

Aircraft of the Falkland Islands Dependencies Survey (FIDS) and British Antarctic Survey (BAS) 1949-2008

By Douglas Rough

Taken from a series of articles entitled 'THE FALKLAND ISLANDS CIVIL AIRCRAFT REGISTER 1949 – 2005'

INTRODUCTION

As a co-author of *Falklands -The Air War* published in 1986, one of my rôles was to produce the Falkland Islands & Dependencies section and within that, the Civil Aircraft Register. Much effort went into its creation because so little aviation research had been done in that part of the world and most of that was fragmented and often inaccurate. That section has passed the "30 Years Test" pretty well, but now it is time to incorporate new data and photographs on the older and newer aircraft on the Register, which don't feature in the book. In the interest of continuity, I am keeping as close as possible to the original information presentation both in style and layout. I'll break occasionally from this to incorporate, within the individual histories, elaboration of certain elements normally more associated with plain text. Hopefully, this should make the histories more readable.

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

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

FIDS/BAS allocated, what appeared to them to be, logical follow-on registration letters.

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

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

Douglas Rough,

arriving there 30 January 1950. Hired to Falkland Islands Government in 1951 prior to sale to them.

VP-FAD CCF (Noorduyn) Norseman 5

c/n N29-45

Oft-quoted as last aircraft built (but see Note), it was purchased by FIDS from CCF, Montreal, in 1949 for an Antarctic rescue mission. Regn VP-FAD applied to its "International Orange" overall colour scheme before being crated and shipped to the UK. Departed on 'John Biscoe' from Southampton 12.10.49 for Deception Island, South Shetlands, where it was unloaded, assembled as a floatplane and then air-tested on 28.12.49. Flown to the Argentine Islands and operating from there on 30.1.50 and 6.2.50 its pilot (Pt. Off. P.St Louis RCAF) flew the aircraft to Stonington Island in Marguerite Bay, Graham Land, to rescue (in two groups) five of the 11 men marooned on the Island. Returned to Deception Island to be dismantled and crated prior to being shipped to Stanley on 'John Biscoe' arriving there 3.3.50. Off-loaded and assembled by FIDS and then loaned to the FI Govt after their pilot (V.H.Spencer) had been type-checked by Pt. Off. St Louis on 2.6.50. Sold to FIGAS later that year and remained in service until c8.53 when WFU due to advanced corrosion in the main undercarriage legs, engine bearers and other metal components. Dismantled and stored in the floatplane hangar until early 1957 when the airframe was scuttled in Stanley Harbour. The floats, however, were retained for many years as part of a raft. Regn cancelled on 4.2.57.

Note: 10 other aircraft built after N29-45, all of which served in Canada.

VP-FAD CCF (Noorduyn) Norseman 5

c/n N29-45

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

VP-FAE

HORNET MOTH

(1947/48 - 1949/50)

De Havilland 1936 model, purchased second-hand in 1947 by FIDS to replace G-AIBI. Shipped to Deception Island on 'John Bisco' February 1948. Skis never arrived. Plane remained in crate. Shipped back to Stanley, April 1950, where it was found that poor packaging had led to extensive corrosion. Written off as beyond economical repair.

VP-FAE de Havilland DH.87B Hornet Moth

c/n 8086

Built by de Havilland Ltd at Hatfield and regd as G-ADMO on 15.3.36 and remained as such until it was delivered to Rochester Station Flight in 4.40 and impressed into military service as AV969 on 10.5.40. Served with a number of Units until finally delivered from Maintenance Command Communications Sqdn, Andover to 5MU Kemble for storage on 10.4.46 prior to being sold in 7.46 to de Havilland Aircraft Co. Ltd, Witney. UK CofA renewed 25.11.46 and intended for delivery to Denmark as OY-DTI. Not delivered because of an import licence problem and remained stored at Hatfield until purchased by FIDS as a readily-available, urgent replacement for their Auster J/1N Autocrat G-AIBI 'Ice Cold Katy' destroyed in an Antarctic accident on 15.9.47. Re-regd as G-ADMO on 26.11.47. Overhauled at Hatfield and test flown there on at least one occasion by P.Fillingham on 21.11.47 before it was crated and shipped from Southampton on 'John Biscoe' to Deception Island, Antarctica, arriving there on 21.2.48. Although unloaded onto the beach there was no point unpacking it

because, due to a loading oversight, no skis had been sent with the aircraft. On 26.9.49, while still located at Deception Island, a FI Regn Cert. was issued allocating the regn VP-FAE to the aeroplane, thereby cancelling G-ADMO on the British Civil Aircraft Register. Remained snowbound in packing cases until shipped on 'John Biscoe' to Stanley (arriving 3.3.50) where the crated machine was off-loaded and stored in the landplane hangar. When eventually partially unpacked, an inspection revealed that dampness had affected the plywood construction and some glued joints. Although no longer airworthy, VP-FAE (still marked as G-ADMO) languished in storage until early 1957 when it was burned with VP-FAA, VP-FAB and VP-FAC. Regn cancelled on 4.2.57.

Note: The aircraft's log books were still in existence as late as 1979 in the Aviation Dept office on Govt Jetty, Stanley.

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

Note1: a readily-available, urgent replacement for their Auster J/1N Autocrat G-AIBI

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

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

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

CF-IJJ & CF-IGJ CANSOS

1955/56 - 1956/57

Consolidated PBY5A Cansos, Canadian based, long range amphibian aircraft. Operated by Hunting Aero Surveys Ltd for Falkland Islands and Dependencies Aerial Survey Expedition (FIDASE). Flown from Toronto, via Montevideo and Stanley, to Deception Island where a perforated steel plate slipway on volcanic ash enabled them to be beached for servicing and refuelling. Used for long range aerial photography of the Antarctic Peninsula south to lat. 68°S, the South Shetland Islands and Elephant Island group.

VP-FAI (VP-FAK) OTTER

1959/60 - 1966/67

Registered as VP-FAI but painted and flown as VP-FAK. DHC-3 Otter, Construction No. 294. Purchased 1959. This and all later aircraft were fitted with wheel-skis. Shipped to Deception Island for assembly, arriving 26 January ' 1960. Wintered and serviced at Deception Island. Operated summers from Adelaide Island from 1960/61 on. Damaged by gale at Deception Island, 6 October 1961 and by crevasse accident at

Adelaide Island, 19 December 1964. The first airborne radio echo sounding in the Antarctic, using SPRI equipment, carried out by this aircraft 1966/67. Grounded due to extensive metal fatigue in fuselage, 26 March 1967. Written off at end of season.
VP-FAI De Havilland Canada DHC-3 Otter c/n 294

Bought new from DHC by FIDS and painted in error as VP-FAK (VP-FAK had been reserved for future FIGAS use). First flown at Downsview 17.10.59 with a further test-flight on 22.10.59 prior to having a Collins HF transceiver and SARAH fitted on 26.10.59. On 30.10.59, dismantled, inhibited and packed for shipping to Antarctica via Montevideo, Uruguay, where it connected up with the 'Kista Dan' which departed Southampton 18.12.59. Still crated, it was loaded on to the ship on 13.1.60 which later sailed for Deception Island, South Shetlands arriving there 26.1.60. Unpacked, assembled, fitted with wheels/skis and test-flown on 3.2.60. Flown south to the Argentine Islands 18.3.60 and then to Horseshoe Island in Marguerite Bay on 19.3.60 for relief operations before returning to Deception Island on 27.3.60 where it was kept in open storage during the winter months of 1960/61. In 3.62 the hangar at Deception Island was completed thus providing reasonable wintering and servicing conditions. (Note: From 1960-67 the aircraft was normally based at Adelaide Station on Adelaide Island for FIDS/BAS support flights during summer months, returning to Deception Island each winter for maintenance and storage.) Damaged in a series of gales at Deception Island from 2-10.10.61 but repaired 11/12.10.61. On 30.10.61 a FI Regn Cert was issued confirming the aircraft to be VP-FAI but the airframe markings were not altered. Following an ownership change from FIDS to BAS on 1.1.62, the aeroplane was painted in BAS livery (to comply with the creation of British Antarctic Territory on 1.3.62). The new colour-scheme included removal of the regn and application of its c/n as an identity (in black to the fin and the underside of the port wing, at least). Remained marked like that until grounded and SOC at its Deception Island base on 26.3.67 due to extensive corrosion in the fuselage. Removable parts (e.g. engine & wings) were hangared but the bare fuselage was stored outside in the lee of the building for the next 37 years. In 1.69, parts were cannibalized to replace corroded elements on BAS Otter 60-377. From at least 1993 there had been environmental pressure on BAS, and other Antarctic agencies, to keep the environment free of detritus. Even designated Historic sites where old deserted infrastructures such as the Deception Island hangar were subject to scrutiny. BAS had included the Otter as part of its preservation policy at the site but, this was challenged in recent times by an individual (reputedly an American) who said he was going to recover the airframe under 'Salvage' rights (See Note 2). To preempt such action, the fuselage, wings and an engine were loaded on to the 'Ernest Shackleton' on 3.4.04 and departed for Rothera Station, Adelaide Island where it was offloaded 13.4.04. There it remained until 25/26.1.05 when it was taken on board the 'James Clark Ross' for transportation to Stanley (for storage) and subsequent unloading there on 30.1.05. Loaded aboard the 'Ernest Shackleton' on 4.4.05 and shipped to Grimsby arriving there 8.5.05. Unloaded on 9.5.05, it was transported that same day to the De Havilland Aircraft Heritage Centre, London Colney for later re-assembly, preservation work, and future display under a BAS long-term loan agreement (See also Note 3).

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

Note 2: 2003: Historic Site No.71 - Whalers Bay, Deception Island

The "Site" covers the remains of the old British scientific and mapping Base Camp; the hangar and all pre-1970 remains on the shore of Whalers Bay. BAS thought it included the Otter but, this remained open to doubt thus raising the possibility of its removal by a Third Party claiming "Salvage" rights. Given this threat BAS removed '294' as per the aircraft history above.

