

February 7, 1974

Captain R. E. T. Baker
Ansett Airlines of N. S. W.
Mascot Airport, Sydney
Australia

Dear Bob:

Well, I made it back here on time, with only an 18 hour lay-over in Honolulu.

My major problem with the Sandringham operation is getting a clearance to operate through Fiji.

I would be very grateful if you could find out the title, name and address of the person in charge of civil aviation in that area. I'm not even sure whether the New Zealanders are controlling that area or not.

We can't get any action on the fuel supplies until we can show proof that we have a clearance.

I hope we don't have the same sort of nonsense in getting through Samoa.

Give my regards to Judy and the kids.

Yours very truly,

R. N. Gillies,
Operations Manager

RNG/fd

March 8, 1974

Mr. John Thorpe
O.I.C. Engineering
N.S.W. Regional H.Q.
Sydney, Australia

Dear John:

As you are no doubt already aware, this Company has agreed to purchase Ansett Flying Boats Services Sandringham VH-BRF.

It is our intention to use this aircraft for a few months between Boston and New York to prove the feasibility of a flyingboat commuter service between major cities.

Before we can obtain an authorization to use the aircraft, which has never been on the U. S. Register, we will need to submit copies of all available performance data. Your Department has, I understand, copies of the original data provided by Short Bros. and also the results of the flight tests we made in Sydney. Any such information you can provide will be of value to us. We will reimburse your Department for any copying or other charges incurred in obtaining and airmailing this information.

The present arrangement is that we take delivery of the aircraft during the first week of June and depart approximately one week later. In the meantime, we have to convince the F.A.A. that a temporary permit should be granted to allow us to operate the aircraft commercially at the request of the N. Y. Port Authority.

On completion of that operation, the aircraft will be moved to the Caribbean where it will probably be registered in one or other of the British islands.

Anything you can do to expedite the required information would be greatly appreciated.

Yours very truly,

[Handwritten signature]

April 19, 1974

TO: Captain W. Mable
FROM: Captain R. N. Gillies
SUBJECT: Mallard N7356

We urgently require sample weight and balance forms relating to the above aircraft together with a copy of the normal and emergency check lists.

As soon as you have the new weight and basic index we would be grateful if you would pass them on to us.

We also need to purchase ladders for the refueling crews and need your advice on the height of the wing root above ground level.

Unfortunately we do not have a spare E.G.T. indicator unit here and the one which is supposed to be in transit still hasn't arrived.

We may have to fit the unit here if there is likely to be any delay in the delivery of that unit.

I have not been able to ship the 3/8" aluminum as our saw quit the moment we started to cut the sheet.

You didn't explain whether the hinge brackets you were having made were required for the present overhaul of the aircraft or for spares.

If they are spares we can have them made here by V. I. Machine Shop - if not I suggest you buy what you need right now from Franklin.

The 3/8" plate we have here would cost a small fortune to air freight to Miami.

Any documents you have which need copying should be sent down as soon as possible so that we can have it ready when the aircraft arrives.


R. N. Gillies,
Operations Manager

April 23, 1974

Department of Civil Aviation
Suva,
Fiji Islands

Attention: Mr. Austin

Dear Sir:

This Company has recently purchased a Sandringham Flying Boat, from Ansett Airlines of Australia, and will be taking delivery early in June.

It is our intention, subject to your approval, to ferry the aircraft to the United States Virgin Islands by way of Lauthala Bay, Satapuala and Honolulu. This route has been selected as the only one within the safe operational range of the aircraft.

We therefore request permission to arrive at Lauthala Bay on the morning of June 15th for the purpose of refueling and crew rest.

Our departure would be early in the morning of June 17th arriving Satapuala approximately midday June 16th.


The writer is familiar with these areas, having operated throughout the South Pacific for a number of years with Ansett Airways and on charter to T.E.A.L. on the Tahiti run.

We would like to refuel at the old R.N.Z.A.F. dock if this is still possible, otherwise we will have to anchor as close as possible to the shore and fuel from a tanker.

Any information you may have regarding the serviceability of the Satapuala alighting area would also be greatly appreciated.

We will await your approval prior to making any arrangements for the required 100/300 octane fuel.

Yours very truly,


R. N. Gillies,
Operations Manager

RNG/fd

June 21, 1974

Supt. of Supply and Transport
Dept. of Civil Aviation
Carrington Rd.
Marrickville
Sydney, Australia

Dear Sir:

This airline has recently purchased Ansett Flying Boat Services' Sandringham aircraft, one of which we will be ferrying to the U. S. within approximately eight weeks.

We would therefore like to purchase ten of your surplus class "B" aircraft mooring bouys, if this is possible.

These would need to be in a serviceable condition as they will be used exclusively as aircraft moorings throughout the Caribbean islands.

Your advice on availability and price would be greatly appreciated.

Yours very truly,

R. W. Gillies,
Operations Manager

RNG/fd

June 21, 1974

Mr. Robert Dods
Secretary of Transport and Tourism
Fiji Government Building
Suva, Fiji Islands

Dear Mr. Dods:

We wish to advise that our arrival in Lauthala Bay with the ex-Ansett Sandringham flying boat has been delayed indefinitely.

Unfortunately the Sandringham aircraft which Ansett proposed to retain on the Lord Howe operation was driven ashore during a cyclone and extensively damaged.

We therefore had no alternative but to offer our aircraft, as a temporary replacement, until such time as their's could be repaired.

The actual time involved in making these repairs is indefinite at this stage.

We take this opportunity to thank you for the assistance given Mr. Ron Bush on our behalf.

Yours very truly,

R. N. Gillies,
Operations Manager

RNG/fd

June 26, 1974

F/E J. Davidson
Ansett Flying Boat Service
Rose Bay Water Airport
Sydney, Australia

Dear Jim:

We expect to be back to pick up BRF during the second week of September and hopefully departing about the 15th of that month.

The situation is that we are not at all happy about operating over the proposed stage lengths with a partly trained Flight Engineer.

We would like to know if either you or Jack O'Brien are interested in making the trip with us.

All expenses would be paid by us including return air fare, which you could obtain at the concession rate through Ansett.

We would pay you \$U.S. 1000.00 for the time involved, which we believe would be approximately two weeks.

If either of you is interested please let me know as I have to make the necessary arrangements as soon as possible.

Yours very truly,

R. N. Gillies,
Operations Manager

RNG/fd