shelf. The end of summer saw it depart from Rothera to Punta Arenas on 8.3.93> Concepción 9.3> Arica 10.3 > Guayaquil 11.3> Georgetown, GC 12.3> Key West 14.3> Toronto Intl. 15.3 for work (including removal of wheel-skis> ) by Field Aviation East Ltd. (See Note 3). Toronto Intl.> Goose Bay 16.3> Reykjavik 17.3 > Kirkwall> Newcastle > Fair Oaks 18.3.93 for MAL servicing & storage.

**BAS 1993/94 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik on 11.10.93> Narsarsuaq> Goose Bay 12.10> Bangor 13.10 > Wilmington> Key West 14.10> Georgetown, GC 15.10> Panama (Tocumen) Apt. 17.10> Guayaquil 18.10> Arica 19.10> Santiago 20.10> Puerto Montt 21.10> Punta Arenas 22.10 and from there to Rothera on 24.10.93. Among places operated to was Fossil Bluff on Alexander Island, close to the Antarctic peninsula. At the end of season it flew to Punta Arenas from Rothera on 1.3.94 and then to Concepción 2.3.94> Arica 3.3> Guayaquil 4.3> Georgetown, GC 5.3> Key West 7.3> Wilmington> Bangor 8.3> Goose Bay 9.3> Reykjavik 10.3 and on to Kirkwall and Fair Oaks 11.3.94 for servicing and storage by MAL and later, pre-deployment local test and training flights.

**BAS 1994/95 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik on 10.10.94> Nuuk, Greenland> Goose Bay 12.10> Bangor 13.10 > Wilmington> Key West 14.10> Georgetown, GC 16.10> Panama (Tocumen) Apt. 17.10> Guayaquil 18.10> Arica 19.10> Santiago (Los Cerrillos) Apt. 20.10> Puerto Montt 21.10> Punta Arenas 22.10 and then to Rothera on 25.10.94. Among the places visited during the deployment were Fossil Bluff, Halley and Sky-Hi. At the end of season a new return routing to the UK was used: 'FAZ flew to from Rothera to Stanley Airport, Falkland Islands on 12.3.95 Here, the wheel-skis and other non-essential equipment from all four Twin Otters could be off-loaded on to the BAS DHC-7, VP-FBQ, to be flown to the UK. With the wheel-skis etc removed, allowing increased range, an East Coast of South America/West Coast of Africa route was utilized. Stanley Airport> Montevideo Intl., Uruguay 13.3> Sao Paulo, Brazil 14.3> Recife, Brazil 15.3> Fernando de Noronha Island, Brazil 18.3 > Sal Island, Cape Verde Islands 18.3> Tenerife (South) Apt., Canary Islands 19.3> Porto, Portugal 20.3> Fair Oaks 21.3.95 for servicing and storage with MAL. Towards the start of the next deployment, test & training flights were undertaken e.g. to/from Biggin Hill on 21.8.95 and the same to Rochester and Headcorn on 20.9.95.

**BAS 1995/96 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik on 9.10.95> Narsarsuaq > Goose Bay 10.10> Bangor 11.10 > Wilmington> Key West 12.10> Georgetown GC 13.19> Panama (Tocumen) Apt. 15.10> Guayaquil 16.10> Arica 17.10> Santiago 18.10> Puerto Montt 19.10> Punta Arenas 20.10 and then to Rothera on 22.10.95. It flew a BAS support, or medevac, flight from Rothera to Stanley Airport 4.11.95, returning to Rothera on 5.11.95. Other support trips were made to e.g. Sky-Hi and Sky-Blu, Halley and Fossil Bluff and at the end of the season it flew from Rothera to Stanley Airport on 10.3.96 and on to Montevideo Intl. 12.3.96> Sao Paulo 13.3> Recife

14.3> Fernando de Noronha 16.3> Sal Island 17.3> Tenerife (South) Apt. 18.3> Porto 19.3> Fair Oaks 20.3.96 for servicing and storage by MAL. Prior to the next season's deployment local test and training flights were made from Fair Oaks.

**BAS 1996/97 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik on 7.10.96;> Sondre Stromfjord 8.10> Goose Bay 9.10> Bangor 10.10 > Wilmington> Key West 11.10> Georgetown, GC 12.10> Panama (Tocumen) Apt. 14.10> Guayaquil 15.10> Arica 16.10> Santiago 17.10> Puerto Montt 18.10> Punta Arenas 19.10 and from there to Rothera on 22.10.96. Among locations visited thereafter before the season's end were e.g. Palmer, Carlson Inlet, Avery Ice Sheet, Mars Glacier and Larsen Ice Shelf. At the end of summer operations, it departed Rothera for Stanley Airport 9.3.97 and then to Montevideo Intl. on 11.3.97> Sao Paulo 12.3> Recife 13.3> Fernando de Noronha 15.3> Sal Island 16.3> Tenerife (South) Apt. 17.3;> Lisbon, Portugal 18.3> Kidlington, Oxford 19.3.97 for servicing and storage by CSE Aviation Ltd. (CSEAL) (See Note 4) who had been awarded the new BAS maintenance contract. Prior to the start of the next deployment, it made test and training flights from/to Kidlington to e.g. Guernsey 9.9.97 and Plymouth on 16.9.97.

**BAS 1997/98 Antarctic Deployment:** Kidlington> Kirkwall > Reykjavik 6.10.97> Narsarsuaq> Goose Bay 7.10> Bangor 8.10 > Wilmington> Key West 9.10> Georgetown, GC 10.10> Panama (Tocumen) Apt. 12.10> Guayaquil 13.10> Arica 14.10; Santiago (Los Cerrillos) Apt., 15.10> Puerto Montt 16.10> Punta Arenas 17.10 and the last leg to Rothera on 23.10.97. Support flights made to e.g. Mount Hope, Halley and Gin Bottle, near Halley. With the season's end it departed Rothera on 8.3.98 for Stanley Airport and on to Montevideo Intl. 10.3.98> Belo Horizonte/Confino Tancredo Neves Intl, Brazil 11.3> Recife 12.3> Fernando de Noronha 14.3> Sal Island 15.3 > Tenerife (South) Apt. 16.3> Porto 17.3> Kidlington 18.3.98 for servicing and storage by CSEAL. Pre-deployment test & training flights were made e.g. from Kidlington to Duxford 17.6.98 returning 18.6.98 and to Aberdeen & Glasgow 18.8 returning to Kidlington 19.8.98.

**BAS 1998/99 Antarctic Deployment:** Kidlington> Kirkwall> Reykjavik 28.9.98> Narsarsuaq> Goose Bay 29.9> Bangor 30.9 > Wilmington> Georgetown, GC 1.10> Panama (Tocumen) Apt. 4.10> Guayaquil 5.10> Arica 6.10> Santiago (Los Cerrillos) Apt. 7.10 > Puerto Montt 8.10> Punta Arenas 9.10 and, after a bad weather delay, to Rothera on 17.10.98. It made a medevac flight from there to Stanley Airport on 17.12.98, returning 18.12.98. Among places visited during the deployment was the South Pole (arrived 1.2.99; departed 2.2). At end of season it flew from Rothera to Stanley Airport 2.3.99 and on to Montevideo Intl. on 9.3.99> Belo Horizonte 10.3> Recife 11.3> Fernando de Noronha 13.3> Sal Island 14.3> Tenerife (South) Apt. 15.3> Porto 16.3> Kidlington 17.3.99 for servicing and storage by CSEAL. Pre-season test & training flights were made from Kidlington e.g. to/from Duxford on 4.5.99 and others to Coventry on, e.g. 14.5.99.

**BAS 1999/2000 Antarctic Deployment:** Kidlington> Kirkwall> Keflavik 4.10.99 (See Note 2)> Narsarsuaq> Goose Bay 5.10 > Bangor 6.10> Wilmington> Key West 7.10> Montego Bay Intl., Jamaica 8.10> Caracas Intl, Venezuela 10.10> Manaus, Brazil 11.10> Brasilia Intl, Brazil 12.10> Sao Paulo 13.10> Montevideo 14.10> Stanley Airport 15.10 and from there to Rothera on 23.10.99. Sites visited during the deployment were e.g. Fossil Bluff, Sky-Hi and Halley. At the end of the summer season it departed Rothera on 5.3.00 for Stanley Airport and on to Montevideo Intl. on 7.3.00> Belo Horizonte 8.3> Recife 9.3> Fernando de Noronha 11.3> Sal Island 12.3> Tenerife (South) Apt. 13.3> Porto 14.3 > Kidlington 15.3.00 for servicing and storage by CSEAL. Many pre-season test & training flights from Kidlington e.g. to/from Deenethorpe on 7.4.00 and Coventry, Bourn, Duxford, & Cambridge during 5.00. To/from Aberdeen on 11.8 & Coventry 17.9.00.

**BAS 2000/01 Antarctic Deployment:** Kidlington> Kirkwall> Keflavik 2.10.00> Narsarsuaq> Goose Bay 3.10> Bangor 4.10> Wilmington > Key West 5.10> Montego Bay Intl. 6.10> Caracas Intl. 8.10 > Manaus 9.10> Brasilia Intl. 10.10> Sao Paulo 11.10> Montevideo Intl. 14.10> Stanley Airport 15.10 and on to Rothera 17.10.00. During the season it served locations such as Halley, Palmer, Fossil Bluff and Mars Glacier. At the end of the summer it departed Rothera on 20.2.01 ini-





tially to Marsh and, from there to Stanley Airport the same day (*Note:* another reference says 4.3.01 along with VP-FBB, 'FBC & 'FBL). Stanley Airport to Montevideo Intl. on 5.3.01> Sao Paulo 6.3> Salvador Intl. Brazil 7.3> Fernando de Noronha 9.3> Sal Island 10.3> Tenerife (South) Apt. 11.3> Porto 12.3 > Kidlington 13.3.01 for maintenance and storage by CSEAL. Near the start of the next deployment, test & training flights were made from e.g. Kidlington to Bourn return on 5.9.01 and to Coventry on 19.9, returning on 20.9.01. *Note:* The end of season ferry flight routed to Guernsey for maintenance and storage.

**BAS 2001/02 Antarctic Deployment:** Kidlington> Seville, Spain 8.10.01> Tenerife (South) Apt. 9.10> Sal Island 10.10> Santiago Island, Cape Verde Islands> Natal, Brazil 10.10> Salvador Intl. 11.10> Sao Paulo 13.10> Montevideo Intl. 14.10> Stanley Airport 15.10 and onward to Rothera on 16.10.01. During the deployment the aircraft visited location such as Fossil Bluff and the Chilean Station, Marsh. At the end of the season it flew from Rothera to Stanley Airport on 2.3.02 and then to Montevideo Intl. 4.3.02> Porto Alegre, Brazil 5.3> Rio de Janeiro Intl. 5.3> Salvador Intl. 6.3> Fernando de Noronha 7.3> Santiago Island 8.3> Tenerife (South) Apt. 9.3> Seville 10.3> Guernsey 11.3.02 for maintenance and storage by Anglo Normandy Aeroengineering Ltd. (ANAEL). It made a local test flight there on 15.5.02 and positioned to Coventry on 20.5.02 for training flights in the area before returning to Guernsey 23.5.02. Similarly on 10.6.02 it positioned to Duxford for a series of training flights until it returned on 12.6.02. Additional training detachments to Duxford and elsewhere later in 6 & 7.02 prior to flying to Antarctica.

**BAS 2002/03 Antarctic Detachment:** Guernsey> Seville 8.10.02 > Tenerife (South) Apt. 9.10> Santiago Island 10.10> Natal Intl. 11.10> Salvador Intl. 12.10> Rio de Janeiro Intl. 13.10> Montevideo Intl. 15.10> Stanley Airport 16.10 and thence to Rothera on 17.10.02. At the end of season it was prepared to fly to Calgary, Canada, and not the UK, for end-of-season maintenance. It flew from Rothera to Punta Arenas on 3.3.03 and then on to Concepción on 5.3.03> Arica 6.3> Guayaquil 7.3> Georgetown, GC 8.3; > Houston (Hobby) Apt. 9.3> Liberal, KS> Casper Intl., WY 10.3> Calgary Intl. 11.3 for servicing and storage by FAWL Ltd. To nearby Calgary (Springbank) 12.3.03 where it made test flights until 16.3 and then appears to have gone into storage there (with Rocky Mountain Aircraft> ) until 11.7.03 when it commenced test-flying again prior to its departure for Calgary Intl. on 25.7.03 where it remained until it commenced its, earlier than normal, ferry flight South to the Falkland Islands.

**BAS 2003/04 Antarctic Deployment:** Calgary Intl> Casper Intl.> Liberal> Houston (Hobby) Apt. 31.7.03> Georgetown, GC 1.8;> Oranjestad, Aruba Island, Aruba 2.8> Manaus 3.8> Brasilia Intl. 4.8> Florianópolis Intl., Brazil 5.8;> Montevideo Intl. 6.8> Stanley Airport 10.8.03 and then a short positioning flight to RAF Mount Pleasant/Mount Pleasant Apt., Falkland Islands on 13.8.03 where it was stored until the start of the BAS Antarctic season. Two months later, on 18.10.03, it positioned back to Stanley Airport and on to Rothera on 20.10.03. At the end of season it flew from Rothera to Stanley Airport 2.3.04 and then to Montevideo Intl. on 4.3.04> Florianópolis Intl. 5.3> Brasilia Intl. 6.3> Manaus Intl. 7.3> Hato, Curaçao, Netherlands Antilles 8.3> Georgetown, GC 10.3> Houston (Hobby) Apt. 11.3> Liberal > Billings 12.3> Calgary Intl. 13.3 for servicing and storage by FAWL. To Calgary (Springbank) 15.3.04 where it went into storage (with Rocky Mountain Aircraft?) with occasional local test flights during 6,7 & 8.04 before departing on 31.8.04 for Calgary Intl. where it remained until ready to fly South to Antarctica.

**BAS 2004/05 Antarctic Deployment:** Calgary Intl.> Casper Intl. 6.10.04> Liberal> Houston (Hobby) Apt. 7.10> Cancun Intl. 8.10> Hato 9.10> Manaus 11.10> Brasilia Intl. 12.10> Florianópolis 13.10> Montevideo Intl. 14.10> Stanley Airport 15.10 and then the final leg to Rothera on 19.10.04. At the end of season it flew from Rothera to Punta Arenas 25.2.05> Concepción 26.2> Arica 27.2> Guayaquil 28.2>

Conzumel Intl., Mexico 1.3> Houston (Hobby) Apt. 3.3> Liberal> Casper 4.3> Calgary Intl. 5.3 for maintenance and storage by FAWL. To Calgary (Springbank) 7.3.05 where it went into storage (with Rocky Mountain Aircraft? ) until local test flights commenced on 7.7.05 prior to its departure to Calgary Intl. on 2.9.05 where it is thought to have remained until c10.05 when it is believed to have departed on its ferry flight South with BAS Twin Otter, 'FBC. Further movements unconfirmed until Montevideo.