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

VP-FAJ BEAVER 1959/60

DHC-2 Beaver, Construction No. 1342. Purchased 1959 with VP-FAK Otter. Shipped to Deception Island for assembly, arriving 26 January 1960. Last FIDS aircraft to be fitted with floats. Kept aboard 'Kista Dan' when vessel in collision with 'John Biscoe' during storm, 12 March 1960. Repairs completed at Deception Island by August 1960 but lost when broke through sea ice whilst taxi-ing at Argentine Islands, 16 September 1960. Replaced by VP-FAL Otter.

VP-FAJ De Havilland Canada DHC-2 Beaver c/n 1342

Purchased new from DHC by FIDS and painted 'International Orange' overall with black regn markings. First flown at Downsview 17.10.59 with a subsequent test flight on 21.10.59. On 30.10.59 it was dismantled, inhibited and packed for shipping to Antarctica via Montevideo, Uruguay where it connected up with 'Kista Dan' which departed Southampton 18.12.59. Still crated, it was loaded on to the ship on 14.1.60 which later sailed for Deception Island, South Shetlands, arriving there 26.1.60. After assembly on the ship (and a test-flight as a floatplane on 7.2.60), it sailed with her for the Argentine Islands on 8.2.60 to be based aboard for ice-reconnaissance flights. While anchored in high winds off the Argentine Islands on 12.3.60, 'Kista Dan' (with the Beaver on her foredeck) and 'John Biscoe' drifted so close to each other that the aircraft's protruding port wing was torn off when 'John Biscoe' hit it. The aeroplane was off-loaded at Deception Island c1.4.60 and by 8.60 (following receipt of a new wing brought from Stanley by 'John Biscoe') it had been repaired and the floats replaced by wheels/skis. On 16.9.60, having landed on sea-ice off the Argentine Islands, Flt Lt R.Lord was taxiing the aircraft clear of the marked runway when the ski-undercarriage broke through thin ice. Recovery proved impossible, but the wings, fin and most internal fittings were removed before the fuselage partially submerged. The salvaged parts and the redundant floats were later sold to the FI Govt as spares for the FIGAS Beavers.

Note1: The 'International Orange' scheme was to Spec MIL-L-7178 Berry Bros. Lacquer.

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

VP-FAJ (VP-FAL) OTTER 1960/61 - 1964/65

Registered as VP-FAJ but painted and flown as VP-FAL. DHC-3 Otter, Construction No. 377. Purchased 1960. Operated in the same way as VP-FAK. Crash landed in poor visibility at Adelaide Island, 28 December 1964. Written off and destroyed.

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

Bought new from DHC by FIDS (to replace Beaver VP-FAJ) and painted in error as VP-FAL (no regn had been allocated to it and VP-FAL had been reserved for future FIGAS use). In its overall 'International Orange' colour scheme, it first flew at Downsview 29.7.60 with subsequent test flights on 26.8.60 and 17&18.11.60 prior to 28.11.60 when it was dismantled, inhibited and packed for shipping to Antarctica. It is believed to have been taken initially to Montevideo, Uruguay, before being collected by 'Kista Dan' which had departed from Southampton for Deception Island, South Shetlands, where it arrived on 11.1.61. Unloaded, assembled, fitted with wheels/skis and then test-flown on 21.1.61. (From then until 12.67 the aircraft was normally based at Adelaide Station on Adelaide Island for FIDS/BAS support flights during the summer months, returning to Deception Island each winter for maintenance and storage. (Note: During the 1961 winter it was kept in open storage as the hangar was not completed until 3.62) Ownership of the aircraft changed from FIDS to BAS on 1.1.62 and on 1.3.62 a FI Regn Cert was issued declaring it to be VP-FAJ (a re-issue of the Beaver Regn). The aeroplane remained marked as VP-FAL until it was painted in BAS livery (to comply with the creation of British Antarctic Territory on 1.3.62). The new colour-scheme included removal of the regn and application of its c/n as an identity (in black on the fin and underside of the port wing at least). Remained marked like that until 28.12.64 when the tail-ski was ripped off, the undercarriage struts driven up through the airframe and the rear fuselage twisted in a landing accident at Adelaide Station. The pilot (Flt Lt E.J.Skinner) was unhurt but the aircraft, which had fallen some 30ft into a dip in the snow and ice not seen from the air, was deemed to be "beyond economical repair" and SOC. The unused FI regn (VP-FAJ) was cancelled on 13.6.65.

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

VP-FAM OTTER 1968/69

DHC-3 Otter, Construction No. 60-395. Purchased 1967, second-hand, from Royal Norwegian Air Force, to replace VP-FAK. Arrived crated at Deception Island, December 1967. Removed when volcano erupted in same month and shipped to South Georgia. Returned to Deception Island for assembly, December 1968. Operated from Adelaide Island. Forced landing due to engine failure in heavily crevassed area 30 miles north east of Stonington Island, 3 March 1969. Written off.

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

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

Purchased by NERC for BAS, it was erroneously painted as VP-FAM (no regn had been allocated to it by the FI Registrar of Aircraft). The RNoAF serial was retained on the fin (incorporating, as it did, the c/n which was, at that time, used as a means of aircraft identity by BAS) Departed (crated) on 'Perla Dan' from Southampton on 29.11.67 for Deception Island, South Shetlands, where it arrived late 12.67. Not unpacked there as the base had been evacuated after a volcanic eruption on 4.12.67 (See Note). Instead, it was transported aboard 'Perla Dan' to Grytviken, South Georgia (arriving 2.1.68) and was stored there in crates on the quayside until collected by 'HMS Endurance' in 12.68 and returned to Deception Island where, on 10.1.69, it was unloaded. Due to some corrosion arising from its time on Grytviken's quayside, during re-assembly cannibalised parts from redundant BAS Otter '294' were incorporated. Fitted with wheels/skis and flight-tested prior to being flown south to Adelaide Station, Adelaide Island, on 6.2.69 for BAS support duties. On 3.3.69, following engine failure about 30 miles north-east of Stonington Island (Graham Land), it force-landed (collapsing the Port undecarriage) in a rough and badly crevassed area and was considered sufficiently damaged to be SOC.

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

VP-FAM TURBO BEAVER 1969/70 - 1971/72

The second aircraft with this registration. DHC-2 Turbo Beaver, Construction No. 670-TB40. Purchased 1969. Operated from Adelaide Island. Tail-ski and fuselage damaged, January 1971. Sold to De Havilland, April 1972.

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

Purchased from DHC by NERC for BAS (previously CF-WSC) and departed Downsview on 22.11.69 in company with Twin Otter VP-FAO, routing via South America to Adelaide Station on Adelaide Island where it landed on 7.12.69. Supported by BAS field parties until 25.3.70 when it departed Adelaide Station for servicing and storage at DHC Downsview, arriving there on 4.4.70. Returned to Adelaide Station (via Punta Arenas in Chile) in mid-1270 for BAS summer operations before flying back to Downsview in early 4.71. On 10.2.71 a FI Regn Cert was issued confirming the aircraft's regn. At the end of 11.71 it arrived at Adelaide Station from Downsview and, following a season of BAS support flights (mostly to/from Fossil Bluff on Alexander Island), it departed Adelaide Station on 20.3.72 and arrived at Downsview on 28.3.72. Its regn was cancelled 14.4.72 upon being sold to DHC and reportedly registered as CF-BLX

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

VP-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:-

VP-FAN PILATUS PORTER 1966/67 - 1967/68

Pilatus Porter Turbo Prop., Construction No. 619. Purchased 1966. Shipped to Deception Island, arriving 7 January 1967. Operated during summers from Adelaide Island. Only plane operating in 1967/68 when abandonment of Deception Island Base following volcanic eruption, prevented assembly of Otter VP-FAM. Abortive take-off from junction of Millett and Meiklejohn Glaciers caused by metal fatigue of ski pivot arm, 26 February 1968. Aircraft irreparably damaged at second attempt using wheels, 1 March 1968.

VP-FAN Not allocated

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

Purchased new from PFAG by NERC for BAS and noted at the factory at Stans, Switzerland in late 9.66 painted overall in 'International Orange' wearing only its c/n (See later). Delivered (crated) to Southampton for shipment on 'Perla Dan' to Deception Island, South Shetlands, arriving there on 8.1.67. Unloaded, assembled and fitted with wheels/skis before being test-flown on 13.1.67. No regn allotted to it by the FI Registrar of Aircraft and all references to it having been allocated or painted as VP-FAN are erroneous. As an identity, the c/n was worn in large digits on both sides of the fin. Flown south to Adelaide Station, Adelaide Island, on 26.1.67 for BAS support flights, returning to Deception Island 6.3.67 for servicing and storage. Flight-tested on 15.8.67 and flown to Adelaide Station 18.8.67. From there it was used to resupply or establish a chain of five BAS depots between Fossil Bluff on Alexander Island and Stonington Island in Graham Land. As it was about to get airborne on 26.2.68 from a patch of ice at the junction of the Miller and Meiklejohn Glaciers in Palmer Land, a weld in the Port undercarriage leg fractured and the ski turned outwards causing the aircraft to slew violently. The pilot (Flt Lt J.Ayers) and his two passengers were unhurt but the tail ski was torn off. An attempted wheel take-off from the same patch of ice on 1.3.68 nearly ended in disaster when the starboard wheel broke through the ice crust and the aircraft briefly tipped onto its nose before crashing back on to the ice, twisting the rear fuselage. The aircraft was SOC and the uninjured pilot and passengers were not rescued until 21.12.68!

Note: The location where the Turbo-Porter crashed was named "Porter Nunatak" by Flt Lt Ayers and is still referred to by that title but is not listed as such in G. Hattersley-Smith's 1991 definitive publication on British Antarctic Territory (BAT) Place-Names.

