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SPRING 2007

Air-Britain ARCHIVE

The AIR-BRITAIN Civil Aviation Historical Quarterly



The Heston A2/45

Falkland Islands Register

F- Register 1925

The Call-Air A series

Development of Commercial Aviation in China

AIR-BRITAIN - Founded 1948



The AIR-BRITAIN Civil Aviation
Historical Quarterly

No.1 2007

ISSN: 0262-4923

28th YEAR

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The ARCHIVE website may be visited at
<<http://www.air-britain.com>> where details
of the Association, membership and other
current publications will also be found.

ARCHIVE is published quarterly, in March,
June, September and December by
Air-Britain (Historians) Ltd., in association
with *Air-Britain Aviation World*, *Aeromilitaria*
and the monthly *Air-Britain News*.

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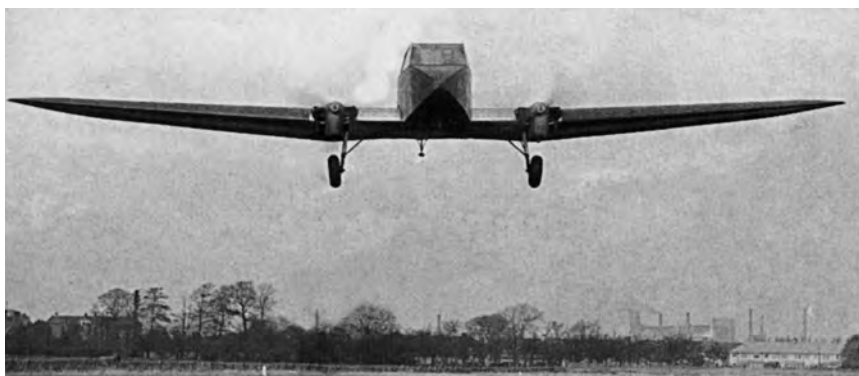


Seen in a stunning Antarctic setting, BAS Twin
Otter VP-FBL shows new underwing sensors
allied to onboard instrumentation fitted for
2004/5 to measure ice structure and sub-
surface geology and magnetism.
(David Leatherdale/BAS/NERC ©)

**CLOSING DATE for contributions to next
ARCHIVE: April 21st 2007**

Contents:

Commercial Aviation in China	2007/003	HoV / Heston A2/45	2007/037
Dornier: Pioneer & Survivor	2007/019	F-1922 French Register	2007/041
Falkland Islands Register	2007/021	Feedback	2007/045
The Call-Air A series	2007/033	Casualty Compendium	2007/047



HEAD-ON VIEW - WHAT IS IT? Number 23

Airborne view of this twin shows horizontally-opposed engines aligned with the wing and a wide-track undercarriage with a tailskid. That's really enough, but one more clue, the undercarriage is fixed. Details in the next edition. (via Jack Meaden)

In this issue

Welcome to readers old and new to another
year of *Air-Britain Archive*. The content in
this issue is dominated by two longer than
usual articles, although with 48-page issues
now being the norm this trend may well con-
tinue.

New this time is the first part of a compre-
hensive history of the **Development of
Commercial Aviation in China**, compiled
by Martin Best. This introduction sets the
scene, politically and geographically, for the
formation of the first CNAC prior to the Pan
American takeover in 1933. Future issues
will continue this story and also cover
Eurasia, SWAC, wartime operations over
The Hump and in Manchuria, postwar
developments such as CATC, CNAC, CAT,
CAAC, etc. In each case fleet lists and maps
will accompany the history of each organi-
sation. If any readers have material which
may illustrate any parts of this article the
editor would be pleased to hear from them

The much-praised **Falkland Islands Civil
Register** comes up to date with this edition.
Grateful thanks are due to Douglas Rough
(a military wolf in civil sheep's clothing in
this instance!) who has produced the most
comprehensive of studies of a relatively
small but totally fascinating register. Once
again we have tried to achieve maximum
use of colour to do full justice to the pho-
tographs that he has assembled. The
Editor even made the mistake of trying to
catch him out by asking Douglas how the
final photo on page 028 was obtained if all
of the current aircraft actually appeared in it
- instantly he knew the answer, the photo-
grapher was atop a fully extended cherry-
picker!! That will teach the Editor to keep his
silly questions to himself. Although this is
the final part of the register itself, there will

be a **Feedback** section next time which will
cover new photos and facts which are still
emerging, often prompted by the series
itself and by Douglas' endless acquisition of
detail.

Other articles in this issue continue to
develop existing themes. **Kinner** history
has now moved on into Callair, **Dornier**
to the Do 14 and **Heston** Aircraft to one of
their last designs the A2/45 AOP. Our
French Register has now reached the end
of May 1925 and gives far more detailed
information than other published sources.
Casualty Compendium runs on fuelled by
popular demand and interest but we should
remind readers that it is a *selective* feature
which in no way attempts to list all accidents
within a given period. Finally we should
mention that **Feedback** remains the area
for readers additional contributions or com-
ments on any *Archive* content.

One reminder - the **Archive Index** of con-
tents since issue 1 of 1980 is always avail-
able on request by post (Large stamped A4
envelope please) or by email from the editor
and it also appears on the ab-ix site.

Many readers may be in possession of
*Archive Special No.2 - the Complete Civil
Registers of Denmark*. If so they may be
interested to hear that the author Lars
Finken has now developed a complete,
searchable database of the Danish register
which is regularly updated. One year's sub-
scription to this service costs just 10 euros
and details can be found at:
www.danishaircraft.dk
The site is very easy to use and will cer-
tainly assist anyone wishing to update their
register or just check the history of any
Danish civil aircraft.

COMPLETE CIVIL REGISTERS: 14



THE FALKLAND ISLANDS Civil Aircraft Register 1949-2007

Douglas A Rough

Part Six: VP-FBL to VP-FBT



INTRODUCTION

Since the publication of Part 5, FIGAS Islander, VP-FBI, has had a heavy landing accident at West Point Island, West Falkland on 19th November last year. Fortunately, there were no fatalities, or injuries, but the aircraft was badly damaged. Currently, FIGAS services are being operated by the three remaining passenger-carrying Islanders while the future of 'FBI' is being assessed. All relevant information pertaining to the accident, and updates to all other FI-Registered aircraft covered to date, will appear in Part 7 which will be dedicated to 'Additions & Amendments', 'Credits' and more photographs.

As to this issue, other than the planned contents of Part 7 mentioned above, it is the final installment in the series and covers from 1988 to date. During this period two new types, at opposite ends of the spectrum, entered the FI Register, namely, a DHC-7-110 Dash 7 purchased by NERC for BAS and, a privately-owned Everett Gyroplane Series 4.

The importance of the acquisition of the Dash 7 cannot be over emphasized, especially at a time when interest in Antarctica and its association with Global Warming is at an all time high. The UK ITV live news programme from Rothera, shown over a ten day period in January this year, has aroused much interest even amongst the normally apathetic general public. If the television company had not had access to BAS aircraft, their live programmes beamed from normally inaccessible Antarctic locations, would not have been possible. The Dash 7 allowed them to quickly fly into Rothera direct from Stanley, or the South American mainland, with people and equipment which, in an earlier age, would have involved slow transportation by ship. The flexibility, increased range and extra capacity over the Twin Otter are what attracted BAS to purchase the aircraft in the first place in 1990 (See VP-FBQ history Note 2). The likes of Stanley Airport and Rothera have become operations hubs instead of merely being remote outposts.

The purchase of the Gyroplane in 1992 by teacher Philip Hutton brought some fun on to the Register. It must have been most entertaining to watch him buzzing around the settlement at North Arm which, after all, was the location and cause of, the start of civilian flying on the Islands (See 'Aviation World' Winter 2005 Pages 156/157). Nowadays it is tucked away in the garage of his home in Stanley and is only brought out occasionally for taxiing up and down the Stanley Airport runway.

***Above:** DHC-7 VP-FBQ approaching Rothera Station, Adelaide Island on the Antarctic landscape. Its acquisition in 1990 has provided BAS with an essential logistics air-bridge capability between Rothera, the Falkland Islands and South America. (BAS/NERC ©)*

AS TO THE FUTURE?

The Everett Gyroplane, procured nearly 15 years ago, is, sad to say, the last but one aircraft on the FI Register...and the last, Reims/Cessna F172P VP-FBT, is VP-FBJ re-registered. The number of privately owned aircraft decreased by one when another Reims/Cessna F172N, VP-FBH, was sold in the UK in 2006. There has been talk over recent years of starting a small flying club with something like a Jabiru UL-450 Calypso, or J160 trainer, to re-ignite interest in economical light aircraft flying but, so far, nothing has come to pass. As far as is known, FIGAS plan to continue using their current fleet of extremely sturdy and reliable Islanders, subject to any attrition replacements e.g. whether 'FBI' is rebuilt, or replaced, or not, remains to be seen. BAS have already stated in their Annual Report that they intend to retain their fleet of four Twin Otters and one Dash 7 until at least 2015 and they envisage 1660 hours per annum utilization for the former and 450 for the latter. Attrition replacements would have to come from the secondhand market or new-build, if Viking Air Ltd. of Sidney BC, Canada put the Twin Otter back into limited production as has been floated. What it comes down to is, new additions to FI Register are going to be few, and far between.

BIBLIOGRAPHY

This series of articles has always been considered by me to be complementary to other in-depth articles and publications I've written over the years on aviation in the Falkland Islands. Readers may be interested in some, or none, of them. For what it is worth here they are:-

'Falklands~The Air War' (Co-Author) BARG 1986 : 'Falklands Revisited' - Flypast Nov.87 : 'FIGAS~The Falklands' Airline' - Air Pictorial Nov.87 : 'Falklands Civil Aviation (Internal & External)' 1948-87 - Air Pictorial Dec.87 : 'Falklands Air Defence' - Air Pictorial May & June 88 : 'FIGAS Austers' - Auster Club Mag. No.11/1988 : 'The History of FIGAS' - FIGAS Fifty Years On:FI Govt. Nov.98 : 'FIGAS~The Historical Perspective' - AB Aviation World Winter 05. Lastly, I would highly recommend reading AB Member Richard Hewitt's article 'Falklands Experience' - AB Aviation World Autumn 05.



Above: Engine start - the Antarctic way! Because of the extreme cold, hot air is drawn into the engine prior to start-up. The aircraft involved is BAS Twin Otter VP-FBL with a Canadian example belonging to Kenn Borek Air Ltd in the background. (David Leatherdale/BAS/NERC ©)

INDIVIDUAL AIRCRAFT HISTORIES

VP-FBL de Havilland DHC-6 Twin Otter Series 300 c/n 839

Prior to, or at an early stage of construction by DHC Downsview ON (reportedly against an order for Etty Aerospace, Canada), it was re-sold to Natural Environment Research Council (NERC) for the British Antarctic Survey (BAS). Initially registered to DHC on 6.7.88, it was allocated temporary test regn C-GDCZ by Transport Canada (TC) (exact date as yet unknown) and noted as such in primer at Downsview on 8.7.88 and until 26.7.88. On 27.7.88 in compliance with a TC directive of that date, and whilst still in its primer scheme, it was repainted as VP-FBL (as per FI Regn Certificate (No. 37) dated 22.7.88) prior to its first flight on 29.7.88 (See Note 1). Flown to Field Aviation Ltd. (FAL) (See Note 3), Toronto Intl. Airport ON 29.7.88 for a programme of avionics installations and survey modifications. It remained hanged there until noted outside (still in primer) on 23.1.89 i.e. at the conclusion of the work programme. Local test-flights were made on 23.1 & 24.1 before it departed on 25.1.89 (on a FI Flight Permit) en-route via Sault Ste. Marie ON; Thunder Bay ON; and Winnipeg Intl. MB to Regina SK. Departed Regina on 26.1.89 on the last leg to Calgary Intl. AB for attention by FAL. Noted there on 7.4.89 in full BAS colours prior to a compass swing and test flight on 13.4.89. Departed that day for Winnipeg Intl. and from there on 14.4.89 (via Thunder Bay) to FAL at Toronto Intl. where it remained for the installation of a dual wing-tip Magnetometer pod system. Installation work completed, it made a test flight from there on 22.10 (to/from Midland (Huron) Apt. ON) followed by a series of local ones in 11&12.89 and some final pod certification modification work prior to a pre-delivery local test flight on 3.1.90. Departed Toronto Intl. on 14.3.90 for Goose Bay, Labrador and on to Reykjavik, Iceland 15.3.90 and thence direct to Fair Oaks on 16.3.90 for routine maintenance by Mann Aviation Ltd. (MAL) followed by test & training flights pre-Antarctic deployment. To/from Farnborough on 4.4.90 and flown to the British Aerospace plc airfield at Woodford (near Manchester) on 24.6.90 for the Woodford Air Show, returning to Fair Oaks on 25.6.90. Further training flights were conducted during 8&9.90 e.g. Fair Oaks to Bourn, Cambs., 1.8 returning 8.8; Fair Oaks to Bembridge, Isle of Wight 8.9 returning 9.9; Fair Oaks to Southend 11.9 returning 12.9 and finally to Little Gransden, Cambs. 25.9 returning to Fair Oaks 27.9. Also, that day, 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) On returning to Fair Oaks all four were prepared for flying south to Antarctica. Departed there on 1.10.90 for Kirkwall and Reykjavik en route to Rothera Station, Adelaide Island. Left Reykjavik for Goose Bay on 2.10.90 and on to Toronto Intl. for wheel-skis fitting by FAL. From there to Charlotte NC and Key West FL on 4.10.90 before continuing to Georgetown, Grand Cayman (GC) on 5.10.90; San Andres, Colombia 6.10; Guayaquil,

Ecuador 7.10; Arica 8.10; Santiago 9.10 and from there to Puerto Montt and Punta Arenas (all four in Chile) on 11.10. Delayed there (except for a test flight on 17.10) until 25.10.90 when it departed for Rothera, arriving the same day. During the summer deployment the aircraft flew many BAS support missions to locations such as Damoy, Fossil Bluff, Halley Station and the Chilean Station, Teniente Rodolfo Marsh Martin (commonly known as, Marsh) located on King George Island, South Shetland Islands. At the season's end it departed Rothera 2.3.91 for Punta Arenas and from there to Puerto Montt and Concepción, Chile on 5.3.91; Arica 6.3; Guayaquil 7.3; Georgetown GC 8.3; Key West 9.3; Wilmington NC and Sherbrooke QC 11.3; Goose Bay 12.3; Narsarsuaq, Greenland and Reykjavik 13.3. Departed there on 14.3.91 direct to Fair Oaks for maintenance and storage by MAL. Later in the year, prior to the next Antarctic season, numerous test and training flights were carried out e.g. Fair Oaks to Duxford on 19.9.91 returning 20.9.91. Duxford's close location to BAS Headquarters in Cambridge made it a useful place for picking up pre-deployment equipment and personnel.

Because of the amount of data involved, from now until the BAS 2006/07 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 1991/92 Antarctic Deployment: Fair Oaks> Kirkwall> Reykjavik 14.10.91> Narsarsuaq> Goose Bay 15.10> Boston MA 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 and finally, to Rothera 9.11.91. Among places visited and supported that season were the Rothera ski-way, Halley, Sky-Hi, Carse Point, Cape Bertraux and North Ronne Ice Shelf. The season ended with the flight from Rothera to Punta Arenas on 10.3.92. From here to Concepción 11.3> Arica 12.3> Guayaquil 13.3> Georgetown GC 14.3> Key West 16.3> Wilmington> Bangor ME 17.3> Goose Bay 18.3> Narsarsuaq> Reykjavik 20.3> Kirkwall 20.3.92 and from there the same day to MAL at Fair Oaks for servicing and storage. Prior to the next season, test and training flights were undertaken from Fair Oaks including to/from Duxford 4.6 & 27.6.92 and a round trip to Biggin Hill and Southend on 8.9.92.

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 flew to Rothera on 21.10.92. During the season it was used to visit, or supply and service, places such as Venus Glacier, Fossil Bluff, Damoy, Mars Glacier, Halley, Marsh and the Rothera ski-way. 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.(FAEL) (See Note 3). Toronto Intl.> Sept Iles QC> Goose Bay 21.3> Reykjavik 22.3 > Kirkwall> Fairoaks 23.3.93 for MAL servicing & storage. Detached for test flights to RAF St. Mawgan, Cornwall, from Fairoaks on 5.7.93 returning on 9.7.93 and, prior to the next Antarctic season, numerous test and training flights were carried out from Fairoaks including to/from Duxford on 11.8. On 30.8.93 it flew on a test flight to Duxford (via Manston) and from there to Exeter prior to returning to Duxford where it stayed until 4.9.93 when it left for Wycombe Air Park (Booker), Bucks. Wycombe to Fairoaks 6.9 with a couple more local test flights on 16.9 & 6.10 before flying to Rothera.

BAS 1993/94 Antarctic Deployment: Fairoaks> 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 were Fossil Bluff on Alexander Island (close to the Antarctic peninsula); Anvers Island, Sky-Hi and Damoy. 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 Fairoaks 11.3.94 for servicing and storage by MAL. On 25.4 it made a round-robin test flight from Fairoaks to Compton Abbas and Wycombe Air Park followed by another return flight to Compton Abbas, Wilts. on 9.5.94. Numerous test & training flights during 6&7.94. A survey flight was made from Fairoaks to Strasbourg, France on 11.9 (returning 15.9.94) before departing south to Antarctica.

BAS 1994/95 Antarctic Deployment: Fairoaks> 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, Haag Nunatak and Sky-Hi. At the end of season a new return routing to the UK was used: 'FBL flew 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 removed etc., allowing increased range, an East Coast of South America/Mid-Atlantic 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> Fairoaks 21.3.95 for servicing and storage with MAL. It flew to Woodford for the Air Show on 23.6.95 and gave a short display on 26.6 before returning to Fairoaks 26.6.95. Numerous test & training flights were undertaken from Fairoaks during 7-9.95 e.g. to Shipdham, Norfolk, on 22.9: back 23.9.95, before departing the next day for Rothera.

BAS 1995/96 Antarctic Deployment: Fairoaks> Kirkwall> Reykjavik on 9.10.95> Narsarsuaq > Goose Bay 10.10> Bangor 11.10 > Wilmington> Key West 12.10> Georgetown GC 13.10> 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. During the deployment BAS support flights were made to locations such as Sky-Hi, Fossil Bluff, Pequod Glacier (e.g. 21.11.95), Mount Charity and Haag Nunatak (e.g. 25.12.95-3.1.96). At

the season's end it flew from Rothera to Stanley Airport on 1.3.96. On 3.3.96, flown by BAS pilot, N.Pearson, it carried out a round-robin photographic reconnaissance trip from Stanley Airport (departing there at 1135(Z)) to destinations on West Falkland starting with Port Howard followed by Port Stephens and lastly, West Point Island, before returning to Stanley Airport where it arrived at 1855(Z). Landings and take-offs were made at the West Falkland airstrips (See Note 5). Departed Stanley Airport for Montevideo Intl. on 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> Fairoaks 20.3.96 for servicing and storage by MAL. Test and training sorties from Fairoaks commenced on 25.5.96 with a flight to/from White Waltham, Berkshire. It visited Woodford on 21.6 returning to Fairoaks via Thrupton, Hants., 23.6.96. More such flights took place during 7 & 8.96 prior to the next season's deployment. *Note:* at the end of the 1996/97 season the aircraft was scheduled to return to Kidlington, Oxford, not Fairoaks, for annual servicing.

BAS 1996/97 Antarctic Deployment: Fairoaks> Kirkwall> Reykjavik on 7.10.96;> Sondre Stromfjord, Greenland 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. Fossil Bluff, Halley, Larsen Ice Shelf, Haub Mountains (17.12.96), Sweeney Mountains (11.2.97), Mount Bond (25.2.97), Sky-Blu & Sky-Hi. 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> Porto 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. Local test and training flights commenced there on 23.5.97 and continued on a regular basis until 30.6 when it flew to Guernsey, returning on 10.7.97 for a number of local training flights prior to deployment.

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. During its time in Antarctica, support flights made to e.g. Mars Glacier; Marambio (Argentine Base) on 2.2.98; Jason Peninsula (17.2.98) and the Larsen Ice Shelf. 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. Flown from there to Woodford on 5.6.98 for the Air Show and from there to Duxford on 7.6 where it remained until 18.6 when it returned to Kidlington. On 24.7.98 it departed there for the International Air Tattoo at RAF Fairford, Glos. and returned to Kidlington, 27.7.98. A total of three further local test & training flights from 7-9.98 was made prior to flying south to Rothera.

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. Among places visited during the deployment were Fossil Bluff, Signy, Sky-Blu and Haag Nunatak. At the end of season it flew

Right: A pair of BAS Twin Otters, with VP-FBL in the foreground, parked in the bright, warm, sunshine at Stanley Airport on 8.3.06. (Author's photo)



from Rothera to Stanley Airport 4.3.99 and from here made a total of three photographic sorties on 6 & 7.3 before departing for 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. Test & training flights commenced here with two local ones on 17 & 19.5.99. Noted at the PFA Rally at Cranfield, Beds. on 3.7.99 having just flown in from Hinton-in-the-Hedges, Northants. Later, back at Kidlington, it went to/from Coventry on 20.7.99. On 4.9.99 it flew a Cross Country pilot training flight from Kidlington, via Derry Airport (Londonderry/Eglinton), to Aberdeen and from there to Teeside (Co. Durham) 6.9 and back to Aberdeen on 8.9 continuing the same day to Kirkwall. From there, on 9.9, to Scatsa, Shetlands; then on to Sanday, Orkneys, before returning to Kirkwall where it refuelled and flew back to Kidlington the same day for final preparations prior to deployment south.