**BAS 2005/06 Antarctic Deployment:** Montevideo Intl. to Stanley Airport on 22.10.05 (accompanied by VP-FBC) and on to Rothera on 25.10.05. After the summer season it flew from Rothera to Stanley Airport 25.2.06 and remained there for a few months until (accompanied by VP-FBL) it departed Stanley Airport for Montevideo Intl. on 20.5.06. > Florianópolis 21.5> Brasilia Intl. 22.5> Manaus 23.5;> Hato 24.5; > St.Thomas, US Virgin Islands> Kindley Field, Bermuda 26.5;> Stephenville, Newfoundland 28.5> Narsarsuaq 29.5> Keflavik 30.5> Kidlington 31.5.06 for servicing and storage by CSEAL.

*Note 1:* The exact origins of VP-FAZ seem to be obscure. Circa 1981 there were a number of unidentified aircraft around including VP-FAZ which, according to reports, "Just appeared one day!". At the time there were some Twin Otters for the Fuerza Aérea Paraguay...reputedly an order for three. Only two were ever reportedly seen, FAP 2027 & FAP 2029. The order was subsequently cancelled and the aircraft sold on to other customers. '2027 was c/n 744 & '2029 c/n 747. If there was indeed a third, was it FAP 2028> If so, then c/n 748 could well have become VP-FAZ. However, another argument seems to indicate that if there were a 2028, it would have been more likely to have been either c/ns 745 or 746> Resolution, if any, awaited.

*Note 2:* Sometime circa 1998/99, the Icelandic Civil Aviation Administration required all aircraft with long range ferry tanks to use Keflavik and not the domestic airport at Reykjavik.

*Note 3:* Field Aviation (later, Ltd.) founded in 1947 with operations at Toronto Intl. and Calgary Intl. (from 1952) and circa 1991 the two main areas of operations are referred to as Field Aviation East Ltd. and Field Aviation West Ltd. respectively. Occasionally, ref is also made to Field Aviation Co. Inc. (East) and (West).

*Note 4:* The "CSE" of CSE Aviation Ltd. is derived from the three original 1962 owners, Messrs Channon, Svedjar and Erlanger.

**VP-FBA Cessna 172P Skyhawk**

c/n 17275309

Allocated temporary test-flight regn. N62603 (See Note 1), it was ordered in 1981 as a new-build aircraft from the Cessna Aircraft Company's production line at Strother Field, Winfield, KS by the then Governor of the Falkland Islands, R.M.Hunt. Allotted VP-FBA as per FI Regn Certificate (No.26) dated 1.12.81. Following its first flight, and the fitting of ferry tanks, it was positioned at Wichita Mid-Continent Airport KS for ferrying by Flynn's Flying Services to Stanley Airport where it would be based. Flown by an American ferry pilot, J. Barr, via North, Central and South America to Rio Gallegos, Argentina, where it arrived in mid 2.82. After two abortive attempts to fly from there to Stanley the ferry pilot backed out of the job and returned to the USA leaving the aircraft stranded at Rio Gallegos. FIGAS pilot, E.Anderson offered to make the ferry flight and, at the request of Rex Hunt, was accompanied by FIGAS engineer, R.Robertson (just to make sure the Cessna 172P, reportedly having an electrical problem, was fully serviceable for the over-water flight). They flew to Comodoro Rivadavia on the regular LADE (Lineas Aereas del Estado i.e. State Airlines) flight from Stanley Airport and then on to Rio Gallegos. Because VP-FBA was fitted with ferry tanks which took up all available cabin space except for the pilot's

**Right:** Delivered to Rex Hunt (the Falkland Islands' Governor) just prior to the 1982 Argentine invasion, Cessna 172P VP-FBA became a victim of the conflict and because of war damage was deemed a write-off. (G Cheek)





**Left:** "Its a write-off!"...is a perfectly understandable conclusion when viewing the upside-down and mangled airframe of BAS DHC-6 Twin Otter VP-FBB which had been flipped over by a sudden 40kt crosswind whilst landing at Rothera on 7.11.03. Remarkably it was deemed repairable and shipped to Rocky Mountain Aircraft at Calgary (Springbank) airfield, Canada, for a complete rebuild. (BAS / NERC ©)

seat, the engineer, once happy the aircraft was serviceable, had to return to the Falklands on the LADE service. Capt. Anderson then made the 3hrs ferry flight to Stanley Airport on 19.2.82. Rex Hunt first flew his aircraft for 1 hr on 5.3 and then again on 7, 11, 12 (which included a trip to Salvador, East Falkland); and further flights on 13, 14 & 15 culminating in a final local flight at Stanley accompanied by his son on 27.3.82. This was his last-ever flight in his newly-acquired aircraft as Argentina invaded on 2.4.82 and the Governor...to use his own words...was "kicked out of the Falkland Islands" the same day! Requisitioned and reputedly impressed into service by the Argentines following the invasion (See Note 2). The aircraft was parked at the Airport during the 800 Sqn Sea Harrier FRS.1 raid on 1.5.82 and suffered bomb-blast and shrapnel-damage during that, and later, British shelling and bombing attacks.

Following the Argentine surrender on 14.6.82, Rex Hunt returned to Stanley on 25.6.82 and when he saw 'FBA' that day he was of the view that the aircraft could be repaired. Although ostensibly not as damaged as VP-FAR or FAS, the actual airframe damage was more than superficial and given a) the gradual filching of bits and pieces from the airframe and b) the restricted rebuild facilities on the Islands, by 7.82 the aircraft was assessed as beyond economic repair. Rex Hunt handed the aircraft over to FIGAS to be used as a potential spares source for other Cessna 172s. Initially stored in a shed on the airfield the virtually complete, but wingless, fuselage still standing on its wheels (See Note 3) was noted in the FIGAS hangar on 11.4.87 being used from time to time to supply components to service the then current Cessna F172s, VP-FBH & 'FBJ'. It is believed that the aircraft was eventually disposed of on an unknown date to Mary Hill dump near Stanley Airport (See Note 4).

Total airframe hours 96.00, but it is not known how many of those were flown by Argentine pilots.

**Note 1:** Temporary test flights regns were normally applied in black-painted; easily removable simple letters/numbers.

**Note 2:** Unconfirmed reports say that either VP-FAS or Cessna Skyhawk, VP-FBA were seen at Fox Bay East, West Falkland on an unreported date prior to the 1.5.82 Sea Harrier attack on Stanley

Airport. Since Part 3 of this article was published both Sir Rex Hunt and Bill Luxton (owner of VP-FAS) have said they kept their aircraft keys. So, if the Argentines did use either Cessna it was by means of a "hot wiring" or some other method.

**Note 3:** During the time the still-mobile-fuselage was being retained by FIGAS as a spares source, it was noted on one occasion being towed round Stanley as part of a pram race!

**Note 4:** The aircraft was also, at some point prior to final disposal, made available for fire practice to the Civil Aviation Department's Airfield Fire Section.

**VP-FBB** de Havilland Canada DHC-6 Twin Otter Series 300 c/n 783

Ordered new from DHC Downsview, Ontario production line by Natural Environment Research Council (NERC) for BAS on 22.1.82 to replace VP-FAW and 'FAZ' badly damaged at Rothera on 18.11.81. Temporary test regn C-GDKL allocated by Transport Canada 5.3.82 (and noted as such at Downsview that day) and cancelled 27.5.82. FI Regn VP-FBB allotted as per FI Regn Certificate (No.27) dated 8.3.82. First flight by DHC test pilot G.Neal at Downsview on 23.3.82 although handover to BAS was apparently a few days earlier on 19.3.82. To Toronto Intl., Ontario 28.3.82 for avionics installation and other work (Noted at Toronto on 28.4.82 still marked as C-GDKL but with VP-FBB taped over) before returning to Downsview on 21.5.82 where long-range ferry tanks were fitted and test-flown 25.5.82 prior to it leaving for Goose Bay, Labrador on 27.5.82 en-route to the UK. From there to Reykjavik, Iceland 28.5.82 and then to Cambridge and Biggin Hill on 29.5.82 before positioning to Fair Oaks 1.6.82 prior to being ferried out on 6.7.82 (via Southampton) on lease to Jersey-based, Jersey European Airlines Ltd. (JEA). During its time with the airline it had JEA removable markings applied. It departed Jersey for Biggin Hill (via Shoreham and Fair Oaks) 27.7.82 and on 30.7.82 it went to Cambridge and later that day to Gloucester (Staverton) Apt. before returning to Biggin Hill via Cambridge on 31.7.82. Officially off-lease to JEA on 2.8.82 it finally positioned from Biggin Hill to Fair Oaks on 8.8.82 for maintenance and preparation by Mann Aviation Ltd. (MAL) before flying to Biggin Hill on



**Left:** Seen here dismantled and tucked in a corner of the FIGAS hangar at Stanley Airport in 4.87, VP-FBA was used as a Cessna 172 spares source and, on one occasion, as a participant in a local pram race! (Author's photo)



6.10.82 at the start of its BAS deployment to Antarctica. On 7.10.82 it flew to Prestwick and Reykjavik and from there to Goose Bay 8.10 and then to Toronto Intl. on 9.10.82. Departed Toronto Intl. for Savannah, GA on 10.10 and on to Opa Locka, FL 11.10 before continuing to Georgetown, Grand Cayman (GC) on 12.10 and San Andres, Colombia 13.10. Next, it flew on to Guayaquil, Ecuador on 14.10; Lima, Peru 15.10 and Antofagasta, Chile 16.10 before arriving at Santiago, Chile on 17.10. It departed there for Puerto Montt, Chile 18.10 followed by Punta Arenas, Chile 19.10 before completing the last leg to Rothera Station, Adelaide Island on 20.10.82. Whilst on deployment it served Antarctic locations such as Fossil Bluff, Gunn Peaks and the Chilean Station on King George Island, South Shetlands Islands i.e. Teniente Rodolfo Marsh Martin...which was more commonly referred to as, Marsh. At the end of season, it left Rothera on 16.3.83 routing via Marsh to Punta Arenas. Departed there on 17.3.83 for Puerto Montt and then to Santiago 18.3 followed by Antofagasta 19.3; Lima on 20.3 and Guayaquil, 21.3. Flew on to San Andres 22.3 and Georgetown, GC 23.3. After a stopover, it left for Savannah on 24.3 and from there to Hagerstown, MD and Montreal (Dorval) Apt., Quebec on 25.3. On 26.3 it flew to Goose Bay and on to Reykjavik 27.3 before departing on 28.3 for Cambridge and Biggin Hill prior to positioning to Fair Oaks on 29.3.83 for maintenance and lease preparation by MAL. Leased to the Scott Polar Research Institute (SPRI), Cambridge for survey work in Spitzbergen, it was flown to Biggin Hill on 8.4.83 and from there to Cambridge on 11.4 to pick up equipment and personnel before departing for Bergen 14.4.83 and on to Tromsø (both Norway) and Longyearbyen, Spitzbergen. To Ny-Ålesund, Spitzbergen on 16.4.83 and then other locations such as Camp Cuckoo before returning to Ny-Ålesund on 6.5.83 from where it flew to Cambridge and Biggin Hill on 7.5.83 before positioning from the latter to Fair Oaks on 10.5.83 for off-lease servicing and storage by MAL. Noted at Fair Oaks on 20.9.83 wearing wheel-skis. Departed from Fair Oaks for Biggin Hill on 7.10.83 on Antarctic deployment to Rothera. Flew from there on 10.10.83 (accompanied by VP-FAZ & VP-FBC, the first time that three BAS aircraft had been deployed together to Antarctica) to Prestwick and Reykjavik and then on to Goose Bay 11.10.83 and thence to Bangor, ME and La Guardia Apt., NY 12.10.83 and on to Savannah and Miami Intl. 13.10.83. On 15.10.83 it departed for Georgetown, GC and on to San Andres 16.10; Guayaquil 17.10; Lima 18.10; Pisco, Peru 19.10; Antofagasta 20.10; Puerto Montt 21.10 and Punta Arenas 22.10 before completing the last leg to Rothera on 29.10.83. Whilst on deployment, it supported BAS operations to various locations including, Fossil Bluff, Chase Point and Martin Hills. After the summer season it departed Rothera for Marsh on 10.3.84 before proceeding to Punta Arenas on 11.3 and on to Puerto Montt 12.3 and Los Cerrillos, Santiago on 13.3.84. From there to Antofagasta 15.3; Lima 16.3; Guayaquil 17.3; San Andres 19.3 before arriving at Georgetown, GC on 19.3.84. Took off on 20.3 for Miami Intl. and flying on to Charlotte, NC, St. Catherines, Ontario and Toronto Intl. on 21.3 before leaving there on 23.3 for Goose Bay. Departed there on 24.3 for Reykjavik from where it flew to Cambridge and Biggin Hill on 25.3 prior to positioning to Fair Oaks 29.3.84 for maintenance and storage by MAL.

*Because of the amount of data involved, from now until the BAS 2005/06 Antarctic Summer Deployment, there will be truncated to/from Antarctica route details. Any other relevant information will appear in full including correct spelling and location of any destinations not previously mentioned.*

**BAS 1984/85 Antarctic Deployment:** Fair Oaks > Biggin Hill 25.9.84 > Prestwick > Reykjavik 27.9 > Goose Bay 28.9 > Toronto Intl. 29.9 for the fitting of wheel-skis and other work by Field Aviation Ltd.(FAL) Toronto Intl. ....**then as VP-FAZ**..... Punta Arenas to Rothera on 25.10.84. Whilst carrying out BAS support duties it visited such places as, Damoy, Gipps Ice Rise, Mount Alfred and the Chilean base, Marsh. At the season's end it flew from Rothera to Marsh on 16.3.85.....**then as VP-FAZ**.....Reykjavik > Cambridge > Biggin Hill 27.3.85 and from there to Fair Oaks on 28.3.85 for servicing and storage by MAL. Reportedly leased by DHC to be exhibited at the Paris Air Show, it departed Fair Oaks on 28.5.85 for Cambridge where BAS personnel and equipment were taken aboard prior to flying to Le Bourget on 29.5.85 wearing "Salon" participant code, '50'. After the "Salon", it returned to Cambridge on 10.6.85 and continued the same day back to Fair Oaks. Following a storage period, pre-deployment test & training flights were made at Fair Oaks prior to it departing for Antarctica.

**BAS 1985/86 Antarctic Deployment:** Fair Oaks > Biggin Hill 20.9.85. ....**then as VP-FAZ**.....Punta Arenas to Rothera on 7.10.85. Whilst in Antarctica it made support flights to locations such as Slessor Peaks, Sullivan Glacier, Spaatz Island and Halley. At the end of the season's



**Above:** VP-FBB under reconstruction in the hangar at Calgary; the red coloured panels are reutilised bits of original airframe, the two-shades-of-green sections are a combination of refurbished and new portions. (BAS / NERC © )

**Below:** Looking pristine outside the hangar at Springbank in 10.04 is VP-FBB in its overall 'Crown Metro Red' colour scheme with black titling and sporting the recently adopted BAS logo of a white map of Antarctica on either side of the fin. (BAS / NERC © )



deployment, it flew from Rothera to Punta Arenas on 8.3.86.....**then as VP-FAZ**.....Reykjavik > Cambridge > Biggin Hill 20.3 and from here to Fair Oaks 24.3.86 for maintenance and storage by MAL. Whilst at Fair Oaks, it was leased by DHC and exhibited at the SBAC Show at Farnborough 31.8-7.9.86. Noted at Manchester on 8.9.86 prior to returning to Fair Oaks for pre-deployment preparatory work.