VP-FAO TWIN OTTER 1968/69 - 1970/71

DHC-6 Twin Otter, Construction No. 152. Purchased 1968 to replace Pilatus Porter VP-FAN. The first BAS plane to make annual ferry flights from Canada as Deception Island Base abandoned. Thereafter until 1979 BAS aircraft serviced annually in Canada. Operated from Adelaide Island. Forced landing in bad visibility at Table Nunatak, near Cape Agassiz, 10 December 1968. Aircraft flown to Three Slice Nunatak. Refuelled by HMS Endurance helicopters and flown out, 21 December. Glaciological radio echo-sounding continued with this aircraft 1969/70. Sold to Air Paris at end of 1970/71 season.

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

Ordered new from DHC by NERC for BAS on 1.9.67 and noted at Downsview on 19.8.68 prior to first flight on 20.9.68 and handover to BAS on 11.10.68 (regn worn only on the upper and lower wing surfaces). Remained at Downsview until it departed on 11.11.68 to route via South America and Deception Island, South Shetlands (3.12.68) to Adelaide Station, Adelaide Island, where it arrived on 4.12.68. After a summer season supporting BAS field operations, it departed Adelaide Station towards the end of 3.69 en route to Downsview where it arrived on 29.3.69 for maintenance and storage (the first FIDS/BAS/NERC aircraft not to be wintered and serviced in Antarctica). Left Downsview on 22.11.69 (accompanied by Turbo-Beaver VP-FAM) for Adelaide Station and landed there 7.12.69. Following a series of echo-sounding flights, it took-off from Adelaide Station on 25.3.70 en route to Downsview, arriving there 4.4.70. Departed Downsview 11.11.70 for Adelaide Station arriving there mid-12.70 for BAS duties. On 10.2.71 a FI Regn Cert was issued confirming it to be VP-FAO. Arrived back at DHC at Downsview on 12.4.71 for servicing and trading-in against a new Twin Otter, VP-FAP. Remained at Downsview (noted there on 11.5.71) until displayed by DHC at the Paris Salon, Le Bourget, France in 6.71. Although sold to Air Paris, Orly, during the show, it returned to Downsview. FI regn was cancelled 15.6.71.

Summary of subsequent history: Noted as F-BPRC at Downsview 27/28.7.71 and believed left on delivery to Air Paris on 29.7.71 although Date-of-Issue of CofA and official Date-of-Sale to Air Paris was 20.8.71 (Note: actually regd to Locafrance who financed the purchase). To Air Djibouti in 10.75 (still as F-BPRC) but re-regd as J2-KAA in 6.80. Re-regd on 30.9.91 as F-GHXY with Saga Trading. Victim of attempted arson at an unknown location on 12.2.93. Although damaged, it was repaired only to be subjected a month later on 24.3.93 at La Ferté Gaucher to another arson attack in the form of a fire in the cockpit. Repaired again and, later that year on 16.11.93, sold as N40269 to Freefall Express of Deland FL, USA for parachute jumping. Believed still current.

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 handover 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

TWIN OTTER

1971/72 - 1976/77

DHC-6 Twin Otter, Construction No. 333. Purchased 1971 to replace VP-FAO. Extra fuel tanks fitted in 1974 to increase endurance to 8 hours. Operated from the new ski-way at Rothera from 1975/76. Damaged engine replaced under difficult conditions at Fossil Bluff, February 1972. Forced landing in poor visibility while landing field party at Gomez Nunatak, south of George VI Sound, 21 January 1977. Airframe written off, engines and avionics salvaged.

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

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

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

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

VP-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.

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-FAQ

TWIN OTTER

1972/73 - 1980/81

DHC-6 Twin Otter, Construction No. 347. Purchased 1972 to replace VP-FAM. 1972/73 first season using two Twin Otters in combination. Recalled from work with US Ross Ice Shelf Project to undertake relief flights when VP-FAP damaged, January 1977. Nose-leg and airframe damaged while attempting to take off from Rothera with heavy load over a rough surface, end of 1977/78 season. Dismantled and shipped to U.K. for repair. Back in service 1978/79. From end of 1980/81 season leased to Jersey European Airways Ltd until April 1982 when sold to them.

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

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

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

On 5.7.73 noted local flying at Downsview this time with "De Havilland" titling in addition to the Canadian flag. Departed Downsview 9.7.73 for Wabush (Newfoundland) and Frobisher Bay (Nunavut : i.e. N.E. Canada) the same day before arriving at its destination, Sondrestrom Fjord (Greenland) on 10.7.73 where its Long Range Nav. System (LRNS) was temporarily removed. Remained Sondrestrom-based on survey work (See also 5.75 & Note 1) until 15.7.73 when its LRNS was reinstalled and the aircraft departed the same day for Frobisher Bay and then on 16.7.73 on to Toronto Intl. Airport via Wabush and North Bay (Ontario) before continuing to Downsview on 17.7.73. Following a test flight on 4.10.73, it departed Downsview 6.10.73, routing to Punta Arenas (arrived 13.10.73) and, on 16.10.73, proceeded to Adelaide Station from where it was flown in support of BAS operations. It left Adelaide Station 28.2.74 for Punta Arenas en route to Downsview where it arrived on 10.3.74 for wintering. Departed Downsview 5.10.74 for New Orleans LA (arrived 5.10); on to Punta Arenas 12.10 and thence to Stonington Island, Graham Land on 17.10 before the final leg to Adelaide Island on 18.10.74. Left there 5.3.75 for Punta Arenas and West Palm Beach FL (13.3.75) en route for Downsview where it landed on 15.3.75. In 5.75 it was leased to the University of Nebraska for a five-week ice-sheet survey in Greenland on behalf of the US National Science Foundation. Departed Downsview 16.5.75 for Toronto (Malton) and Goose Bay, Newfoundland on 17.5 arriving at Sondrestrom Fjord the same day. Based there for survey work until 14.6.75 when it took-off for Frobisher Bay (arrived 14.6); Fort Chimo & Schefferville, Québec (15.6) and landed back off-lease at Downsview on 16.7.75. On 7.10.75 departed Downsview (via West Palm Beach 7.10) for Punta Arenas where it landed 15.10 before departing on 4.11.75 for Adelaide Station and arriving there that day.

During that season, in addition to normal BAS support flights, it was used to transport men and materials to anew air facility being constructed at Rothera Station (also on Adelaide Island) to replace the airstrip at Adelaide Station. Departed Rothera on 29.2.76 for Punta Arenas (29.2); Miami (7.3) arriving at Downsview 8.3.76 for servicing and chartering by Taylor Woodrow (International) Limited for three months work (including 5.76) in Oman. After returning to Downsview (circa late 5.76) for maintenance, it left for Miami 31.10.76; Mendoza, Argentina (5.11) and Punta Arenas (6.11) on course for Rothera Station where it arrived on 7.11.76. Upon arrival it was leased out for ten weeks to the US Ross Ice Shelf Project but, following the loss of

VP-FAP on 21.1.77, was recalled to rescue the pilot and crew of the crashed aircraft and fly them to Rothera. Left Rothera 1.3.77 for Downsview (via Punta Arenas 1.3; Miami 8.3) arriving there on 9.3.77. Departed Downsview 7.10.77, once again routing via Punta Arenas (landed 17.10) and on to Rothera on 18.10.77. On 1.3.78 the nosewheel leg and airframe were damaged beyond repair when the pilot tried to take-off with a full load from a very rough surface at Rothera. Nobody on board was injured, but the aeroplane had to be dismantled and loaded onto 'Bransfield' which departed for the UK (via the Falklands) on 24.3.78, arriving at Southampton 23.5.78. Off-loaded and transported to Mann Aviation Ltd. (MAL) at Fair Oaks for repairs. Air-tested there 25.9.78 and flown to Biggin Hill on 4.10.78, from where it departed 5.10.78 to route via North and South America (e.g. Punta Arenas 11.11.78) to Rothera Station, landing there on 14.11.78.

Left Rothera Station 1.3.79 for Punta Arenas and on to Field Aviation Co. Ltd. at Calgary (Alberta) where it arrived on 13.3.79 for maintenance prior to leasing (as of 29.3.79) to the Glasgow-based airline, Loganair. After a series of test flights, it departed Downsview on 15.4.79 for Goose Bay, Newfoundland; Narsarsuak and Reykjavik (16.4) and leaving there on 17.9 for Glasgow and on to Aberdeen 22.4.79 for operational commencement of the lease. The final Loganair flight was on 30.8.79, returning to Glasgow 31.8.79. Flown from there to Cambridge 4.9.79 and then to Oxford (Kidlington) and MAL at Fair Oaks on 6.9.79 for maintenance. Left for Biggin Hill on 11.9.79 and departed there 12.9.79 routing via Prestwick & Reykjavik 12.9; Goose Bay & Ottawa (Ontario) 13.9 before arriving at Downsview on 14.9.79 for maintenance and modifications prior to the Antarctic season. Departed there 12.11.79 for Rothera via Cordoba (21.11) and Trelew (22.11) both in Argentina; Punta Arenas (22.11) before leaving there on 27.11.79 for the final leg to Rothera. Departed Rothera Station on 26.2.80 for Punta Arenas and thence to Field Aviation Co. Ltd. at Calgary where it arrived 8.3.80 for maintenance pre-lease to Loganair as of 27.3.80. With the BAS titles removed, it took off from there 27.3.80 for Reykjavik (via Churchill, Manitoba & Frobisher Bay both on 27.3) where it arrived on 28.3.80. Departed on 29.3.80 for Aberdeen and commencement of the lease. The last lease flight was 29.8.80 and on 1.9.80 it took-off from Aberdeen for Oxford (Kidlington) and thence to Biggin Hill 2.9.80 from where it departed for Field Aviation Co. Ltd., Calgary 5.9.80 routing via Prestwick & Reykjavik 5.9; Frobisher Bay 6.9 and final legs to Churchill and Calgary on 7.9.80 where modifications prior to the Antarctic season were carried out. Departed Calgary 5.11.80 arriving at Punta Arenas on 20.11.80 prior to making the final leg to Rothera on 23.11.80. The season over, it left Rothera for Punta Arenas on 3.3.81 en route to Downsview for maintenance prior to leasing to Jersey European Airlines (JEA). On 14.4.81 it took off for Goose Bay and on to Reykjavik and Glasgow 15.4.81 prior to flying on to Cambridge, Biggin Hill and Jersey on 16.4.81 to commence lease. Remained on lease to JEA until sold to them on 27.4.82 as G-BKBC by which time, of course, the Falklands conflict was underway which, it was thought at the time, could affect BAS future Antarctic operations.