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 Intl. 14.10> Stanley Airport 15.10 and from there to Rothera on 23.10.99. Flown from Rothera to RAF Mount Pleasant/Mount Pleasant Airport (MPA), Falkland Islands on 5.11.99 for work under cover to be done on the aircraft. This completed, a test flight was flown from there on 1.12 which terminated at Stanley Airport from where it departed on 2.12.99 back to Rothera to continue BAS support duties. 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> 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. Test & training flights commenced with a local flight on 4.5.00 followed by a detachment to Rochester, Kent from 12-15.5.00. Varied locations such as, Coventry and Sackville Farm, Beds visited on 20.5; Popham, Hants. 22.5; Twycross, Leics. 5.7; Badminton, Glos. 19.7 and Kemble, Glos. 15.8.00 followed thereafter by a few local test flights prior to deploying to Rothera.

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. 7.10 > 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 Palmer, Citadel Lake on Alexander Island and Mars Glacier. At the end of the summer it departed from Rothera to Stanley Airport on 4.3.01. Stanley Airport to Montevideo Intl. 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. Test & training flights commenced with a local one on 15.6.01 and other places visited between then and when it deployed to Antarctica in 10.01 were: Duxford to: 19.7 and from: 20.7; Sackville Farm 23.7; Compton Abbas, Wilts. & RNAS Yeovilton on 20.8; Coventry and Sibson (Peterborough, Cambs.) 22.9 and then to RAF St. Mawgan, Cornwall, the same day before returning via Coventry to Kidlington on 24.9.01. At the end of the Antarctic season it would return, not to Kidlington, but to Guernsey for maintenance by Anglo Normandy Aeroengineering Ltd. (ANAEL).

BAS 2001/02 Antarctic Deployment: Kidlington> Seville, Spain 8.10.01> Tenerife (South) Apt.> Sal Island 9.10> 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 locations such as Sky-Blu, Fossil Bluff and Halley. At the end of the season it flew from Rothera to Stanley Airport on 3.3.02 and then to Montevideo Intl. 4.3.02> Porto Alegre, Brazil> 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 ANAEL. On 11.4.02 it went on a crew-training flight to Exeter via Bourn, Cambridge and Thruxton (Hants.) and a reverse route return to Guernsey on 12.4.02. Later, flights were made to places such as Duxford, Coventry, Sywell (Northants.) and Lands End, St Just, before deploying again to Rothera. At the season's end it would fly to Calgary, Canada for servicing by FAEL.

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. Among places visited during the deployment were, the South African Base at Vesleskorvet, Queen Maud's Land and Neumeyer on the Antarctic Peninsula. At the end of season it flew from Rothera to

Stanley Airport on 12.4.03 and then 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 KS> Casper Intl. WY 22.4> Calgary Intl. 23.4.03 for servicing and storage by FAWL. Remained inactive there until local air tests 17-19.9.03 and a final pre-deployment flight on 9.10.03.

BAS 2003/04 Antarctic Deployment: Calgary Intl> Casper Intl. 11.10.03> Liberal> Houston(Hobby) Apt. 12.10> Georgetown GC 13.10> Oranjestad 14.10> Manaus 15.10> Brasilia Intl. 16.10> Florianópolis Intl., Brazil 17.10> Montevideo Intl. 18.10> Stanley Airport 19.10 and from there to Rothera on 20.10.03. Whilst on BAS deployment it visited such locations as Fossil Bluff, Halley, Mars Glacier and Sky-Hi. At the end of season it flew from Rothera to Stanley Airport 29.2.04 and then to Montevideo Intl. on 4.3> 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. 13.3.04 for servicing and storage by FAWL. Local Air-testing commenced there on 24.5.04 with a series of local flights between then 7.7.04 when it flew from Calgary Intl. to La Ronge SK and Churchill MB and on to Coral Harbour Airport, Nunavut and Iqaluit (previously Frobisher Bay), Nunavut on 8.7.04. From here to Sonde Stromfjord on 9.7.04 for the **North Greenland Ice core Project** (NGRIP) which involved a series of Greenland icecap global warming data-gathering flights utilizing BAS-developed "PASIN" airborne radar system which can, to obtain data penetrate thick ice to a depth of 4 kms. To Ilulissat (Jakobshavn), Greenland on 15.7 and Upernavik, West Greenland 17/18.7 and flew to Summit Station at the peak of the Greenland Ice Cap on 19.7.04 before returning the same day to Sonde Stromfjord. Departed there for Iqaluit 20.7 and on to Cape Dorset Airport, Nunavut, Coral Harbour and Churchill on 21.7 before proceeding to La Ronge and Calgary Intl. on 22.7.04. Local area training flights from here during 8 & 10.04 prior to leaving for Rothera.

BAS 2004/05 Antarctic Deployment: Calgary Intl.> Casper Intl. 6.10.04> Liberal> Houston (Hobby) Apt. 7.10> Cancun Intl., Mexico 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. Among locations visited during the season were Sky-Blu and, e.g. on 18/19.11.04, the **Rutford Area Base of Ice Drilling** (RABID) near Mount Vinson which, at 4897 metres, is the highest peak in Antarctica. At the end of season it flew direct from Rothera to Punta Arenas on 25.2.05> Concepción 26.2> Arica 27.2> Guayaquil 28.2> Conzume Intl., Mexico> 1.3> Houston (Hobby) Apt. 3.3> Liberal> Casper Intl. 4.3> Calgary Intl. 5.3.05 for maintenance and short-term storage by FAWL. Local air tests on 6, 8, 14 & 15.6 prior to flying to La Ronge 16.6.05> Churchill> Iqaluit 17.6> Keflavik 18.6> Wick, Caithness, 19.6> Duxford 20.6.05 for outside storage and pilot training pending return to Canada in 8.05 for servicing prior to Antarctic deployment. Throughout 7/8.05, numerous local air test & pilot training flights were made from Duxford e.g. 1 & 8.7.05 + 8.8.05. It departed Duxford on 14.8.05 for Wick and Keflavik> Iqaluit 15.8> Churchill 16.8> Calgary Intl.17.8 for pre-Antarctic deployment servicing by FAWL. Following a local air test on 28.9.05 and a return check flight to Calgary (Springbank) Apt.on 30.9.05, it departed Calgary Intl. to Casper Intl. on 3.10.05> Liberal> Houston (Hobby) Apt. 4.10> Conzume Intl. 5.10> Hato 6.10> Manaus 8.10> Brasilia Intl. 9.10> Florianópolis Intl. 10.10> Montevideo Intl. 11.10> Stanley Airport 12.10. Departed on the final leg to Rothera on 15.10 but returned to Stanley due bad weather en-route. Flight to Rothera successfully completed on 17.10.05. On 24.10.05 as part of a joint BAS/New Zealand (NZ)/USA survey, it made a 9.83 hours trip from Rothera to the ski-way at NZ's South Pole station known as Amundsen-Scott/Jack F.Paulus. Other NZ locations visited in the area before it returned to Rothera on 1.2.06 were Terra Nova Bay and the ice runway at McMurdo Station. After the summer season it (along with VP-FAZ) flew from Rothera to Stanley Airport 25.2.06 and remained there for three months until (accompanied by VP-FAZ) 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 NF 28.5> Narsarsuaq 29.5> Keflavik 30.5> Kidlington 31.5.06 for servicing and storage by CSEAL.

BAS 2006/07 Antarctic Deployment: Kidlington> Porto 7.11.06> Tenerife (South) Apt. 8.11> Praia, Santiago Island, Cape Verde Islands 9.11> Natal 10.11> Rio de Janeiro Intl. 12.11> Montevideo Intl. 13.11> Stanley Airport 14.11> Rothera 19.11.06. Current as at 20.1.07.

Note 1: For the One Hour first flight, two written dates of 27.7 & 29.7.88 (sourced from the aircraft Log-Books & other references) have been proffered with a positive bias towards the latter. This seems to be at

Right: FIGAS Islander VP-FBM - alias G-BLNZ - at Fair Oaks on 11.5.89 where it was fitted with long-range tanks. It was delivered in these UK marks to the Falkland Islands where the temporary identity was quickly removed. (Author's photo)



odds with normal DHC practice where a first flight involved use of the Canadian test regn. It is possible that the first flight/acceptance flight was made on 27.7 prior to the aircraft being painted as VP-FBL but, as Author, I am of the opinion that the actual First Flight date was sometime between 8.7 & 26.7 with subsequent test flights on 27.7 & 29.7. However, via the Editor, I await reader confirmation or otherwise.

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 West Ltd. (i.e. Calgary Intl.) and Field Aviation East Ltd. (i.e. Toronto Intl.). Occasionally, ref is also made to Field Aviation Co. Inc. (West) and (East).

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

Note 5: The reason, allegedly, for photographing and making landings & take-offs at these West Falkland settlements was to assess their suitability as alternate emergency landing airstrips e.g. for aircraft transiting from Punta Arena, Chile to Stanley Airport or RAF Mount Pleasant/Mount Pleasant Airport and encountering bad weather en-route. During the 1982 Argentine occupation, DHC-6 Twin Otter (T-82) of Grupo 9 de Transporte Aereo extracted downed Fuerza Aérea Argentina pilots, and a few other wounded personnel from Pebble Island (West Falkland) airstrip on 28/29.5.82. BAS use of such airstrips was therefore a feasible option. BAS DHC-7-110 VP-FBQ did a similar exercise on 20.10.03 at Saunders Island at the western extremity of West Falkland.

VP-FBM Pilatus-Britten Norman BN-2B-26 Islander c/n 2200

Built in Bucharest, Romania by Intrepinderea de Avione Bucuresti (IAVB) at Baneasa Airport and first flown there on 26.3.88 marked as G-BLNZ before being ferried as such (UK Regn reservation issued on

3.9.84) to PBN, Bembridge where it arrived on 12.5.88 for selling, painting and fitting out. A reported sale to Loganair Ltd., Glasgow, never materialised. Instead, it was purchased for FIGAS to replace BN-2B-27, VP-FBF, (See Note 1) and painted in FIGAS colours including FI Regn letters, VP-FBM. However, for delivery purposes it retained superimposed, and easily removable, G-BLNZ markings. Flown from Bembridge to Fair Oaks on 8.5.89 for long-range tanks to be fitted by Mann Aviation Ltd. (MAL) (See Note 2) and, flown by ferry pilot Janet Ferguson, it departed there on 16.5.89 for Reykjavik, Iceland, and thereafter routed to the Falkland Islands via North and South America, arriving at Puerto Montt, 27.5.89; Punta Arenas (both in Chile) 28.5.89 before completing the flight to Stanley Airport on 29.5.89. Although FI Regn carried underneath the UK Regn, it did not legitimately carry VP-FBM (as per FI Regn Certificate (No.38)) until 6.6.89 i.e. the day after it's UK regn was officially cancelled. First flight as VP-FBM took place on 7.6.89. Current with FIGAS as at 20.1.07.

Note 1: FIGAS, standardizing on BN-2B-26 Islander, released VP-FBF for sale abroad (See 'Archive' Winter 2006 Page178).

Note 2: Because of their association with the BAS Twin Otter fleet, MAL had experience in fitting long-range tanks and the planning associated with ferry flights to Antarctica/Falkland Islands.

VP-FBN Pilatus-Britten Norman BN-2B-26 Islander c/n 2216

Built in Bucharest, Romania by Intrepinderea de Avione Bucuresti (IAVB) at Baneasa Airport and first flown there on 9.10.89 marked as G-BRFY (UK Regn issued on 25.7.89) before being ferried as such to PBN, Bembridge where it arrived on 20.10.89 for selling, painting and fitting out. One of two purchased in early 1990 by the FI Govt. to be operated by FIGAS on Fishery Patrol duties (replacing Dornier Do228-200, VP-FBK) and painted as VP-FBN in FIGAS colours with Fishery Patrol markings including the blue/yellow Fisheries Protection pennant either side of the nose. However, for delivery purposes it retained superimposed, and easily removable, G-BRFY markings. Flown Bembridge to Prestwick 12.6.90 and on to Reykjavik, Iceland 13.6.90 and routed via Greenland, Goose Bay, Labrador and the rest of North & South America to Punta Arenas, Chile from where it flew to RAF Mount Pleasant/Mount Pleasant Airport (MPA) on 2.7.90 (diverted

Right: FIGAS Islanders are an essential means of travel in the Falklands, especially to those living in remote settlements on West Falkland such as Saunders Island where VP-FBM was photographed on final approach to the airstrip there on 26.1.05. (Richard Hewitt)





Left: Passengers and cargo being unloaded from FIGAS Islander VP-FBM at Carcass Island settlement, West Falkland, on 26.1.05. (Richard Hewitt)

Below: Schoolchildren from Stanley being shown round VP-FBO, a FIGAS-operated Fishery Patrol Islander with the other Fishery example VP-FBN in the foreground. Clearly visible on 'FBN' is the Bendix radar nose and the Fisheries Protection blue and yellow pennant. On the right hand side is passenger variant VP-FBD and two other Islanders. (Anna King ©)



there due to bad weather at Stanley Airport). Still marked as, and using G-BRFY as a call-sign, it made the short positioning flight to Stanley Airport on 3.7.90. First operated as VP-FBN on a circuit-flying test flight on 7.7.90. This was in accordance with FI Regn Certificate (No.39) issued on 6.7.90: the UK Regn being officially cancelled 19.7.90. Further local test flights on 8 & 9.7.90 before making its first Fishery Patrol sortie on 13.7.90. Current as at 20.1.07 with FIGAS on Fishery Patrol duties (See Note 1 & Note 2).

Note 1: The aircraft, equipped with Bendix surveillance radar, is currently operating on behalf of the Falkland Islands Fisheries Department.

Note 2: G-BFRY/VP-FBN was delivered to the Falklands fitted with underwing auxiliary tanks. They were used on early Fishery Patrol flights but later discontinued as being deemed unnecessary.

VP-FBO Pilatus-Britten Norman BN-2B-26 Islander c/n 2218

Built in Bucharest, Romania by Intrepindieria de Avioane Bucuresti (IAVB) at Baneasa Airport and first flown there on 23.11.89 marked as G-BRGA (UK Regn issued 25.7.89) before being ferried as such to PBN, Bembridge where it arrived on 4.12.89 for selling, painting and fitting out. One of two purchased in Spring 1990 by the FI Govt. to be operated by FIGAS on Fishery Patrol duties (replacing Dornier Do228-

200, VP-FBK) and painted as VP-FBO in FIGAS colours with Fishery Patrol markings including the blue/yellow Fisheries Protection pennant either side of the nose. However, for delivery purposes it retained superimposed, but easily removable, G-BRGA markings. Flown Bembridge to Reykjavik (via Prestwick) on 4 or 5.7.90 and routed via Greenland, Goose Bay, Labrador and the rest of North & South America until it arrived Punta Arenas, Chile from where it flew to Stanley Airport on 16.7.90 still marked as, and using, G-BRGA as a call-sign. First operated as VP-FBO on 27.7.90 in accordance with FI Regn. Certificate (No.40) issued on 20.7.90: the UK Regn being officially cancelled on 19.7.90. Its first Fishery Patrol sortie was on 22.8.90. Current as at 20.1.07 with FIGAS on Fishery Patrol and Calibration duties (See Note 1; Note 2 & Note 3).

Note 1: See Note 1 of VP-FBN earlier.

Note 2: In 1996 VP-FBO was fitted with a special multi-faceted mirror nose for calibration of landing aids at MPA. The modification is approved by PBN & Flight Precision Ltd. (a UK company specializing in Flight Inspection services and Navigational Aids calibration)

Note 3: G-BRGA/VP-FBO was delivered to the Falklands fitted with underwing auxiliary tanks. They were carried on early Fishery Patrol flights but their use was later discontinued as being deemed unnecessary.



Left: On stand-by in the bright sunshine outside the FIGAS hangar at Stanley Airport on 31.1.92 is Fishery Patrol BN-2B-26 Islander VP-FBO. (Peter J Cooper)

VP-FBP Reims/Cessna F172M Skyhawk

c/n F17201058

Built by Reims Aviation SA at Reims-Prunay airfield, France in late 1973. About completion time, it was initially UK-Registered as G-BBLK on 28.9.73 in the name of Cessna agent Rogers Aviation Ltd., Cranfield, Beds. but not taken up. (Note: It was not officially cancelled as "ntu/not imported" until 9.4.74). Subsequently, in 10.73, it was Dutch Registered as PH-KDE for delivery to another Cessna agent, Air Service Holland BV (ASHBV) based at Teuge. It was test flown as 'KDE on 18.10.73 (i.e. almost certainly its first flight) together with completion of weight & balance paperwork. Finally, sometime during 5.74, it was allotted a new Dutch Regn, PH-GDR, still in the name of ASHBV. However, this was quickly rescinded and the regn PH-KDE re-instated on 30.5.74. Delivered to ASHBV at Teuge circa 28.5.74, by which time it had accumulated a total flying time of 3:50hrs. The next known flight was on 31.5.74. Sold by ASHBV to Vliegdiens Holland Noord BV on 15.7.74 and based at De Kooy from then until 25.5.78 when it was traded in with ASHBV against a new Cessna. Sold in the UK in late 1978 by ASHBV to I.Willis, Digswell, Welwyn, Herts. Consequently the Dutch Regn was cancelled on 24.10.78 and it was officially allotted a personalized UK Regn G-IWPL (ie the initials of his company: Ian Willis Publicity Ltd., Panshanger, Herts.) on 4.1.79. This was purely an administration "paper date" because earlier, on 6.11.78 at Teuge, the letters PH-KDE were physically removed from the airframe and G-IWPL applied on 7/8.11.78 (See Note 1) prior to its first flight in British markings on 8.11.78. Flown from Teuge to Leeds/Bradford Airport, Yorks. on 17.11.78 and then to Sherburn-in-Elmet, Yorks. 20.11.78 for handover to the new owner. (Note: Not known whether subsequently based at Panshanger). Sold through/by Rogers Aviation Ltd., Cranfield in late 1980 (at 2415:45 hours) to Mrs. Winters of Reedy Supplies Ltd., Dunsford, near Exeter, Devon. First flight with the new operator was on 21.12.80 prior to 26.1.81 it when it had an Annual Inspection by West Country Servicing Ltd. at Exeter Airport. By 5.4.90 it was available for sale with Bob Crowe Aircraft Sales Ltd. at Cranfield. Purchased by R.W.Lee of Port Howard Farm Ltd., West Falkland, Falkland Islands. Its last flight at Cranfield, prior to being dismantled and containerized for export by Rogers Aviation Ltd., was on 12.4.90 giving a total of 2861:05 hours. Its UK Regn was cancelled on 9.8.90 and, although officially not allotted FI Regn VP-FBP until 29.10.90 (as per Certificate (No.47) : i.e. after arriving in the Falklands), it is believed to have had its new markings applied prior to leaving Cranfield. Delivery details as yet unknown other than it was shipped to Stanley Harbour circa 5-9.90 and taken to Stanley Airport for assembly by FIGAS. Post assembly, it reportedly first flew there on 1.10.90 with landings and take-offs by R.Lee (accompanied by FIGAS pilot, E.Anderson) at Salvador and Douglas Station (both East Falkland) before returning to Stanley Airport. This was followed by local familiarization flights on 27 & 29-31.10 and to/from Salvador, East Falkland on 1.11.90. More local flying by Rodney Lee at Stanley Airport on 2.11 followed by a more extensive cross country trip on 3.11 involving overflying Salvador, Douglas Station, Jersey Point, and Port Howard before returning to Stanley Airport. The date of the delivery flight to its home base at Port Howard is unconfirmed but, on 18.11.90, it made a return flight from Port Howard to Stanley Airport. Whilst taxiing at Port Howard on 1.10.93, the propeller and starboard wing tip struck the ground shock-loading the engine. The propeller, engine and bearings were removed in situ and the engine had to be returned to UK for repair. Meanwhile, bereft of an aircraft at a time he needed it for business and commuting to/from Stanley, R.Lee purchased Reims/Cessna F.172P, VP-FBJ, from R.Pitaluga of Salvador (See 'Archive' Winter 2006 Page 178) with the sale condition that it was re-registered VP-FBT. The repaired 'FBP first flew on an as-yet-unknown date (reportedly at Port Howard) and remained at Port Howard-based until 4.5.95 when Rodney flew it from there to Stanley Airport for storage prior to sale to Paul Robertson of Port Stephens, West Falkland (3079:39 hrs total). The sale was completed on 7.9.95 but as Paul was employed at the time flying BAS DHC-6-300 Twin Otters from Rothera, Antarctica, the aircraft remained unused at Stanley Airport until he returned at the end of the season in VP-FBL which arrived at Stanley Airport from Rothera on 1.3.96. He made three "touch & goes" at the Airport in 'FBP on 4.3.96 with more familiarization flying on 5.3, before departing Stanley on 6.3.96 for his home base at Port Stephens. He and his "other half", Diane Towersey (who also flies the aircraft), use it for farm-related work and commuting to/from Stanley Airport where Paul is also employed as a FIGAS pilot. Current as at 20.1.07.