**BAS 1986/87 Antarctic Deployment:** Fair Oaks > Biggin Hill 6.10.86.....**then as VP-FAZ**.....Punta Arenas to Rothera on 7.11.86. In Antarctica, the aircraft's BAS support flights were to numerous places e.g. Fossil Bluff, Damoy and Kaminev Nunatak. End of season it flew from Rothera to Punta Arenas 16.3.87.....**then as VP-FAZ** ..... Reykjavik > Cambridge > Biggin Hill 26.3 from where it positioned to Fair Oaks 30.3.87 for servicing and storage by MAL.

**BAS 1987/88 Antarctic Deployment:** Fair Oaks > Prestwick > Reykjavik 6.10.87.....**then as VP-FAZ**.....Punta Arenas to Rothera on 22.10.87. Whilst deployed in Antarctica it visited places such as the Henry Ice Shelf and Anvers Island before being blown over at Rothera on 23.2.88 damaging the rear fuselage. The aircraft was dismantled and shipped back to the UK on the 'Bransfield' (exact shipping/transportation movements information not known at present). On 11.5.88 transported by road to Fair Oaks for repair work by MAL who put it straight into the jig. On 4.7.88 a new rear fuselage obtained from DHC was positioned on the airframe and it was removed from the jig on 12.7.88. Following the structural repairs it was first flown at Fair Oaks on 7.9.88 and thereafter work concentrated on preparing it for the next season's operations.

**BAS 1988/89 Antarctic Deployment:** Fair Oaks > Kirkwall > Reykjavik 3.10.88.....**then as VP-FAZ** .....Punta Arenas to Rothera on 25.10.88. During the season it visited sites such as Damoy, Elland Mountains, Sky-Hi and Halley. The deployment finished, it flew from Rothera to Punta Arenas 13.3.89 and on to Puerto Montt on 14.3.89.....**then as VP-FAZ**.....Toronto Intl. > Goose Bay 22.3 > Reykjavik 23.3.89 > Kirkwall > Fair Oaks 24.3.89 for maintenance and storage by MAL prior to the next deployment.

**BAS 1989/90 BAS Antarctic Deployment:** No confirmed details available at time of compilation of this article.

**BAS 1990/91 Antarctic Deployment:** Fair Oaks > Kirkwall > Reykjavik 1.10.90 > Goose Bay 2.10 > Toronto Intl. for wheel-skis fitting by FAL. Toronto Intl. > Charlotte > Key West 4.10 > Georgetown, GC 5.10 > San Andres 6.10 > Guayaquil 7.10 > Arica 8.10 > Santiago 9.10 > Puerto Montt > Punta Arenas 11.10 before completing the last leg to Rothera on 17.10.90. During the deployment BAS support flights were made to numerous locations including Damoy, Southern Shambles, Sky-Hi and



**Above:** Having only recently arrived at the end of the summer season from Rothera, VP-FBB is seen parked at Stanley Airport on 8.3.06. (Author's photo)

the Chilean Station, Marsh. At the season's end it flew to Punta Arenas from Rothera on 2.3.91. Punta Arenas> Puerto Montt> Concepción 5.3> Arica 6.3> Guayaquil 7.3> Georgetown, GC 8.3> Key West 9.3> Wilmington> Sherbrooke, Quebec 11.3> Goose Bay 12.3> Narsarsuaq> Reykjavik 13.3> Fairoaks 14.3.91 for servicing and storage by MAL. In 9.91, test and training flights were made at Fairoaks prior to the next season's deployment.

**BAS 1991/92 Antarctic Deployment:** Fairoaks> Kirkwall> Reykjavik 14.10.91.....**then as VP-FAZ**.....Puerto Montt> Punta Arenas 25.10 and, after a weather delay (and an engine problem with VP-FAZ at Punta Arenas), on to Rothera on 9.11.91. Some of the places visited during the deployment were Fossil Bluff, Carse Point, Sky-Hi and the Chilean Station, Marsh. At the end of the summer deployment, it flew from Rothera to Punta Arenas 10.3.92.....**then as VP-FAZ**..... Reykjavik> Kirkwall> Fairoaks on 20.3.92 for servicing by MAL prior undertaking survey work in Greenland as part of the U.S. National Science Foundation (NSF)/National Aeronautics and Space Administration (NASA)/BAS Greenland Icecore Programme, better known as GRIP. It left Fairoaks on 8.6.92 for Kirkwall and on to Reykjavik 9.6.92 prior to flying on to Sondre Stromfjord, Greenland on 10.6.92. On 12.6.92 it flew to Jakobshavn, Greenland where the Isbrae Glacier is located and the general GRIP area of operations. It remained there until 6.8.92 when it returned to Reykjavik from Sondre Stromfjord. Departed Reykjavik 7.8.92 for Kirkwall and continued on the same day to Fairoaks for attention by MAL prior to the next deployment to Rothera.

**BAS 1992/93 Antarctic Deployment:** Fairoaks> Kirkwall> Reykjavik on 5.10.92.....**then as VP-FAZ**.....Punta Arenas to Rothera 21.10.92 but diverted due bad weather to Rothera Ski-Way then made the short flight to Rothera on 22.10.92. Whilst in Antarctica it visited places such as Venus Glacier, Ski-Hi, Debussy and Halley. At the end of the survey and research season, it departed Rothera for Punta Arenas on 8.3.93.....**then as VP-FAZ**.....Departed Reykjavik on 18.3.93 for Kirkwall and Inverness before arriving the same day at Fairoaks for servicing and storage by MAL. Prior to the next deployment a series of test & training flights were made from Fairoaks e.g. to/from Duxford on 16.7.93 and a series of Fairoaks local training flights during 7-10.93.

**BAS 1993/94 Antarctic Deployment:** Fairoaks> Kirkwall> Reykjavik 11.10.93.....**then as VP-FAZ**..... Punta Arenas to Rothera on 24.10.93. Fossil Bluff on Alexander Island was one of the places visited during the deployment. At the season's end it departed Rothera on 1.3.94 for Punta Arenas.....**then as VP-FAZ**.....Reykjavik> Kirkwall> Fairoaks 11.3.94 for servicing and storage by MAL. Numerous pre-deployment local test and training flights were made 6-9.94 including e.g. a round trip flight to Dunkswell and Wycombe Air Park on 12.8.94. The outbound ferry flight to Rothera was by the then normal Central & West Coast of South America but, this time returned via Stanley Airport, Falkland Islands and Cape Verde Islands *et seq*.

**BAS 1994/95 Antarctic Deployment:** Fairoaks> Kirkwall> Reykjavik on 10.10.94.....**then as VP-FAZ**.....Punta Arenas to Rothera on 25.10.94. Some of the locations visited during the deployment were Halley, Fossil Bluff, Atholl Nunatak and Sky-Hi. At the end of that summer's operations, it departed Rothera on 12.3.95 for Stanley Airport. Stanley Airport> Montevideo Intl., Uruguay 13.3.....**then as VP-FAZ**.....Porto, Portugal> Fairoaks 21.3.95 for servicing and storage by MAL. Between 7-9.95 numerous pre-deployment test & training flights took place from Fairoaks, including a round trip to White Waltham and Wycombe Air Park on 15.8.95 and to/from Rochester on 21.9.95.

**BAS 1995/96 Antarctic Deployment:** Fairoaks> Kirkwall> Reykjavik 9.10.95.....**then as VP-FAZ**.....Punta Arenas to Rothera on 22.10.95.

The aircraft was used on BAS support duties to locations such as Fossil Bluff, Sobral, Marsh and Stubb Glacier. At the end of season it flew from Rothera to Stanley Airport on 10.3.96.....**then as VP-FAZ**.....Porto> Fairoaks 20.3.96 for maintenance and storage by MAL. During 8&9.96 a few pre-deployment test and training flights were made from Fairoaks including out to Aberdeen on 10.9 returning 11.9.96. *Note:* At the end of the 1996/97 season the aircraft returned to Kidlington, not Fairoaks, for annual servicing.

**BAS 1996/97 Antarctic Deployment:** Fairoaks> Kirkwall> Reykjavik 7.10.96.....**then as VP-FAZ**.....Punta Arenas to Rothera on 22.10.96. Some of the many locations visited from the Rothera base this season were Carlson Inlet, Horseshoe Island, Fossil Bluff, Sky-Blu and Halley. The end of the deployment saw the aircraft depart Rothera for Stanley Airport on 9.3.97.....**then as VP-FAZ**.....Tenerife (South) Apt.> Porto 18.3> Kidlington, Oxford on 19.3.97 for maintenance and storage by CSE Aviation Ltd. (CSEAL) (See Note 4 of VP-FAZ earlier). Only a few pre-deployment test and training flights were made from Kidlington e.g. out to Aberdeen & Glasgow on 19.9 then the reverse, and back to base, on 20.9.97.

**BAS 1997/98 Antarctic Deployment:** Kidlington> Kirkwall > Reykjavik 6.10.97.....**then as VP-FAZ**.....Puerto Montt> Punta Arenas 17.10 and on to Rothera on 20.10.97. Some locations visited from Rothera base during the deployment were Sky-Hi, Sky-Blu, Halley, Musson Nunatak and Fossil Bluff. At the end of season, it departed Rothera on 8.3.98 for Stanley Airport.....**then as VP-FAZ**.....Porto> Kidlington 18.3.98 for servicing and storage by CSEAL. Very few pre-deployment test & training flights were made from Kidlington during 8-9.98 including to/from Guernsey on 23.9.98.

**BAS 1998/99 Antarctic Deployment:** Kidlington> Kirkwall> Reykjavik on 28.9.98.....**then as VP-FAZ**.....delayed at Punta Arenas due to weather until it flew to Rothera on 17.9.98. From Rothera on 10.2.99 it deployed, via various location, to the South Pole arriving there on 11.2.99 and returning (via the same route) to Rothera where it landed on 12.2.99. At the season's end it flew from Rothera to Stanley Airport on 7.3.99.....**then as VP-FAZ**.....Porto> Kidlington 17.3.99 for maintenance and storage by CSEAL. As in the previous year, only a few pre-deployment test and training flights were made from Kidlington during 7-9.99 including a round trip to Hinton-in-the Hedges & Popham on 5.8.99. *Note:* The long-established outbound ferry route to Reykjavik was altered, at the behest of the Icelandic authorities, to Keflavik (See Note 2 of VP-FAZ earlier). Also, the Twin Otter ferry route, for the first time, was now down the East Coast of South America to Montevideo and Stanley Airport.

**BAS 1999/2000 Antarctic Deployment:** Kidlington> Kirkwall> Keflavik 4.10.99.....**then as VP-FAZ**..... It flew Stanley Airport to Rothera on 23.10.99. Among locations visited on this deployment were Palmer, Mars and Fossil Bluff. At the close of season it left Rothera on 5.3.00 for Stanley Airport.....**then as VP-FAZ**.....Porto> Kidlington 15.3.00 for maintenance and storage by CSEAL. Quite intensive pre-deployment test and training flights were made from Kidlington during 7-9.00 including to/from Sackville Farm (near the former Bedford/Thurleigh aerodrome) for practice strip landings on 19.7 and 13.9.00.

**BAS 2000/01 Antarctic Deployment:** Kidlington> Kirkwall> Keflavik 2.10.00.....**then as VP-FAZ**.....Stanley Airport to Rothera on 17.10.00. Among the numerous places visited during the deployment were Fossil Bluff and Sky-Hi. At the season's end, Rothera to Stanley Airport 3.3.01 and from there to Montevideo Intl. on 5.3.01.....**then as VP-FAZ**.....Porto> Kidlington 13.3.01 for servicing and storage by CSEAL. During the period 7-8.01 numerous pre-deployment test and training flights took place from Kidlington e.g. to/from Glasgow 29 and 30.8.01. Another break with traditional ferry routes to Antarctica saw the aircraft fly South to Spain and the Cape Verde Islands before crossing to Brazil. On the return ferry flight the final destination was Guernsey for out-of-season servicing, not Kidlington.

**BAS 2001/02 Antarctic Deployment:** Kidlington> Seville, Spain 8.10.01.....**then as VP-FAZ**.....Santiago Island, Cape Verde Islands> Fernando de Noronha 10.10> Salvador Intl. 11.10.....**then as VP-FAZ**..... Stanley Airport to Rothera on 16.10.01. At the end of the season it departed Rothera for Stanley Airport 2.3.02.....**then as VP-FAZ**.....Seville to Guernsey on 11.3.02 for maintenance and storage by Anglo Normandy Aeroengineering Ltd.(ANAEL). Pre-deployment test and training flights from 7-9.02 initially with local ones at Guernsey. During 9.02 the aircraft detached to Duxford (on 6.9.02) and to Coventry where numerous flights were made before it returned to Guernsey from there on 20.9.02 and prepared for deployment South. *Note:* at the end of the Antarctic season the aircraft went to Calgary, Canada for servicing etc.

**BAS 2002/03 Antarctic Deployment:** Guernsey> Seville 8.10.02.....**then as VP-FAZ**.....Stanley Airport to Rothera on 17.10.02.



At the end of the deployment the aircraft was prepared for flying to Calgary, Canada, and not the UK, for its off-season maintenance and storage. It departed Rothera for Punta Arenas on 3.3.03 and on from there to Puerto Montt 6.3.03> Arica> Guayaquil 7.3.....then as VP-FAZ..... Casper to Calgary Intl. on 11.3.03 for servicing and storage by Field Aviation West Ltd. (FAWL) (See Note 3 of VP-FAZ earlier). It made its first post-maintenance test flight to nearby Calgary (Springbank) Apt., and return, on 11.6.03 and several other test & training flights before deploying South earlier than normal.

**BAS 2003/04 Antarctic Deployment:** Calgary Intl.> Casper> Liberal > Houston (Hobby) Apt. 31.7.03.....then as VP-FAZ.....Montevideo Intl. to Stanley Airport 10.8.03. On 15.8.03 it transited from Stanley Airport to nearby RAF Mount Pleasant/Mount Pleasant Airport for storage until time to deploy to Antarctica. On 18.10.03 it returned to Stanley Airport and made a training flight there on 19.10.03 before flying on to Rothera on 20.10.03. It had only been there a short while when, on 7.11.03 whilst landing at Rothera, it was caught in a sudden c40kts crosswind which flipped it over and caused very substantial damage to the aircraft but no injuries to those on board. It was dismantled and at the earliest opportunity shipped to Stanley Harbour on the 'Shackleton' and stored temporarily in a shed near Stanley's floating dock until sometime during early 1.04 when it was containerised and shipped to Montreal (exact shipping details & dates not known at present) and then transported to Rocky Mountain Aircraft (based at Calgary (Springbank) Apt. in Alberta) for a complete rebuild. First flown after rebuild at Springbank on 26.10.04. A further 12 test flights (the final one on 10.12.04) were made after which it was deemed ready for service and ready to join the other BAS aircraft already deployed in Antarctica.