Summary of subsequent history: Utilised by Spacegrand 9.9.82 and to Weston-on-the-Green 13.11.82 for parachuting duties. With JEA until noted at Hurn 25.1.86 where it was repainted as LN-FKB prior to departure from there to Jersey 12.2.86 and on from there on 19.2.86 (when regn G-BKBC officially cancelled) to Spitzbergen following the sale of the aircraft to Norsk Forurensningskontrol (NSK). Regd to Sparebanken Nord, Tromsø, Norway 4.11.87 then regn cancelled 3.2.88 prior to

aircraft's formal sale on 9.2.88 to Air Serv International, Redlands CA as N899AS (regn allotted 10.2.88). Noted at Carlsbad CA 20.2.95 with UN-UNICEF titles. Ferried Maastricht to Aberdeen & Reykjavik 10.3.95 and left from there 12.3.95. Noted with "World Food Programme" titling at Melspruit, South Africa 22.9.96. Damaged by gunfire at Monrovia, Liberia and sent to Melspruit for repair. Noted there on 11.9.98 and at Entebbe in UN Markings 10.98. Current in 1.06.as N899AS.

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

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

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

VP-FAW TWIN OTTER 1977/78 - 1981/82

DHC-6 Twin Otter, Construction No. 546. Purchased 1977 to replace VP-FAP. From 1979 all aircraft serviced in and flown from UK instead of Canada to Rothera. Extra fuel tanks fitted in Calgary, Canada, prior to 1980/81 season. Nose section and ski badly damaged when hit hard sastrugi on take-off in Mount Charity area, 24 February 1981, but flight completed to Rothera. Dismantled and shipped to UK for repair. Back in service 1981/82 but badly damaged during freak storm, 18 November 1981, when torn from moorings at Rothera airstrip. Dismantled and shipped to UK Written off as beyond economical repair.

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

Ordered new from DHC by Natural Environment Research Council (NERC) for BAS on 26.4.77 (to replace VP-FAP) and first flew at Downsview 27.6.77 prior to handover to BAS on 11.7.77. Noted at Miami FL on 12.10.77 and arrived at Rothera Station, Adelaide Island, at the end of 10.77 where it undertook BAS support flights. Whilst in Antractica, it's FI Regn Certificate (No.23) was issued on 6.12.77. Departed in 3.78 for Downsview (noted there 21.3.78) and Biggin Hill in the UK where it arrived from Reykjavik, Iceland on 24.3.78. On 30.3.78 it flew to Glasgow on lease to the Glasgow-based airline, Loganair Ltd. Leased terminated 3.9.78 when it arrived at Fair Oaks from Aberdeen for maintenance by Mann Aviation Ltd. (MAL). Departed for Biggin Hill 2.10.78 and left there on 8.10.78 for Prestwick and Reykjavik (on the same day) en route to Rothera Station, where it landed on 14.11.78. On 2.3.79 it took off from Rothera Station and routed via South & North America, arriving at Glasgow from Reykjavik 29.3.79 on lease to Loganair Ltd.. Flown to Biggin Hill off lease 7.9.79 and then on to MAL at Fair Oaks on 10.9.79 for final preparations prior to flying out to Biggin Hill 11.9.79. From there it departed once again for Rothera Station via Toronto where it was seen on 14 & 18.9.79 still with the Loganair fin motif. Noted arriving at Miami 16.11.79 and departing 17.11.79 for Rothera Station which it reached in late 11.79. Left Rothera Station on 26.2.80 for Downsview and pre-lease maintenance at Field Aviation Ltd., Calgary, Canada. At the latter location its BAS Titles were removed before it took off on 27.3.80 for Reykjavik where it

arrived 28.3.80. Departed 29.3.80, reportedly for Aberdeen, and commencement of its lease to Loganair Ltd. which terminated on 5.9.80. On that date it departed Biggin Hill for Prestwick and on to Reykjavik where it arrived the same day. From here it proceeded to Field Aviation Ltd. in Calgary where extra fuel tanks were fitted. Departed Calgary en route to Miami where it arrived on 13.11.80 and departed again for South America on 14.11.80. It should have arrived at Rothera Station on 23.11.80 but was delayed at Punta Arenas in Chile, initially with wheel/ski hydraulic problems and then by bad weather over the Antarctic Peninsula, and did not arrive until late 12.80. On 24.2.81, the nose and nosewheel ski were badly damaged when the aircraft hit a hard sastrugi on take off from the Mount Charity (Eternity Range) area but flight completed to Rothera.. Local repair was not possible and it was dismantled, crated and (c7.3.81) put aboard 'Bransfield' which then sailed for Southampton, arriving there on 13.5.81. Offloaded and the dismantled aircraft was transported in three truckloads on 14.5.81 to MAL for repairs. By 22.5.81 it had been partially rebuilt and on 12.7.81 was noted complete and ready for leasing that month to the Jersey-based airline, Jersey European Airlines Ltd. (JEA). Returned off lease to Fairoaks on 7.9.81 for maintenance. Flown to Biggin Hill 4.10.81 en route to Rothera Station, where it arrived in mid-10.81. At Rothera Station on 18.11.81 both it and VP-FAZ were torn from their tie-down ropes in gales and overturned. The two badly damaged aircraft were dismantled, crated and put on board 'Bransfield' to be returned to the UK. At the time of the Argentine invasion on 2.4.82, the ship was in Argentine coastal waters, but she proceeded to Faraday in the Argentine Islands and then, keeping south of 60°S (within the Antarctic Treaty area), sailed east to the South Sandwich Islands before turning north for Southampton, where she berthed on 11.5.82. On 12.5.82 VP-FAW (and VP-FAZ) was taken by road to MAL at Fairoaks for damage assessment and noted there 29.5.82. VP-FAW was eventually WOC and its hulk was seen in a jig at Fairoaks on 17.12.84 awaiting scrapping (parts from it having been used to rebuild VP-FAZ). Still present on 6.8.85. On 2.3.87 the fuselage was removed from its jig and parked behind the hangar prior to 12.3.87 when it, and reputedly the wings, were loaded into a container at Fairoaks. Having been sold to a customer (reportedly a Mr Smith) in Washington State, USA, for potential rebuild, or disposal, assessment, it departed for there on 14.3.87. No more currently confirmed.

VP-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 Esperanza 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.....

VP-FAZ**TWIN OTTER****1981/82 and 1983/84 to present**

DHC-6 Twin Otter, Construction No. 748. Purchased 1981 to replace VP-FAQ. Badly damaged with-VP-FAW at Rothera, 1-8 November 1981. Dismantled and shipped to UK for repair. Back in service 1983/84. Nose oleo and airframe damaged, 13 February 1985, in take-off from Fossil Bluff where summer melt caused uneven surface. Temporary repairs by a Canadian engineer, sent south, allowed aircraft to be flown to UK. (Skis removed en route to reduce drag). Aircraft arrived UK 27 March 1985.

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

Ordered new from DHC Downsview by Natural Environment Research Council (NERC) for BAS 2.3.81 (to replace VP-FAQ). First flown 14.5.81 reportedly wearing test-flight regn, C-GEOA (See Note 1) it was accepted by BAS on 29.5.81. Flown to Toronto Intl., ON, 5.6.81 for avionics and radio installation by Navair Ltd/Field Aviation Ltd.(FAL). These were completed by 24.8.81 and on 15.9.81 it was allotted VP-FAZ as per FI Regn Certificate (No.25). The wheel-skis were fitted at Toronto Intl. 21.10.81 and it departed there on 22.10 for Erie Intl., PA and Morgantown, WV and thence to Miami Intl., FL 23.10; South Caicos, Turk & Caicos Islands 24.10; St. Lucia 25.10 and to Manaus, Brazil 26.10 followed by Santa Cruz on 27.10, Mendoza 28.10 & Rio Gallegos 29.10 (all in Argentina) and from there to Punta Arenas, Chile on 29.10 before flying to Rothera Station, Adelaide Island on 7.11.81. While lashed down at Rothera airstrip on 18.11.81, both VP-FAZ and VP-FAW were torn from their tie-down ropes in gales and overturned. The badly damaged aircraft were dismantled on 20.11.81 and crated ready for shipment. Loaded on 'Bransfield' in 3.82 before she sailed for Punta Arenas, Chile and the Falklands en route to the UK. At the time of the Argentine invasion on 2.4.82, the ship was in Argentine coastal waters, but she proceeded to Faraday in the Argentine Islands and then, keeping south of 60°S (within the Antarctic Treaty area), sailed east to the South Sandwich Islands before turning north for Southampton where she berthed on 11.5.82. On 12.5.82 the two aircraft were taken by road to Mann Aviation Ltd. (MAL) at Fair Oaks for damage assessment and noted there on 29.5.82. After substantial repairs (including using parts from VP-FAW) which involved rejigging and installation of a new empennage, it was restored to flying condition and flight-tested on 11.8.83. Accompanied by VP-FBB and VP-FBC (the first time that three BAS aircraft had been deployed together to Antarctica) it flew out to Biggin Hill on 7.10.83 and departed there on 10.10.83 for Prestwick and Reykjavik, Iceland en route to Rothera. Left Reykjavik for Goose Bay, Labrador on 11.10 and from there on 12.10 to Bangor and La Guardia, NY before flying on 13.10 to Savannah, GA and Miami Intl. After a stopover it proceeded to Georgetown, Grand Cayman (GC) on 15.10; San Andres, Colombia 16.10; Guayaquil, Ecuador 17.10; Lima 18.10; Pisco 19.10 (both in Peru); Antofagasta 20.10; Puerto Montt 21.10 and arriving in Punta Arenas (all three in Chile) on 22.10. Delayed here due bad weather, it departed for Rothera on 3.11.83, arriving the same day. During the summer deployment the aircraft flew many BAS support missions to locations such as Damoy, Fossil Bluff and the Theil Mountains. An interesting deployment took place on 9.12.83 when it left Rothera for the South Pole, arriving there (via en-route stops) on 29.12.83 before returning to Rothera on