Note 1: The precision of the dates of removal & application of the Dutch & UK Registration letters is because Air-Britain member, Ian Wilson, was working on the aircraft at the time!



Above: Seen hangared at Stanley Airport in 3.91 is Reims/Cessna F172M VP-FBP, owned at the time by Rodney Lee and based at Port Howard, West Falkland. (Vernon Steen)

Below: Parked at Stanley Airport on 8.3.06, VP-FBP is now normally based at Port Stephens, West Falkland by current owner FIGAS pilot Paul Robertson. (Author's photo)



VP-FBQ de Havilland DHC-7-110 Dash 7

c/n 111

Constructed at DHC Downsview ON against an order from UK-based Eurocity Express Ltd. and allotted Transport Canada (TC) temporary test regn, C-GDNG on 9.3.88. Marked as such, it first flew from there on 10.4.88. UK Regn G-BOAX allocated on 25.4.88 (See Note 1). On 28.4.88, after a total of 8 hours, the test-flying programme was considered complete and the aircraft readied for delivery to the by then renamed, London City Airways Ltd. (LCAL) (See Note 1). Departed Canada on 30.4.88 as G-BOAX and arrived at Manchester on 4.5.88 where final acceptance checks were carried out on 11.5.88 by Manchester based Dan-Air Engineering Ltd., and the CofA issued. Crew-training also commenced that day and on 12.5.88 it positioned to London City Airport ready for the first operational LCAL flight from London City to Brussels on 13.5.88. After the final LCAL London City to Amsterdam service on 26.3.90, the Company's DHC-7-110 fleet requirements reduced to two aircraft. It loaned two aircraft (G-BOAX & 'OAZ) to Brymon Aviation Ltd. (BAL) and of these G-BOAZ is confirmed as being repainted at Teeside, Co. Durham, in "Brymon" colours after its arrival there on 30.4.90. G-BOAX was transferred as of 1.5.90 to Plymouth-based Brymon Airways (the operational name of BAL). The aircraft last flew on 30.6.90 (giving a total of 4734:28 airframe hours) before going into temporary storage at Plymouth (Roborough) Airport and later, on 26.7.90, being purchased from Air Associates Ltd. by Natural Environment Research Council (NERC) on behalf of BAS (See Note 2). It was reportedly leased back by LCAL from NERC for the period 3.8-1.9.90 (See Note 3) but the lease appears to have been terminated early because, on 16.8.90, the aircraft's documents were passed to British Midland Airways Ltd. (BMAL) which was, in effect, coincidental with LCAL being absorbed into BMAL as of 1.9.90. 16.8.90 was also on/about the date the aircraft was returned to NERC/BAS at Plymouth for maintenance by BAL and short-term storage. Following a successful CofA 20mins test flight at Plymouth on 24.10.90 (Note: this was to alter the Category from Transport to Private use) the aircraft documentation, and formal ownership of the aeroplane, were passed from BMAL to BAS on 26.10.90 prior to the aircraft departing Plymouth for Reykjavik, Iceland the same day, still marked as G-BOAX. Departed Reykjavik 27.10 and, in two legs, arrived at Toronto Intl. the same day (total hours 4751:50) for assessment and storage prior to extensive modification work by Field Aviation Co. Inc. (See Note 3 of VP-FBL earlier) to meet BAS' Antarctic requirements (See Note 2). This work was due to be completed by 9.92. Allotted VP-FBQ as per FI Regn Certificate (No 42) dated 3.12.90: UK Regn cancelled 14.3.91. The aircraft was painted in overall red BAS colour scheme and marked, VP-FBQ. A Canadian Journey Log Book was raised by Field Aviation (East) Ltd. (FAEL) at Toronto Intl. on 11.9.91 and numerous test flights were made there during the period 12-18.9.91. No more confirmed until 4, 9 & 15.3.92 when a series of test flights were made prior to it departing to Field Aviation (West) Ltd.



Left: Sitting outside the DRA "L-Shed" hangar at Farnborough in mid July 1994 is the BAS Dash 7 VP-FBQ awaiting maintenance and modification work by Mann Aviation Ltd at the end of its first Antarctic season. (Peter J Cooper)

(FAWL) at Calgary Intl. on 17.3.92 and returning to Toronto Intl. on 19.9.92 for further work and storage by FAEL before delivery to BAS. After another series of test flights between 22.10 & 26.11.93, the Canadian Journey Log Book was closed on 27.11.93. It departed Toronto Intl. on 28.11.93 to Goose Bay from where it flew to Reykjavik on 29.11.93. To Cambridge from there 30.11.93 and finally to Plymouth on 2.12.93 prior to its first Antarctic deployment. Departed Plymouth 14.1.94 to Cambridge to pick up equipment and supplies from BAS HQ in the city before leaving on 19.1.94 for Lisbon, Portugal and Tenerife (South) Apt., Canary Islands, where it arrived the same day. Due to an engine problem which could not be rectified at Tenerife, it was flown on 3 engines via Toulouse, France, to Innsbruck, Austria, on 22.1.94 for an engine swap by Tyrolean Airways Luftfahrt GmbH (a DHC-7 operator). This work was carried out on 23/24.1 enabling the aircraft to return to Tenerife (South) Apt., via Toulouse, on 25.1.94. Departed to Sal Island, Cape Verde Islands 26.1.94 and on to Recife, Brazil the same day. From there on 28.1.94 to Sao Paulo, Brazil and Montevideo Intl., Uruguay, before flying to Stanley Airport, Falkland Islands, on 29.1.94 where a reception committee, including the Governor, was on hand to celebrate its arrival. The final leg to Rothera Station, Adelaide Island was flown on 31.1.94. Almost immediately after arrival at Rothera it assumed one of its prime rôles i.e. acting as an air-bridge between Rothera and Stanley. Flown Rothera to Stanley via the Chilean Station, Teniente Rodolfo Marsh Martin on King George Island, South Shetland Islands (more commonly referred to as, Marsh), on 1.2.94 returning direct to Rothera the following day. Similarly, another run on 8.2 to Stanley (via Marsh) returning to Rothera (via Marsh), 11.2. 14.2 saw it fly direct to Punta Arenas, Chile and back to Stanley Airport the same day before continuing to Rothera (via Marsh) on 16.2. An interesting, and historical, assignment took place on 22.2 when 14 huskies were airlifted to Stanley. This was the last time BAS used dogs on an Antarctic deployment. As the season was approaching its end several more support flights flew to Stanley including 25.2 when 12 passengers were flown there to connect up with the scheduled air service to RAF Brize Norton, UK, via Ascension Island. Another significant flight from Rothera to Stanley was the airlifting on 28.2.94 of BAS Twin Otter wheel-skis to Stanley. The removal of this extra weight allowed the Twin Otters to fly to the UK via Uruguay *et seq* negating the need to go via the long-established ferry route via Punta Arenas. 2.3.94 saw a round-robin trip from Stanley> Marsh?Rothera?Stanley to pick up four passengers from Signy, Antarctica. Finally, on 4.3.94, it departed Stanley Airport for Porto Alegre, Brazil and on to Recife on 5.3; Sal Island 6.3; Tenerife (South) Apt. 7.3; Nice, France 8.3 and from here to Innsbruck on 9.3.94 where the Tyrolean-owned engine was replaced by the repaired BAS powerplant. The aircraft then flew to Cambridge on 10.3.94 which marked the end of a successful first Antarctic season. At Cambridge, On 10.5.94 it flew to/from Duxford prior to flying to Plymouth on 19.5.94 for servicing by BAL. By this time, Mann Aviation Ltd. (MAL) located at Fair Oaks had been appointed to carry out general maintenance on the aircraft prior to its next Antarctic deployment. However, due to hangar accommodation limitations at Fair Oaks MAL, with the co-operation of Carroll Aircraft Co. Inc at Farnborough, arranged for it to be accommodated in L-Shed owned by the Defence Research Agency (DRA). Flown from Plymouth to Farnborough 13.7.94 and towed into the hangar (i.e. L-Shed) on 15.7 and there the servicing and deployment modifications were carried out by MAL. (Note: About this time BAS decided that at the end of the 1994/95 Antarctic season, maintenance would be carried out by Anglo Normandy Aeroengineering Ltd. (ANAEL) in Guernsey, Channel Islands). Delivered from Farnborough to Cambridge on 18.10.94 to uplift BAS personnel and materials before heading south to Rothera.

Because of the amount of data involved, from now until the BAS 2006/07 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 1994/95 Antarctic Deployment: Cambridge> Lisbon 24.10.94> Tenerife (North) Los Rodeos Apt., Canary Islands> Sal Island, Cape Verde Islands 25.10> Santiago Island, Cape Verde Islands> Fernando de Noronha, Brazil> Recife 26.10> Florianópolis Intl., Brazil 27.10> Montevideo Intl. 28.10> Stanley Airport 29.10> Rothera 2.11.94. During the season BAS support flights were made from Rothera to locations such as Marsh; Sky-Blu; Punta Arenas and, the Argentine Antarctic base at Marambio on 21.2.95. Additionally, numerous cargo and passenger flights to/from Stanley Airport. At the end of the deployment it departed Rothera to Stanley Airport on 12.3.95> Porto Alegre 13.3> Recife 14.3> Sal Island 15.3> Lisbon 16.3> Cambridge 17.3.95 where BAS personnel and stores were unloaded prior to temporary storage there. Delivered from Cambridge to Guernsey Airport on 6.6.95 for servicing and storage by ANAEL. Immediately prior to the next deployment a number of local test flights were made on 21.9 and 2&3.10.95 before departing to Cambridge on 18.10.95 to uplift BAS personnel and supplies.

BAS 1995/96 Antarctic Deployment: Cambridge> Lisbon 23.10.95> Tenerife (South) Intl.> Sal Island 24.10> Praia, Cape Verde Islands> Recife 25.10> Florianópolis Intl. 28.10> Porto Alegre> Montevideo Intl. 29.10> Stanley Airport 30.10> Rothera 31.10.95. BAS support flight to Stanley on 1.11 but the return flight to Rothera on 3.11 was aborted due to fuel transfer problems and it returned to Stanley. On 4.11 it flew to RAF Mount Pleasant/Mount Pleasant Airport (MPA) for the problem to be investigated under cover. Apparently resolved, it returned to Stanley 6.11 and on to Rothera 7.11. Further support flights to/from Stanley were during the period 8-16.11 but on the 16.11 flight to Stanley the problem recurred and it remained there for investigation culminating in a test flight there on 22.11. To MPA 23.11 and remained there for further assessment & rectification until it returned to Stanley Airport on 5.12. A test flight on 6.12 proved the system was still suspect and it departed on 7.12 for Porto Alegre en-route to Atlanta GA to have the problem resolved. Porto Alegre> Sao Paulo 8.12> Belém, Brazil 9.12, arriving at Miami FL 11.12> De Kalb-Peachtree Airport, Atlanta 12.12 for maintenance by Stevens Aviation, Inc. on the fuel transfer system. The problems still unresolved, it flew De Kalb-Peachtree > Bangor ME 20.1.96> Goose Bay 21.1> Nuuk, Greenland> Reykjavik 22.1> Guernsey 23.1.96 for servicing and storage by ANAEL. Two local post-maintenance test flights were made on 26.9 & 25.10.96 prior to it departing south.

BAS 1996/97 Antarctic Deployment: Guernsey> Lisbon 27.10.96> Tenerife (South) Apt.> Sal Island 28.10> Recife 29.10> Florianópolis Intl. 30.10> Montevideo Intl. 31.10> Stanley Airport 1.11> Rothera 3.11.96. During the BAS deployment numerous visits to/from Stanley 12.96-1.97 and depot replenishment sorties from Rothera to Sky-Blu 1-2.97. At the end of season flew from Rothera to Stanley Airport 9.3.97 and on to Porto Alegre 11.3> Recife 12.3> Sal Island 13.3> Porto, Portugal 14.3> Kidlington 15.3 and from there to Guernsey the same day for servicing and storage by ANAEL. Local test & training flights made on 4&5.7.97 prior to flying to Duxford on 6.7.97 to collect BAS Cambridge HQ personnel and take them that day to Værløse, Copenhagen, Denmark where a conference was being held to discuss the Antarctic tasks of e.g. the DHC-7, and other survey aircraft. Returned personnel to Duxford on 10.7.97 and continued the same day to Guernsey and back into storage. Local test & training flights recom-

Right: DHC-7-110 VP-FBQ originally operated shuttle services as G-BOAX to European cities out of London City Airport. Here it is seen posing over a slightly less hospitable Antarctic landscape, an environment in which it plays a significant role for BAS.
(BAS/NERC ©)



menced during 9&10.97 (e.g. 10.9 & 2.10) prior to the next trip south.

BAS 1997/98 Antarctic Deployment: Guernsey> Faro, Portugal 20.10.97> Sal Island 21.10> Recife 22.10> Florianópolis Intl. 23.10> Montevideo Intl. 24.10> Stanley Airport 25.10> Rothera 27.10.97. Throughout the deployment numerous support & supply flights were made to/from Stanley Airport/MPA and to/from Sky-Blu. At the end of the season departed Rothera for Stanley Airport 8.3.98 and on to Porto Alegre 9.3.98> Recife 10.3.98> Sal Island 11.3> Tenerife(South) Apt.> Porto 12.3.98> Kidlington 13.3 and then to Guernsey the same day for servicing and storage by ANAEL. Test flown 5.6.98 prior to departing the same day to Woodford for the Air Show there. Left Woodford 7.6.98 going initially to Plymouth then on to Duxford the same day where it remained in outside storage until it flew to Guernsey on 17.6.98. Pre-season local training flights were conducted on 30.7, 21.8 & 1.10 prior to it flying south to Antarctica. At the end of the deployment the aircraft would not return to Guernsey but instead go to FAWL in Calgary for two seasons' maintenance and storage.

BAS 1998/99 Antarctic Deployment: Guernsey> Faro 19.10.98> Tenerife (South) Apt. 20.10> Sal Island 22.10> Recife 23.10> Florianópolis Intl. 24.10> Montevideo Intl. 25.10> Stanley Airport 26.10> Rothera 27.10.98. As in previous years, numerous supply & support flights to/from Stanley Airport and Rothera to/from Sky-Blu. At the end of season it flew to Stanley Airport from Rothera 7.3.99 and on to Florianópolis Intl. direct on 8.3> Manaus 9.3> Montego Bay, Jamaica 10.3> Houston (Hobby) Apt. 11.3> Calgary Intl. 12.3.99 for servicing and storage with FAWL. Pre-deployment training commenced on 14.9.99 with a round-robin flight from Calgary to Revelstoke BC and another to Fairmont and Nelson, BC on 15.9 followed by others to differing locations before proceeding south for the Antarctic season.

BAS 1999/2000 Antarctic Deployment: Calgary> Houston (Hobby) Apt. 19.10.99> Montego Bay 20.10> Caracas Intl., Venezuela 21.10> Manaus 22.10> Florianópolis Intl. 23.10> Montevideo Intl.> Stanley Airport 24.10> Rothera 31.10.99. As previously, the season at Rothera consisted mainly of stores & supply flights to/from Stanley Airport and to/from Sky-Blu. Departed Rothera to Marsh on 5.3.00 and on to Stanley Airport the same day> Florianópolis Intl. 7.3> Manaus 8.3> Montego Bay 9.3> Houston (Hobby) Apt. 10.3> Calgary Intl. 11.3 for servicing and storage with FAWL. Pre-deployment training & test flights at Calgary commenced on 20.6.00 and continued throughout 6 & 8.00 before it went south to Rothera in mid-10.00. At the season's end it would deploy initially back to the UK before going to FAEL at Toronto Intl. for servicing and test & training flights.

BAS 2000/01 Antarctic Deployment: Calgary> Houston (Hobby) Apt. 16.10.00> Montego Bay 18.10> Caracas Intl. 19.10> Manaus 20.10> Florianópolis Intl. 21.10> Stanley Airport 22.10 and after a weather delay, flew on to Rothera 1.11.00. As per previous seasons, the bulk of support and supply sorties were to/from Stanley and to/from Sky-Blu with occasional flights to e.g. Marsh (27.12) and Punta Arenas (2-3.2.01). The season ended with a flight from Rothera to Stanley Airport on 4.3.01> Montevideo Intl. 5.3> Sao Paulo 6.3> Salvador Intl., Brazil 7.3> Fernando de Noronha Island, Brazil 9.3> Sal Island 10.3> Tenerife (South) Apt. 11.3> Porto 12.3> Kidlington 13.3 and from there to Coventry the same day where it would be located for intensive crew

training. On 26.4.01 it made a test flight to/from Kidlington. Based at Coventry, many local training and test flights were made from there during 5 & 6.01 prior to leaving for Shannon, Ireland on 5.6.01 and continuing the same day direct to St. John's, Newfoundland, from where it departed on 6.6.01 to Toronto Intl. for servicing and storage with FAEL. Commenced test & training flights there on 11.8.01 (to/from Hamilton, ON), and these continued until 3.10.01 when it departed Toronto Intl. for Gander, Newfoundland, and from there direct to Coventry on 4.10.01. Positioned to Kidlington 7.10.01 prior to flying south to Rothera.

BAS 2001/02 Antarctic Deployment: Kidlington> Seville 8.10.01> Tenerife (South) Apt.> Sal Island 9.10> Natal, Brazil 10.10> Salvador Intl. 11.10> Sao Paulo 13.10> Montevideo Intl. 14.10> Stanley Airport 15.10 and, after a weather diversion back to Stanley Airport on 21.10, it completed the last leg to Rothera on 23.10.01. BAS re-supply and support flights to Stanley Airport, Sky-Blu, and round trip visits e.g. to Marambio and Marsh from Rothera on 22.11 and a medevac flight from Stanley Airport to Montevideo on 15.1.02, returning 16.1, were made during the season before it departed Rothera on 3.3.02 for Stanley Airport and on to Montevideo Intl. 4.3> Porto Alegre> Rio de Janeiro Intl., Brazil 5.3> Salvador Intl. 6.3> Fernando de Noronha 7.3> Santiago Island 8.3> Tenerife (South) Apt. 9.3> Seville 10.3> Guernsey> Cambridge 11.3 where BAS personnel and supplies were offloaded. Remained at Cambridge until 18.3.02 when it flew direct to Nuuk and from there direct to Calgary Intl. on 19.3.02 for servicing and storage with FAWL. Local test flights commenced there on 26.6.02 and continued until 18.8.02 when it departed for Churchill, Manitoba, and continued the same day direct to Prestwick (a flight of 13.75 hours). To Cambridge 19.8.02 and on to Duxford the same day. Training flights were conducted there from 20-25.8.02 including one to Lands End (St. Just) (out 24.8: in 25.8). It positioned again to Lands End on 6.9.02 and from there the same day to Coventry where further training flights were made during 9.02 prior to flying south to Rothera.

BAS 2002/03 Antarctic Deployment: Coventry> Guernsey 7.10.02> Seville 8.10> Tenerife (South) Apt. 9.10> Santiago Island 10.10> Natal 11.10> Salvador Intl. 12.10> Rio de Janeiro 13.10> Montevideo Intl. 15.10> Stanley Airport 16.10 before completing the last leg to Rothera on 30.10.02. As normal, the deployment chiefly consisted of the air-bridge to Stanley to re-supply mainly Rothera and Sky-Blu. The season ended on 15.4.03 when it flew from Rothera to Stanley Airport and on to Montevideo Intl. 16.4> Brasilia Intl., Brazil 17.4> Manaus 18.4> Oranjestad, Aruba Island, Aruba 19.4> Kindley Field, Bermuda 20.4> Toronto Intl. 21.4 and from there to Calgary Intl. on 22.4.03 for maintenance and storage by FAWL. Four test flights were made there on 4, 5, 6 & 7.8.03 prior to it making an out-of-season supply flight to Rothera.