**BAS 2004/05 Antarctic Deployment:** Calgary (Springbank)> Casper 11.12.04> Liberal> Houston (Hobby) Apt. 12.12> Georgetown, GC 13.12> Guayaquil 14.12> Arica 15.12> Puerto Montt 16.12> Punta Arenas 17.12 and then to Rothera on 20.12.04 where it joined the rest of the Air Unit in time for Christmas. After a very busy season on BAS support duties it departed Rothera on 11.3.05 for Stanley Airport and on from there on 13.3.05 to Montevideo Intl. > Florianópolis 14.3> Brasilia Intl. 15.3> Manaus 16.3> Hato 17.3> Conzuel Intl., Mexico 19.3> Houston (Hobby) Apt. 20.3> Liberal> Casper 21.3> Calgary Intl. 22.3 for servicing by FAWL > Calgary (Springbank) 24.3.05 for a period of storage (with Rocky Mountain Aircraft?). During 6.05 test & training flights were made from Springbank before it positioned to Calgary Intl on 18.8.05 pre-deployment equipment installation and air-tests by FAWL.

**BAS 2005/06 Antarctic Deployment:** Calgary Intl> Casper 3.10.05> Liberal> Houston (Hobby) Apt. 4.10> Conzuel Intl. 5.10> Hato 6.10> Manaus 8.10> Brasilia Intl. 9.10> Florianópolis 10.10 > Montevideo Intl. 11.10> Stanley Airport 12.10.05 where it made local flights on 15.10.05 before flying to Rothera on 17.10.05. Shortly after deployment it made a round trip from Rothera to Palmer and Marsh and on to Punta Arenas on 21.10.05, returning to Rothera on 23.10.05. At the end of season it flew to Stanley Airport on 3.3.06 where it remained for some months until it departed on 24.6.06 to Montevideo Intl.> Florianópolis 25.6> Brasilia Intl. 26.6> Manaus 27.6 > Hato 28.6> St.Thomas, US Virgin Islands> Kindley Field, Bermuda 29.6> Goose Bay 1.7> Keflavik 2.7> Kidlington 3.7.06 for servicing and storage by CSEAL.

**VP-FBC** de Havilland Canada DHC-6 Twin Otter Series 300 c/n 787

Noted in primer devoid of markings at DHC Downsview, Ontario on 17.12.81 and ordered by Natural Environment Research Council (NERC) for BAS on 22.1.82 to replace VP-FAW and 'FAZ' badly damaged at Rothera on 18.11.81. Temporary test regn C-GDIU allocated by Transport Canada (TC) 5.3.82 and noted as such at Downsview on 11.3.82. Also wore VP-FBC as per FI Regn Certificate (No.28) issued on 8.3.82. First flight, by DHC test pilot G.Neal from Downsview on 18.3.82 and officially handed over to BAS on 19.3.82. Flown to Toronto Intl. on 25.4.82 for avionics installation, and other work, before returning to Downsview on 30.4.82 where it was noted still as C-GDIU but later cancelled by TC on 3.5.82. Marked as 'FBC' it departed on 4.5.82 for Sept Iles, Quebec en-route to the UK. From there to Goose Bay, Labrador, and Reykjavik, Iceland 5.5.82 before proceeding on 6.5.82 to Cambridge and then to Jersey the same day on lease to Jersey European Airlines Ltd. (JEA). During its time with the airline it had JEA removable markings applied. Returned off lease from Jersey Apt.(?) to Fair Oaks on 31.8.82 (or Leavesden(?)) to Fair Oaks 25.9.82) for pre-Antarctic deployment maintenance and test



**Above:** Aerial photographs of BAS DHC-6 Twin Otters with the rugged Antarctic landscape as a background are both colourful and photographic. This one of VP-FBC is no exception. (BAS / NERC © )

flights by Mann Aviation Ltd. (MAL). To Biggin Hill 6.10.82 and from there to Prestwick and Reykjavik on 7.10.82. Airborne again 8.10 for Goose Bay and then to Toronto Intl. on 9.10. Departed Toronto Intl. for Savannah, GA on 10.10 and on to Opa Locka, FL 11.10 before continuing to Georgetown, Grand Cayman on 12.10 and San Andres, Colombia 13.10. Next, it flew on to Guayaquil, Ecuador 14.10; Lima, Peru on 15.10 and Antofagasta, Chile 16.10 before arriving at Santiago, Chile on 17.10. It departed there for Puerto Montt, Chile 18.10 followed by Punta Arenas, 19.10 before completing the last leg to Rothera on 20.10.82. Whilst on deployment it served Antarctic locations such as Fossil Bluff on Alexander Island ; Damoy, Graham Land and Mounts Hope & Strauss. At the end of season, it flew from Rothera to Punta Arenas on 16.3.83 and on to Puerto Montt 17.3; Los Cerrillos Apt., Santiago 18.3 and Antofagasta on 19.3. From there to Arequipa and Lima (both in Peru) 20.3; Guayaquil 21.3; San Andres 22.3 before arriving at Georgetown, Grand Cayman (GC) on 23.3. Departed there for Savannah on 24.3 and on to Hagerstown, MD and Montreal (Dorval) Apt., Quebec on 25.3. Flew on to Goose Bay on 26.3 and Reykjavik 27.3 before departing there on 28.3.83 for Cambridge, Kidlington and Wycombe Air Park where it stopped over before continuing to Fair Oaks 29.3.82 for maintenance and storage by MAL. At the start of the next Antarctic season, it positioned from Fair Oaks to Biggin Hill on 7.10.83 accompanied by VP-FAZ & VP-FBB (the first time that all three BAS aircraft had been deployed together to Antarctica) before flying from there to Prestwick and Reykjavik on 10.10.83 and on to Goose Bay 11.10 prior to proceeding to Bangor ME and La Guardia Apt. NY on 12.10. Departed there to Savannah and Miami Intl. 13.10 and on to Georgetown, GC on 15.10 before flying on to San Andres 16.10; Guayaquil 17.10; Lima 18.10 and Pisco, Peru 19.10. Next stops in Chile were Antofagasta 20.10; Puerto Montt 21.10 and Punta Arenas 22.10 and on to Rothera on 3.11.83. BAS support flights were made to many locations including Pirrit House, Patuxent and Carse Point. At the end of season, it left Rothera on 10.3.84 for the Chilean Station on King George Island, South Shetland Islands i.e. Teniente Rodolfo Marsh Martin....which was more commonly referred to as, Marsh. From here it flew on to Punta Arenas on 11.3.84 before proceeding to Puerto Montt 12.3; Santiago 13.3; Antofagasta 15.3 and Lima on 16.3. From here it departed for Guayaquil 17.3; San Andres 18.3 and Georgetown, GC 19.3. It departed there on 20.3 for Miami Intl. and on to Charlotte, NC, St. Catherines, Ontario and Toronto Intl. on 21.3 for attention by Field Aviation Ltd. (FAL). After a stopover, it left 23.3 for Goose Bay and on to Reykjavik 24.3 from where it flew on 25.3 to Glasgow, Cambridge and Biggin Hill before positioning from there on 29.3.84 to Fair Oaks for maintenance and storage by MAL.

*Because of the amount of data involved, from now until the BAS 2005/06 Antarctic Summer Deployment, there will be truncated to/from Antarctica route details. Any other relevant information will appear in full including correct spelling and location of any destinations not previously mentioned.*

**BAS 1984/85 Antarctic Deployment:** Fair Oaks> Biggin on 29.9.84.....then as VP-FAZ..... Punta Arenas to Rothera on 25.10.84. During the deployment, among places visited were Fossil Bluff, Damoy, Goetre Escarpment and Cape Musselman.. It was damaged in a storm at Rothera on 27.1.85, but was repaired and back in service on 6.3.85

i.e. just prior to its departure on 16.3.85 to the Chilean Station at Marsh and on to Punta Arenas 17.3.85.....**then as VP-FAZ**..... Toronto Intl.> Goose Bay 25.3> Reykjavik 26.3> Cambridge> Biggin Hill 27.3 and on to Fair Oaks on 28.3.85 for servicing and storage by MAL.

**BAS 1985/86 Antarctic Deployment:** Fair Oaks> Biggin 20.9.85.....**then as VP-FAZ**..... Punta Arenas to Rothera 7.10.85. Along with VP-FAZ and 'FBB', it was damaged by gales at Rothera airstrip in 10.85, but was back in service by early 11.85 due to speedy provision of spares. During the deployment, among the locations visited from its Rothera base were Palmer, Dolleman Island and Halley. At the end of season it left Rothera for Punta Arenas on 8.3.86.....**then as VP-FAZ**..... Reykjavik> Prestwick> Biggin Hill on 20.3.86 before it positioned to Fair Oaks on 24.3.86 for servicing and storage by MAL.

**BAS 1986/87 Antarctic Deployment:** Fair Oaks> Biggin 9.10.86.....**then as VP-FAZ**..... Goose Bay> Toronto Intl. 19.10 for installation of wheel-skis by FAL. Toronto Intl. > Charlotte > Miami Intl. 22.10.86.....**then as VP-FAZ**..... Punta Arenas to Rothera on 7.11.86. Among the places visited from its Rothera base were English Coast, Sky-Hi and Mobster Creek. The end of the season's deployment saw it leave Rothera to Punta Arenas 16.3.87.....**then as VP-FAZ**..... Charlotte> Toronto Intl. 22.3 for wheel-skis removal by FAL.....**then as VP-FAZ**.....Reykjavik> Cambridge> Biggin Hill 26.3 before positioning to Fair Oaks 30.3.87 for servicing and storage by MAL.

**BAS 1987/88 Antarctic Deployment:**Fair Oaks> Prestwick> Reykjavik 6.10.87.....**then as VP-FAZ** Punta Arenas to Rothera 22.10.87. Undertaking BAS support duties, it visited places such as Fossil Bluff, Lizard Nunatak and Kirwan Inlet. The season's end saw it depart Rothera on 15.3.88 for Puerto Williams, Chile due to bad weather at Punta Arenas.....**then as VP-FAZ**.....Reykjavik> Prestwick> Fair Oaks 26.3.88 for maintenance and storage by MAL.

**BAS 1988/89 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 3.10.88.....**then as VP-FAZ**.....Punta Arenas to Rothera on 25.10.88. A busy BAS support schedule took the Rothera-based aircraft to locations such as Damoy, Carina Heights, Dyer Plateau and the Larsen Ice Shelf. The post-season ferry flight saw it depart Rothera for Punta Arenas on 13.3.89.....**then as VP-FAZ**.....Toronto Intl.> Goose Bay 22.3> Reykjavik 23.3> Kirkwall> Fair Oaks on 24.3.89 for servicing and storage by MAL. For reasons not yet known, it did not deploy to Antarctica until 12.89.

**BAS 1989/90 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 7.12.89.....**then as VP-FAZ**..... Sept Iles, Quebec> Toronto Intl. 14.12 where the wheel-skis were fitted on 15.12 by FAL.....**then as VP-FAZ**..... Punta Arenas to Rothera on 2.1.90 to join the rest of the BAS Air Unit. Locations visited on this deployment included Mars Glacier and Mount Umbiel. Departed Rothera 12.3.90 for Punta Arenas .....**then as VP-FAZ**.....Reykjavik> Kirkwall> Fair Oaks 23.3.90 for maintenance by MAL prior to undertaking survey work in Greenland as part of the U.S. National Science Foundation (NSF)/National Aeronautics and Space Administration (NASA) /BAS Greenland Icecore Programme, better known as GRIP. It flew from Fair Oaks to Kirkwall and Reykjavik on 19.6.90 and on to Sondre Stromfjord 20.6.90. From there to the Isbrae Glacier area near Jakobshavn, Greenland. Remained in the area until 3.8.90 when it positioned back to Reykjavik from Sondes Stromfjord and from there on 4.8.90 to Kirkwall and Fair Oaks to be prepared by MAL for Antarctic deployment.

**BAS 1990/91 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 1.10.90> Narsarsuaq> Goose Bay 2.10> Toronto Intl. 3.10 where the wheel-skis were installed by FAL. Toronto Intl.> Charlotte 4.10> Georgetown, GC 5.10> San Andres 6.10> Guayaquil 7.10 > Arica 8.10> Santiago 9.10> Puerto Montt > Punta Arenas 11.10 before continuing to Rothera on 25.10.90. Whilst on deployment locations such as Byrd Station, MacDonal Heights and Cape Burke were visited. At the end of season it left Rothera for Punta Arenas on 2.3.91 and from there to Concepción on 5.3. > Arica 6.3> Guayaquil 7.3> Georgetown, GC 8.3> Key West 9.3> Charlotte> Toronto Intl. 11.3 where a temporary Long-Range Navigation System was fitted by FAWL (See Note 3 of VP-FAZ earlier) One month later, it departed Toronto Intl.> Montreal (Dorval) Apt. 13.4> Goose Bay 14.4> Nuuk, Greenland 15.4> Reykjavik 16.4> Fair Oaks on 17.4.91 for maintenance by MAL prior to detachment to Greenland on the GRIP survey project. It flew from Fair Oaks to Kirkwall and on to Keflavik, Iceland on 11.6.91. From there on 12.6.91 it went to Sondre Stromfjord, Greenland and then to Jakobshavn, Greenland where the Isbrae Glacier is located and the general GRIP area of operations. It positioned back to Reykjavik from Sondre Stromfjord on 2.8.91 and on to Kirkwall and Fair Oaks on 3.8.91 where it was prepared for Antarctic deployment.

**BAS 1991/92 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 14.10.91> Narsarsuaq> Goose Bay 15.10> Bangor, ME> Boston, MA 16.10.....**then as VP-FAZ**..... After a delay at Punta Arenas due bad

weather (and engine/airframe problem with VP-FAZ) on to Rothera on 9.11.91. It made BAS support flights during the deployment to places such as Halley, Fossil Bluff and Sky-Hi. At the end of the season it Departed Rothera for Punta Arenas on 10.3.92.....**then as VP-FAZ**..... Reykjavik> Kirkwall> Fair Oaks on 20.3.92 for servicing and storage by MAL.

**BAS 1992/93 Antarctic Deployment:** Fair Oaks> Kirkwall on 5.10.92 > Reykjavik> Narsarsuaq 7.10> Goose Bay 8.10 > Bangor> Wilmington 9.10> Key West 11.10> Georgetown, GC 12.10> Panama (Tocumen) Apt. 13.10> Guayaquil 14.10> Arica 15.10> Santiago 16.10 > Puerto Montt 17.10> Punta Arenas 18.10 followed by a departure from normal, when, on 20.10.92, it flew to Stanley Airport, Falkland Islands (*Note:* reportedly it diverted there due to deteriorating weather at Rothera: *Note:* See VP-FAZ & 'FBB entries) prior to positioning to Rothera from there on 22.10.92. At the season's end it departed Rothera for Punta Arenas on 8.3.93.....**then as VP-FAZ**.....Reykjavik> Kirkwall> Fair Oaks on 18.3.93 for servicing and storage by MAL.