2.1.84. At the season's end it departed Rothera 10.3.84 for the Chilean Station, Teniente Rodolfo Marsh Martin (commonly known as Marsh) located on King George Island, South Shetland Islands. From there to Punta Arenas on 11.3 and to Puerto Montt on 12.3 and arrived at Santiago (Los Cerrillos) Apt., Chile 13.3. It left there on 15.3 for Antofagasta and from there to Lima 16.3; Guayaquil 17.3; San Andres 18.3; Georgetown, GC 19.3; Miami Intl. 20.3 ; Charlotte, NC, St. Catherines, ON & Toronto Intl. on 21.3 for e.g. wheel-skis removal by FAL. Departed there on 23.3.83 for Goose Bay and on to Reykjavik 24.3 from where it flew to Cambridge on 25.3 and onwards, the same day, to Biggin Hill before arriving at Fair Oaks on 29.3.83 for off-season maintenance by MAL. After servicing, the aircraft was stored until flown to Farnborough on 29.8.84 (reportedly on lease to DHC for exhibiting at the SBAC Show), returning to Fair Oaks 11.9.84.

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

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

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

and then to Fair Oaks on 24.3.86 for off-season servicing and storage by MAL. Flew to Cosford (via Bourn) on 16.6.86 returning to Fair Oaks 20.6.86 where a pre-season CofA test flight was made on 1.8.86.

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

BAS 1987/88 Antarctic Deployment: Fair Oaks> Prestwick> Reykjavik 6.10.87> Narsarsuaq> Goose Bay 7.10> Toronto Intl. 8.10 for wheel-skis fitting by FAL before flying to Charlotte and Miami Intl. on 10.10 > Georgetown, GC 11.10> Panama (Tocumen) Apt. 14.10> Guayaquil 15.10> Lima 16.10> Antofagasta 17.10> Santiago> Puerto Montt 18.10> Punta Arenas 19.10 and the last leg to Rothera on 22.10.87. During the season the aircraft visited e.g. Pillow Knob and Walker Peak. At the end of season it departed Rothera on 15.3.88 for Punta Arenas but due to bad weather there it diverted into Puerto Williams, Chile. Puerto Williams> Punta Arenas> Puerto Montt 16.3> Santiago > Antofagasta 17.3> Lima 18.3> Guayaquil 19.3> San José, Costa Rica> Georgetown GC 20.3> Miami Intl 22.3> Charlotte> Toronto Intl. 23.3 where FAL removed the wheel-skis prior to it departing for Goose Bay on 24.3 > Reykjavik 25.3 and from there direct to Fair Oaks on 26.3.88 for post-season servicing and storage by MAL. Made a training flight from Fair Oaks to Compton Abbas return on 5.8.88 and on 12.9.88 flew to Cosford and back to Fair Oaks on 16.9.88.

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

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

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

BAS 1991/92 Antarctic Deployment: Fair Oaks> Kirkwall> Reykjavik 14.10.91> Narsarsuaq> Goose Bay 15.10> Sept Iles> Boston 16.10 > Wilmington> Key West 17.10> Georgetown, GC 19.10> San Andres 20.10> Guayaquil 21.10> Arica 22.10> Santiago 23.10> Puerto Montt 24.10> Punta Arenas 25.10. On 29.10.91 it departed Punta Arenas for Rothera but had an engine failure on take-off followed by quite a heavy landing back at Punta Arenas. It was decided not to fly the aircraft to Antarctica until the extent of any potential airframe damage had been assessed. The engine repaired, it was decided to fly it back to Calgary, Alberta, Canada and it flew from Punta Arenas to Concepción, Chile on 5.11.91> Antofagasta> Lima 6.11> Panama (Tocumen) Apt. 7.11> Georgetown, GC 8.11> Houston (Hobby) Apt., TX 9.11> Dallas, TX > Denver, CO 10.11> Casper, WY> Billings Intl., MT> Calgary Intl. 11.11.91 for attention by Field Aviation West Ltd. (FAWL). (See Note 3) Damage assessment and repairs completed on 15.12.91, it made two test-flights and departed South again to Casper> Billings> Denver> Dallas on 16.12.91 > Houston (Hobby) Apt. 17.12> Cancún Intl., Mexico 18.12> Panama (Tocumen) Apt. 19.12> Lima 20.12> Antofagasta> Santiago 21.12 > Concepción 22.12> Punta Arenas 23.12 and finally on Rothera 24.12.91 to join the Air Unit for Christmas and the rest of the summer season. Among places the aircraft supported were Smart Point and Fossil Bluff. On 7.3.92 practice landings & take-offs were made at the Rothera Ski-Way (to the Northwest of the airstrip) before returning to Rothera from where its end-of-season departure to Punta Arenas on 10.3.92> Concepción 11.3> Arica 12.3> Guayaquil 13.3> Georgetown, GC 14.3> Key West 16.3> Wilmington> Bangor 17.3> Goose Bay 18.3 > Reykjavik 19.3> Kirkwall> Fair Oaks 20.3.92 and then later the

same day to Teeside before returning to Fairoaks on 3.4.92 for MAL servicing and storage.

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

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 was Fossil Bluff on Alexander Island, close to the Antarctic peninsula. At the end of season it flew to Punta Arenas from Rothera on 1.3.94 and then to Concepción 2.3.94> Arica 3.3> Guayaquil 4.3> Georgetown, GC 5.3> Key West 7.3> Wilmington> Bangor 8.3> Goose Bay 9.3> Reykjavik 10.3 and on to Kirkwall and Fairoaks 11.3.94 for servicing and storage by MAL and later, pre-deployment local test and training flights.

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, Halley and Sky-Hi. At the end of season a new return routing to the UK was used: 'FAZ flew to from Rothera to Stanley Airport, Falkland Islands on 12.3.95 Here, the wheel-skis and other non-essential equipment from all four Twin Otters could be off-loaded on to the BAS DHC-7, VP-FBQ, to be flown to the UK. With the wheel-skis etc removed, allowing increased range, an East Coast of South America/West Coast of Africa route was utilized. Stanley Airport> Montevideo Intl., Uruguay 13.3> Sao Paulo, Brazil 14.3> Recife, Brazil 15.3> Fernando de Noronha Island, Brazil 18.3 > Sal Island, Cape Verde Islands 18.3> Tenerife (South) Apt., Canary Islands 19.3> Porto, Portugal 20.3> Fairoaks 21.3.95 for servicing and storage with MAL. Towards the start of the next deployment, test & training flights were undertaken e.g. to/from Biggin Hill on 21.8.95 and the same to Rochester and Headcorn on 20.9.95.

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

Paulo 13.3> Recife 14.3> Fernando de Noronha 16.3> Sal Island 17.3> Tenerife (South) Apt. 18.3> Porto 19.3> Fair Oaks 20.3.96 for servicing and storage by MAL. Prior to the next season's deployment local test and training flights were made from Fair Oaks.

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

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

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

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

storage by CSEAL. Many pre-season test & training flights from Kidlington e.g. to/from Deenethorpe on 7.4.00 and Coventry, Bourn, Duxford, & Cambridge during 5.00. To/from Aberdeen on 11.8 & Coventry 17.9.00.

BAS 2000/01 Antarctic Deployment: Kidlington> Kirkwall> Keflavik 2.10.00> Narsarsuaq> Goose Bay 3.10> Bangor 4.10> Wilmington > Key West 5.10> Montego Bay Intl. 6.10> Caracas Intl. 8.10 > Manaus 9.10> Brasilia Intl. 10.10> Sao Paulo 11.10> Montevideo Intl. 14.10> Stanley Airport 15.10 and on to Rothera 17.10.00. During the season it served locations such as Halley, Palmer, Fossil Bluff and Mars Glacier. At the end of the summer it departed Rothera on 20.2.01 initially to Marsh and, from there to Stanley Airport the same day (*Note:* another reference says 4.3.01 along with VP-FBB, 'FBC & 'FBL). Stanley Airport to Montevideo Intl. on 5.3.01> Sao Paulo 6.3> Salvador Intl. Brazil 7.3> Fernando de Noronha 9.3> Sal Island 10.3> Tenerife (South) Apt. 11.3> Porto 12.3 > Kidlington 13.3.01 for maintenance and storage by CSEAL. Near the start of the next deployment, test & training flights were made from e.g. Kidlington to Bourn return on 5.9.01 and to Coventry on 19.9, returning on 20.9.01. *Note:* The end of season ferry flight routed to Guernsey for maintenance and storage.