BAS 2003/04 Antarctic Deployments: Calgary Intl.> Houston (Hobby) Apt. 8.8.03> Oranjestad 9.8> Manaus 10.8> Florianópolis Intl. 11.8> Stanley Airport 12.8> Rothera 13.8. Following an overnight stay, it departed to Stanley Airport on 14.8 and on to Florianópolis Intl. 15.8> Manaus 16.8> Oranjestad 17.8> Houston (Hobby) Apt. 18.8 and on to Calgary Intl. on 19.8.03 where locally-based pilot training flights were made on 22.8, 22.9 and 9.10 prior to leaving for the season's Antarctic



Above: On its return to Kidlington on 14.4.06 a welcome sight for BAS DHC-7 VP-FBQ was an Ably Shelters Ltd relocatable hangar. This allowed under cover maintenance and storage there for the first time. Although primarily intended for the Dash 7, it can also be used for Twin Otter servicing. (BAS/NERC ©)

operations. Calgary Intl.> Casper Intl. 11.10.03> Houston (Hobby) Apt. 12.10> Georgetown GC 13.10> Hato, Curacao, Netherlands Antilles 14.10> Manaus 15.10> Brasilia Intl. 16.10> Florianópolis Intl. 17.10> Montevideo Intl. 18.10> Stanley Airport 19.10. Flown on 20.10.03 by BAS pilot A.Tuson to Saunders Island, West Falkland ostensibly to assess the suitability of the main runway (548 x 30 metres.) for potential future emergency use by the DHC-7. Following a successful full-stop landing and take-off sequence, it returned to Stanley Airport the same day and departed there for Rothera on 22.10.03. The season consisted of the usual Rothera air-bridge and re-supply taskings to/from Stanley Airport and Sky-Blu plus occasional visits to places such as Marsh (e.g. 18.1.04) and Punta Arenas (9/10.2.04). Departed Rothera 2.3.04 to Stanley Airport and on to Montevideo Intl. 4.3> Florianópolis Intl. 5.3> Brasilia Intl. 6.3> Manaus 7.3> Hato 8.3> Georgetown GC 10.3> Houston (Hobby) Apt. 11.3> Calgary Intl. 12.3.04 for maintenance and storage by FAWL. Locally-based test and training flights commenced on 8.6.04 and continued on a low-key basis until the last one prior to deployment was made to/from Nelson on 5.10.04.

BAS 2004/05 Antarctic Deployment: Calgary> Casper Intl. > Houston (Hobby) Apt. 8.10.04> Cancun Intl., Mexico> Hato 9.10> Manaus> Brasilia Intl. 11.10> Florianópolis Intl. 13.10> Montevideo Intl. 14.10> Stanley Airport 15.10.04. Two pilot training sorties made from Stanley Airport on 19.10.04 before it departed to Rothera on 30.10.04. Thereafter, numerous BAS support flights made to/from Stanley Airport; Sky-Blu; Marsh and Punta Arenas. The season ended with it departing Rothera to Stanley Airport 11.3.05 and on to Montevideo Intl. 13.3> Florianópolis Intl. 14.3> Brasilia Intl. 15.3> Manaus 16.3> Hato 17.3> Conzume Intl., Mexico 19.3> Houston (Hobby) Apt. 20.3> Liberal> Casper Intl. 21.3> Calgary Intl. 22.3.05 for servicing and storage by FAWL. Air tests and training flights made on 1 & 10.6.05 before it departed on an out-of-season supply/medical flight to Rothera in 8.05.

BAS 2005/06 BAS Antarctic Deployments: Calgary Intl.> Houston (Hobby) Apt. 18.8.05> Hato 19.8> Manaus 20.8> Florianópolis Intl. 21.8> Montevideo Intl.> Stanley Airport 22.8> Rothera 24.8> Stanley Airport> Montevideo Intl. 25.8> Florianópolis Intl. 26.8> Manaus 27.8> Hato 28.8> Houston (Hobby) Apt. 29.8> Calgary Intl. 30.8.05 and back into temporary storage with FAWL prior to Antarctic summer season deployment. At the season's end it was to be ferried back to UK for servicing and storage with CSE Aviation Ltd. (CSEAL) at Kidlington (See Note 4 of VP-FBL earlier). Calgary Intl.> Casper Intl.> Houston (Hobby) Apt. 15.10.05> Conzume> Hato 16.10> Manaus 18.10> Brasilia Intl. 19.10> Florianópolis Intl. 20.10> Montevideo Intl. 21.10> Stanley Airport 22.10> Rothera 25.10.05. As in previous seasons numerous air-bridge and support flights made from Rothera to/from Stanley Airport; Punta Arenas and Sky-Blu. At the deployment's end, flown from Rothera to Stanley Airport 5.3.06 and on to Montevideo Intl. 8.3> Rio de Janeiro 9.3> Recife 10.3> Fernando de Noronha> Praia, Santiago Island 13.3> Tenerife (South) Apt. 14.3> Seville 15.3> Kidlington 16.3 for maintenance and storage by CSEAL (see Note 4 of VP-FBL earlier). Circa 14.4.06 at Kidlington, Ably Shelters Ltd. completed an aluminium-framed, polygon-shaped, relocatable hangar for use by the BAS DHC-7-110 and, if required, by the BAS DHC-6-300 Twin Otters. 'FBQ remained at Kidlington until the next deployment south to Rothera.

BAS 2006/07 Antarctic Deployment: Kidlington> Faro 7.11.06> Praia, Santiago Island, Cape Verde Islands 8.11> Natal 9.11> Rio de



Above: By 27.8.06 VP-FBQ had been wheeled out of the BAS hangar and was parked alongside it at Kidlington. (Dave Partington)

Janeiro Intl. 11.11> Montevideo Intl. 12.11> Stanley Airport 13.11> Rothera 14.11.06. Current as at 20.1.07.

Note 1: The initial order was from Eurocity Express Ltd.** (EEL) to whom the UK Regn G-BOAX was allotted on 25.4.88 although EEL had ceased to exist two months earlier (see below) having become London City Airways Ltd (LCAL). Official DHC paperwork, dated 2.5.88, states that the aircraft was handed over that day to LCAL.

** Eurocity Express Ltd. (EEL) came into being on 24.10.86. It was a 100% owned subsidiary of Airlines of Britain Holdings plc which included British Midland Airways Ltd. (BMAL). EEL was changed to London City Airways Ltd. (LCAL) on 25.2.88. LCAL was absorbed into BMAL on 1.9.90.

Note 2: NERC/BAS needed the DHC-7 for the following main reasons:-
a) To provide a much-needed, reliable air-bridge between Rothera & Stanley (in the Falkland Islands), and also South America, to pick up & deposit supplies & personnel and also link up with regular air services from/to the UK from the Falkland Islands and Chile.
b) Operating on skis, it could provide deep field penetration of the Antarctic interior to deliver personnel & cargo.
c) To enhance airborne survey capabilities.

To achieve this the aircraft needed to be fitted with: long-range tanks; a cargo door; more durable cabin floor; magnetometer pods capability; gravel protection (i.e. for flying from airstrips such as Rothera); Global Positioning/Inertial Reference System (GPS/IRS); new Auxiliary Power Unit (APU) and an avionics upgrade.

The modifications were to be done by FAEL & FAWL (See Note 3 of VP-FBL earlier). Mainly due to cost, the Wheels-Skis fit was abandoned in early 1993.

VP-FBR Pilatus-Britten Norman BN-2B-26 Islander c/n 2252

Built in Bucharest, Romania by Societatea Comerciala Romaero SA (in 1990 IAVB was renamed S.C. Romaero SA) at Baneasa Airport and first flown there on 24.10.91 marked as G-BTLX (UK Regn issued on 16.5.91) and delivered as such to PBN, Bembridge where it arrived on 9.11.91 for selling, painting and fitting out. Purchased for FIGAS as a replacement for VP-FBD (which was on long-term rebuild after crashing on 2.1.92: See 'Archive' Autumn 2006 Pages 134/135) and painted in FIGAS colours as VP-FBR in accordance with FI Regn Certificate (No.44) issued on 21.1.92. However, for delivery purposes it retained superimposed, but easily removable, G-BTLX markings. Flown Bembridge to Glasgow 1.3.92 then reportedly to Stornoway, Isle of



Above: Moments after it arrived in very wet weather at Stanley Airport on 18.3.92 from the UK, is FIGAS Islander VP-FBR wearing its removable delivery marks as G-BTLX. In January 2007 this reliable and sturdy aircraft is still in service in the Falklands. (Vernon Steen)

Right: FIGAS Islander VP-FBR about to touch down at Pebble Island, West Falkland on 25.1.05. Pebble Island was the location for a daring, and successful, UK Special Forces night raid in the early hours of 15.5.82 against parked Argentine aircraft. (Richard Hewitt)



Lewis, 2.3 before proceeding to Reykjavik, Iceland, on 3.3.92. Routed via North & South America to Punta Arenas, Chile and (still marked as, and using, G-BTLX as a call-sign) from there to Stanley Airport on 18.3.92. First operated as VP-FBR on 23.3.92 with the UK Regn being officially cancelled the same day. Current with FIGAS as at 20.1.07.

VP-FBS Everett Gyroplane Series 4

c/n 014

Prior to completion as a Series 3 by Everett Gyroplanes Ltd., Sproughton, Suffolk (See Note 1) it was initially UK Registered on 22.11.88 as G-BOVC to M.T.Byrne of Bishops Stortford, Herts. Marked as G-BOVC, it was seen at Sproughton on 28.5.89 and later photographed at the Popular Flying Association (PFA) Rally, Cranfield, Beds. on 2.7.89. Subsequently, on an unknown date and still allocated G-BOVC, registered ownership reportedly passed to R.Wheeler, Reymeston, Norfolk. There is no substantiated evidence to indicate that it had ever flown since being first registered. This seems to be vindicated by paperwork stating that its construction as a Series 3 was not officially completed at Sproughton until 7.10.89. Test Flight permission issued by the Civil Aviation Authority (CAA) 31.10.89 (apparently with a 30.12.89 expiry date) and it made two flights totaling 1 hour (See 28.3.92 entry later) on 7.11.89 flown by R.Everett and R.Blemmerhassett. A year's 'Permit to Fly' issued by the CAA on 30.3.90. Purchased by J.Highton, Waterloo, Beccles, Suffolk in 6.91 and CAA formally notified on 17.7.91. John Highton, having worked for Everett...and with the co-operation of the manufacturer, was able to give the aircraft a complete overhaul between 8.91 and 2.92. Registration was cancelled on 17.8.92 but on 9.2.92 it was inspected by a PFA Inspector for 'Permit to Fly' renewal which was followed on 28.3.92 with a 45 min flight giving a total flying time of 1:45 hours since manufacture (See 7.11.89 entry earlier). Purchased from J.Highton by P.Hutton, North Arm, East Falkland, Falkland Islands, on/about 17.8.92 (with a total of 24:50 hours) and, still registered as G-BOVC (See Note 2), used by him whilst under training at Bodmin, Cornwall. Its latest 'Permit to Fly' expired on 14.4.93. A complete overhaul was finished on 10.5.93. This included the testing of its new up-rated, and more reliable, engine which brought the gyroplane up to Series 4 standard. Thereafter, it was used to continue his gyroplane training at Bodmin. Due to a severe rainstorm on 1.6.93, whilst on the return leg of a Qualifying Cross Country Flight (QCCF) from Bodmin to Truro and



Above: Philip Hutton makes one of his flights in his Everett Gyroplane VP-FBS from North Arm settlement, East Falkland. His first flight in the Falklands was from there on 12.12.93. (Philip Hutton)

back, he realized he would not be able to fly around St. Austell and so had to land in dairy farmer's field. A friend arrived with a trailer and took the gyroplane to Indian Queens, Cornwall for undercover storage. Meanwhile, Philip Hutton was collected by his Instructor and taken back to Bodmin. The next day the rain was still pouring down and it wasn't until 3.6 that his friend (plus gyroplane) picked him up at Bodmin and returned him to Truro so that he could complete his QCCF flight back to Bodmin. Later in 9.93, the aircraft was packed into two crates and taken to Shoreham docks and loaded aboard the 'Anne Boye' which sailed for Stanley Harbour on 18.9.93. Arrived at FIPASS (See Note 3) circa 20-27.10.93, then unloaded and taken to Stanley Airport where it was unpacked, assembled and had the rudder letters G-BOVC removed and VP-FBS applied (as per FI Regn Certificate (No.45) dated 6.7.93). On 29.10.93 Philip taxied it up and down the Stanley Airport runway a couple of times but did not attempt flight due to the blustery conditions. The following day it was transported overland to North Arm where its 1:05 hours first flight in the Falkland Islands was finally made from the settlement's airstrip on 12.12.93. Continued to fly at North Arm until, on 27.2.97, Philip made the last flight of 55 mins from there

Right: Setting off on a fast taxi run down Stanley Airport's runway on 13.1.06 is Philip Hutton at the controls of his Everett Gyroplane Series 4 VP-FBS. (via Philip Hutton)





Above: Now withdrawn from flying, and tucked away in his Stanley garage, Philip Hutton's Everett Gyroplane VP-FBS still shows traces of its previous identity G-BOVC on the fin and rudder. (Dave Ruddlesden)

to Goose Green, East Falkland from where it was transported by road the same day to Stanley and stored in the garage of his retirement home in the town. Overall, it had flown a total of 46:24 hours of which 21:34 hours had been in the Falkland Islands. Although not flown since, and has no formal 'Permit to Fly', it is maintained every year to regulation standards. It's last known "outing" was on 13.1.06 for a few taxi runs up and down the Stanley Airport runway. Photographed by the author in Mr. Hutton's garage on 8.3.06 and still current there as at 20.1.07.

Note 1: The Everett Gyroplane Series 1, at its most basic, is indistinguishable from the Campbell Cricket from which it emanates. Most early Everett Gyroplanes were put together from unfinished airframes and parts purchased by Richard Everett after the demise of Campbell Aircraft Ltd. Over time, more efficient rotorblades and other items have been incorporated but the most significant changes have been in power plants. The different engines dictate the Series Numbers:

Series 1: Völkswagen VW 1834cc Series 2: Rotax 503
Series 3: Rotax 532 Series 4: Rotax 582

Note 2: Registration was 'cancelled' by the CAA on 17.8.92 although the gyroplane continued to be flown as G-BOVC until taken to the Falklands. Rather than a pure case of 'cancelling' the regn G-BOVC, it is surmised that this 'cancellation' was more associated with the transfer of ownership and subsequent upgrading to Series 4 standard. After upgrading in 5.93, the aircraft remained marked, and flew, as G-BOVC although there is, as yet, no known CAA re-registration date.

Note 3: 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.

Right: Reims/Cessna F172P VP-FBT (formerly VP-FBJ) picketed at Stanley Airport on 9.1.05 while owned by Rodney Lee of Port Howard. (Vernon Steen)



Above: Being flown by owner Tom Chater off the coast of East Falkland is Reims/Cessna F172P VP-FBT, formerly VP-FBJ. Tom, a FIGAS pilot, bought the aircraft from Rodney Lee at Port Howard on 14.2.06 and bases it at Stanley Airport. (via Tom Chater)

VP-FBT Reims/Cessna F172P Skyhawk II c/n F17202083

Flown as VP-FBJ by D.Clarke from Salvador, East Falkland to Stanley Airport on 17.10.93 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 in 10.93 to R.W.Lee, Port Howard Farm Ltd., Port Howard, West Falkland, to replace his damaged Reims/Cessna F172M, VP-FBP. Serviced by FIGAS, the new registration was applied to the existing airframe colour scheme on 9.12.93 and the aircraft flown by its new owner on 10.12.93 from Stanley Airport to its home base at Port Howard. Resprayed in its current white/blue scheme by FIGAS at Stanley Airport during 7-8.03 and, after repaint, first flew on 29.7.03. Remained based at Port Howard until flown by Rodney Lee from there to Stanley Airport on 29.9.05 for storage and eventual resale. Whilst at Stanley Airport it was occasionally flown by FIGAS pilot, T.Chater who, with his wife, purchased the aircraft on 18.2.06. Based at Stanley Airport, the aircraft is now owned by Mr.Tom & Mrs.Jane Chater (See Note 1) and their first flight as new owners was on 14.3.06. For a period of around six months in 2006, the aircraft was non-airworthy whilst its engine was overhauled in the UK. Re-installed, it took to the air again for the first time on 23.11.06. Current as at 20.1.07.

Note 1: Jane is a Sikorsky S.61N pilot with British International Ltd. at RAF Mount Pleasant/Mount Pleasant Airport.



Above: The Clan gathering: The complete Falklands Islands' Register as at March 1997 gathered at Stanley Airport for this unique photo opportunity. Left to right are BAS DHC-7 'FBQ'; the four FIGAS passenger Islanders 'FBD', 'FBI', 'FBM', 'FBR' and Fishery Patrol 'FBN' and 'FBO'; BAS Twin Otters 'FAZ', 'FBB', 'FBC', 'FBL'; Reims/Cessna 172s 'FBH', 'FBP', 'FBT' and, just visible at the front, the diminutive Everett Gyroplane 'FBS'. Truly memorable . . . and a fitting closure to this series of articles. (Anna King ©)

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Gail 202 Mantis

Falkland Islands Register Feedback

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The AIR-BRITAIN Civil Aviation
Historical Quarterly

No.2 2007

ISSN: 0262-4923

28th YEAR

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The ARCHIVE website may be visited at
<<http://www.air-britain.com>> where details
of the Association, membership and other
current publications will also be found.

ARCHIVE is published quarterly, in March,
June, September and December by
Air-Britain (Historians) Ltd., in association
with *Air-Britain Aviation World*, *Aeromilitaria*
and the monthly *Air-Britain News*.

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COVER PHOTO:



Covers from a CNAC timetable advertising the
Shanghai to Hankow service in 1936. Despite
displaying a somewhat imaginative flying boat
the colourful cover described the advantages
of air travel on the route.
(Dacre Watson collection)

**CLOSING DATE for contributions to next
ARCHIVE: July 21st 2007**

Contents:

Commercial Aviation in China:		Dornier: Pioneer & Survivor	2007/087
CNAC pre WWII	2007/051	Falkland Islands Register	
The Gail Mantis	2007/081	Feedback	2007/089
HoV / Hordern-Richmond		Casualty Compendium	2007/095
Autoplane	2007/083		



HEAD-ON VIEW - WHAT IS IT? Number 24

The period is indicated by the wood 4-blade propeller, long strut undercarriage with tailskid, and the metallic wing root leading edges for fuel tanks. An extra clue, the partly hidden engine is a 9-cyl radial, LH tractor propeller. Full details next time. (via Jack Meaden)

In this issue

Readers may be surprised to find that this issue is more than half filled by the second part of the **Development of Commercial Aviation in China**, compiled by Martin Best. This time the story of CNAC is taken from the Pan American takeover in 1933 to the commencement of the Second World War in Asia.

While we were aware that this was likely to be a longer episode - having pencilled in 12 to 14 pages originally - we were taken aback by the additional contributions, not only to the text but also in the form of photographs and airline ephemera. There were very significant responses to our request for any such material and we are most grateful for them all. (And thankful that there were no CNAC sick-bags or refreshing towelettes among the collection!)

Having progressed with the layout, the Editor then had to decide whether to cut this episode in half or to complete it in full. The large number of cross-references and aircraft /fleet data would have made this a complex exercise - so here it is in full. No doubt readers will realise that the story actually contains substantial inserts on types such as the Curtiss Condor, Stearman Cloudboy and Vultee V-1A which are almost articles in their own right. We would welcome any further insights into the questions raised by these listings, or indeed any part of the entire article.

It may be worth repeating that future issues will cover Eurasia, SWAC, wartime operations over The Hump and in Manchuria, postwar developments such as CATC, CNAC, CAT, CAAC, etc. In each case fleet lists and maps will accompany the history of each organisation. So, once again, if any

readers have material which may illustrate any parts of this article the editor would be pleased to hear from them.

The **Falkland Islands Civil Register** has now reached the Feedback stage and that will be completed in the next issue. Douglas Rough has established a new gold standard for register research and an enviable network of contacts supplying extra detail for this feature. He has managed to do this while at the same time getting married, travelling widely and movinghouse twice - we think he is still smiling! We did not intend to cut this section but by publishing half this time and half next time we can at least include all the colour images in colour as they deserve. Any further comments on the earlier sections should reach the Editor as soon as possible please.

Other articles in this issue continue to develop existing themes. The **Kinner** history has now moved on to investigate a link with the Gail Mantis, of which we had to confess to total ignorance! **Dornier** has now reached the Do 212, very much a one-off and perhaps ill-timed experiment. The **Heston** connection now links up with the Hordern-Richmond Autoplane, this time a British one-off but owing more than a little to Klemm en route. Our grateful thanks go to Jack Meaden for his continued efforts in running these series so reliably.

Casualty Compendium continues to tiptoe through a selection of 1968 accidents and we have surely reached the stage at which the illustrations should be arriving in colour now. Please keep the answers coming!

One final **request** - please contact the Editor if you have photos, preferably colour, of HP Herald / Dart Heralds in any marks, the more obscure the better but also any taken at Woodley would help!

COMPLETE CIVIL REGISTERS: 14

THE FALKLAND ISLANDS

Civil Aircraft Register 1949-2007

VP-FAA to VP-FBT

Douglas A Rough

Part Seven: Additions & Amendments



INTRODUCTION

Since the series started the amount, and quality, of updates and photographs from around the world has been nothing short of...astounding! When one is writing contemporary history then, I suppose, it is only to be expected. I have attempted to keep the aircraft histories as current and interesting as possible (e.g. by introducing some relevant anecdotes) and in that my thanks go out to FIGAS, British Antarctic Survey and individual aircraft owners who have made this feasible. With the co-operation, and input, of the Editor, Dave Partington, I have tried to make the presentation of data as consistent as possible but I'll be surprised if the odd anomalies have not crept in. Gremlins always do.