**BAS 1993/94 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 11.10.93> Nuuk, Greenland> Goose Bay 12.10.....**then as VP-FAZ**..... Punta Arenas to Rothera on 24.10.93. Whilst on this deployment it visited many locations including Fossil Bluff, Anvers Island and out to Stanley Airport from Rothera on 22.12.93, returning on 29.12.93. At the end of the summer it departed Rothera for Punta Arenas on 1.3.94 .....**then as VP-FAZ**.....Reykjavik> Kirkwall> Fair Oaks 11.3.94 for maintenance and storage by MAL. During 7-9.94 a series of pre-deployment test and training flights were made from Fair Oaks e.g. out to Aberdeen 26.8 returning 28.8.94. This year marked a change in the post-deployment ferry route back to the UK i.e. via Stanley Airport; the Brazilian coast of South America and the Cape Verde Islands et seq.

**BAS 1994/95 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 10.10.94.....**then as VP-FAZ**..... Punta Arenas to Rothera on 25.10.94. During the deployment it visited locations such as Halley, Sky-Hi, Sky-Blu and Fossil Bluff. Departed Rothera to Stanley Airport 12.3.95 .....**then as VP-FAZ**..... Porto, Portugal to Fair Oaks on 21.3.95 for servicing and storage by MAL. During the pre-deployment period 6-9.95 test & training flights were made from Fair Oaks including to/from Little Grandsen and Bourn on 3.8.95.

**BAS 1995/96 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 9.10.95.....**then as VP-FAZ**..... Punta Arenas to Rothera on 22.10.95. A few of the many places flown to during the deployment were Atholl Nunatak, Halley, Fossil Bluff. The end of season saw it fly out from Rothera to Stanley Airport on 10.3.96.....**then as VP-FAZ**.....Porto> Fair Oaks 23.10.96 for servicing and storage by MAL. During 7-10.96, prior to re-deployment, a number of test & training flights were made from Fair Oaks including return flights to Coventry (3.8.96), Aberdeen (out 11.9, return 12.9) and Guernsey (out 24.9, return 26.9). *Note:* at the end of the 1996/97 season the aircraft returned to Kidlington, not Fair Oaks, for annual servicing.

**BAS 1996/97 Antarctic Deployment:** Fair Oaks> Kirkwall> Reykjavik 7.10.96.....**then as VP-FAZ**..... Punta Arenas to Rothera on 22.10.96. A busy season took it to numerous locations including Ski-Hi, Halley, and Fossil Bluff on Alexander Island. At the end of the deployment it departed Rothera for Stanley Airport on 9.3.97.....**then as VP-FAZ**..... Porto to Kidlington, Oxford 19.3.97 for maintenance & storage by CSE Aviation Ltd. (CSEAL) (See Note 4 of VP-FAZ earlier). Pre-deployment test & training flights were made from Kidlington from 7-10.97 including local ones and others e.g. on 10.9 to Duxford then to Guernsey and return to Kidlington.

**BAS 1997/98 Antarctic Deployment:** Kidlington> Kirkwall > Reykjavik 6.10.97.....**then as VP-FAZ**..... Punta Arenas to Rothera 23.10.97. Very early into the deployment (c9.11.97), damage was done to the nosewheel undercarriage bulkhead and whilst it was useable if not subjected to great stress, it was certainly unsuitable for the harsh Antarctic gravel and ice airstrips. It was decided to return it to Calgary, Canada for repair and following a pre-ferry test flight at Rothera on 24.11.97 it departed there on 25.11.97 for Punta Arenas and on to Concepción 26.11> Arica 27.11> Guayaquil 28.11> Georgetown, GC 29.11 > Houston (Hobby) Apt. TX 30.11> Casper Intl., WY> Calgary Intl. 1.12.97 for attention by FAWL. Repairs completed, it was test-flown on 14.1.98 before setting off on the return ferry flight 16.1.98 via Casper Intl. to Houston. Houston (Hobby) Apt. > Georgetown, GC 17.1> Guayaquil 18.1> Arica 19.1> Santiago 20.1> Punta Arenas 21.1 and the final leg to Rothera on 26.1.98 where it rejoined the rest of the BAS Air Unit for the remainder of the season. At the end of the deployment, it departed Rothera for Stanley Airport on 8.3.98.....**then as VP-FAZ**.....Porto> Kidlington 18.3.98 for servicing and storage by CSEAL. From 6-9.98, numerous test & training flights were made from Kidlington including local area ones and detachments e.g. to Guernsey 5.8 returning on 21.8.98.



**Right:** Picketed near the Racecourse, close to the float-plane hangar, is VP-FBD the FIGAS 'Huey' wearing mementos of its time on board HMS Invincible for refurbishing and repainting. By the tail rotor is the Ship's Letter 'N' and near the cockpit door is the 802 Naval Air Squadron crest. Last known, the helicopter had ended up in Papua New Guinea. (I A White)



**BAS 1998/99 Antarctic Deployment:** Kidlington> Kirkwall> Reykjavik 28.9.98.....then as VP-FAZ..... Punta Arenas to Rothera on 17.10.98. Among the sites visited on the deployment were Fossil Bluff, and Mars Glacier. It departed at the end of season from Rothera to Stanley Airport on 7.3.99.....then as VP-FAZ.....Porto > Kidlington on 17.3.99 for maintenance and storage by CSEAL. From 6-9.99 pre-deployment test & training flights were conducted from Kidlington including to/from Coventry on 19.7 & 26.7 (out) 27.7 (in). Note: On the outbound deployment ferry flight it routed to Rothera via Keflavik (See Note 2 of VP-FAZ earlier) and via the East coast of Brazil to the Falkland Islands.

**BAS 1999/2000 Antarctic Deployment:** Kidlington> Kirkwall> Keflavik 4.10.99.....then as VP-FAZ..... Stanley Airport to Rothera on 23.10.99. Among places visited during the season were Palmer, Fossil Bluff and the Chilean Station, Marsh. At the end of the deployment it left Rothera on 5.3.00 for Marsh and from there to Stanley Airport the same day.....then as VP-FAZ.....Porto> Kidlington 15.3.00 for servicing and storage by CSEAL. Test & training flights took place at Kidlington during 6-9.00 and included trips to Prestwick, Dundee, Duxford, Sackville Farm (4 & 6.8) and even a round trip to Sackville Farm and Old Warden 4-6.8.00.

**BAS 2000/01 Antarctic Deployment:** Kidlington> Kirkwall> Keflavik 2.10.00.....then as VP-FAZ.....Sao Paulo> Montevideo Intl. 12.10> Stanley Airport 15.10 and on to Rothera 17.10.00. During the deployment over 260 individual flights were made by 'FBC on BAS support duties. This is about average per aircraft deployed in that hostile environment...assuming no bumps or bangs! At the end of the season it departed Rothera for Stanley Airport on 3.3.01.....then as VP-FAZ..... Porto> Kidlington 13.3.01 for maintenance and storage by CSEAL. Numerous test & training flights were made from Kidlington 5-10.01 including to/from, Yeovilton 22.8, and a round trip to Coventry and Sibson on 6.9.01. The deployment ferry flight was South this time, via Seville. The return ferry flight was to Guernsey instead of Kidlington.

**BAS 2001/02 Antarctic Deployment:** Kidlington> Seville, Spain 8.10.01.....then as VP-FAZ.....Stanley Airport to Rothera 16.10.01. As with the previous season over 240 BAS support flights were made before the season's end when it left Rothera for Stanley Airport on 3.3.02.....then as VP-FAZ.....Seville> Guernsey 11.3.02 for maintenance and storage by Anglo Normandy Aeroengineering Ltd (ANAEL). In the pre-deployment period 6-9.02, numerous test & training flights were made from Guernsey including a round trip from Guernsey on 17.6.02 to Duxford and Teeside returning to Duxford on 19.6 and back to Guernsey, 20.6.02. Also, Guernsey to Southampton return on 31.7.02. For the next three seasons it did not return to the UK after deployment: instead, it went to Calgary, Canada for servicing.

**BAS 2002/03 Antarctic Deployment:** Guernsey> Seville 8.10.02 .....then as VP-FAZ.....Stanley Airport to Rothera 17.10.02. The season ended when it flew from Rothera to Stanley Airport on 11.4.03 and on to Montevideo Intl. 15.4> Sao Paulo 16.4> Brasilia Intl. 17.4> Manaus 18.4> Oranjestad, Aruba Island, Aruba 19.4> Georgetown, GC 20.4> Houston (Hobby) Apt. 21.4> Liberal> Casper 22.4> Calgary Intl. 23.4.03 for maintenance and storage by FAWL. Became active again on 12.6.03 when it made a training flight to/from nearby Calgary/Springbank and test & training flights continued throughout 6-10.03 until it departed Calgary Intl. on 11.10.03 for Casper> Liberal> Houston (Hobby) Apt. 12.10> Georgetown, GC 13.10> Hato, Curaçao, Netherlands Antilles 14.10 > Manaus 15.10> Brasilia Intl. 16.10> Florianopolis 17.10 > Montevideo Intl. 18.10> Stanley Airport 19.10 and on to Rothera on 20.10.03. At the season's end it left Rothera for Stanley Airport on 29.2.04 and on to Montevideo Intl. on 4.3> Florianopolis 5.3> Brasilia Intl. 6.3> Manaus 7.3> Hato 8.3>

Georgetown, GC 10.3> Houston (Hobby) Apt. 11.3> Liberal> Billings (Logan) Intl., MT 12.3> Calgary Intl. 13.3.04 for servicing and storage by FAWL. Became active again with a local flight on 15.6.04 and over the period 6-10.04 numerous test and training flights were made before it commenced its ferry flight South from Calgary Intl.

**BAS 2003/04 Antarctic Deployment:** Calgary Intl.> Casper 11.10.03> Liberal> Houston (Hobby) Apt. 12.10> Georgetown, GC 13.10> Hato 14.10> Manaus 15.10> Brasilia Intl. 16.10> Florianópolis 17.10> Montevideo Intl. 18.10> Stanley Airport 19.10 and on to Rothera 20.10.03. At the end of season it departed Rothera for Stanley Airport on 29.2.04 and thence to Montevideo Intl. 4.3> Florianópolis 5.3> Brasilia Intl. 6.3> Manaus 7.3> Hato 8.3> Georgetown, GC 10.3> Houston (Hobby) Apt. 11.3> Liberal> Billings (Logan) Intl. 12.3> Calgary Intl. 13.3.04 for maintenance and storage by FAWL. From 6-10.04 numerous test and training flights were made including a training flight to Calgary (Springbank) on 9.9.04 where it remained until 18.9.03 when it returned to Calgary Intl. on a pre-deployment air-test on 18.9.04.

**BAS 2004/05 Antarctic Deployment:** Calgary Intl. > Casper 6.10.04 .....then as VP-FAZ.....Stanley Airport to Rothera 19.10.04. It was present at the South Pole on 27.12.04 and by the end of season it had amassed nearly 250 individual BAS support flights. It departed Rothera for Stanley Airport on 11.3.05 and on to Montevideo Intl. 13.3> (unkn?) 14.3> Florianópolis> Brasilia Intl. 15.3.....then as VP-FBB..... Liberal> Casper 21.3> Calgary/Intl. 22.3.05 for maintenance and storage by FAWL. Only a few test and training flights were made in 5 & 9.05 ( including to/from Cranbrook, British Columbia on 2.9.05) before it deployed South again c10.05 when it is believed to have departed on its ferry flight South with VP-FAZ. Further movements unconfirmed until Montevideo.

**BAS 2005/06 Antarctic Deployment:** Montevideo Intl. to Stanley Airport on 22.10.5 (accompanied by VP-FAZ) and on to Rothera 25.10.05. After the summer season it flew from Rothera to Stanley Airport 3.3.06 and remained there for a few months until (accompanied by VP-FBB) it departed on 24.6.06 to Montevideo Intl.> Florianópolis 25.6> Brasilia Intl. 26.6> Manaus 27.6> Hato 28.6> St. Thomas, US Virgin Islands> Kindley Field, Bermuda 29.6> Goose Bay 1.7 > Keflavik 2.7> Kidlington 3.7.06 for servicing and storage by CSEAL.

VP-FBD Bell UH-1H Iroquois

c/n 13934

Constructed by Bell Aerospace (wholly owned subsidiary of Textron Inc.) at Fort Worth/Hurst TX in 9.78 and allotted 77-22930 under USAF Contract on behalf of the US Army. Marked as AE-424, it was delivered directly off-contract to the aviation element of the Argentine Army (Comando de Aviación del Ejército (CAE) based at Campo de Mayo, Buenos Aires. In 3.82 it was serving with Batallon de Aviación de Combate 601 (CAB601)/Compania de Asalto 'B' (Assault Company 'B') and following the Argentine invasion of the Falkland Islands on 2.4.82 it was airfreighted from Comodoro Rivadavia, Argentina to Stanley by Fuerza Aerea Argentina (FAA) Grupo 1 de Transporte Aereo Escuadron I Lockheed C-130E Hercules sometime between 21 & 29.4.82 and based in the Stanley area (total airframe hours to 21.4.82 when at Comodoro Rivadavia, 630.00) (See Note 1). Used throughout the conflict and by the ceasefire on 14.6.82, when found in good condition on the Racecourse by British forces, it had accumulated 678.15 airframe hours. Lt.Cdr K.Dudley RN of 820 Sqdn flew it some 400 yards on 16.6.82 so as to clear the site for use by British helicopters. Immediately following the conflict, FIGAS was bereft of aircraft (See Note 2), the FIGAS team removed AE-424 from the Racecourse to

the Beaver hangar and between June and early August 82 undertook work to make it airworthy. By having such a serviceable helicopter (if it could be achieved), it would reduce the number of civilian missions being demanded of the British Forces' helicopters. Shortly after FIGAS commenced work, a visit by Lt. Cdr. R.C.Creasley RN (the Air Engineering Officer of 820 Sqdn) triggered off voluntary labour from the Sqdn. to help restore it to a flyable condition so that it could be ferried to 'HMS Invincible' where it would be stripped down, inspected, missing parts replaced where possible and, finally, repainted in FIGAS colours. Dubbed "*Hernandez*" (See Note 3) by 820 Sqdn personnel, it was test-flown for 15 mins on 17.8.82 before being flown to 'Invincible' in San Carlos Water, East Falkland in 18.8.82 by Lt. Cdr. Dudley RN for further inspection, rework and respraying in FIGAS colours. Just prior to it returning ashore, the team working on it wanted to know, immediately, which markings to apply to it. Hurriedly, it was unofficially allocated the markings VP-FBD (following on from the last Falklands allotment, VP-FBC, on 8.3.82 i.e. just before the conflict) to a BAS Twin Otter) but no FI Regn Certificate was ever issued.