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

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

BAS 2003/04 Antarctic Deployment: Calgary Intl> Casper Intl.> Liberal> Houston (Hobby) Apt. 31.7.03> Georgetown, GC 1.8;> Oranjestad, Aruba Island, Aruba 2.8> Manaus 3.8> Brasilia Intl. 4.8> Florianópolis Intl., Brazil 5.8;> Montevideo Intl. 6.8> Stanley Airport 10.8.03 and then a short positioning flight to RAF Mount Pleasant/Mount Pleasant Apt., Falkland Islands on 13.8.03 where it was stored until the start of the BAS Antarctic season. Two months later, on 18.10.03, it positioned

back to Stanley Airport and on to Rothera on 20.10.03. At the end of season it flew from Rothera to Stanley Airport 2.3.04 and then to Montevideo Intl. on 4.3.04> Florianópolis Intl. 5.3> Brasilia Intl. 6.3> Manaus Intl. 7.3> Hato, Curaçao, Netherlands Antilles 8.3> Georgetown, GC 10.3> Houston (Hobby) Apt. 11.3> Liberal > Billings 12.3> Calgary Intl. 13.3 for servicing and storage by FAWL. To Calgary (Springbank) 15.3.04 where it went into storage (with Rocky Mountain Aircraft?) with occasional local test flights during 6,7 & 8.04 before departing on 31.8.04 for Calgary Intl. where it remained until ready to fly South to Antarctica.

BAS 2004/05 Antarctic Deployment: Calgary Intl.> Casper Intl. 6.10.04> Liberal> Houston (Hobby) Apt. 7.10> Cancun Intl. 8.10> Hato 9.10> Manaus 11.10> Brasilia Intl. 12.10> Florianópolis 13.10> Montevideo Intl.14.10> Stanley Airport 15.10 and then the final leg to Rothera on 19.10.04. At the end of season it flew from Rothera to Punta Arenas 25.2.05> Concepción 26.2> Arica 27.2> Guayaquil 28.2> Conzumel Intl., Mexico 1.3> Houston (Hobby) Apt. 3.3> Liberal> Casper 4.3> Calgary Intl. 5.3 for maintenance and storage by FAWL. To Calgary (Springbank) 7.3.05 where it went into storage (with Rocky Mountain Aircraft?) until local test flights commenced on 7.7.05 prior to its departure to Calgary Intl. on 2.9.05 where it is thought to have remained until c10.05 when it is believed to have departed on its ferry flight South with BAS Twin Otter, 'FBC. Further movements unconfirmed until Montevideo.

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

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

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

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

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

(18) VP-FBB) TWIN OTTERS 1982/83 to present

(19) VP-FBC)

DHC-6 Twin Otters, Construction Nos. 783 and 787, respectively. Purchased 1982 to replace aircraft damaged at Rothera. With VP-FAZ BAS operated three planes for the first time in 1983/84. VP-FBC damaged in storm at Rothera, 27 January 1985. Repaired and back in service 6 March. All three aircraft damaged by gales at Rothera airstrip, October 1985, but back in service early November due to speedy provision of spares.

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

Ordered new from DHC Downsview, Ontario production line by Natural Environment Research Council (NERC) for BAS on 22.1.82 to replace VP-FAW and 'FAZ badly damaged at Rothera on 18.11.81. Temporary test regn C-GDKL allocated by Transport Canada 5.3.82 (and noted as such at Downsview that day) and cancelled 27.5.82. FI Regn VP-FBB allotted as per FI Regn Certificate (No.27) dated 8.3.82. First flight by DHC test pilot G.Neal at Downsview on 23.3.82 although handover to BAS was apparently a few days earlier on 19.3.82. To Toronto Intl., Ontario 28.3.82 for avionics installation and other work (Noted at Toronto on 28.4.82 still marked as C-GDKL but with VP-FBB taped over) before returning to Downsview on 21.5.82 where long-range ferry tanks were fitted and test-flown 25.5.82 prior to it leaving for Goose Bay, Labrador on 27.5.82 en-route to the UK. From here to Reykjavik, Iceland 28.5.82 and then to Cambridge and Biggin Hill on 29.5.82 before positioning to Fair Oaks 1.6.82 prior to being ferried out on 6.7.82 (via Southampton) on lease to Jersey-based, Jersey European Airlines Ltd. (JEA). During its time with the airline it had JEA removable markings applied. It departed Jersey for Biggin Hill (via Shoreham and Fair Oaks) 27.7.82 and on 30.7.82 it went to Cambridge and later that day to Gloucester (Staverton) Apt. before returning to Biggin Hill via Cambridge on 31.7.82. Officially off-lease to JEA on 2.8.82 it finally positioned from Biggin Hill to Fair Oaks on 8.8.82 for maintenance and preparation by Mann Aviation Ltd. (MAL) before flying to Biggin Hill on 6.10.82 at the start of its BAS deployment to Antarctica. On 7.10.82 it flew to Prestwick and Reykjavik and from there to Goose Bay 8.10 and then to Toronto Intl. on 9.10.82. Departed Toronto Intl. for Savannah, GA on 10.10 and on to Opa Locka, FL 11.10 before continuing to Georgetown, Grand Cayman (GC) on 12.10 and San Andres, Colombia 13.10. Next, it flew on to Guayaquil, Ecuador on 14.10; Lima, Peru 15.10 and Antofagasta, Chile 16.10 before arriving at Santiago, Chile on 17.10. It departed there for Puerto Montt, Chile 18.10 followed by Punta Arenas, Chile 19.10 before completing the last leg to Rothera Station, Adelaide Island on 20.10.82. Whilst on deployment it served Antarctic locations such as Fossil Bluff, Gunn Peaks and the Chilean Station on King George Island, South Shetlands Islands i.e. Teniente Rodolfo Marsh Martin... which was more commonly referred to as, Marsh. At the end of season, it left Rothera on 16.3.83 routing via Marsh to Punta Arenas. Departed there on 17.3.83 for Puerto Montt and then to Santiago 18.3 followed by Antofagasta 19.3; Lima on 20.3 and Guayaquil, 21.3. Flew on to San Andres 22.3 and Georgetown, GC 23.3. After a stopover, it left for Savannah on 24.3 and from there to Hagerstown, MD and Montreal (Dorval) Apt., Quebec on 25.3. On 26.3 it flew to Goose Bay and on to Reykjavik 27.3 before

departing on 28.3 for Cambridge and Biggin Hill prior to positioning to Fair Oaks on 29.3.83 for maintenance and lease preparation by MAL. Leased to the Scott Polar Research Institute (SPRI), Cambridge for survey work in Spitzbergen, it was flown to Biggin Hill on 8.4.83 and from there to Cambridge on 11.4 to pick up equipment and personnel before departing for Bergen 14.4.83 and on to Tromsø (both Norway) and Longyearbyen, Spitzbergen. To Ny-Ålesund, Spitzbergen on 16.4.83 and then other locations such as Camp Cuckoo before returning to Ny-Ålesund on 6.5.83 from where it flew to Cambridge and Biggin Hill on 7.5.83 before positioning from the latter to Fair Oaks on 10.5.83 for off-lease servicing and storage by MAL. Noted at Fair Oaks on 20.9.83 wearing wheel-skis. Departed from Fair Oaks for Biggin Hill on 7.10.83 on Antarctic deployment to Rothera. Flew from there on 10.10.83 (accompanied by VP-FAZ & VP-FBC, the first time that three BAS aircraft had been deployed together to Antarctica) to Prestwick and Reykjavik and then on to Goose Bay 11.10.83 and thence to Bangor, ME and La Guardia Apt., NY 12.10.83 and on to Savannah and Miami Intl. 13.10.83. On 15.10.83 it departed for Georgetown, GC and on to San Andres 16.10; Guayaquil 17.10; Lima 18.10; Pisco, Peru 19.10; Antofagasta 20.10; Puerto Montt 21.10 and Punta Arenas 22.10 before completing the last leg to Rothera on 29.10.83. Whilst on deployment, it supported BAS operations to various locations including, Fossil Bluff, Chase Point and Martin Hills. After the summer season it departed Rothera for Marsh on 10.3.84 before proceeding to Punta Arenas on 11.3 and on to Puerto Montt 12.3 and Los Cerrillos, Santiago on 13.3.84. From there to Antofagasta 15.3; Lima 16.3; Guayaquil 17.3; San Andres 19.3 before arriving at Georgetown, GC on 19.3.84. Took off on 20.3 for Miami Intl. and flying on to Charlotte, NC, St. Catherines, Ontario and Toronto Intl. on 21.3 before leaving there on 23.3 for Goose Bay. Departed there on 24.3 for Reykjavik from where it flew to Cambridge and Biggin Hill on 25.3 prior to positioning to Fair Oaks 29.3.84 for maintenance and storage by MAL.

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

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

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

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

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

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

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

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

BAS 1990/91 Antarctic Deployment: Fair Oaks> Kirkwall> Reykjavik 1.10.90> Goose Bay 2.10> Toronto Intl. for wheel-skis fitting by FAL. Toronto Intl.> Charlotte> Key West 4.10> Georgetown, GC 5.10> San Andres 6.10> Guayaquil 7.10> Arica 8.10> Santiago 9.10> Puerto Montt> Punta Arenas 11.10 before completing the last leg to Rothera on 17.10.90. During the deployment BAS support flights were made to numerous locations including Damoy, Southern Shambles, Sky-Hi and the Chilean Station, Marsh. At the season's end it flew to Punta Arenas from Rothera on 2.3.91. Punta Arenas> Puerto Montt> Concepción 5.3> Arica 6.3> Guayaquil 7.3> Georgetown, GC 8.3> Key West 9.3> Wilmington> Sherbrooke, Quebec 11.3> Goose Bay 12.3> Narsarsuaq> Reykjavik 13.3> Fair Oaks 14.3.91 for servicing and storage by MAL. In 9.91, test and training flights were made at Fair Oaks prior to the next season's deployment.