One alteration which will appear in the '**Additions & Amendments**' is, the standardizing of the words "de Havilland" and, associated with that company, the opportunity has been taken to present the DHC-2 Beaver as accurately as possible by referring to each Mark in correct Roman numeral sequence: a **Mk.I**, in essence, refers to the Pratt & Whitney Wasp Jr. R985 SB-3 version: **Mk.II** has a larger fin & rudder and e.g. powered by the Alvis Leonides 502/4 engine: **Mk.III** is the turboprop version utilizing the United Aircraft of Canada Ltd. Model PT6A-6A. However, such is the versatility of the Beaver, many airframe and engine variants have crept in over the years substantially altering the basic DHC-2 silhouette.

Numerous approaches have been made to me, from home and abroad, about collating all 7 Parts into one book. It would be nice to do so, and as all the data and photographs are safely stored in digital form, such a project would be feasible. Time will tell.

ADDITIONS & AMENDMENTS

a) major types grouped in registration order

Note: For ease of back reference, I have incorporated the few Part 1 'Additions & Amendments' first published in Part 2 (See '*Archive*')

Above: FIGAS' Auster 5 VP-FAA, ex landplane G-AJCH, seen on an unknown date at the jetty at Salvador, East Falkland. On the original photo the FIGAS markings are just visible on the rear fuselage. No registration letters were worn. (Robin Pitaluga)

Spring 2006 Pages 022/023). Generally, where text is in "italics", it means that the data is as previously published. Where text is "upright" this means new information not previously published.

AUSTER IV & 5

VP-FAA Auster 5

c/n 2054

A&A 1:Reassembled at its Stanley Racecourse base and,

..... flown by Vic H.Spencer, G-AJCH made an initial 30 minute test-flight from there on 19.12.48 followed by a second one that day but this time Vic was accompanied by a passenger. On 21.12 he made a 1hr 45 mins round trip from the Racecourse to Lively Island, East Falkland where he rendezvoused initially with '*John Biscoe*' and then participated in gunnery co-operation with '*HMS Sparrow*' before returning to Stanley. On 24.12.48 the significant milestone was passed i.e. the initial air-ambulance flight. A little girl, Sandra Short, living at North Arm settlement in southern East Falkland, had fallen seriously ill with peritonitis and needed immediate hospital treatment. Stewart Slessor, the then Senior Medical Officer in Stanley, requested the services of the Auster and its pilot. A telephone call to the settlement Farm Manager established that there was a suitable landing site and that sheep skins mounted and pegged on sticks would identify the runway. Smoke from a small fire would indicate wind direction. The flight was successful and within three hours of the request for aid the youngster was in Stanley being operated on and her life saved. The concept of an air-ambulance service had been vindicated...and on Christmas Eve of all days.

A&A 2: Ian O'Neill says that Airworthiness Approval Note (AAN) No.438 dated 13.10.48 introduces the Design Approval for a wind driven generator installation. The aircraft referred to in the document is G-AJCH.

COMMENCED FLYING IN THE FALKLAND ISLANDS.										
DEC.	19.	AUSTER	G-AJCH	SELF	LYCOMING O200B	P.I.	STANLEY R.C.	LOCAL	10.55	11.25
"	19	"	G-AJCH	SELF	"	P.I.	"	"	11.30	12.00
"	21	"	G-AJCH	SELF	"	P.I.	"	LIVELY IS. & RETURN	10.20	12.05



Above: As can be seen from this extract from the late Vic Spencer's Pilot's Log Book, flying in the Falkland Islands commenced on 19.12.48 when Auster 5 G-AJCH (later allotted VP-FAA) lifted off from Stanley Racecourse for a 30 minute local flight. (Vic Spencer)

Left: Auster IV G-AJCI, later allotted VP-FAB, coming in to land at North Arm settlement, East Falkland on an unknown date in 1950-51. (Freddy White)

VP-FAB Auster IV

c/n 817

A&A 1: Civilianised to Auster 5 standard by AAL at Rearsby, its CoFA was issued on 5.10.48.

The photograph of G-AJCI in 'Archive' Winter 2005 Page 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, the FI Regn. Certificate states it and Vic Spencer always said it was a IV (and that is also what is in 'Falklands - The Air War') but was willing to stand corrected.

A&A 2: One of the reasons for introducing aircraft to the Falkland Islands was to implement an air-ambulance service. Bearing this in mind, Ian O'Neill has unearthed some interesting information in relation to G-AJCI/VP-FAB which may have been influential in the FI Govt's purchase of G-AJCI in particular.

On 11.10.48 (after G-AJCI's purchase by the FI Govt.), an Airworthiness Approval Note (AAN) No.439 introduced the Design Approval of an ambulance installation in relation to G-AJCI (ex MS951). This modification was a strengthened seat, stretcher frame and a seat support assembly. It was most probably the same installation demonstrated in MS951 circa 8.46. "Aeroplane Spotter" of 31.5.47 carries a picture of MS951 marked with a Red Cross and the caption describes the aircraft as, ".....demonstrating the evacuation of wounded by air as part of the recent RAF Offensive Support Wing and Transport Support Wing demonstrations at Old Sarum and Netheravon, Wiltshire".

de HAVILLAND DHC-2 BEAVER

VP-FAF de Havilland DHC-2 Mk.1 Beaver

c/n 500

A&A 1: Because of the amount of new information it is easier to re-write the history of the aircraft first published in 'Archive' Winter 2005 Page 164.

Purchased new from DHC at Downsview ON by the FI Govt for FIGAS. Devoid of any registration markings (See Notes 1, 1A & 1B), other than it's c/n applied to each side of the fuselage in black water-paint, it emerged from the spray shop c1.5.53 as a silver airframe with a "Consolidated Blue" cheat line. First flown (for 35 mins) as '500' on 7.5.53 by DHC test-pilot Bob Fowler followed by second and third flights by him on 8.5.53 (20 mins each) after which the aircraft was dismantled and crated by 1.6.53 (See Note 2) for sea transportation to the Falkland Islands during 6/7.53. Believed shipped initially to Montevideo, Uruguay. There it was transferred to the 'Fitzroy' and delivered to Stanley for unpacking, assembly and flight testing under DHC supervision which consisted of the test pilot, Bob Fowler, and an engineer John Trill. Officially, and wrongly, allotted VP-FAE (as per FI Regn Certificate (No.1/53) dated 20.8.53) instead of VP-FAF (See Note 3). Devoid of its externally applied c/n, or FI regn, the unmarked air-

craft (flown by Bob accompanied by John) made a 40 mins post-assembly first test flight from Stanley Harbour on 29.8.53. Three further test flights were made by Bob on 31.8; 3.9 and 4.9.53 before it entered FIGAS service (See Note 4). On 21.8.56 the incorrect allotment of regn VP-FAE was retrospectively corrected to VP-FAF, and the appropriate amended and back-dated (to 20.8.53) FI Regn Certificate paperwork issued [See also DHC-2 Beaver, VP-FAG, which was also an incorrect allotment victim circa 8.55 (i.e. VP-FAF and corrected to 'FAG on 21.8.56)]. However, for all practical purposes it was purely an administrative paperwork exercise as by then, and for the rest of its service with FIGAS, all the aircraft's Log Books and Manuals still referred to 'VP-FAE' and not 'FAF' (See Note 5). All photographic evidence indicates that the aircraft remained unmarked in the Silver/Blue scheme for many years and was reputedly indistinguishable during this period from its similarly painted, and equally unmarked, sister-ship VP-FAG (alias VP-FAF) purchased in mid 1955. The first confirmation of 'FAE being marked as such is a colour photo of it in an overall red scheme taken in 6.65 (See 'Archive' Spring 2006 Page 023). Remained marked as 'FAE until at least 6.6.67, the date of its last known flight for FIGAS (flown by FIGAS pilot J.Kerr). About then it was sold to L.J.Dorney of Mexico City, Mexico and regd as N17597 (Note: L.J.Dorney was a principal in DHC's dealership in Mexico). Departure delayed due to shipping problems, it finally left (crated) on 'Darwin' in late 1967 for Montevideo, Uruguay, and onward trans-shipment. Regn (VP-FAF) was cancelled on 15.3.68 i.e. when the crated aircraft was confirmed as having been shipped north out of Montevideo. As late as 11.84 a spare (or replaced) wing marked VP-FAE was lying in the grass at Moody Brook near Stanley.

Summary of subsequent history: remained regd as N17597 with L.J.Dorney then to Paul H.Breed in 1969; Simpson Air Service Inc., Ketchikan AK 4.69; regd with Simpson again in 5.71 and 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 Tyee Airlines 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 1: According to former DHC test pilot, Bob Fowler, when he did the first three production test flights on 7.5 & 8.5.53, the Beaver was entered in his Log Book as "500" which was the practice when the aircraft was going to be shipped to a customer. If a new production aircraft it was going to be a ferry flight delivery then it too might have had the c/n painted on in water-paint for the production test flights, but prior to departure from Downsview, it would have its destination regn letters painted on it. As 'FAE' was going out in boxes, no regn letters were

worn and the water-paint c/n washed off. This ties in with contemporaneous photos taken in Stanley after delivery.

Because a *shipped* machine wasn't required to have its destination regn painted on there was also a cost-saving to the customer because DHC would have charged substantially to do it. In most cases such paint jobs were not simple. There were often a lot of finicky details that the recipient's authority may insist on, even down to specifications of the paint, the size, dimension and font of the lettering. Often there were great troubles with 0, 1, 4 & 7, and certain letters weren't optional. "Better to just send the bird in a box and let the distant 'cops' have their way", says Bob!

Note 1A: From a FIGAS point of view (ie FI Govt) any cost saving was worthwhile plus the need to have the regn painted on was not an overriding one. There was only going to be one Beaver in service and that would be used purely for internal flights. Anyway, Austers VP-FAA & 'FAB never wore their regns and that didn't cause operational problems (N.B. Auster 5 VP-FAC & Norseman V VP-FAD did wear their regns but that was because of their FIDS origins with whom they had flown outside of the Islands). (*Author's comment: the less-costly method of painting the letters on the aircraft on arrival in the Islands was not an option: there were simply no facilities for doing so!*). This lax practice ceased with the delivery of regn-applied Beaver, VP-FAH, in 7.58 as a replacement for the unmarked VP-FAG (alias VP-FAF) which had capsized on 19.2.58 and reduced to spares and scrap (*Author's comment: investigation of the 2.58 accident appears to have revealed a number of administrative inadequacies including the VP-FAE/'FAF & VP-FAF/'FAG regn allocation anomalies. There followed a tightening up on paperwork which, unfortunately, didn't resolve subsequent knock-on regn allotment problems over the next few years.*).

Note 1B: 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.

Note 2: DHC records say that 1.6.53 was the official FIGAS 'Delivery' date. Perhaps better interpreted as contract completion 'Handover' date.

Note 3: Due to an administrative error, the then Islands' Registrar of Aircraft, H.Bennett, had overlooked the fact that VP-FAE was still allotted to a stored DH.87B Hornet Moth (as per FI Regn Certificate (No.3/49) dated 26.9.49) and had never been rescinded.

Note 4: Bob Fowler's Log Book reveals that his passengers on 31.8.53 were John Trill, FIGAS pilot F.Deverell and FIGAS engineers H.D. Jones & M. Smith. 3.9.53 consisted of a gentleman called 'Hardy' plus F.White and his 8 year old son, Ian, who has supplied many photos used in this series of articles. On 4.9 were two unnamed persons and the Governor, Sir Geoffrey Miles Clifford (the creator of FIGAS).

Note 5: Even before 21.8.56, it was known that FIDS Hornet Moth VP-FAE was never going to fly again so the simplest administrative thing to do once the anomaly had been spotted would have been to cancel 'FAE and reallocate it to the first FIGAS Beaver. This would have avoided the subsequent ramifications. However, paperwork viewed & copied by the Author shows that this was not done. However, those in FIGAS with a more down-to-earth attitude always quoted the Beaver as being VP-FAE and never 'FAF. Similarly the second Beaver was referred to as 'FAF and not the corrected allocation of VP-FAG although the Author has seen some operational paperwork referring to "VP-FAG".

VP-FAG de Havilland DHC-2 Mk.1 Beaver c/n 828

At the time of writing (12.4.07) photos of the complete aircraft have remained elusive. This is partly because of the photographic similarity between it and FIGAS Beaver (c/n 500) which, for many years prior to c/n 828's demise, had the same colour scheme and both were devoid of registration markings. However, as can be seen by reading A&A 5 all need not necessarily be lost!



Above: Bereft of all markings for a number of years, other than a DHC crest on the fin, FIGAS' first Beaver VP-FAF (alias VP-FAE) doing an engine run at Stanley on 8.5.53 prior to its first post-assembly flight on that day. In the cockpit is DHC pilot Bob Fowler and standing alongside is Company engineer John Trill. The little lad with the hat on is a very young Ian White who has supplied many photographs for this series of articles. (Freddy White)

Below: Tucked away in the corner of a garden in Stanley on 22.5.06 are the remains of FIGAS' second Beaver VP-FAG (alias VP-FAF). This is the only known confirmed photo of this most elusive aircraft! (Robert King)



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

A&A 2:While being piloted by George 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.

A&A 3: Most reports and people quote the salvage vessel as being 'Shackleton' but one adamant dissenter is Basil Reive living in New Zealand in July 2006. He was one of the passengers when the Beaver capsized. He quotes other passengers as being Nina McClaren, Peter Grave and an unnamed doctor all of who were returned the next day to Stanley. He agrees that 'Shackleton' had been tasked with the recovery but in fact 'John Biscoe' by chance happened to be much closer and was utilized instead. The Beaver, which was irreparably damaged during recovery operations, was taken back to Stanley Harbour as deck cargo on 21.2.58. He also says that a main reason for recovery damage was failure to drain water from the wings before craning the aircraft on board.

A&A 4: A Silver/Blue centre fuselage section, reportedly belonging to VP-FAF (i.e.VP-FAG), was noted circa 4.93 in the Mary Hill rubbish dump near Stanley Airport.....but see A&A 5.



Left: A rare sight indeed: wheeled FIGAS Beavers VP-FAK and VP-FAL on Stanley Racecourse on 30.3.67. The occasion? ... purchased new from DHC at Downsview, they had just arrived that day from Punta Arenas, Chile. Both were quickly converted to floatplanes for day-to-day use. (Ian A White)

Below: Beaver VP-FAL in later life. Following a capsize accident on 10.8.76 its hulk was dumped outside the former Auster landplane hangar alongside the Racecourse. The fuselage remains and wings were around in 8.82 and substantial pieces could still be seen on the local dump in 1993. (Ian A White)

A&A 5: In 3.06 the Author was contacted by Robert King in Stanley about a Silver/Blue rear fuselage section that was still sitting in a garden in the town and offered to take and send photographs! This can only be from VP-FAF (i.e. VP-FAG in reality). Robert's tale is worth relating if only to show that an aircraft considered "long gone" can sometimes emerge from the undergrowth (pun intended!). The story of how it, or a goodly portion of it, came to be still present in Stanley in 2006 is best told as E-mailed to the Author by Robert:-

"This fuselage section lay for quite a number of years in the rear garden of the Hardy family residence and commercial retail outlet on the corner of John and Dean Streets. It was subsequently dumped on the town's rubbish dump to the East of Stanley from where it was blown/rolled a further half-mile eastwards and came to rest on the beach near to the hulk of the ship, 'Afterglow'. I would hazard a guess this was around 1967/68 as I was born in 1960. Reasoning that it would make a good play hut, I got a bunch of pals together and we carried it to the home of my late father at 39, Fitzroy Road. This was done in two stages and once in situ in the rear garden, it was floored out with an old pallet and a wooden door fitted. It served me and my childhood friends well for a number of years: a couple of us also 'camping out' in it on occasions. This fuselage section is still there, now full of bricks and old timber. It has no registration markings so there is not much to go on other than it is Silver/Blue. Its location under trees will make it difficult to get a good photograph but, if you wish, I'll do my best and send you one?".....which he did on 22.5.06 and it represents the only known, confirmed, photo of VP-FAG (alias VP-FAF)!



VP-FAH de Havilland DHC-2 Mk.1 Beaver c/n 1129

A&A 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.

A&A 2:.....Sold c6.67 to L.J.Downey of Mexico City. L.J.Dorney was a principal in DHC's dealership in Mexico.

A&A 3: Still with Kenmore Air Harbor Inc., Kenmore, WA as at 22.4.07.

VP-FAL de Havilland DHC-2 Mk.1 Beaver c/n 1666

A&A 1: dumped outside the floatplane hangar on 16.8.82 (not 16.8.62 as stated).

VP-FAM de Havilland DHC-2 Mk.III Turbo-Beaver c/n 1670-TB40

A&A 1: Because of the amount of new information it is easier to completely re-write the history first published in 'Archive' Page 2006/028.

Produced by DHC at Downsview ON and, reportedly marked as CF-WSC (Note: Regn. officially allotted on 23.11.67), it first flew from there on 3.10.67 for a 1 hour flight piloted by D.H.Rogers followed by a further 15 mins test flight by him on 4.10.67. Although officially registered to DHC on 9.1.68 it already had been placed in storage. It was not flown again until 23.1.69 when a 10 mins local flight from Downsview was made by G.A.Neal. Purchased from DHC by NERC for BAS its CF-WSC marking was removed on 16.9.69 and replaced that day by FI Regn, VP-FAM in compliance with FI Regn Certificate (No.15) dated 6.7.69 (Note: The Aircraft Log actually states alteration application date from Canadian to FI markings). Also on 16.9.69, to meet NERC/BAS requirements, its PT6A-6A was replaced by a PT6A-20 and the aircraft returned to temporary storage. In preparation for Antarctic deployment, it was test flown at Downsview (ex-storage) on

7.11.69 by G.A.Neal (also the date of the Bill of Sale to BAS) and again by him on 12.11. On 17.11.69 the wheel-skis were fitted and test flown by A.Saunders. This was followed by further check flights on 20 & 21.11.69. With a total airframe time of 6hrs 45mins, and piloted by Jim Averill, it departed Downsview on 22.11.69 (in company with Twin Otter VP-FAO) for Florence SC routing via Rochester NY, Rutland NC and Norfolk VA. To Vero Beach and Fort Lauderdale FL on 23.11 and thence to Kingston, Jamaica on 27.11; Curacao, Netherlands Antilles 28.11 followed by Manaus, Brazil, on 29.11. On to Santa Cruz, Bolivia 1.12.69 and Mendoza and San Carlos De Bariloche (both in Argentina) on 2.12 before flying to Punta Arenas, Chile on 3.12.69. From here on 7.12.69 it flew initially to Anvers Island and continued the same day to its final destination at Adelaide Station, Adelaide Island. During the season it supported BAS field parties at locations such as Fossil Bluff, Stonington Island and the depot at Mount Charity until 25.3.70 when it departed Adelaide Station for Punta Arenas and from there to San Carlos De Bariloche 26.3; Mendoza 27.3; Santa Cruz 28.3 and Manaus on 29.3. From here to Piarco, Trinidad 30.3 and St. Thomas, US Virgin Islands, 31.3 before proceeding to Fort Lauderdale 1.4.70 and Florence on 3.4.70. From here, on 4.4.70, it flew initially to Rochester and then to Toronto (Malton) Airport ON to clear customs before making the short flight to Downsview for servicing and storage by DHC. Returned to Adelaide Station (via Punta Arenas in Chile) in mid-12.70 for BAS summer operations and sustained repairable damage to the tail-ski and fuselage in 1.71. Returned to Downsview from Adelaide Island in early 4.71. At the end of 11.71 it arrived at back 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. Because BAS wished to standardize on a Twin Otter fleet (VP-FAQ replaced Turbo-Beaver VP-FAM), it was sold through NERC agents Air Associates Ltd., London, UK to DHC as of 14.4.72. Its FI regn was cancelled the same day.

Summary of subsequent history: Officially registered to DHC on 5.7.72 and the markings, CF-BLX, allotted 7.5.72. Sold by DHC on 7.7.72 (as CF-BLX) to Arctic Air Ltd., Edmonton AB (to be based at Fort Simpson NWT). On 12.3.73, whilst landing to pick up a crew at Trout Lake four miles NW of Kwokwullie Lake BC, the pilot (W.Grosenick) forgot to lower the skis whilst in wheel-skis configuration and the aircraft nosed up. On 4.6.74 the aircraft was inspected and CoFA renewed and valid until 14.7.74. At this time the aircraft was located at Fort Nelson BC. On 19.8.73, whilst the pilot J.Pomerleau was landing on the Fontas River (one mile from Fontas village BC), the engine went back into idle, and the aircraft "buried itself". A Permit to test fly the aircraft for renewal of CoFA was issued on 29.7.74. The aircraft was cancelled as wfu on 9.5.75. There was no note of it in the 30.6.75 edition of the Canadian Civil Aircraft Register (CCAR) and Transport Canada records state that it was cancelled on 28.5.75 due to an "accident". No more known.

VP-FAT de Havilland Canada DHC-2 Mk.I Beaver c/n 1098

A&A 1: Confirmed from official paperwork: the correct presentation is B.M. Aviation Ltd. and not B-M Aviation Ltd. Also confirmed is that B.M. Aviation acquired all 64 aircraft and not just 61. Thanks to AB Member, John Davis, the Author has a complete list of the 64 US Army serials correlated against their subsequent American/Canadian registrations.