Between 18 & 25.8.82 ownership was passed from the military to the FI Govt. and on the latter date, resplendent in its new colours, it was flown back to Stanley Racecourse. Operated by 657 Sqdn. Army Air Corps pilots (including a Canadian exchange pilot, Maj. R.E.Connel CF) on behalf of FIGAS (who had no helicopter pilots or engineers) it commenced flying for FIGAS on 26.8 with further mail & freight flights to settlements on 27 & 30.8 and 1 & 2.10.82 before FIGAS flights ceased and the aircraft was grounded (See Note 4). It was decided to ship the helicopter, along with other former Argentine helicopters, back to the UK. On an unknown date post-9.82 it was airlifted by an 18 Sqdn Chinook HC.1 to a waiting ship but two days later this was rescinded and it was airlifted back to the Beaver hangar area. It had been decided to retain 'FBD on the Islands for eventual display in a yet-to-be-built museum. Stored by the Beaver hangar until 31.5.84 when it was airlifted, once again, by 18 Sqdn Chinook HC.1 to Moody Brook (at the Western end of Stanley Harbour) where, on 9.8.84, it was moved into the former hovercraft hangar for safe storage and was still resident there in 6.85. Whilst in storage restoration work was carried out by a UK civilian, M. Harrison, on another Ejército UH-1H (AE-410) and he offered it for preservation in the Falklands. The FI Govt. decided to release 'FBD to M.Harrison's Company on the basis that AE-410 would remain in the Islands and go into storage at RAF Mount Pleasant until a suitable Museum building was available in Stanley (See Note 5).

On 31.10.85 ownership of 'FBD passed from the FI Govt. to Grampian Helicopters International (Isle of Man) Ltd. On 17.1.86 it was registered in the UK as G-BMLA (never worn & cancelled 3.9.87) but remained at Stanley until containerised and moved to the floating dock area in Stanley Harbour on 26.5.86. It departed on the 'Asifi' c30.5.86 arriving at Ridham docks in the UK on 26.8.86. Here it was off-loaded and roaded to Headcorn where, still containerised, it arrived on 7.7.86. It was removed from the container and stored in hangar there until on 14.1.87 the building collapsed, slightly damaging the helicopter. It was moved to Panshanger on 27.1.87 and on 5.8.87 sold in a three-way transaction to Autair Helicopters Ltd (UK) for immediate onward sale to BH Pacific Pty, Brisbane (Eagle Farm) Airport, QLD, Australia. The shipping instructions were initiated on 24.7.87 allowing the helicopter to be roaded by LEP International from Panshanger to Tilbury Dock, London where it was loaded aboard a vessel belonging to Polish Oceans Line. Believed arrived at Eagle Farm Airport sometime in 8.87. The intention of BH Pacific was to use it as a test prototype for its UH-1H update package and offer it for evaluation to the Australian armed forces and foreign customers. Registered to Helicopter Developments as VH-UHE on 14.9.88, the modified and upgraded machine (referred to in some sources as a UH-1H-BF) was demonstrated to the Australian Govt. in 10.90 but no orders were forthcoming and the project was shelved. Due to the lack of interest, VH-UHE was WFU and put into storage at the BH Pacific's facility at Eagle Farm Airport. There it remained until sold to Sydney-based International Aircraft Parts (IAP). A "For Sale" advert on behalf of IAP appeared in the 11.91 UK edition of 'Aeromart' and it was purchased by Papua New Guinea Defence Force (PNGDF) on 27.7.92 (See Note 5).

*Note 1:* Comodoro Rivadavia was being used a staging post for military material and helicopters awaiting airlifting to the Falkland Islands.

*Note 2:* Falklands' airstrips were in a poor state immediately post-war: FIGAS Beaver floatplane VP-FAT had been demolished by British bombardments on 11/12.6.82: hopes of making airworthy the damaged-but-repairable VP-FAV were thwarted when it was overturned in a 70kt gale on 28.7.82. Therefore, the notion of FIGAS acquiring a ready-to-hand helicopter was, on the face of it, a sensible option.



*Above:* Registered as G-BMLA (but never worn), the former FIGAS Bell UH-1H seen six months after arrival in the UK when the building at Headcorn that it was stored in collapsed on 14.1.87, fortunately with very little damage to the helicopter, or the Fieseler Fi 103R piloted bomb standing next to it. (P J Cooper)

*Below:* Shortly after the hangar collapse the UH-1H, with all markings painted out, was moved to Panshanger where it was photographed on 3.8.87 prior to export to Australia where it became VH-UHE. (M Harrison)



*Note 3:* See Page 454 of 'Falklands-The Air War' for the tongue-in-cheek tale of AE-424/VP-FBD ...alias, "Hernandez"!

*Note 4:* VP-FBD was grounded because the MoD was unhappy about military pilots flying a "civil" helicopter...and an uncertificated one at that! 657 Sqdn. AAC continued to undertake mail flights but used its own helicopters. For full details on, and reasons for, the grounding refer to "Falklands-The Air War" Pages 454 & 455.

*Note 5:* Four ex RAAF UH-1Hs (A2-505, 506, 509 & 510) donated to the PNGDF by the Australian Govt. in 7.89. They became P2-0401-0404 but tie-ups not known. The PNGDF wanted more but the Australian Govt. had by then become disenchanting because of their use against Bougainville secessionist rebels and refused further machines. The PNGDF went to the open market and procured VH-UHE. No known P2- serial and it has been rumoured that a) it had crashed? or b) become an instructional airframe? Any updates welcome.

**VP-FBD** Pilatus-Britten Norman BN-2B-26 Islander c/n 2160

Built as a BN-2B-21 in Bucharest, Romania, by Intreprinderea de Avioane Bucuresti Materiel Aeronautic (IRMA) at Baneasa Airport and test-flown there on 28.2.83 marked as G-BKJK (UK Regn. issued on 11.10.82 & cancelled 12.2.86) before being ferried as G-BKJK on 20.7.84 to PBN, Bembridge for selling, painting, fitting out and conversion to BN-2B-26 (See Note 1). After a period of storage (See Note 2) bought by the FI Govt. for FIGAS (replacing Beaver VP-FBE) and allotted VP-FBD as per FI Regn. Certificate (No.33) dated 17.10.85. (VP-FBD had previously been unofficially allocated to, and worn by, the FIGAS UH-1H). During 10/11.85 the aircraft was being prepared at Bembridge and Bournemouth(Hurn) Airport (painting), dismantled and crated prior to shipment to Stanley. Departed Bembridge on 24.12.85 arriving by sea at Stanley Harbour in 1.86. Assembled and test-flown at Stanley Airport prior to entering FIGAS service. On 2.1.92, whilst being flown by D.Clark, it undershot the landing strip at New Island, West Falkland. Both mainwheels hit a small bank and the port undercarriage, which took the major part of the impact, was driven rearwards but not sufficiently for the fuselage to impact the ground during its landing run. The starboard leg was also displaced rearwards, but not as far as the port leg. There were no injuries to those on board and the passengers were later flown back to Stanley in a Bristow Helicopters Ltd. Sikorsky S-61N. The Islander was towed "as was" to a location



near to an old whaling station and dismantled as close to the beach as possible both to minimize the pick-up and transportation to a vessel and also to reduce any further damage to the aircraft. It was shipped from the beach on a powered, flat-bottomed barge, known as a *Sea Truck* and, at high tide in the late evening of 20.2.92, loaded aboard the coaster 'Monsunen'. The ship departed on 21.2.92 and arrived in Stanley Harbour early on 22.2.92 where, later that day, the aircraft was unloaded and trucked to FIGAS at Stanley Airport for detailed assessment. Although it had sustained undercarriage, mainplane and nacelle damage, it was deemed to be repairable by FIGAS with assistance from a PBN Working Party. After protracted repair and rebuild work, it eventually flew again for the first time on 8.11.93 and remains current with FIGAS.

**Note 1:** Difference in Marks: a BN-2B-21 has drooped flaps, wing leading edge & tip tanks: BN-2B-26 has drooped flaps, wing leading edge & no tip tanks: BN-2B-27 as per BN-2B-26 but with tip tanks

**Note 2:** Aircraft after delivery from Romania tended to be put into temporary storage at either Bembridge or other locations e.g. Bournemouth (Hurn).

**Note 3:** Whilst 'FBD' was out-of-service it was replaced in 3.92 by a new delivery BN-2B-26 Islander, VP-FBR.



**Above and Below:** Following its landing accident at New Island (West Falkland) on 2.1.92, FIGAS BN-2B-26 Islander VP-FBD was gradually dismantled and shipped back to Stanley Airport for a protracted repair and return to service. (Author's Archive)



**Left:** On its way to an outlying settlement, BN-2B-26 Islander VP-FBD climbs away from a very wet runway at Stanley Airport. Even in 7.06, some 20 years after delivery, it is still giving good service with FIGAS. (V Steen)

**Below:** Beaver VP-FBE with power on leaving a wake of white horses during a sunny day in Stanley Harbour. (I A White)

**VP-FBE** de Havilland Canada DHC-2 Beaver

c/n 1568

Constructed by DHC at Downsview, Toronto, Canada and recorded as having been delivered (by sea) to Hawker de Havilland Australia Pty Ltd. (HDH), Bankstown, NSW on 22.10.64. Believed registered at this stage as VH-IDY. First confirmation of its registration letters was when it was registered to Aerial Agriculture, Bankstown as VH-IDY on 30.3.66 (Certificate of Regn. 5493). The registration was cancelled on 18.5.66 when the aircraft was withdrawn from service and stored (reportedly at Bankstown) (See Note 1) until exported to Canada in 4.69 where it was allotted regn. CF-YJR in 6.69 with West Coast Air Services Ltd., Vancouver, BC. Still as CF-YJR, registered to Bannock Aerospace Ltd., Toronto, ON on 11.6.69 (See Note 2) before being quickly sold on to Commuters Seaplane Services Inc., Long Island, NY on 24.6.69 and registered as N3568. Sold to actor James Arness (See Note 3) in 8.71 still marked as N3568 and remained as such until 18.11.74 when it was sold, once again, to Bannock Aerospace Ltd., Toronto (noted there 27.11.74) and later registered to them as C-GNGN on 10.2.75.

Requiring a Beaver to replace both VP-FAT & 'FAV, the UK Crown Agents, with the aid of FIGAS pilot I.A.White, made enquiries in Canada and by 8.82 had decided that C-GNGN was a contender. On 27.8.82 Ian White, accompanied by Crown Agents representative D.Downing and Russ Bannock the owner (See Note 2), took the aircraft on a test flight from the harbour at Toronto Island. Purchase was then agreed and dismantling of the aircraft commenced the same day. Placed in a container, the aircraft is believed to have been shipped via Montreal to the UK. Officially sold to Crown Agents on 8.10.82: the



same date its Canadian registration letters were cancelled. Shipped from Tilbury Dock, London to Stanley Harbour on the 'Aes' in 12.82 and allotted VP-FBE as per the FI Regn. Certificate (No.29) dated 23.12.82. The container was airlifted as an underslung load to Stanley Racecourse by an 18 Sqdn. Chinook HC.1. Unpacked, assembled as a floatplane and then flight-tested on 20.1.83 from Stanley Harbour by I.A.White of FIGAS accompanied FIGAS Chief Engineer, V.Steen. The same day FIGAS pilot E.Anderson and V.Steen carried out a CofA test flight. On 21.1.83 it was flown to Pebble Island, West Falkland for a





**Above:** VP-FBE, FIGAS' last DHC-2 Beaver in service during 1983-85, taxis gently up to the slipway in Stanley Harbour where an obviously eager mooring party awaits it. (I A White)

Compass Swing on the Big Pond there before finally entering service on 24.1.83. Its last flight on floats was on 2.11.83 after which it was converted at the FIGAS hangar to a landplane utilizing Tundra-Tyre wheels (See Note 4) which had arrived with the aircraft from Canada. Towed the very short distance to Stanley Racecourse, and flown by E.Anderson, it made its first FIGAS landplane flight from there on 15.2.84 to Green Patch, East Falkland for landing practice before proceeding to RAF Stanley. Thereafter successful passenger flights were made from there until, finally, on 29.1.85 it was flown to Volunteer Beach and thence to Stanley Racecourse and into storage at the float-plane hangar pending disposal. Dismantled and containerised before departing on 2.4.85 aboard 'Bransfield' for Grimsby in the UK, arriving there 4.5.85. Unloaded and stored containerised in Grimsby until sold by FI Govt. on 8.9.85 and shipped to its new owner, Canadian Beaver Inc., Edmonton, AB with whom it was registered as C-GJSB.

Summary of subsequent history: Sold on 26.9.85 and registered on 18.2.86 to 298962 Alberta Ltd., Edmonton, AB (based Vancouver, BC). Registered on 12.6.87 to Air Ookpik Ltée/Ookpik Air Ltd., Povungnituk,

PQ and finally, still marked as C-GJSB, registered on 27.6.88 to Pioneer Construction Inc., Sudbury, ON. Still Current.

*Note 1:* It wasn't uncommon for aircraft not in use for any considerable length of time, to be removed from the Australian civil aircraft register and later reinstated.

*Note 2:* Bannock Aerospace Ltd. was owned by Russ Bannock who was the former DHC test-pilot who made the first-flight in the prototype DHC-2 Beaver (CF-FHB) from Downsview on 16.8.47.

*Note 3:* James Arness (actual name, James Aurness) played Matt Dillon in the long-running TV series, "Gunsmoke".

*Note 4:* Due to their increased footprint and reduced ground pressure, The Tundra-Tyres proved to be excellent for use on Falklands' often wet and uneven airstrips Their use led to the later introduction of 'big tyres' for the Islanders.

**To be continued . . .**



**Above:** Fitted with Tundra tyres, VP-FBE operated very successfully as a landplane for nearly a year before it was withdrawn from service in 1.85 and sold - thus ending an era which stretched back to 1953 when the first FIGAS Beaver entered service. (V Steen)



£6.50

WINTER 2006

# Air-Britain ARCHIVE

**The AIR-BRITAIN Civil Aviation Historical Quarterly**



**S01221 Djinn**

**Falkland Islands Register**

**F- Register 1924**

**The Kinner Envoy**

**Dornier Libelle III**

**Vought-Sikorsky VS-44A**

**AIR-BRITAIN - Founded 1948**



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#### COVER PHOTO:



The sole surviving Vought-Sikorsky VS-44A  
N41881 was retired and 'preserved' at St  
Thomas, Virgin Is as seen here between 1972  
and 1976 but is now fully restored in the USA.  
(Peter Berry)

**CLOSING DATE for contributions to next  
ARCHIVE: January 20th 2007**

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#### HEAD-ON VIEW - WHAT IS IT? Number 22

An unusual looking machine with a tricycle undercarriage and a downwards-viewing hood, twin fin tail. Extra clue, the engine is a Gipsy Queen pusher. Too easy? Details in the next issue.  
(via Jack Meaden)

#### In this issue

This issue sees the end of Martin Best's very full history of the **Djinn** helicopter and of Dan Hagedorn's listing of postwar **AT-6** disposals. A big thanks to both authors for their efforts. There are reinforcements on the way - 2007 will see the start of the Leopard Moth story, coverage of Chinese airline history, the now-defunct Yugoslavian register and other varied content.

Our cover this time features the subject of a one-off item by Peter Berry, the Vought-Sikorski VS-44A flying boats. While we normally strive to keep articles to an even number of pages (as we know some readers do file the contents separately), this time we found two items that ran to 3 pages whatever we tried, so we constructed two other odd-paged sections to level things up and managed to avoid photos on the reverse of other topics. It's not easy, or necessarily pretty, but there you go - we do try to please!