BAS 1991/92 Antarctic Deployment: Fair Oaks> Kirkwall> Reykjavik 14.10.91.....**then as VP-FAZ**.....Puerto Montt> Punta Arenas 25.10 and, after a weather delay (and an engine problem with VP-FAZ at Punta Arenas), on to Rothera on 9.11.91. Some of the places visited during the deployment were Fossil Bluff, Carse Point, Sky-Hi and the Chilean Station, Marsh. At the end of the summer deployment, it flew from Rothera to Punta Arenas 10.3.92.....**then as VP-FAZ**.....

Reykjavik> Kirkwall> Fairoaks on 20.3.92 for servicing by MAL prior undertaking survey work in Greenland as part of the U.S. National Science Foundation (NSF)/National Aeronautics and Space Administration (NASA)/BAS Greenland Icecore Programme, better known as GRIP. It left Fairoaks on 8.6.92 for Kirkwall and on to Reykjavik 9.6.92 prior to flying on to Sondre Stromfjord, Greenland on 10.6.92. On 12.6.92 it flew to Jakobshavn, Greenland where the Isbrae Glacier is located and the general GRIP area of operations. It remained there until 6.8.92 when it returned to Reykjavik from Sondre Stromfjord. Departed Reykjavik 7.8.92 for Kirkwall and continued on the same day to Fairoaks for attention by MAL prior to the next deployment to Rothera.

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

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

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

BAS 1995/96 Antarctic Deployment: Fairoaks> Kirkwall> Reykjavik 9.10.95.....**then as VP-FAZ**.....Punta Arenas to Rothera on 22.10.95. The aircraft was used on BAS support duties to locations such as Fossil Bluff, Sobral, Marsh and Stubb Glacier. At the end of season it flew from Rothera to Stanley Airport on 10.3.96.....**then as VP-FAZ**Porto> Fairoaks 20.3.96 for maintenance and storage by MAL. During 8&9.96 a few pre-deployment test and training flights were made from Fairoaks including out to Aberdeen on 10.9 returning 11.9.96. *Note:* At the end of the 1996/97 season the aircraft returned to Kidlington, not Fairoaks, for annual servicing.

BAS 1996/97 Antarctic Deployment: Fairoaks> Kirkwall> Reykjavik 7.10.96.....**then as VP-FAZ**.....Punta Arenas to Rothera on 22.10.96. Some of the

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

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

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

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

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

BAS 2001/02 Antarctic Deployment: Kidlington> Seville, Spain 8.10.01.....**then as VP-FAZ**.....Santiago Island, Cape Verde Islands> Fernando de Noronha 10.10> Salvador Intl. 11.10.....**then as VP-FAZ**..... Stanley Airport to Rothera on 16.10.01.

At the end of the season it departed Rothera for Stanley Airport 2.3.02.....**then as VP-FAZ**.....Seville to Guernsey on 11.3.02 for maintenance and storage by Anglo Normandy Aeroengineering Ltd.(ANAEL). Pre-deployment test and training flights from 7-9.02 initially with local ones at Guernsey. During 9.02 the aircraft detached to Duxford (on 6.9.02) and to Coventry where numerous flights were made before it returned to Guernsey from there on 20.9.02 and prepared for deployment South. *Note:* at the end of the Antarctic season the aircraft went to Calgary, Canada for servicing etc.

BAS 2002/03 Antarctic Deployment: Guernsey> Seville 8.10.02.....**then as VP-FAZ**.....Stanley Airport to Rothera on 17.10.02. At the end of the deployment the aircraft was prepared for flying to Calgary, Canada, and not the UK, for its off-season maintenance and storage. It departed Rothera for Punta Arenas on 3.3.03 and on from there to Puerto Montt 6.3.03> Arica> Guayaquil 7.3.....**then as VP-FAZ**..... Casper to Calgary Intl. on 11.3.03 for servicing and storage by Field Aviation West Ltd. (FAWL) (See Note 3 of VP-FAZ earlier). It made its first post-maintenance test flight to nearby Calgary (Springbank) Apt., and return, on 11.6.03 and several other test & training flights before deploying South earlier than normal.

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

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

BAS 2005/06 Antarctic Deployment: Calgary Intl> Casper 3.10.05> Liberal> Houston (Hobby) Apt. 4.10> Conzuel Intl. 5.10> Hato 6.10> Manaus 8.10> Brasilia Intl. 9.10> Florianópolis 10.10 > Montevideo Intl. 11.10> Stanley Airport 12.10.05 where it made local flights on 15.10.05 before flying to Rothera on 17.10.05. Shortly after deployment it made a round trip from Rothera to Palmer and Marsh and on to

Punta Arenas on 21.10.05, returning to Rothera on 23.10.05. At the end of season it flew to Stanley Airport on 3.3.06 where it remained for some months until it departed on 24.6.06 to Montevideo Intl.> Florianópolis 25.6> Brasilia Intl. 26.6> Manaus 27.6 > Hato 28.6> St.Thomas, US Virgin Islands> Kindley Field, Bermuda 29.6> Goose Bay 1.7> Keflavik 2.7> Kidlington 3.7.06 for servicing and storage by CSEAL.

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

Noted in primer devoid of markings at DHC Downsview, Ontario on 17.12.81 and ordered by Natural Environment Research Council (NERC) for BAS on 22.1.82 to replace VP-FAW and 'FAZ badly damaged at Rothera on 18.11.81. Temporary test regn C-GDIU allocated by Transport Canada (TC) 5.3.82 and noted as such at Downsview on 11.3.82. Also wore VP-FBC as per FI Regn Certificate (No.28) issued on 8.3.82. First flight, by DHC test pilot G.Neal from Downsview on 18.3.82 and officially handed over to BAS on 19.3.82. Flown to Toronto Intl. on 25.4.82 for avionics installation, and other work, before returning to Downsview on 30.4.82 where it was noted still as C-GDIU but later cancelled by TC on 3.5.82. Marked as 'FBC it departed on 4.5.82 for Sept Iles, Quebec en-route to the UK. From there to Goose Bay, Labrador, and Reykjavik, Iceland 5.5.82 before proceeding on 6.5.82 to Cambridge and then to Jersey the same day on lease to Jersey European Airlines Ltd. (JEA). During its time with the airline it had JEA removable markings applied. Returned off lease from Jersey Apt.(?) to Fairoaks on 31.8.82 (or Leavesden(?) to Fairoaks 25.9.82) for pre-Antarctic deployment maintenance and test flights by Mann Aviation Ltd. (MAL). To Biggin Hill 6.10.82 and from there to Prestwick and Reykjavik on 7.10.82. Airborne again 8.10 for Goose Bay and then to Toronto Intl. on 9.10. Departed Toronto Intl. for Savannah, GA on 10.10 and on to Opa Locka, FL 11.10 before continuing to Georgetown, Grand Cayman on 12.10 and San Andres, Colombia 13.10. Next, it flew on to Guayaquil, Ecuador 14.10; Lima, Peru on 15.10 and Antofagasta, Chile 16.10 before arriving at Santiago, Chile on 17.10. It departed there for Puerto Montt, Chile 18.10 followed by Punta Arenas, 19.10 before completing the last leg to Rothera on 20.10.82. Whilst on deployment it served Antarctic locations such as Fossil Bluff on Alexander Island ; Damoy, Graham Land and Mounts Hope & Strauss. At the end of season, it flew from Rothera to Punta Arenas on 16.3.83 and on to Puerto Montt 17.3; Los Cerrillos Apt., Santiago 18.3 and Antofagasta on 19.3. From there to Arequipa and Lima (both in Peru) 20.3; Guayaquil 21.3; San Andres 22.3 before arriving at Georgetown, Grand Cayman (GC) on 23.3. Departed there for Savannah on 24.3 and on to Hagerstown, MD and Montreal (Dorval) Apt., Quebec on 25.3. Flew on to Goose Bay on 26.3 and Reykjavik 27.3 before departing there on 28.3.83 for Cambridge, Kidlington and Wycombe Air Park where it stopped over before continuing to Fairoaks 29.3.82 for maintenance and storage by MAL. At the start of the next Antarctic season, it positioned from Fairoaks to Biggin Hill on 7.10.83 accompanied by VP-FAZ & VP-FBB (the first time that all three BAS aircraft had been deployed together to Antarctica) before flying from there to Prestwick and Reykjavik on 10.10.83 and on to Goose Bay 11.10 prior to proceeding to Bangor ME and La Guardia Apt. NY on 12.10. Departed there to Savannah and Miami Intl. 13.10 and on to Georgetown, GC on 15.10 before flying on to San Andres 16.10; Guayaquil 17.10; Lima 18.10 and Pisco, Peru 19.10. Next stops in Chile were Antofagasta 20.10; Puerto Montt 21.10 and Punta Arenas 22.10 and on to Rothera on 3.11.83. BAS support flights were made to many locations including Pirrit House, Patuxent and Carse Point. At the end

of season, it left Rothera on 10.3.84 for the Chilean Station on King George Island, South Shetland Islands i.e. Teniente Rodolfo Marsh Martin....which was more commonly referred to as, Marsh. From here it flew on to Punta Arenas on 11.3.84 before proceeding to Puerto Montt 12.3; Santiago 13.3; Antofagasta 15.3 and Lima on 16.3. From here it departed for Guayaquil 17.3; San Andres 18.3 and Georgetown, GC 19.3. It departed there on 20.3 for Miami Intl. and on to Charlotte, NC, St. Catherines, Ontario and Toronto Intl. on 21.3 for attention by Field Aviation Ltd. (FAL). After a stopover, it left 23.3 for Goose Bay and on to Reykjavik 24.3 from where it flew on 25.3 to Glasgow, Cambridge and Biggin Hill before positioning from there on 29.3.84 to Fair Oaks for maintenance and storage by MAL.