A&A 2:where it was initially stored prior to overhaul (See Note 2). Officially sold by Laurentian Air Services Ltd. to B.M. Aviation Ltd. on 1.4.73. Overhauled by B.M.Aviation Ltd. the markings C-GUIH were allotted by Transport Canada (TC) on 9.2.76. Based on an agreement dated 20.9.76, it was sold to the FI Govt for FIGAS on 6.10.76. and the Canadian CoFA for Export (WQX793) issued on 21.10.76. Although allotted and painted as VP-FAT for delivery and the Canadian regn cancelled on 1.11.76, the FI Regn. Certificate (No.21) was not officially issued until 14.12.76.

Note 1: Transport Canada has a telegram on file from N.French, the then Governor of the Falkland Islands, quoting the contract for two Beavers, c/n 1233 & 1098 to be marked as VP-FAT & FAV respectively. This would have been logical given that 'FAT would have been ex C-GUHH and 'FAV ex 'GUIH...i.e the reverse of what actually happened. Instead, c/n order dictated the outcome.

A&A 3: Ref Note 2: The name is McQuat Investments and not, McQuat.

A&A 4:left there on 8.11.76 and arrived at Hookers Point metal airstrip (near Stanley) the same day. During the flight to the metal airstrip the aircraft sustained some wing damage when, at about 7000 ft., it struck a Turkey Vulture.stored in the nearby floatplane hangar where the wing was repaired and the aircraft fitted with a set of floats refurbished by FIGAS.

A&A 5: The location of the photograph of VP-FAT & 'FAV in 'Archive' Summer 2006 Page 080 is Port Howard, West Falkland and not Stanley Harbour.

A&A 6: Although built in 1957 as an L-20A for the US Army, the designation became U-6A on 6.7.62.

A&A 7: The discovery of the few remaining VP-FAT Log Books reveals that its last flight in FIGAS service was on 15.3.82 when a total of 10 sectors was flown comprising 3hrs 35mins. This brought the total airframe hours to 7672hrs 45mins.

A&A 8: A few days after the Argentine invasion on 2.4.82 one of the Beavers (VP-FAT or 'FAV) was noted out on Stanley Harbour. Somebody (presumably an Argentine) was trying unsuccessfully to get it to fly. Those involved had obviously no experience in floatplanes as it never got off the water. On 6/7.4.82, Vernon Steen and Keith Stewart, accompanied by Argentine personnel, went to the floatplane hangar under the pretext of collecting personal items. Both aircraft were back in the hangar and they noted that the elevators from 'FAT & 'FAV had been removed. The Argentines obviously had concerns that somebody might hijack one of them!

A&A 9: Thanks to some excellent sleuthing by former FIGAS Manager, Vernon Steen, in the Falkland Islands; Neil Aird in Canada; Bernard MacNamara in Ireland and others, the following verified data emerged in relation to the Construction Numbers clash between VP-FAT and C-FHVT both of which ostensibly had the same c/n, 1098.

Research in the VP-FAT FIGAS records in Stanley (including the few Aircraft Log Books which survived the 1982 war) confirms 100% that VP-FAT was c/n 1098. The possibility, no matter how remote, of VP-FAT's c/n plate having been re-used on another airframe required positive visual confirmation that C-FHVT was also c/n 1098.

a) On 29.5.06, Neil photographed the data plate on C-FHVT which indeed showed the number 1098 stamped on the plate.

b) By this stage those involved in researching the problem were convinced there was a more logical explanation, and so it proved.

c) Back-tracing the history of C-FHVT revealed a crucial administrative error which had, in effect, created and perpetuated the c/n confliction. A summary is as follows:-

C-FHVT de Havilland Canada DHC-2 Mk.1Beaver c/n 284

Constructed in 1952 as L-20A Beaver 51-16506 by DHC Downsview, Toronto against a USAF Contract (#1098 : L-20 No.99 : Command A-11) on behalf of the US Army. Recorded as leaving the paint shop on 21.5.52 with a Final Inspection Date of 4.6.52 noted on the data plate. Designation changed to U-6A on 6.7.62. Civilianised (See Note 1) and

allotted markings N5150G (against c/n 284) and registered in 5.71 to Civil Air Patrol Inc., Maxwell AFB, Montgomery AL. The FAA US Civil Aircraft Registry (USCAR) dated 1.7.72 gives the c/n as 51-16506! As a result of incorrect information supplied to the FAA in 1973 from the data plate, the USCAR of 1.1.74 gives the c/n as 1098 (i.e. the US Military Build No. mentioned earlier under the original USAF contract). Registered on 31.7.78 to Emil H. Kindelberger, Freedom PA where it was supposedly used by the PA Air National Guard (ANG) to train parachutists before they went overseas. Reputedly still marked as N5150G it was reportedly imported into Canada as of 15.3.90 by Jean Louis Lapointe of Quebec (Note: The FAA website indicates that N5150G c/n 1098 was cancelled on 15.3.90 with no reason shown for the cancellation). On 22.8.90 it was allotted markings C-FHVT (based on inherited incorrect c/n 1098 which made it ex VP-FAT) by Transport Canada (TC) and registered to Sudbury Aviation Ltd., Azilda/Whitewater Lake ON and still current as at 12.4.07 (See Note 1).

Note 1: When the aircraft was civilianized, a new data plate was affixed (See photo) which, instead of the correct c/n 284, utilized by mistake the 'Build No.' 1098 as the c/n. Even though documentation clearly shows that TC realized what the true c/n was, the data plate evidence seems to have won the day. There are, reportedly, other examples of Beaver c/n/Build No. anomalies.

VP-FAV de Havilland Canada DHC-2 Mk.I Beaver c/n 1233

A&A 1: Although built in 1958 as an L-20A for the US Army, the designation became U-6A on 6.7.62.

A&A 2: See under VP-FAT A&A 1

A&A 3:where, having accumulated a total 4225 airframe hours in US Army service, it was initially stored prior to overhaul (See Note 2 'Archive' Summer 2006 Page 082). Officially sold by Laurentian Air Services Ltd. to B.M. Aviation Ltd. on 1.4.73. Allotted registration G-CUHH by Transport Canada (TC) on 16.12.75. Overhaul and conversion at Lachute PQ from U-6A to civilian standard by B.M.Aviation Ltd completed on 27.5.76 followed by a 15 min test flight that day by John Gill (4225hrs 15mins.). Registered to B.M. Aviation Ltd. on 5.8.76 and based on an agreement dated 20.9.76 it was sold to the FI Govt for FIGAS on 6.10.76. On that date it was flown by John Gill from Lachute to Ottawa (Upland) Apt. ON (giving a total of 4226 hrs). Upland was the main Alliance/Laurentian facility and it was here, by 18.10.76, that the appropriate VHF & ADF equipment etc. had been fitted ready for the delivery flight and Canadian CoFA for Export (WQX797) issued that day. Two test flights were made at Upland on 22.10.76 by Jim .Irvin and D.Fournier respectively bringing the total airframe hours to 4227hrs 15mins. Although allotted and painted as VP-FAV for delivery, and the Canadian regn cancelled on 25.10.76, the FI Regn. Certificate (No.22) was not officially issued until 14.12.76. On 26.10.76 the wheels were removed and floats fitted (See Note 1 below) for the delivery flight. Configured as a floatplane, it is recorded as having left St. Louis MO (not MS as previously stated) on 6.11.76 being flown by ferry pilot J.Lavigne of Univair Int. Ltd.

Note 1: In 4.07 during a telephone conversation with Beaver historian, Neil Aird, John M. Bogie (of B.M. Aviation Ltd. fame) stated:-

"Floatplane flights from Upland were from a dolly. Standard rig: two Beaver main wheels and two tail wheels with a brake that came on after the aircraft lifted off. They launched all the floatplanes that way including Beavers (and Piper Super Cubs). Beavers then flew to the sea-plane base at Rockcliffe ON on the Ottawa River. The ramp is still there, but there is now a Marina in the location of their old base".

A&A 4: See VP-FAT, A&A 2 Note 1, for original FI Regn. intention.

A&A 5: on 11.12.00, Dave Ruddlesden reports seeing the tail & fin of VP-FAV in a peat shed in Stanley.

A&A 6: Argentine attempts to fly a FIGAS Beaver. See under VP-FAT, A&A 8.



Above: Data plate of C-FHVT showing Model L20A and Ser.No. 1098. (Neil Aird)

de HAVILLAND DHC-6 TWIN OTTER**Note:**

Although the current BAS Twin Otters VP-FAZ, FBB, FBC, FBL are all ostensibly Series 310 (ie Series 300 aircraft with all necessary modifications to comply with UK CAA CofA requirements) BAS still refer to them by their generic Series, ie: '300'. This is because, over the years, they have been subjected to many physical alterations and modifications beyond the basic 310 definition to enhance their operating capabilities. As Falkland Islands' registered aircraft their CofAs are now covered by Air Safety Support International (ASSI), a recently-formed subsidiary company of UK CAA whose objective is to help provide a cohesive system of civil aviation regulation in the UK Overseas Territories. All these aspects are currently under review by ASSI and only time will tell whether 300 or 310 is the correct designation.

VP-FAO de Havilland DHC-6 Twin Otter Series 200 c/n 152

A&A 1: Because of the amount of new information it is easier to re-write the 1968-70 period of the history first published in 'Archive' Spring 2006 Pages 029 & 030.

Ordered new from DHC by NERC for BAS on 1.9.67 and noted at Downsview ON 19.8.68 prior its first flight of 1hr 30 mins flown by D.Rogers on 20.9.68 with further test flights by him on 23 & 25.9. The wheel-skis were installed on 8.10.68 and the aircraft test-flown that day by D.Rogers in this configuration prior to a final check flight and hand-over to BAS on 11.10.68 (regn worn only on the upper and lower wing surfaces: See Note 1). Remained at Downsview until it departed 11.11.68 on a 9 hrs 45 mins direct flight to Fort Lauderdale FL where it remained until a local test flight was made from there on 23.11 and on 24.11 it departed for Kingston, Jamaica and from there to Curaçao 25.11; Atkinson Apt., Guyana, 26.11; Manaus, Brazil, 27.11; Santa Cruz, Bolivia, 28.11; Salta, Argentina, 29.11; Mendoza & San Carlos De Bariloche (both in Argentina) 30.11. From here it flew to Rio Gallegos on 1.12.68 and on to Punta Arenas, Chile, on 2.12.68. From there it flew to Deception Island, South Shetland Islands 3.12 followed by the last leg to Adelaide Station, Adelaide Island on 4.12.68. After a summer season, supporting BAS field operations at locations such as Fossil Bluff and Stonington Island, it flew from Adelaide Station to Anvers Island and Punta Arenas on 18.3.69. To San Carlos De Bariloche on 20.3; Mendoza and Salta 21.3; Santa Cruz 22.3; Trinidad Island, Brazil 23.3 (Note: On 16.1.58, the Island was the location for one of the most authenticated UFO sightings & photographs which have yet to be de-bunked); Manaus 24.3; Piarco(?), Trinidad, West Indies, 25.3; St.Thomas, US Virgin Islands & South Caicos, Turks & Caicos Islands, 26.3 and on to Fort Lauderdale on 27.3. From here it flew to Florence SC & Charlottesville VA 28.3. On 29.3.69 it departed for Rochester NY and Toronto (Malton) Airport ON to clear customs and then make the short flight the same day to Downsview for modifications, servicing and storage by DHC (the first FIDS/BAS/NERC aircraft not to be wintered and serviced in Antarctica). Remained unflown until 28.10.69 when DHC test pilot Bob Fowler made an initial 35 mins test-flight followed by others prior departing for Rochester, Charlottesville and Florence on 22.11.69 (accompanied by Turbo-Beaver VP-FAM). To Vero Beach & Fort Lauderdale 23.11; Kingston 27.11; Curaçao 28.11; Manaus 29.11; Santa Cruz 1.12.69; Mendoza & San Carlos De Bariloche 2.12; Punta Arenas 3.12 and flew from there on 7.12.69 to Adelaide Station via Anvers Island. During the deployment, the suitably-equipped aircraft undertook radio-echo ice-depth sounding flights. Among the places visited were Stonington Island, Titania Plateau and Fossil Bluff. At the end of season it departed Adelaide Station on 25.3.70 (accompanied by Turbo-Beaver, VP-FAM) to Punta Arenas. From there to San Carlos De Bariloche 26.3; Mendoza 27.3; Santa Cruz 28.3; Manaus 29.3; Piarco 30.3; St. Thomas 31.3. From there to Fort Lauderdale 1.4.70 and on to Florence 3.4; Rochester, Toronto (Malton) Airport and Downsview on 4.4.70 for servicing and storage by DHC. Departed Downsview 11.11.70 for Adelaide Station....

Note 1: Although regn. VP-FAO was worn on the first flight, the FI Regn. Certificate (No.16) was not officially issued until 10.2.71. This was because of the FI/BAS aircraft markings allocation administrative problems of the time.

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

A&A 1: During the 1973/74 Antarctic deployment, the aircraft was used for the first time on geophysical (aeromagnetic) flights.



In order to defray BAS' Antarctic operating costs, Twin Otters such as VP-FAW were leased out to airlines such as Loganair Ltd. VP-FAW had two stints with Loganair, from 3.78 to 9.78 as seen **Above** at Glasgow in 1978 with logo and titles (Charlie Stewart), and from 3.80 to 9.80 as **Below** at Aberdeen 2.4.80 without titles (Eric Melrose). It was also leased to Jersey European Airlines Ltd from 7.81 to 9.81.



VP-FAQ de Havilland DHC-6 Twin Otter Series 300 c/n 347

A&A 1:there 5.3.73 for servicing and storage. Leased by DHC from BAS for the period 6-7.73 for a sales demonstration tour in 6.73 based at Kinshasa, Zaïre and trials work at Sondrestrom Fjord, Greenland in 7.73. to Kinshasa on 7.6.73 for demonstrating to the Armée Nationale Zairoise.

A&A 2:Downsview on 14.9.79 for maintenance and modifications prior to the Antarctic season. Departed there 12.11.79 for Toronto (Malton) Airport and left on 16.11.79 on a direct flight to Miami FL. To South Caicos, Turks & Caicos Islands 17.11; Grenada 18.11; Manaus, Brazil, 19.11; Corumbá, Brazil, 20.11; Cordoba, Argentina, 21.11; Trelew, Argentina, & Punta Arenas 22.11 before leaving there on 27.11.79 on the final leg to Rothera. On 17.1.80 it made a 7hrs 45mins flight from Rothera to Punta Arenas to collect spares for Twin Otter, VP-FAW located at Deception Island. It left Punta Arenas on 23.1.80 for Deception Island to drop off the spares and then proceeded on passenger pick-up/drop-off legs to the Argentine Base Antártica Gustavo Argentino Marambio on Seymour-Marambio Island (commonly known as, Marambio) before going on to Kilo (Station K) and finally Fossil Bluff where it landed the same day giving a total flying time that day of 11hrs 10mins! The following day, 24.1.80, it continued to Rothera. Whilst on BAS support flights during the season, it visited other locations such as Damoy, Cape Robinson, US Antarctic Research Base at Palmer and Hope Bay on the Antarctic Peninsula. Departed Rothera Station on 26.2.80.....

A&A 3:final leg to Rothera on 23.11.80. During the season's BAS support flights it visited places such as, Adelaide Station, Fossil Bluff, Charity Depot and Prospect Point Station. The season over.....

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

A&A 1:Noted arriving at Miami 16.11.79 on a direct flight from Toronto (Malton) Airport crewed by R.Taylor & M.Plimmer who took the aircraft all the way to Antarctica. Flew on to South Caicos, Turks & Caicos Islands, 17.11; Granada 18.11; Manaus, Brazil, 19.11; Corumbá, Brazil, 20.11; Cordoba, Argentina, 21.11; Trelew, Argentina & Punta Arenas, Chile, 22.11 and from there direct to Rothera Station on 27.11.79. Whilst on deployment, on 10.12.79 it flew from Rothera to the Argentine Base Antártica at Gustavo Argentino Marambio on Semour-Marambio Island (better known as, Marambio) and then to the main Argentine base at Esparanza at Hope Bay on 14.12 before returning to Rothera via Marambio, Damoy and Palmer the same day. Left Rothera Station on 26.2.80 for Downsview.....

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Falkland Islands Register : Finale

AIR-BRITAIN - Founded 1948



The AIR-BRITAIN Civil Aviation
Historical Quarterly

No.3 2007

ISSN: 0262-4923

28th YEAR

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The *ARCHIVE* website may be visited at
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ARCHIVE is published quarterly, in March,
June, September and December by
Air-Britain (Historians) Ltd., in association
with *Air-Britain Aviation World*, *Aeromilitaria*
and the monthly *Air-Britain News*.

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COVER PHOTO:



Islander VP-FBO seen at Stanley Airport in July
2007 fitted with its removable multi-faceted
mirror nose for calibration of landing aids. The
final updates of the Falkland Islands Register
appear in this issue. (Morgan Goss)

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

Contents:

Falkland Islands Feedback	2007/099	F-1922 Register	2007/119
Kinner: Timm Developments	2007/107	Commercial Aviation in China:	
Youngman-Baynes Flap	2007/111	Eurasia & Hamiata	2007/121
The Fokker F.V	2007/115	Dornier: Pioneer & Survivor	2007/141
		Casualty Compendium	2007/143



HEAD-ON VIEW - WHAT IS IT? Number 25

You're not likely to have seen this before, but you already have enough clues to know what it is.
Details in the next issue. (via Jack Meaden)

In this issue

The **Falkland Islands Civil Register** has
now come to its natural end, with a remark-
able amount of additional material being
unearthed in a short space of time. Our
thanks are due to Douglas Rough for his
magnificent efforts to tie up any perceived
loose ends and bring the story fully up to
date. We should also thank Tim Berners-
Lee, the inventor of the Internet, without
which communication with many sources in
the South Atlantic would be well-nigh
impossible instead of virtually instant! Of
course if any readers do have even the
smallest piece of information to add, it will
still be gratefully received!

Our major series on **China**, co-ordinated
with patience and skill by Martin Best, this
time features the well-known Eurasia air
line together with the much less well-known
Hamiata. We are sorry that some shorter
additional sections had to be omitted this
time but once again we had a surprisingly
large number of illustrations available to
claim the space. Look out next time for
studies of SWAC and Government/VIP air-
craft together with a review of the
Consolidated Commodore and Northrop
Alpha. Once again, if you think you can con-
tribute anything relevant to these themes
please get in touch.

Other articles in this issue continue to
develop existing themes. The **Kinner**
history is also nearing its end but this time
covers the Timm developments, including
their plastic bonded aircraft which may be
considered the forerunners of today's com-
posites. The **Heston** connection this time
features the Yougman-Baynes "High Lift"
or, to be more accurate, the experimental
flap designs attached to a converted
Proctor to prove the concept. Thanks again
to Jack Meaden for these and for the
Dornier series which has now reached the

Do K 1 and K 2 models. In looking at this
article we are struck by some of the super-
ficial similarities with the **Fokker F.V** which
is also featured within. The earlier Fokker
was smaller and was not a commercial
success although its successors certainly
were. The later K 1 and K 2 were more in
the experimental category but both types
were cabin 8-seaters with slab-sided fuse-
lages typical of the period. However, our
thanks are due to Harm Hazewinkel for con-
tributing the Fokker article and from whom
we hope to hear more in the future. Of
course if anyone knows more about the
final fate of this aircraft we would all be
delighted to share the news!

Another batch of inter-war **French** registra-
tions also appears this time and will of
course continue to do so. Likewise
Casualty Compendium now moves into
1969 which sounds terrible recent but is still
older than a few of our readers! After a
recent increase in contributions this issue
sees a reduction - has the editor been
having more e-mail problems that he
realised or is the spam filter over-efficient?

Back to recent **requests**. A huge number of
very generous responses to our **Herald /
Dart Herald** photos request - so much so
that we still have to sort out what is on offer
but we will be in contact very soon. Not sur-
prisingly we get little response to requests
for pre-1960 **Yugoslav civil** photos, but it
may be worth trying again! We have a
number of Fairchild **Argus** and **Leopard
Moth** photos to process for future articles
but would always welcome more.

One final request for a feature on **named
UK aircraft** - not so much airliners which
tend to be well known but light aircraft too.
Evidence of names carried, dates where
known, photographic proof if available,
would all be welcome via the editorial letter
box: brass or electronic.

COMPLETE CIVIL REGISTERS: 14

THE FALKLAND ISLANDS

Civil Aircraft Register 1949-2007

VP-FAA to VP-FBT

Douglas A Rough

Part Eight : Additions & Amendments (Conclusion)



INTRODUCTION

Part 7 in 'Archive' Summer 2007 should have contained all the 'Additions & Amendments' pertaining to this Series but overall space limitations, and associated constraints to the use of colour images, meant that the Editor had to "exercise his prerogative" thus creating the need for a **Part 8**. *C'est la vie*. Continuity between the two Parts has been achieved with minimal duplication but, e.g., with the Twin Otter section having been split in two, repetition of some data and explanatory notes has been necessary. However, such anomalies should present no problems to the discerning reader! Suffice it to say, the need for a Part 8 has allowed me to incorporate new photographs and information gleaned since the publication of Part 7. Unfortunately, in spite of extensive enquiries, no positively identified photograph of the complete FIGAS Beaver, VP-FAG (alias VP-FAF) has been forthcoming although former FIGAS pilot, Jim Kerr (See 'Obituaries') confirmed from his personal Flying Log Book (and copied to me) that the aircraft was referred to throughout its operational career as "VP-FAF", regardless of any official paperwork quoting it as being VP-FAG. Other than the Hornet Moth and the first two FIGAS Austers, colour photographs of every aircraft to appear on the FI Register have been located, and used, which is most satisfying especially as at the outset I really didn't expect to achieve such coverage.