At last we have tried to catch up with a lot of neglected Feedback. There will be more but at least the file is no longer bulging as much!

Thanks are due to all our contributors, in this issue and throughout 2006 for their efforts on your behalf. Of course further contributors, new or old, will be greeted with open arms! Thanks too to the readers for your support, do spread the word - we have had a number of delighted 'return' subscribers this year - and let's put an end to the situation where *Aeromilitaria* has about a dozen more subscribers than Archive!! Happy Christmas!!

#### Book Reviews

##### **Baron Miyahara and his World of Aircraft - Civil Aircraft 1920-1945.**

This book, reviewed in the last issue of Archive, is now available from the Sales Department, price £20.00.

**Aviation in Warwickshire Between the Wars.** Alfred J Jenks Softback A4 184pages 113 photos, 49 maps & 16 other illustrations. Air-Britain member Alf Jenks provides a highly comprehensive coverage to his local area and

shows what can be done by diligent research. This is a very professional production, with Don Burgoyne's *Pou du Ciel G-AECN* on the cover. A preview sample may be seen at <<http://warwickshireaviation.tripod.com>> The first half of the book details every aerodrome and landing ground (some 45 in all) with its location, map, history and based aircraft and follows this with full details of every club and other operator, whether of powered aircraft or gliders and including Austin Motors, Armstrong Whitworth and 605 Sqn. The later sections contain details of anything and everything else aviation-related that ever seemed to have happened in the county in the 1920s and 1930s. There are some seriously rare photos included and much new information in the book which is well worth the cover price of £11.95 (postage extra). Available from Alf Jenks who can be contacted at 62 Glascoate Close, Shirley, Solihull, West Midlands B90 2TA, or email <[alfred@jenks1944.freereserve.co.uk](mailto:alfred@jenks1944.freereserve.co.uk)>, phone 0121-745-2104. MPF

##### **Highways To The Empire - Long-Distance Flying Between The Wars.** Colin Cruddas;

Air-Britain ISBN 0 85130 376 5 256 pages A4 hardback including over 400 black & white illustrations. Available November 22nd. Members £24.95 (Non-Members £37.50)

Following the well-received *Those Fabulous Flying Years* the author has now woven together and put into the context of the time all the threads of long-distance flying across the Atlantic and to the extremities of the British Empire. The successes and the failures are there, from the survey flights by Sir Alan Cobham which helped form the basis of Imperial Airways international route network, to the various record-breaking attempts by the likes of Jim & Amy Mollison, CWA Scott and Alex Henshaw as well as the many other long-distance flights undertaken simply by adventurers or publicity-seekers.

And finally, by the time you receive this, the new 2-volume **Douglas DC-3** book **'The First Seventy Years'** will be printing and is expected to reach the Sales Department in the first week of December. If you have not ordered a copy yet then do so now - the amount of additional information since the last edition is staggering!



**COMPLETE CIVIL REGISTERS: 14**

# THE FALKLAND ISLANDS

## Civil Aircraft Register 1949-2006

Douglas A Rough

Part Five: VP-FBF to VP-FBK

**INTRODUCTION**

The period covered by this batch of aircraft deliveries was an interesting one in that, it saw the development of FIGAS into a landplane-only operation utilizing an increasing number of BN-2B Islanders. On the private flying side the earlier Cessna 172Ms, written off as a result of damage sustained during the Falklands conflict, were replaced by Reims Aviation-built examples. One of these, F172N Skyhawk II VP-FBH, has since returned to the United Kingdom but the other, F172P Skyhawk II VP-FBJ, continues to fly in the Islands, albeit in a new guise as VP-FBT.

A major requirement was the need to provide surface, and aerial, fishery patrol cover of the increasingly prosperous fishing grounds around the Falkland Islands. Conservation, the issuing of Fishing Licences and monitoring of fishing vessels were essential to maintain the long-term future of the trade. February 1987 saw the introduction of a Fisheries Patrol Dornier Do228-200 (VP-FBK) based at Mount Pleasant Airport (MPA) operated and maintained there by Bristow Helicopters Ltd.. It soon became apparent that the aircraft was expensive to operate and maintain and so was creating an undue drain on the Falkland Islands' financial resources. By mid-1990 it had been withdrawn having been replaced by two, far more suitable, 'Bendix' surveillance radar-equipped BN-2B Islanders. An additional, and considerable, benefit was commonality of type with the FIGAS passenger fleet.

*Above:* Map depicts many of the settlements in the Falkland Islands served by FIGAS. (Author's drawing)

Painted in FIGAS colours and appropriate Fishery Patrol markings, they are maintained by FIGAS in a hangar at Stanley Airport originally built for the Dornier Do228-200 and continue to give sterling service.

Part 6 of this series of articles should see the completion of the histories of the Falkland Islands-registered aircraft. This will be followed by an "Additions, Amendments & Credits" edition also containing further as-yet-unpublished colour and B&W illustrations of some of the aircraft mentioned in the series.

**INDIVIDUAL AIRCRAFT HISTORIES**

**VP-FBF** Pilatus-Britten Norman BN-2B-27 Islander c/n 2125

Built as BN-2B-26 in Bucharest, Romania by Intrepinderea de Avioane Bucuresti (IAVB) at Baneasa Airport and first flown there on 24.1.82 marked as G-BJEK (UK Regn issued on 28.7.81 and cancelled 4.2.83) and then ferried as G-BJEK to PBN, Bembridge on 23.2.82 for selling, painting and fitting out and conversion to BN-2B-27 (See Note 1). Purchased for FIGAS (Allotted VP-FBF as per FI Regn Certificate (No.30) dated 23.12.82) using Falkland Islands Rehabilitation Funds



**Left:** FIGAS BN-2B-27 Islander VP-FBF about to get airborne on a bright, sunny day at Stanley Airport on an unknown date. Because FIGAS wished to standardise on the BN-2B-26 variant, it was sold to Canada as C-GFBF in early 1990. (Vernon Steen)

provided by the UK. Both it and VP-FBG were dismantled and crated before being transported from Bembridge (departing 28.12.82) to Ridham Dock, Kent where it was loaded on the 'Kirsten Smits' which sailed on 4.1.83 and arrived in Stanley Harbour 16.2.83. Between 28.2 and 4.3.83, the crates were airlifted by 18 Sqdn Chinook HC.1 to RAF Stanley where 'FBF' was unpacked, assembled and then flight-tested on 28.3.83 before entering service. Suffered nosewheel attachment (and associated support structure) damage in a soft-surface landing accident at Fox Bay West, West Falkland on 6.9.83 but was temporarily repaired on site by a FIGAS party and flown back to Stanley Airport on 9.9.83. After obtaining appropriate drawings and replacement parts from PBN, it was repaired by FIGAS maintenance engineers at Stanley Airport and returned to service. Wishing to standardize on the BN-2B-26 version, FIGAS sold the aircraft to Air Madeleine Inc. based at Havre-aux-Maisons (House Harbour) Airport, Îles-de-la-Madeleine, Quebec, Canada. Re-painted as C-GFBF by FIGAS at Stanley Airport and departed there for Punta Arenas (Chile) on 28.2.90 using its Canadian registration as a call-sign (the Falklands registration was not officially cancelled until 19.3.90). Flown by P.Wilkins of the Southern Cross Ferry Co., CA, the aircraft routed from Punta Arenas to Santiago (Chile) and then via Lima (Peru), Panama, Kingston (Jamaica), Miami, FL and Bangor, ME before arriving at House Harbour Airport on 14.3.90.

Summary of subsequent history: Sold to Icarus Flying Service Inc. at House Harbour Airport on 6.4.90. Leased to Quebecair Express from 1.8.03 to 21.11.03. Still current as at 28.10.06 with Icarus Flying Service Inc.

**Note 1:** Difference between Marks: a BN-2B-26 has drooped flaps, wing leading edge & no tip tanks: BN-2B-27 as per BN-2B-26 but with tip tanks.

**VP-FBG** Pilatus-Britten Norman BN-2B-26 Islander c/n 2126

Built in Bucharest, Romania by Intrepinderea de Avioane Bucuresti (IAVB) at Baneasa Airport as and first flown there on 30.1.82 marked

as G-BJOJ before being ferried as G-BJOJ (UK Regn issued on 29.10.81 and cancelled 4.2.83) to PBN, Bembridge 9.3.82 for selling, painting and fitting out. Purchased for FIGAS (Allotted VP-FBG as per FI Regn Certificate (No.31) dated 23.12.82) using Falkland Islands Rehabilitation Funds provided by the UK. Both it and VP-FBF were dismantled and crated before being transported from Bembridge (departing 28.12.82) to Ridham Dock, Kent and loaded on 'Kirsten Smits' which sailed on 4.1.83 and arrived in Stanley Harbour 16.2.83. Between 28.2 and 4.3.83, the crates were airlifted by 18 Sqdn Chinook HC.1 to RAF Stanley where VP-FBG was unpacked, assembled and then flight-tested on 25.3.83 before entering service. On 24.6.87 whilst being flown by E.Anderson, it positioned from Salvador, to Brookfield Farm airstrip (between Port Louis and Green Patch at the head of Berkeley Sound, East Falkland) where it landed on the wet, 420 metres long, Runway 27. The pilot then repositioned the aircraft parallel to, but slightly south of, the marked runway for a westerly take-off. (**Note:** Being a very experienced, respected and professional commander well used to the vicissitudes of small Falklands' airfields, he had realised that the marked airstrip was unduly mushy and now severely rutted in places after his landing. He therefore walked the projected take-off run and assessed that, although soft, it was firmer overall [albeit with a dip in the middle] than the designated runway). From there, with five passengers, a dog and some freight it managed to get airborne from the soggy strip just before the right wing dropped and scraped the ground (See Note 1). The aircraft came back to earth and swerved right before striking a small fence and eventually coming to a skidding right-hand loop halt: the summation of which caused all three undercarriage legs to collapse and severe buckling to the fuselage plus wing, nacelle and propeller damage. There were no injuries to the pilot or others on board but the aircraft was assessed as a write-off. The aircraft was dismantled in situ of its major components (excluding the wing) and transported overland by tractor and trailer to Green Patch. Here the wing was removed and the aircraft loaded on to the Falklands coastal vessel 'Monsunen' on 11.8.87 and shipped to Stanley Harbour. From there it was transported to Stanley Airport where it was stored pending the final damage assessment which, as expected, confirmed it was a write-off to be reduced to S&P. All useful components were stripped out and the fuselage and wing moved to a large shed where they were stored for



**Left:** About to be dismantled following its accident at Brookfield Farm, East Falkland on 24.6.87 is BN-2B-26 Islander VP-FBG. At Stanley Airport it was finally assessed as a write-off and much later disposed of to a local dump but not before a fuselage registration side panel had been retained in the FIGAS hangar for posterity. (Author's Archive)



**Right:** Seen here under maintenance in the FIGAS hangar at Stanley Airport in 3.91 is VP-FBH, the first of two Reims/Cessna F172s registered in the Islands soon after the Falklands' conflict. Over its lifetime it served two owners on West Falkland before being sold in the UK in 2006.  
(Vernon Steen)



several years. Several attempts were made to sell the wing but there were no takers. On an as-yet-unknown date, the fuselage was eventually disposed of to the Mary Hill dump near Stanley Airport where it was noted (and photographed) in late 11.00 buried beneath some discarded containers. However, this was not before one of the fuselage registration side panels had been removed and displayed in the FIGAS hangar. Panel still current as at 28.10.06 (See photo "Archive" : Summer 2006, page 2006/079).

*Note 1:* One of the Accidents Investigation Branch (AIB) conclusions was that the ground impact had been the result of a stall and consequent wing-drop.

**VP-FBH** Reims/Cessna F172N Skyhawk II c/n F17202024

Built by Reims Aviation SA at Reims-Prunay airfield, France in 1980 and registered as G-BHKG to Westair Flying Services Ltd., Squires Gate, Blackpool on 12.6.80. Sold to Telepoint Ltd. at Barton airfield, Manchester in 1981. With Rogers Aviation Ltd. at Cranfield in 12.82 and purchased by the Chartres Sheep Farming Co. Ltd., Chartres, West Falkland to replace VP-FAS. Repainted as VP-FBH at Cranfield as per FI Regn Certificate (No.36) issued on 26.11.82 (UK Regn cancelled 30.12.82). By 26.1.83 the aircraft had been dismantled and containerised for shipping to the Falkland Islands. Transported to Gravesend, Kent where it was loaded on to the 'A.E.S.' (along with F172P VP-FBJ) and shipped to Stanley Harbour where it arrived on 21.3.83. It (and VP-FBJ) were off-loaded by crane and transported by the Port Squadron (See Note 1) to RAF Stanley where it was stored and later unpacked and reassembled by FIGAS engineers circa 9/10.83. After a flight to Salvador, East Falkland on 7.10.83 by W.Luxton (accompanied by FIGAS engineer, V.Steen) for a compass swing, the aircraft was signed off that day as serviceable. The FIGAS engineer was returned to RAF Stanley by W.Luxton on 8.10.83 and he then continued the same day to the aircraft's permanent base at Chartres. The aircraft was mainly utilized by him for commuting to/from Stanley and for sheep monitoring and fence inspection. Whilst the aircraft was located at Stanley Airport in mid-2001 it was sold on 1.8.01 to R.Edwards of Lake Sullivan Farm, Fox Bay West, West Falkland (See Note 2). He first flew it on 3.8.01 doing circuit flying at Stanley Airport before proceeding to its base at Fox Bay West. Like the previous owner he regularly used it mainly for commuting to/from Stanley. Retained until 2006 when sold to P.Jegachandran of Mickleover, Derbyshire, UK. R.Edwards made the last Falklands' flight in the aircraft on 20.3.06 when he flew it from Fox Bay West to Stanley Airport. With the aid of FIGAS (and ex-FIGAS) staff, and others, it was stripped over the next three days and lifted into a container on 23.3.06 using a forklift driven by R.Edwards. The container was transported to FIPASS in Stanley Harbour on 28.3.06 (See Note 3) and on 30.3.06 loaded into the 'Elisabeth Boye' which departed on 31.3.06 for Montevideo, Uruguay where it arrived on 5.4.06. Here it was trans-shipped on 10.4.06 to the 'Monte Olivia' which sailed the same day, arriving at Tilbury, UK on 28.4.06. Off-loaded, the container left Tilbury on 5.5.06 and was transported to Derby (Eggington) airfield where it arrived, and was unloaded, the same day (UK Regn G-JJPJ issued 9.5.06 : FI Regn cancelled 24.4.06).

Summary of subsequent history: Assembly and maintenance work (including an engine change) was originally due to take place at Eggington but this intention was altered and the aircraft departed by truck on 7.6.06 for Tatenhill Aviation Ltd. at Tatenhill airfield,

Staffordshire. It arrived the same day and work commenced on 12.6.06. The engine change was completed on 21.7.06 and CofA issued on 28.7.06 allowing the owner to make his first flight the same day in the aircraft now painted as G-JJPJ. It is based at Tatenhill and current as at 28.10.06.