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

BAS 1984/85 Antarctic Deployment: Fair Oaks > Biggin on 29.9.84.....**then as VP-FAZ**..... Punta Arenas to Rothera on 25.10.84. During the deployment, among places visited were Fossil Bluff, Damoy, Goetre Escarpment and Cape Musselman.. It was damaged in a storm at Rothera on 27.1.85, but was repaired and back in service on 6.3.85 i.e. just prior to its departure on 16.3.85 to the Chilean Station at Marsh and on to Punta Arenas 17.3.85.....**then as VP-FAZ**..... Toronto Intl.> Goose Bay 25.3> Reykjavik 26.3> Cambridge> Biggin Hill 27.3 and on to Fair Oaks on 28.3.85 for servicing and storage by MAL.

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

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

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

BAS 1988/89 Antarctic Deployment: Fair Oaks > Kirkwall> Reykjavik 3.10.88.....**then as VP-FAZ**.....Punta Arenas to Rothera on 25.10.88. A busy BAS support schedule took the Rothera-based aircraft to locations such as Damoy,

Carina Heights, Dyer Plateau and the Larsen Ice Shelf. The post-season ferry flight saw it depart Rothera for Punta Arenas on 13.3.89.....**then as VP-FAZ**.....Toronto Intl.> Goose Bay 22.3> Reykjavik 23.3> Kirkwall> Fair Oaks on 24.3.89 for servicing and storage by MAL. For reasons not yet known, it did not deploy to Antarctica until 12.89.

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

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

BAS 1991/92 Antarctic Deployment: Fair Oaks> Kirkwall> Reykjavik 14.10.91> Narsarsuaq> Goose Bay 15.10> Bangor, ME> Boston, MA 16.10.....**then as VP-FAZ**..... After a delay at Punta Arenas due bad weather (and engine/airframe problem with VP-FAZ) on to Rothera on 9.11.91. It made BAS support flights during the deployment to places such as Halley, Fossil Bluff and Sky-Hi. At the end of the season it Departed Rothera for Punta Arenas on 10.3.92.....**then as VP-FAZ**..... Reykjavik> Kirkwall> Fair Oaks on 20.3.92 for servicing and storage by MAL.

BAS 1992/93 Antarctic Deployment: Fair Oaks> Kirkwall on 5.10.92 > Reykjavik> Narsarsuaq 7.10> Goose Bay 8.10 > Bangor> Wilmington 9.10> Key West 11.10> Georgetown, GC 12.10> Panama (Tocumen) Apt. 13.10> Guayaquil 14.10> Arica 15.10> Santiago 16.10 > Puerto Montt 17.10> Punta Arenas 18.10 followed by a departure from normal, when, on 20.10.92, it flew to Stanley Airport, Falkland Islands (*Note:* reportedly it diverted there due to deteriorating weather at Rothera: *Note:* See

VP-FAZ & 'FBB entries) prior to positioning to Rothera from there on 22.10.92. At the season's end it departed Rothera for Punta Arenas on 8.3.93.....**then as VP-FAZ**.....Reykjavik> Kirkwall> Fair Oaks on 18.3.93 for servicing and storage by MAL.

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

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

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

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

BAS 1997/98 Antarctic Deployment: Kidlington> Kirkwall > Reykjavik 6.10.97.....**then as VP-FAZ**..... Punta Arenas to Rothera 23.10.97. Very early into the deployment (c9.11.97), damage was done to the nosewheel undercarriage bulkhead and whilst it was useable if not subjected to great stress, it was certainly unsuitable for the harsh Antarctic gravel and ice airstrips. It was decided to return it to Calgary, Canada for repair and following a pre-ferry test flight at Rothera on 24.11.97 it departed there on 25.11.97 for Punta Arenas and on to Concepción 26.11> Arica 27.11> Guayaquil 28.11> Georgetown, GC 29.11 > Houston (Hobby) Apt. TX 30.11> Casper Intl., WY> Calgary Intl. 1.12.97 for attention by FAWL. Repairs completed, it was test-flown on 14.1.98 before setting off on the return ferry flight

16.1.98 via Casper Intl. to Houston. Houston (Hobby) Apt. > Georgetown, GC 17.1> Guayaquil 18.1> Arica 19.1> Santiago 20.1> Punta Arenas 21.1 and the final leg to Rothera on 26.1.98 where it rejoined the rest of the BAS Air Unit for the remainder of the season. At the end of the deployment, it departed Rothera for Stanley Airport on 8.3.98.....**then as VP-FAZ**.....Porto> Kidlington 18.3.98 for servicing and storage by CSEAL. From 6-9.98, numerous test & training flights were made from Kidlington including local area ones and detachments e.g. to Guernsey 5.8 returning on 21.8.98.

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

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

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

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

BAS 2002/03 Antarctic Deployment: Guernsey> Seville 8.10.02**then as VP-FAZ**.....Stanley Airport to Rothera 17.10.02. The season ended when it flew from Rothera to Stanley Airport on 11.4.03 and on to Montevideo Intl. 15.4> Sao Paulo 16.4> Brasilia Intl. 17.4> Manaus 18.4> Oranjestad, Aruba Island, Aruba 19.4> Georgetown, GC 20.4> Houston (Hobby) Apt. 21.4> Liberal> Casper 22.4> Calgary

Intl. 23.4.03 for maintenance and storage by FAWL. Became active again on 12.6.03 when it made a training flight to/from nearby Calgary/Springbank and test & training flights continued throughout 6-10.03 until it departed Calgary Intl. on 11.10.03 for Casper> Liberal> Houston (Hobby) Apt. 12.10> Georgetown, GC 13.10> Hato, Curaçao, Netherlands Antilles 14.10 > Manaus 15.10> Brasilia Intl. 16.10> Florianopolis 17.10 > Montevideo Intl. 18.10> Stanley Airport 19.10 and on to Rothera on 20.10.03. At the season's end it left Rothera for Stanley Airport on 29.2.04 and on to Montevideo Intl. on 4.3> Florianopolis 5.3> Brasilia Intl. 6.3> Manaus 7.3> Hato 8.3> Georgetown, GC 10.3> Houston (Hobby) Apt. 11.3> Liberal> Billings (Logan) Intl., MT 12.3> Calgary Intl. 13.3.04 for servicing and storage by FAWL. Became active again with a local flight on 15.6.04 and over the period 6-10.04 numerous test and training flights were made before it commenced its ferry flight South from Calgary Intl.

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

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

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

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.

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 Ety 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 hangared 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 Fairoaks 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 Fairoaks on 25.6.90. Further training flights were conducted during 8&9.90 e.g. Fairoaks to Bourn, Cambs., 1.8 returning 8.8: Fairoaks to Bembridge, Isle of Wight 8.9 returning 9.9: Fairoaks to Southend 11.9 returning 12.9 and finally to Little Gransden, Cambs. 25.9 returning to Fairoaks 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 Fairoaks 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 > Fair Oaks 23.3.93 for MAL servicing & storage. Detached for test flights to RAF St. Mawgan, Cornwall, from Fair Oaks 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 Fair Oaks 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 Fair Oaks 6.9 with a couple more local test flights on 16.9 & 6.10 before flying to Rothera.

BAS 1993/94 Antarctic Deployment: Fair Oaks > Kirkwall > Reykjavik on 11.10.93 > Narsarsuaq > Goose Bay 12.10 > Bangor 13.10 > Wilmington > Key West 14.10 > Georgetown GC 15.10 > Panama (Tocumen) Apt. 17.10 > Guayaquil 18.10 > Arica 19.10 > Santiago 20.10 > Puerto Montt 21.10 > Punta Arenas 22.10 and from there to Rothera on 24.10.93. Among places operated to 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 Fair Oaks 11.3.94 for servicing and storage by MAL. On 25.4 it made a round-robin test flight from Fair Oaks 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 Fair Oaks to Strasbourg, France on 11.9 (returning 15.9.94) before departing south to Antarctica.

BAS 1994/95 Antarctic Deployment: Fair Oaks> Kirkwall> Reykjavik on 10.10.94> Nuuk, Greenland> Goose Bay 12.10> Bangor 13.10 > Wilmington> Key West 14.10> Georgetown GC 16.10> Panama (Tocumen) Apt. 17.10> Guayaquil 18.10> Arica 19.10> Santiago (Los Cerrillos) Apt. 20.10> Puerto Montt 21.10> Punta Arenas 22.10 and then to Rothera on 25.10.94. Among the places visited during the deployment were Fossil Bluff, 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> Fair Oaks 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 Fair Oaks 26.6.95. Numerous test & training flights were undertaken from Fair Oaks 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: Fair Oaks> 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> Fair Oaks 20.3.96 for servicing and storage by MAL. Test and training sorties from Fair Oaks commenced on 25.5.96 with a flight to/from White Waltham, Berkshire. It visited Woodford on 21.6 returning to Fair Oaks via Thruxton, 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 Fair Oaks, for annual servicing.

BAS 1996/97 Antarctic Deployment: Fair Oaks> 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 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 Depoloyment: 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> Conzumel 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> Conzumel 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 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-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. (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 Fairoaks had been appointed to carry out general maintenance on the aircraft prior to its next Antarctic deployment. However, due to hangar accommodation limitations at Fairoaks 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) Apt.> 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 recommenced 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 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> Conzumel 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, Aply 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 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 (GPIRS); 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.

ABBREVIATIONS & ACRONYMS USED IN THIS ISSUE:

AAL Auster Aircraft Limited, Rearsby, UK
BAS British Antarctic Survey
CCF Canadian Car & Foundry Company Limited,
Montreal, Quebec, Canada
Dept Department
DHC De Havilland Aircraft Company (Canada)
Limitedand..... De Havilland Aircraft of Canada Limited,
Downsview, Ontario, Canada
FIDS Falkland Islands Dependencies Survey
FIGAS Falkland Islands Government Air Services
FI Govt Falkland Islands Government
MU Maintenance Unit
RCAF Royal Canadian Air Force
SOC Struck off Charge
WFU Withdrawn From Use