As stated in the Islander section in this issue, the Accident Investigation continues in relation to the accident to VP-FBI on 19.11.06. In the reasonable assumption that it will eventually be Written Off, the subject of replacement will arise in the not-to-distant future, not only for it, but also for the other two elderly examples VP-FBD & 'FBM'. Whether two, or three, aircraft will be required remains to be seen.

I trust that you have found the Series interesting and informative. I've tried my best to make it so. However, without the contributions from so many people it would not have been feasible. The possibility of collating all eight Parts into book form has not been forgotten but, as said previously....."Time will tell".

Above: FIGAS' first Beaver, the unmarked VP-FAF (alias VP-FAE), at rest in Stanley Harbour on 29.8.53 following a successful first post-assembly flight that day. This date corrects that in the caption on page 2007/091. (Freddy White)

ADDITIONS & AMENDMENTS

a) major types grouped in registration order

Note: For ease of back reference, I have incorporated the few **Part 1** 'Additions & Amendments' first published in **Part 2** (See 'Archive' Spring 2006 Pages 022/023). Generally (except important descriptive quotations by individuals), where text is in *italics*, it means that the data is as previously published. Where text is "upright" this means new information not previously published.

de HAVILLAND DHC-2 BEAVER

VP-FAG de Havilland DHC-2 Mk.1 Beaver c/n 828

A&A 3: In *Archive* Summer 2007 page 091 the question is raised as to whether the irreparably damaged aircraft was taken back to Stanley on 21.2.58 on board the 'Shackleton' or the 'John Biscoe'. It has been confirmed as being 'Shackleton'.

VP-FAM de Havilland DHC-2 Mk.III Turbo-Beaver c/n 1670-TB40

A&A 2: Amendment to CF-BLX history under A&A 1 in 'Archive' page 2007/092.

.....On 4.6.73 (not 4.6.74 as stated) the aircraft was inspected and CofA renewed and valid until 14.7.74.

de HAVILLAND DHC-6 TWIN OTTER

The BAS Twin Otters VP-FAZ, FBB, FBC and FBL are all Series 300, and *not* Series 310. However, they do incorporate many of the modifi-



Left: All four BAS Twin Otter Series 300 in rising stack formation off the Needles, Isle of Wight, on 27.9.90 prior to their departure from Fairoaks to Antarctica on 1.10.90. From front to back they are VP-FBC, VP-FBL, VP-FAZ and VP-FBB. (© BAS/NERC)

Below: BAS Twin Otter VP-FAQ at Stansted Airport in suitably wintry conditions whilst on lease to Jersey European Airways Ltd from 16.4.81 to 27.4.82 when it was sold to the airline becoming G-BKBC. It appears to have had a door replacement or respray as part of the company title is missing. (Tony Aldridge)

cations necessary to comply with UK CAA CofA requirements. Over the years, they have been subjected to many physical alterations and modifications to enhance their operating capabilities. As Falkland Islands' registered aircraft, their CofAs are now covered by Air Safety Support International (ASSI), a recently formed subsidiary company of UK CAA whose objective is to help provide a cohesive system of civil aviation regulation in the UK Overseas Territories. ASSI, as at July 2007, refer to the BAS Twin Otters as Series 300 as does the Falkland Islands Government Civil Aviation Department (See Note).

Note: The above paragraph updates that previously published in 'Archive' Summer 2007 Page 094.

VP-FAP de Havilland DHC-6 Twin Otter Series 300 c/n 333

A&A 2:FI Regn Certificate (No.17) confirming it to be VP-FAP was issued on 23.9.71. The FI Regn was not officially cancelled until 29.3.95 which was long after it was written off as a result of its accident in Antarctica on 21.1.77.

VP-FAQ de Havilland DHC-6 Twin Otter Series 300 c/n 347

A&A 4: Recently discovered registration application paperwork (dated 21.8.72) for an FI Regn Certificate states that it was for "DHC-6 Twin Otter 300 series Utility 2 crew 20 passengers(!) Constructors number 347". The FI Regn Certificate was issued on 22.8.72 i.e. as stated in 'Archive' Summer 2007 Page 030.

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

A&A 2:Whilst in Antarctica, its FI Regn Certificate (No.23) was issued on 6.12.77.

Although the '6.12.77' date was taken from official documentation, discovery of the actual FI Regn Certificate shows that VP-FAW was issued to "DHC-6 Twin Otter 300 Series utility Aeroplane (landplane) serial number 546" on 6.6.77 which ties in with its first flight date of 27.6.77.

A&A 3:to MAL at Fairoaks for damage assessment and noted there 29.5.82. On 7.12.83 (after parts of the damaged aircraft had been used to restore VP-FAZ), it was assessed by NERC as being beyond economical repair and, together with numerous spare parts, offered for sale by tender. VP-FAW was eventually WOC on 6.4.84 when it, and associated spares, were sold to MAL (FI Regn Certificate officially cancelled 9.5.84 although other paperwork refers to the date as 11.4.84) and its hulk was seen in a jig....



Above: Another view of VP-FAQ in the wet at Stansted on 10.3.82 shortly before its cancellation. Oddly the JEA logo is reversed on the starboard side of the fin/rudder. (Geoff Ambrose)

Below: Part 7 depicted BAS Twin Otter VP-FAW wearing Loganair logo and titles whilst on lease to them in 1978 and 1980. Here it is seen at Stansted sporting a simple round Jersey European Airways sticker on the port side during its short lease to the airline from July to September 1981. (Tony Aldridge)



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

A&A 1: BAS 2006/07 Antarctic Deployment: Kidlington > Porto 4.11.06 > Tenerife (South) Apt. 5.11 > Praia, Santiago Island, Cape Verde Islands 6.11 > Natal 7.11 > Rio de Janeiro Intl. 10.11 (both in Brazil) > Montevideo Intl., Uruguay, 11.11 > Stanley Airport 13.11 > Punta Arenas, Chile 17.11 to pick up spares for Dash 7 (VP-FBQ) and then flew direct from there to Rothera on 19.11.06. Because BAS end-of-season aircraft maintenance would be done in Canada, after the summer deployment it flew direct from Rothera to Punta Arenas on 6.3.07 > Puerto Montt 9.3 > Concepción 10.3 > Arica 11.3 (all in Chile) > Guayaquil, Ecuador, 12.3 > Conzumel, Mexico, 13.3 > Houston (Hobby) Apt. TX 15.3 > Liberal KS > Casper Intl. WY 16.3 > Calgary Intl. AB 17.3.07 for storage and servicing by FA(W)L. Still in storage with FA(W)L as at 30.7.07.

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

A&A 1: BAS 1989/90 Antarctic Deployment: *No confirmed details at the time of compilation of this article.* Of the three BAS Twin Otters, VP-FBB did not deploy to Antarctica for that season due to a shortage of aircrew (See Note). It was seen at Fair Oaks on 14.1 & 4.2.90.

Note: In a normal season the BAS Twin Otters deploy South in October each year but VP-FAZ & FBC did not depart for Rothera until 7.12.89, returning to Fair Oaks on 23.3.90 where they joined the non-deployed 'FBB and the newly-delivered 'FBL (which arrived from Canada on 16.3.90). All four deployed to Rothera for the 1990/91 season (see photo opposite).

A&A 2: BAS 2006/07 Antarctic Deployment: Kidlington > Porto 7.11.06 > Tenerife (South) Apt. 8.11 > Praia, Santiago Island, Cape Verde Islands 9.11 > Natal 10.11 > Rio de Janeiro Intl. 12.11 (both in Brazil) > Montevideo Intl., Uruguay, 13.11 > Stanley Airport 14.11 > Rothera 25.11.06. Because BAS end-of-season aircraft maintenance would be done in Canada, after the summer deployment it flew direct from Rothera to Punta Arenas on 6.3.07 > Puerto Montt 9.3 > Concepción 10.3 > Arica 11.3 (all in Chile) > Guayaquil, Ecuador, 12.3 > Conzumel, Mexico, 13.3 > Houston (Hobby) Apt. TX 15.3 > Liberal KS > Casper Intl. WY 16.3 > Calgary Intl. AB 17.3.07 for storage and servicing by FA(W)L. Still in storage with FA(W)L as at 30.7.07.

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

A&A 1: BAS 2006/07 Antarctic Deployment: Kidlington > Porto 4.11.06 > Tenerife (South) Apt. 5.11 > Praia, Santiago Island, Cape Verde Islands 6.11.06 > Natal 7.11 > Rio de Janeiro Intl. 10.11 (both in Brazil) > Montevideo Intl., Uruguay, 11.11 > Stanley Airport 13.11 > Rothera 19.11.06. Because BAS end-of-season aircraft maintenance would be done in Canada, after the summer deployment it flew direct from Rothera to Punta Arenas on 25.2.07 > Puerto Montt 26.2 > Concepción 27.2 > Arica 28.2 (all in Chile) > Guayaquil, Ecuador, 1.3 > Conzumel, Mexico, 2.3 > Houston (Hobby) Apt. TX 4.3 > Liberal KS > Casper Intl. WY 5.3 > Calgary Intl. AB where it arrived on 6.3.07 for storage and servicing by FA(W)L. Ex-storage, it made its first post-maintenance test flight at Calgary Intl. on 31.7.07 in preparation for the next Antarctic deployment..

VP-FBL de Havilland DHC-6 Twin Otter Series 300 c/n 839

A&A 1: The Author has seen one VP-FBL Aircraft Log Book referring to it being a Series 310. However, all others...and associated paperwork...refer to it as Series 300.

A&A 2: It is now confirmed that the aircraft was not originally built against an order for Ety Aerospace: c/n 841 was the aircraft in question (not 839) which wore the same registration letters. *Initially registered to DHC on 6.7.88* and, on the same date, *allocated temporary test regn C-GDCZ by Transport Canada (TC).**On 27.7.88* (having been officially sold that day to BAS) *in compliance*

A&A 3: BAS 2006/07 Antarctic Deployment:*Stanley Airport to Rothera 19.11.06.* Because BAS end-of-season aircraft maintenance would be done in Canada, after the summer deployment it flew direct from Rothera to Punta Arenas on 25.2.07 > Puerto Montt 26.2 > Concepción 27.2 > Arica 28.2 (all in Chile) > Guayaquil, Ecuador, 1.3 > Conzumel, Mexico, 2.3 > Houston (Hobby) Apt. TX 4.3 > Liberal KS > Casper Intl. WY 5.3 > Calgary Intl. AB where it arrived on 6.3.07 for storage and servicing by FA(W)L. Still in storage with FA(W)L as at 30.7.07.

BRITTEN-NORMAN BN-2 ISLANDER

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

A&A 1:*Bought by the UK Overseas Development Administration for FIGAS, it received its UK CofA for Export on 14.8.79**landing at Stanley Airport 4.10.79.* Although painted as VP-FAY its FI Regn. Certificate (No.24) was not officially issued until 9.10.79 when it was accepted by FIGAS. Over the next two months, as many of the Falklands' airstrips as possible were subjected to landings and take-offs to assess their suitability. Perhaps surprisingly, the majority rated from 'OK' through to 'Excellent'. On 12.2.80 it overran the landing strip at Hill Cove, West Falkland, which had earlier been assessed as "OK". Although slightly damaged (at Frame 19), it was jury-rig repaired on site and flown back to Stanley Airport where a PBN working party (led by Ken Dye), in conjunction with FIGAS, restored it to operational service.

A&A 2: Whilst researching some old paperwork on VP-FAY in Stanley, two pages from the Aircraft Log Book were unearthed giving basic details of flights made by Argentine aircrews. Unfortunately, they did not contain pilot names or destinations.

The following notes should be read with reference to 'Archive' Summer 2006 Pages 083/084. The last FIGAS pre-invasion flight is confirmed as being on **1.4.82**. The next recorded flights were **10.4.82** 'One Sector' (1S) flight of 55mins; **11.4** 2S 1hr 5mins (which coincides with a known flight to Fox Bay East); None on 12.4 which perhaps negates a supposed known flight to Salvador that day; **13.4** 1S 1hr; **17.4** 2S 2hrs 30mins; **16.4** 1S 2hrs 10mins; **17.4** 2S 2hrs 30mins; **18.4** 2S 1hr 55mins; **19.4** 2S 2hrs 5mins; **20.4** 2S 5hrs (a long flight time); **21.4** 2S 2hrs 30mins; **22.4** 2S 2hrs 20mins; **23.4** 6S 4hrs 50mins (this ties in with a known flight to Pebble Island); **24.4** 1S 2hrs 10mins which is the last entry. Noteworthy is the fact that **Continental "7"**s are used indicating Argentine as opposed to British-type entries.

A&A 3:*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....*

A more definitive ending has emerged thanks to a "Road Runner" entry in the Feb.1994 edition of 'North West Air News'....as follows:-
"Noted on a trailer at the side of the road by the junction of the old A34 with the old A303 near Winchester on 8.1.94 was an aircraft fuselage section. The wife of the current owner told our correspondent that the airframe was an Islander which had been shot down in the Falklands".

Who the 'correspondent' was is still unknown. However, contact with Mark Harrison of Grampian Helicopters revealed that the date of disposal was 1.94 and not c8.92 as he had thought (without checking) when first asked. He remembered he needed the container space to shelter a boat he had inherited and, as he had tried for sometime to unsuccessfully dispose of the Islander, he gave it to the Chilbolton outfit mentioned earlier. He has no record as to who the outfit was. So, the aircraft's final fate remains uncertain post 8.1.94....unless you, the reader, know otherwise?

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

A&A 1:....*(VP-FBD unofficially allocated to, and worn by, the FIGAS UH-1H).* Maximum Weight flight check at Bembridge on 21.10.85 followed by stalls and avionics tests on 22.10.85 prior to departing that day to Bournemouth (Hurn) Airport for painting by Hurn Airport Services in FIGAS colours (including VP-FBD markings). The aircraft returned to Bembridge on 11.11.85 with further flight checks on 11 & 13.11.85. On 14.11.85 its U.K. CofA for Export was issued. Later it was *dismantled and crated prior to shipment to Stanley. Departed Bembridge on 24.12.85 arriving by sea at Stanley Harbour in 1.86.* (Note: Unconfirmed reports say that it was shipped on the 'Asifi'). *Assembled and test-flown at Stanley Airport on 14.1.86 prior to entering FIGAS service.*

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

A&A 1:*to PBN, Bembridge on 23.2.82 for selling, painting, fitting out and conversion to BN-2B-27* (See Note 1 'Archive' Winter 2006 Pages 175/176). First flown at Bembridge on 24.11.82 after a period of storage, it carried out Light Weight performance and avionics checks that day. Having been purchased by FIGAS (using Falkland Islands Rehabilitation Funds provided by the UK) it flew to Bristol (Lulsgate) Apt. on an unknown date for painting in FIGAS colours including FI



Above: (Left and Right) As can be seen above, Islander VP-FBI was badly damaged as a result of its accident on 19.11.06 at the remote West Falkland airstrip on West Point Island.

(Left: Andrew Newman; Right: Morgan Goss)

ISLANDER RECOVERY

To remove an aircraft from a remote location with limited equipment calls for ingenuity! **Firstly**, a purpose-built sled was made to put the fuselage on, with wings & centre-section being removed; **secondly**, it had to be lowered gently down the slope to the beach / jetty; **thirdly**, it had to be gingerly sat astride the Sea Truck; **fourthly**, it was sailed slowly and smoothly out to be craned aboard the 'Tamar'. **Lastly**, in Stanley, it was off-loaded on to a flat-bed lorry and taken to FIGAS' hangar at the Airport for storage and damage assessment. (All five photos: Kurt Whitney)



Regn. letters VP-FBF (In accordance with FI Regn. Certificate (No. 30) which was dated 23.12.92 i.e. some time after the aircraft was actually painted). Returned from Bristol (Lulsgate) Apt. to Bembridge on 12.12.82 and did an avionics test flight on 13.12.82 shortly after which both it and VP-FBG were dismantled.....

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

A&A 1:to PBN, Bembridge 9.3.82 for selling, painting and fitting out. First flown at Bembridge on 24.11.82 after a period of storage, it carried out avionics and Light Weight performance checks that day followed by Max. Weight performance tests on 27.11 followed by snag clearance checks on 6 & 7.12.82. Purchased for FIGAS

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

A&A 1:first flown there in green primer on 19.3.86 marked as G-BLNI (See Note 1)to PBN, Bembridge for selling, painting and fitting out. Flown by PBN pilot, John Ayers, it departed Bucharest (Otopeni) Intl. Apt. (See Note 2) on 10.4.86 for Zagreb, Yugoslavia, and Graz, Austria; to Amsterdam (Schiphol) Apt., Holland, 11.4 and from there to Southampton, U.K., on 12.4.86 where it cleared Customs and continued the same day to Bembridge. Purchased for FIGAS and flown from Bembridge on 14.9.87 to the Hurn Airport Services hangar at Bournemouth Airport for repainting in FIGAS Colours including its allotted FI Regn, VP-FBI. However, for delivery purposes it retained

Right: FIGAS / Fisheries Protection Islander VP-FBN was delivered, and initially flew patrols, with underwing tanks. The bulbous Bendix radar nose is clearly seen here, whilst the aircraft was on static display next to RAF Tristar KC.1 ZD948 during an "Open Day" at RAF Mount Pleasant, reportedly in March 1991. Visible is the white tape delineating the crowd barrier line. (Vernon Steen)



superimposed, and easily removable, G-BLNI markings. Returned to Bembridge on 28.9.87 where Max. Weight Performance & Stalls trials were conducted on 29.8.87. Test flown 1.10.87, the UK CofA for Export was issued on 6.10.87 and snag clearing check flights took place on 7 & 9.10.87 before it left later on 9.10 for unspecified work at Hurn from where it returned to Bembridge on 13.10.87. Flown by PBN pilot Nick Scott (accompanied by PBN Chief Pilot, John Ayers as co-pilot/navigator) it departed Bembridge on 14.10.87 on a 9hrs 20mins direct flight to Reykjavik, Iceland > Goose Bay, Labrador, 15.10 > Bangor ME & Essex County Airport, Caldwell NJ 16.10 > Wilmington NC & Fort Lauderdale Executive Apt. FL 17.10. At this stage John Ayers returned to the UK. On 19.10.87 it was given a 50 hrs airframe inspection here by Banyan Air Services Inc. Flew from Fort Lauderdale to Miami Intl. and Georgetown, Grand Cayman on 20.10.87 and on to Panama 21.10 > Guayaquil, Ecuador, 22.10 > Lima, Peru, on 23.10. From there to Antofagasta 24.10 > Puerto Montt, (both in Chile), 25.10.87. It started out for Punta Arenas on 26.10 but had to return to Puerto Montt due to bad weather en route. The leg to Punta Arenas, Chile, was completed on 27.10.87. Here it was held for three weeks awaiting clearance through Argentine airspace to Stanley Airport. No clearance was forthcoming and

Note 1: UK Regns. were always used for Romanian flight tests. These regns were provided by the UK Civil Aviation Authority (CAA) to PBN. As a result, the Romanian Test Pilots had to hold a CAA validation of their Romanian licences which PBN did on an annual basis on behalf of the CAA.

Note 2: As of 8.85 Baneasa Airport was closed for runway resurfacing. Because there was then only a grass strip available, the Romanian authorities insisted that only Romanian test pilots could use that strip and they positioned aircraft to Otopeni for PBN collection and delivery to the UK. Deliveries to the UK from Baneasa recommenced in 10.86.

A&A 2:Current with FIGAS as at 28.10.06. On touching down at West Point Island airstrip, West Falkland, on 19.11.06 (whilst being flown by very experienced FIGAS pilot, Tom Chater), there was a loud bang as the port wing spar broke and the aircraft rolled gently to a halt with no injuries to the two passengers or pilot. The port wing tip hit the ground but only about half way down the landing roll as the wing bent. It did not hit the ground prior to, or at, touchdown. Retrieval of the aircraft back to Stanley Airport was....out of necessity because of the remote location....innovative! On 8.2.07, utilising farm vehicles such as a forklift, the wing (and tail unit) was removed with the fuselage being placed on a purpose-built sled. This was lowered gently down the slope to the jetty where fuselage & sled were lifted, as one, on board one of the Falklands' coastal vessel 'Tamar's two Sea Trucks (similar to a small Landing Craft). Sitting precariously astride the vessel, it was taken out to the 'Tamar' and craned aboard. The ship sailed on 8.2.07 for Stanley Harbour where it arrived on 9.2.07. That day, the fuselage/sled was placed a flat-bed lorry and taken to FIGAS at Stanley Airport for storage pending the AI result. On 16.2.07 VP-FBI's wing & boxed oleo leg were taken to FIPASS (See Note 1) where they were loaded aboard the 'Hurst Point' which sailed for Marchwood (near Southampton), UK on 2.3.07. A few days after arrival on 22.3.07, the wing and oleo were roaded to Britten-Norman, Bembridge, IoW for

detailed inspection. As at 27.7.07 the Accident Investigation (AI) proceedings had yet to be completed. Only after completion of the AI will the FI Regn Certificate be cancelled. However, upon cancellation, the aircraft will be reduced to Spares & Produce.