*Note 1:* Mention of the "Port Squadron" refers to the British military unit in Stanley which had access to, and responsibility for, much of the heavy equipment capable of loading and unloading the many ships frequenting Stanley Harbour (and elsewhere) at the time. There were no equivalent civilian-operated facilities. Thanks to the help and co-operation of the military, the containers carrying 'FBH' & 'FBJ' were lifted ashore using the 20 ton crane of the bomb-damaged RFA 'Sir Tristram' and then transported, once again courtesy of the military, to RAF Stanley where another suitable crane was provided to deposit the two Reims Cessna F172s with FIGAS.

The reason for the delay in assembling the two aircraft was because FIGAS engineers, working in adverse conditions trying to restore and maintain normal commercial operations, had very limited capacity to address non-essential aspects such as putting together 'FBH' and 'FBJ'. Hence the delay and "one-at-a-time" completion over a longish period of time.

*Note 2:* There is only one "I" in Sullivan because the farm at Fox Bay West is named after B.J.Sullivan who was a Lieutenant with Charles Darwin in the 'Beagle'. After the renowned voyage of the 'Beagle', Sullivan returned to the Falkland Islands in 'HMS Philomel' and carried out surveying in, and around, West Falkland.

*Note 3:* As at 20.3.06, when R.Edwards flew the aircraft to Stanley, under his ownership he had accumulated 328hrs 35mins of the total airframe time of 1347hrs 30mins.

FIPASS is the acronym for the Falkland Islands Interim Port & Storage System at the Eastern end of Stanley Harbour. In effect, it is a floating dock consisting of large pontoon barges linked together and connected to the shore by a causeway.

**VP-FBI** Pilatus-Britten Norman BN-2B-26 Islander c/n 2188

Built in Bucharest, Romania by Intrepinderea de Avione Bucuresti (IAVB) at Baneasa Airport and first flown there on 19.3.86 marked as G-BLNI before being ferried as such (UK Regn issued on 3.9.84 and cancelled 23.11.87) to PBN, Bembridge for selling, painting and fitting out. Purchased for FIGAS and flown to the Hurn Airport Services hangar at Bournemouth Airport (noted there on 28.9.87) for repainting in FIGAS colours including its allotted FI Regn, VP-FBI. However, for delivery purposes it retained superimposed, and easily removable, G-BLNI markings. It returned to Bembridge and departed there on 14.10.87 flown by N.Scott (with PBN pilot, J.Ayers as co-pilot/navigator) for Prestwick (?), Reykjavik, Iceland; Goose Bay, Labrador; Bangor, ME and Essex County, NJ. From there on 17.10.87 it flew via Wilmington, NC to Fort Lauderdale, FL. Thence to Grand Cayman, Cayman Islands 21.10 and Panama on 22.10.87. To Guayaquil, Ecuador and Lima, Peru 23.10 before arriving in Antofagasta, Chile on 24.10.87. From there it departed for Puerto Montt 25.10 and on to Punta Arenas (both in Chile) on 27.10.87. Here it was held for three weeks awaiting clearance through Argentine airspace to Stanley Airport. During this period J.Ayers returned to the U.K. No clearance



**Above:** VP-FBH being stowed in a container at Stanley Airport on 23.3.06 prior to passage to the UK. (FIGAS/Penguin News)

**Right, above:** VP-FBH was unloaded at Derby (Eggington) airfield on 5.5.06 after a journey that day from Tilbury Docks. **Right, below:** ...and on 7.6.06 was delivered to Tatenhill airfield for assembly, fitting a new engine and painting. (Extracted from digital video recording by Ponniah Jegachandran)



was forthcoming and it finally departed on 19.11.87 for a 5.5hr routing south of Cape Horn and via 56°S 60°W, i.e. clear of Argentine airspace. At one stage it was escorted by a Phantom FGR.2 and later photographed from an RAF C-130 Hercules before finally arriving at Stanley Airport. Here the British markings were removed (official cancellation date 23.11.87), revealing its Falklands Registration and thus complying with FI Regn Certificate (No.35) which was officially dated 24.11.87. Current with FIGAS as at 28.10.06.

**VP-FBJ** Reims/Cessna F172P Skyhawk II c/n F17202083

Built by Reims Aviation SA at Reims-Prunay airfield, France in 1980/81 and registered to W.H.& J.Rogers Group Ltd., Cranfield, Bedfordshire on 10.3.81. Owned and operated by Richard Rogers it was based and hangared at Bedford-Castle Mill airstrip. Purchased from the Rogers Group Ltd. in 12.82 by R.M.Pitaluga of Gibraltar Station, Salvador, East Falkland within only 13hrs on the airframe. It was repainted as VP-FBJ (as per FI Regn Certificate (No.32) dated 23.12.82 (See Note 1) but the UK Regn was not officially cancelled until 16.12.83. The aircraft was dismantled and containerised and departed Cranfield by road on 17.1.83 for Gravesend, Kent where it was taken on board the 'A.E.S.' and shipped (along with F.172N VP-FBH) to Stanley Harbour where it arrived on 21.3.83. It (and VP-FBH) were off-loaded by crane and transported by the Port Squadron (See Note 2) to RAF Stanley for initial storage prior to rebuilding by FIGAS. Reassembly was achieved by 1.5.83 when it was test-flown at RAF Stanley by R.(Robin) M.Pitaluga (accompanied by FIGAS engineer, V.Steen to complete the appropriate paperwork). Later that day he flew it to its home base at Salvador where a compass swing was carried out. It remained in use (mainly for commuting to/from Stanley) until Robin had a mishap at Salvador on

**Above:** Reims/Cessna F172N G-JJPJ looking pristine in its new markings on 16.8.06 at Tatenhill airfield where it is based. (Ian W Shaw)

23.9.85. After having given the outgoing Governor Sir Rex Hunt and his wife Mavis a short flight in very windy weather from Salvador to nearby Rincon Grande, East Falkland (See Note 3), he left them there and returned to Salvador. After landing he was taxiing back to the hangar when a particularly severe gust caught the aircraft and threw it onto its back, damaging the wings and fin. Robin was unhurt but it was feared that the aircraft might be a write-off. It was dismantled and taken on a farm tractor/trailer rig to Stanley Airport for assessment by FIGAS. Assessed as repairable (See Note 4) and after a considerable time in storage, it was rebuilt over the period 12.87-1.88. Test-flown by FIGAS pilot I.McPhee on 12.1.88, it was flown to Salvador the same day for a flight check on the owner. R.M.Pitaluga, having passed the check, made a return flight the same day to Stanley Airport to drop off the FIGAS pilot. On what turned out to be his last ever flight as a pilot, R.M.Pitaluga flew VP-FBJ to Stanley Airport on 15.6.93 where he was unfortunately grounded for medical reasons. FIGAS pilot E.Anderson returned the owner and his wife to Salvador on 17.6.93 and then flew the aircraft back to Stanley Airport for temporary storage. It returned to Salvador on 30.7.93 and remained there until 17.10.93 when it was collected and returned to Stanley Airport to complete its re-registration to VP-FBT (as per FI Regn Certificate (No.46) dated 19.11.93) as a result of being sold to R.Lee at Port Howard, West Falkland to replace his Reims/Cessna F172M, VP-FBP.

**Note 1:** Who says there is no romance left in aviation?  
When R.M. Pitaluga purchased his original Cessna 172M (VP-FAR) he was happy with the FI Regn letters as the "R" to him stood for his first





**Above:** FIGAS Islander VP-FBI was delivered via North & South America wearing registration G-BLNI. This photo believed taken at Fort Lauderdale, FL c17.10.87 as it passed through the USA. After an epic flight it arrived at Stanley Airport on 19.11.87. (BNH Collection)

**Below, left:** Islander VP-FBI taxis in at Stanley Airport on 29.1.92. (Peter J Cooper)

**Below, right:** Passengers, baggage and freight are unloaded from VP-FBI following its arrival at Stanley Airport. (Peter J Cooper)



name, Robin. On procuring his second Cessna he was pleased to see it in the hangar at Cranfield marked as G-BIRJ. His wife's name being Jene, he resolved that this would be reflected, if possible, in its new FI Regn. As the next available was VP-FBI he requested, and obtained, the slightly out-of-sequence, VP-FBJ (if it had been possible at the time he would probably have pushed for VP-FRJ but discretion prevailed!). However, when he came to sell 'FBJ in 1993 a condition of sale by him was that the aircraft be re-registered...and it thus became VP-FBT. So, he has been the proud Falklands' owner of both VP-FAR & VP-FBJ which, in aviation phonetic-alphabet-speech, equates to " Romeo & Juliet".....now if that isn't romantic, what is!?

Note 2: Refer to Note 1 of VP-FBH earlier

Note 3: Sir Rex Hunt had owned Cessna 172P, VP-FBA which had been written off as a result of damage sustained during the Falklands conflict. Knowing Mr. Pitaluga, he was keen to have a flight in VP-FBJ before departing the Islands. He could not have foreseen the consequences.

Note 4: The combination of FIGAS engineers being very busy, and the need to ship out new wings etc. for VP-FBJ, this meant a long delay before FIGAS could undertake repairs and rebuild to flying condition: hence the long period of storage in the FIGAS hangar.

**VP-FBK** Dornier Do228-200

c/n 8084

On 17.12.85 Regn D-CLAB was reserved for a Do228-201 aircraft being built by Dornier GmbH at Oberpfaffenhofen, West Germany against a lease/order from Mann Aviation Sales Ltd. ostensibly for onward lease to the UK Ministry of Agriculture, Fisheries and Food (MAFF) but actually for Fisheries Patrol in the Falkland Islands (See Note 1). First flew at Oberpfaffenhofen on 9.6.86 and noted there on



**Above:** A rather evocative photograph of VP-FBJ taken at Goose Green airfield in 2.84 in echelon formation with FIGAS Islander VP-FBG and former Fuerza Aérea Argentina FMA IA.58A Pucara A-517 which later became G-BLRP and was shipped to the UK. (John Wright)



**Left:** Sometime during 11/12.86 Do228-200 VP-FBK, alias G-MAFS, wearing its full Falklands Is regalia in the Mann Avn hangar at Fairoaks. All markings except for 'Fisheries Protection' were covered prior to delivery, for which the UK registration G-MAFS was applied. (Paul Baxter)

**Below:** Reims/Cessna F172P VP-FBJ, seen hangared at Stanley in 3.91, was based at Salvador, East Falkland from 1.5.83 until sold in 1993 (Vernon Steen)

10.7.86 marked as "Fisheries Patrol". Later that month, on 25.7.86, a Permit to Fly as D-ILAB was issued to allow test flights for a three month period as a result of altering the Series No. of the aircraft to a Do228-200 (Gross Weight Limitation reduction from 5980 to 5700 Kilos). On 29.8.86 it was UK Regd as G-MAFS (i.e. Mann Aviation Flight Systems) and on 31.8.86 ferried from Oberpfaffenhofen to SBAC Farnborough. The German Export CofA was issued on 1.9.86 and the aircraft officially handed over to the customer on 2.9.86. At the end of the Show, the aircraft was flown to Fairoaks on 8.9.86 for avionics installation. It was air-tested at Fairoaks on 19.9.86 and later noted (and photographed) in the hangar at Fairoaks circa 11/12.86 wearing FI Regn, VP-FBK, which was later neatly covered over and blended in with the cheat line. Beneath was the equally easily removable, G-MAFS registration panel (See Note 2 for information on other markings applied). This subterfuge was deemed necessary so as not to reveal its intended destination and rôle until it arrived in the Falkland Islands. (Note: The FI Regn Certificate (No.34) was not officially issued until 29.1.87 with G-MAFS being cancelled on 30.1.87). On 8.1.87 G-MAFS was noted compass swinging at Fairoaks and on 14.1.87 departed to Oberpfaffenhofen (reportedly to collect spare parts) prior to proceeding to Stansted (via Stuttgart) the same day. At Stansted it was reportedly positioned on Stand 16 ready for dismantling and loading aboard Canadair Conroy CL-44-0, EI-BND of HeavyLift Cargo Airlines Ltd., which arrived at Stansted on 17.1.87. Some time before its departure, the CL-44 was apparently positioned on Stand 15 close to G-MAFS which was then loaded. EI-BND (Flight No. NP670) departed Stansted on 20.1.87 for Dakar, Senegal and on to Mount Pleasant Airport (MPA), East Falkland where it arrived on 22.1.87. The Do228 was quickly re-assembled and the G-MAFS markings removed before entering service on 1.2.87. Based at MPA, it remained in use until replaced in mid-1990 by two Fishery Patrol BN-2B-26 Islanders (VP-FBN & 'FBO'). Following cessation of its patrol duties, it positioned to Stanley Airport on 4.5.90 for temporary storage prior to departing there on 15.7.90 for Punta Arenas, Chile en route to the U.K.. Routing via South & North America, it flew from Goose Bay, Labrador to Reykjavik, Iceland 26.7.90 and from there to Stansted on 27.7.90. Although its FI Regn had been officially cancelled on 14.7.90, it was noted at Stansted on 5.8.90 still marked as VP-FBK. Owned by the FI Government, it was kept fully serviced, maintained and stored with Inflight Ltd at Stansted until early 1992 when it was eventually sold to the airline Aerocondor of Portugal. Noted, still marked as VP-FBK, at Stansted on 19.3.92 and Cambridge on 20 & 22.3.92 where it was used for Aerocondor (Portugal) crew



training prior to the aircraft being later operated by that airline in Portuguese markings (See Note 3).

Summary of subsequent history: On 8.5.92 a CofA was issued to the aircraft with Regn CS-AYT allocated. A Certificate of Registration was issued on 24.6.92 in the name of Soc. Europeia de Leasing SA, Lisbon. Seen in Aerocondor colour scheme at Köln-Bonn on 1.7.92 and later, on 29.3.02, seen parked (temporary WFU) at Cascais, Portugal. On 31.12.04, after maintenance at an unknown European location, it was ferried from Toulouse, France to Granada, Spain and then to Rabat, Morocco on 1.1.05 apparently en-route to Funchal, Madeira where it appears to be based. Current owner (as at 27.10.06) is Leasing Atlantico SA, Lisbon: the operator remains Aerocondor Limitada.

**Note 1:** Then, and currently, overseeing fishery patrol is the Falkland Islands Fisheries Department utilizing the two BN-2B Islanders which replaced VP-FBK.

**Note 2:** Painting work carried out at Fairoaks included the white circle either side of the fin containing the Falkland Islands crest (as per the heading to this article) and, on the nose, naming the aircraft 'Molly Mawk' (a corruption of a Dutch/German word) which Falkland Islanders use when referring to the very common black-browed albatross. In order to minimize any premature disclosure of G-MAFF's final destination, the FI crest (as per FI Regn) was covered over pre-delivery to MPA in 1.87 and, presumably, so was the name.

**Note 3:** These training flights were conducted by Captain R.Suckling who was the only Do228 Instructor in the U.K. at the time,

**To be continued . . .**



**Left:** VP-FBK in bright sunshine on the ramp at MPA on 17.4.87 immediately prior to setting off on a patrol flight. The name "Molly Mawk" can clearly be seen in front of the Fisheries Protection pennant. (Author's photo)