Note 1: 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-FBM Pilatus-Britten Norman BN-2B-26 Islander c/n 2200

A&A 1:....to replace BN-2B-27, VP-FBF....Flown from Bembridge to Kidlington, Oxford, on 10.4.89 for painting by CSE Aviation Ltd. in FIGAS colours including FI Regn. letters, VP-FBM. However, for delivery purposes it retained superimposed, and easily removable, G-BLNZ markings. Returned to Bembridge 24.4.89 where some avionics flight tests were made on 27.4.89 at the conclusion of which a UK CofA for Export was issued. Another flight check followed on 28.4.89. Flown from Bembridge to Fairoaks on 8.5.89 for internal long-range tanks to be fitted by Mann Aviation Ltd. (MAL) (See Note 2). Piloted by ferry pilot, Janet Ferguson, it departed there direct to Reykjavik, Iceland on 16.5.89. To Godthaab/Nuuk, Greenland and Goose Bay, Labrador 17.5 and then to Portland ME and Norfolk VA 18.5 before proceeding to Fort Lauderdale Executive Airport FL on 19.5 for a stopover. Janet departed there on 22.5 for Cartagena, Colombia and on to Guayaquil, Ecuador 23.5 from where she flew to Antofagasta, Chile via Lima, Peru, on 24.3. To Puerto Montt 25.5 and thence to Punta Arenas (both in Chile) on 27.5 before completing the 6hrs 5mins flight to Stanley Airport on 29.5.89.

VP-FBM Pilatus-Britten Norman BN-2B-26 Islander c/n 2216

A&A 1:before being ferried as such to PBN, Bembridge for selling, painting and fitting out. Flown by PBN pilot, John Ayers, it flew from Baneasa to Graz, Austria, on 19.10.89 and from there to Luxembourg and Southampton, UK (to clear Customs) on 20.10.89 before making the short flight the same day to Bembridge.

A&A 2:(replacing Dornier Do228-200, VP-FBK). Flown from Bembridge to Bournemouth (Hurn) Apt. on 3.5.90 for painting (by Jecco Aircraft Services/AIM Group plc) as VP-FBN....easily removable, G-BRFY markings. Date of return from Hurn to Bembridge not known. After a 20mins flight test at Bembridge on 11.6.90, its U.K. CofA for Export was issued. Flown Bembridge to Prestwick 12.6.90....the rest of North & South America (including a 50hrs airframe check by Banyan Air Services Inc. at Fort Lauderdale Executive Airport FL on 19.6.90) to Punta Arenas....

VP-FBO Pilatus-Britten Norman BN-2B-26 Islander c/n 2218

A&A 1:....easily removable, G-BRGA markings. Avionics test flights were flown at Bembridge on 27 & 28.6.90 after which, on 29.6.90, its U.K. CofA for Export was issued. Equipped with underwing tanks it was flown by ferry pilot, Janet Ferguson from Bembridge to Reykjavik (via Prestwick) on 4.7.90. From there to Sondre Stromfjord, Greenland



Above, left: Photographed en route to Stanley by its ferry pilot Janet Ferguson, G-BRGA shows the removable delivery marks and the underwing auxiliary tanks use of which was discontinued soon after it entered service as VP-FBO. **Above, right:** Islander G-BRGA (ie VP-FBO) on arrival at Stanley on 16.7.90. (Vernon Steen)

Left: Occasionally used for calibration of landing aids at Mount Pleasant Airport, VP-FBO is seen here at Stanley in 7.07 fitted with its special removable multi-faceted mirror nose in place of the radar nose - see also cover photo. (Morgan Goss)

and Frobisher Bay Airport NWT (See Note 4) 5.7 and on to Sept Îles, QC and Burlington VT on 6.7. To Jacksonville FL 7.7 and thence to Fort Lauderdale Executive Airport (both in FL) 8.7 before continuing on 9.7 to Georgetown, Grand Cayman (GC) and on to Panama City and Guayaquil, Ecuador on 10.7. Flew from there to Lima, Peru and Antofagasta 11.7 before proceeding to Puerto Montt on 12.7 and, after a stopover, on to Punta Arenas (all in Chile) 15.7. She flew the 3hrs 30mins leg to Stanley Airport on 16.7.90 still marked as.....

Note 4: From 1.4.99, Frobisher Bay became formally known as Iqaluit, the capital of Nunavut Territory which was created out of part of Canada's Northwest Territories (NWT).

VP-FBR Pilatus-Britten Norman BN-2B-26 Islander c/n 2252

A&A 1: Because of the amount of new information, it is easier to re-write the history of the aircraft first published in 'Archive' Spring 2007 Pages 030/031.

Built in Bucharest, Romania by Societatea Comerciala Romaero SA (in 1990 IAVB was renamed S.C. Romaero SA) at Baneasa Airport and first flown there on 24.10.91 in green primer scheme as G-BTLX (UK Regn issued on 16.5.91) and delivered as such to PBN, Bembridge where it arrived on 9.11.91 for selling, painting and fitting out. Test flown at Bembridge for 25mins on 25.11.91. Purchased for FIGAS as a replacement for VP-FBD (which was on long-term rebuild after crashing on 2.1.92 (See 'Archive' Autumn 2006 Pages 134/135). Flown from Bembridge to Bournemouth (Hurn) Apt. on 4.2.92 for painting by the AIM Group plc in FIGAS colours as VP-FBR in accordance with FI Regn Certificate (No.44) issued on 21.1.92. However, for delivery purposes it retained superimposed, but easily removable, G-BTLX markings. Returned to Bembridge on 13.2.92. On 20.2.92 it was test-flown for 1hr 20mins to check out Light Weight production performance & systems shakedown. Flown twice more on 21.2 ref. Max. Weight performance and avionics checks. A final snags clearance test flight was made on 24.2 prior to the issue of the UK CoFA for Export on 26.2.92. A local air-test on 27.2.92 checked out the effectiveness of the ferry tanks consisting of 4 x 45 gallon drums in the rear of the cabin. This being satisfactory, on 28.2.92 PBN ferry pilot, Colin Cooke, departed Bembridge for Glasgow Airport en route the Falkland Islands. Unfortunately, the aircraft heater failed and 'FBR returned to Bembridge for repairs. A heater soak test flight on 29.2 by PBN test pilot, John Ayers, confirmed the problem had been rectified and later that day Colin Cooke set out again for Glasgow. However, the heater failed again and he diverted into Liverpool Apt. to see if it could be



Above: For Calibration duties, a Flight Inspector's station is installed inside the Islander's cabin which necessitates removal of some standard Patrol fittings. (Morgan Goss)

repaired there. This proved impossible, and he returned to Bembridge on 1.3.92 where the heater was fixed and test flown that day and confirmed to be serviceable. Colin then set off again (on 1.3.92) for Glasgow and arrived with no problems. On 2.3.92 he departed for Reykjavik, Iceland, but had to divert into Stornoway, Isle of Lewis, due to strong adverse winds en route Iceland. He flew from Stornoway to Reykjavik on 3.3.92 and on to Narsarsuak, Greenland and Goose Bay, Labrador 4.3 before proceeding to Bangor ME and Essex County Airport, Caldwell NJ on 5.3 and Fort Lauderdale Executive Apt. FL on 6.3. Because of the accumulated delays arising from the earlier heater problems, Cuban overflight clearance had lapsed which necessitated a re-routing. It flew from Fort Lauderdale to Key West FL and on to

Georgetown, Grand Cayman, on 8.3. To Panama and Guayaquil, Ecuador, 10.3 and from there to Lima, Peru, on 11.3. Departed Lima on 12.3 for Antofagasta, Chile, but had to return to Lima due to another lapsed clearance. It finally arrived in Antofagasta 14.3 and on to Puerto Montt 15.3 and Punta Arenas 16.3 (both in Chile) before successfully completing the final leg to Stanley Airport on 18.3.92 still marked as, and using, G-BTLX as a call-sign. First operated as VP-FBR on 23.3.92 with the UK Regn being officially cancelled the same day. Current with FIGAS as at 27.7.07.

CESSNA & REIMS/CESSNA 172

VP-FAR Cessna 172M Skyhawk c/n 17263016

A&A 1: Ref Note 1 'Archive' Summer 2006 Page 078 and also VP-FAS Page 079Temporary test flight regns. were normally applied in black-painted; easily removable simple letters/numbers.

John Davis states that... "This is not correct. Cessna had two forms of temporary registrations that were applied in washable paint. If the aircraft was fully painted, except for the registration, the registration was applied in white. If the aircraft external scheme was to be applied elsewhere, it either received an all-over white paint job or was left unpainted. In either case, the temporary registration was normally black".

VP-FBA Cessna 172P Skyhawk c/n 17275309

A&A 1: Ref Note 3 'Archive' Autumn 2006/ Page 128:.....it was noted on one occasion being towed round Stanley as part of a pram race. The word 'towed' is misleading! It was actually manhandled! The date was 6.9.98 and the "Wingless Wonder" was a creation of Messrs. Troyd Bowles, Alistair Summers and Andrew Newman (the current Director of Civil Aviation!). Thrust from the cardboard & wood jury-rig propeller was insufficient and manpower was required to pilot & manoeuvre the streets of Stanley.

A&A 2: Dave Ruddlesden noted, and photographed, the substantial mortal remains of VP-FBA 23.6.00 by the side of the ground equipment shed at Stanley Airport thus proving it remained in existence much later than previously thought. Its final resting place is still thought to be the Mary Hill dump but when remains unknown.

VP-FBP Reims/Cessna F172M Skyhawk c/n F17201058

A&A 1:Its last flight at Cranfield, prior to being dismantled and containerized for export by Rogers Aviation Lt., was on 12.4.90..... On 30.4.90 it was noted at Cranfield being lowered on to a base ready for shipping. There was a considerable delay in shipping 'FBP and even on 22.8.90 Rogers Aviation Ltd. were still awaiting a 'Bill of Loading'. Its UK Regn was cancelled on 9.8.90.....Delivery details as yet unconfirmed other than it is believed to have been shipped to Stanley Harbour during the period late 8.90/early 9.90 and taken to Stanley Airport for assembly by FIGAS. Post assembly, it first flew on a local test flight on 27.10.90 (not 1.10.90 as previously published). Rodney Lee's first trip in his aircraft was on 30.10.90 and after a series of local flights based on Stanley Airport, he flew it from the Airport to its home base at Port Howard, West Falkland, for the first time on 3.11.90. Whilst taxiing at Port Howard on 1.10.93.....

VP-FBT Reims/Cessna F172P Skyhawk II c/n F17202083

A&A 1: Rodney Lee officially purchased 'FBT from R.Pitaluga on 10.12.93, the date that he flew it from Stanley Airport to its base at Port Howard following maintenance work by FIGAS including re-marking the aircraft as 'FBT having been previously VP-FBJ.

Right: Seen in its pre-7.03 colour scheme near its hangar at Port Howard, West Falkland, is Reims/Cessna F172P VP-FBT which, in 12.93, replaced damaged F172M VP-FBP, visible in the enclosure in the background. (Rodney Lee)



Above: Little did Rex Hunt think when he bought his Cessna 172P VP-FBA in 1982 that its fuselage would become a 'pram' on 6.9.98 and be 'piloted' and manoeuvred through the streets of Stanley instead of flying sedately overhead the town. He had a big smile about it...especially when he found out that one of the miscreant participants (ie. Andrew Newman) is currently FI Director of Civil Aviation! (Jenny Cockwell, Editor: 'Penguin News')

ADDITIONS & AMENDMENTS

b) singleton types in registration order

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

A&A 1:VP-FAD CCF (Noorduyn) Norseman 5 c/n N29-45..... Not only is use of the Arabic number '5' incorrect, but so is use of the equivalent Latin number, 'V'. The 'V', in this instance, actually denotes the WW2 two-finger gesture/symbol for "Victory"...i.e. nothing to do with numbering. VP-FAD carried the wording 'Norseman V' on the fin.

A&A 2: Only 9 other aircraft built after N29-45, all of which served in Canada. A 10th airframe (N29-54) was never completed.

A&A 3: Reportedly officially handed over to FIDS on 9.9.49, its Canadian CofA for Export (No. EX197) was dated 19.9.49

A&A 4: A few years ago 'FAD's propeller and part of the engine were dredged up in Stanley Harbour and subsequently displayed in the Falkland Islands Museum in Stanley. Current as 12.4.07.

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

A&A 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.

A&A 2:shipped from Southampton on 'John Biscoe' to Deception Island, Antarctica, arriving there on 21.2.48.

Robin Pitaluga corrects the above as follows:-
"The 'John Biscoe' was actually due to go to FIDS Marguerite Bay base but it was not accessible (when she arrived there on 21.2.48) due to ice early in the 1947/48 season so the crated Hornet Moth was off-loaded at Stanley whilst the ship got on with the job of relieving as many bases as she could get to. However, early in 1948, she suffered a major breakdown to one of her propulsion generators and so she remained in Falklands' waters collecting wool from the farms. The 'Fitzroy' was



Left: FIGAS Norseman V (note the inscription on the fin) VP-FAD drifting slowly to its mooring in sheltered water at Goose Green, East Falkland in 1951. (Freddy White)

chartered to do the end-of-season FIDS base work and set off from Stanley on 1.4.48 but it was too late in the season for her to risk trying to get into Marguerite Bay so she put the Hornet Moth crates ashore at Deception Island. The weather was quite awful, the ship broke away from her beach mooring, her scows, motor boat and 90% of her crew were stranded on the volcanic ash beach for about 24 hours. Time could not be made available to help the small base team get the aircraft crate off the beach so it remained there for two years with the high tides rising and falling inside the end of the crate though not actually contacting the fuselage but it was enough to spell the end of a beautiful aircraft". How did Robin know all this?...He was Deck Boy on 'Fitzroy' for that rough, but fascinating voyage! The ship returned to Stanley on 8.4.48. In addition to the above, and quoting from the history of G-ADMO/VP-FAE, in 'Archive' Winter 2005 Page 164,.....*although unloaded on to the beach there was no point in unpacking the aeroplane, even if they could, because, due to a loading oversight, no skis had been sent.....*

A&A 3: 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. The latter is illustrated in 'Archive' Spring 2006 Page 022.

A&A 4: 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 same time it could have been either type. Terry also said that crate was breached once to let the 'nosey parkers' have a look. The cockpit was done out in red velvet material with instrument panel and doors inlaid in wood"

VP-FBQ de Havilland DHC-7-110 Dash 7 c/n 111

A&A 1: BAS 2006/07 Antarctic Deployment:Stanley Airport > Rothera 14.11.06. Because BAS end-of-season aircraft maintenance would be done by FA(W)L in Canada, after the summer deployment it flew a final air-bridge sortie from Rothera to Stanley Airport 8.3.07 and departed there for Punta Arenas 9.3.07 > Concepción 10.3 > Arica 11.3 (all in Chile) > Guayaquil, Ecuador 12.3 > Conzumel, Mexico, 14.3 > Houston (Hobby) Apt. TX 16.3 > Casper Intl. WY > Calgary Intl. Apt. AB for dropping off equipment and attention by FA(W)L. It departed Calgary Intl. for Churchill MB 21.3.07 > Nuuk, Greenland 22.3 > Prestwick 23.3 > Duxford on 24.3.07 where it remained until 29.4.07 when it flew to Coventry for a series of crew-training flights. Departed there on 13.5.07 to Londonderry Airport, Eglinton, NI and then direct to Nuuk, Greenland 14.5 before proceeding to Calgary Intl. (via Churchill) on 15.5.07 for storage and maintenance by FAWL before the next Antarctic season. Still in storage with FA(W)L as 30.7.07.

VP-FBS Everett Gyroplane Series 4 c/n 014

A&A 1: On 26.3.07 Philip Hutton formally offered VP-FBS to the Falkland Islands Museum in Stanley. It is envisaged that the gyroplane

will be housed in the new Museum to be located at Stanley Dockyard. Heritage site in about two years time.

ACKNOWLEDGEMENTS

The information and photographs received throughout the compilation of the series provided me with the encouragement to complete what started out as a four or five page article but rapidly grew like Topsy. The list of credits seems to be never-ending but if, inadvertently, I've omitted your name please put it down to my senility. Your input was much appreciated.

I would like to thank the following in particular for their stalwart efforts in digging out, or providing, information etc. They are, in alphabetical order: Neil Aird the Air-Britain Beaver historian, The BAS Trio:- Joanna Rae, Gerry Nicholson & Stephen Parker, The Falklands Sextet:- Andrew Newman, Bernadette Pring (an amazing 'digger of info'.), Robin Pitaluga, the late Vic Spencer, Vernon Steen & Ian White.

The above does not detract in any way from the essential contributions made by the following....once again in alphabetical order:-

Tony Aldridge, Geoff Ambrose, Tony Arbon, Eddie Anderson, John Ayres, Paul Baxter, Rachel Bernsten, Priscilla Betts, Maurice Blackley, John M. Bogie, Ray Bullock, Mike Cain, Jane & Sukey Cameron, Paul Chandler, David Charleton, Tom Chater, Gerald Cheek, Jenny Cockwell (Editor: 'Penguin News'), Colin Cooke, Ian Collins, Barry Collman, Peter Cooper, John Davis, Mike Draper, Warwick Duffy, Ken Ede, Roger & Norma Edwards, Dick Everett, Alan Faupel, Bob Fowler, James Fulton, Peter-Michael Gerhardt, Dave Gleaves, Morgan Goss, Jane Harrison, Mark Harrison, Guy Healey, Richard Hewitt, Derek Hoddinott, Mike Hooks, Peter Hughes, Sir Rex Hunt C.M.G., Philip Hutton, Ponniah Jegachandran, Terry Judge, Anna King, Robert King, Rodney Lee, Roger Light, Anton Livermore, Bill Luxton, Clive Lynch, Bernard MacNamara, Steve Maxman, Ian J. McGarrigle, Steve Mitchell, Peter Norris, Mike Ody, Ian O'Neill, Terrienne Ormond, Dave Partington (Editor: 'Archive'), Harwood Peck, Dave Peel, Mike Phipp, Nigel Pittaway, Colin Reeves, Gordon Reid, Basil Reive, Doug Revell, Richard Riding, Leona Roberts, Paul Robertson, Es Robinson, Gerard Robson, Sheena Ross, Margaret Rough (my wife: for her infinite patience), Dave Ruddlesden, Paul Rushton, Johnny Russuk, Nick Scott, Ian Shaw, Graham Slack, Colin R. Smith, Vic Smith, Joan Spruce, Adèle Stephenson (pp Janet Ferguson), Charlie Stewart, Merlyn Suckling, Graham Taplin, Dianne Webb, John Wegg, Kurt Whitney, Bruce Wilks, Steve Windsor, Allan Wright, John Wright.

OBITUARIES

In the course of researching and compiling this Series, three people have passed away who were important in providing data and photographs. The first was Vic Spencer, FIGAS' first pilot and a personal friend. He died on 20th October 2005. The second was the ferry pilot, Janet Ferguson, who died on 7th April 2007. I am grateful to Adèle Stephenson, for providing photographs and extracts from Janet's personal Flying Log Book enabling me to complete the FIGAS delivery information on Islanders, VP-FBM & 'FBO'. The third was Jim Kerr, a long-serving FIGAS pilot who later became the Islands' first Director of Civil Aviation. With the aid of his daughter Jane Harrison, he provided much information on the first two FIGAS Beavers i.e. VP-FAF (alias 'FAE') and VP-FAG (alias 'FAF'). Jim died on 30th July 2007.

FURTHER ADDITIONS & AMENDMENTS

Refer to 'Archive' 2006 Pages 2006/023 & /024

VP-FAI De Havilland Canada DHC-3 Otter

c/n 294

Note 4: by early 2012 VP-FAI had disappeared from the Museum. In 2.13 a Dutch enthusiast, Ruud Leeuw, contacted the BAS Archives Service and asked about the current whereabouts of the Otter? He was told by BAS that on 20.6.11 the De Havilland Aircraft Heritage Centre at London Colney notified BAS that they wished to end the loan. It had not been possible to find volunteers to work on its restoration. On 27.1.12 all parts of the aircraft had been removed from London Colney under the terms of a "Letter of Understanding" with aircraft enthusiast, Glyn Craig. They were transported by M.K. Aero Support Ltd to a barn at Newhouse Farm, Leaden Roding, Dunmow CM6 2RE UK.

Thanks are due to Douglas A Rough Author & Copyright Holder of the series of articles about the FI Civil Aircraft Register" which appeared in Air-Britain's "Archive" magazine 2005-2007. Air-Britain is also to be congratulated for releasing the series on to The Web so it could be accessed by serious researchers in years to come. With inclusion in the FIDS website it will reach an even bigger audience. Thanks also to David J Allen of the BARG DVD Team for preparing the material for use on the margueritebay.org website.
