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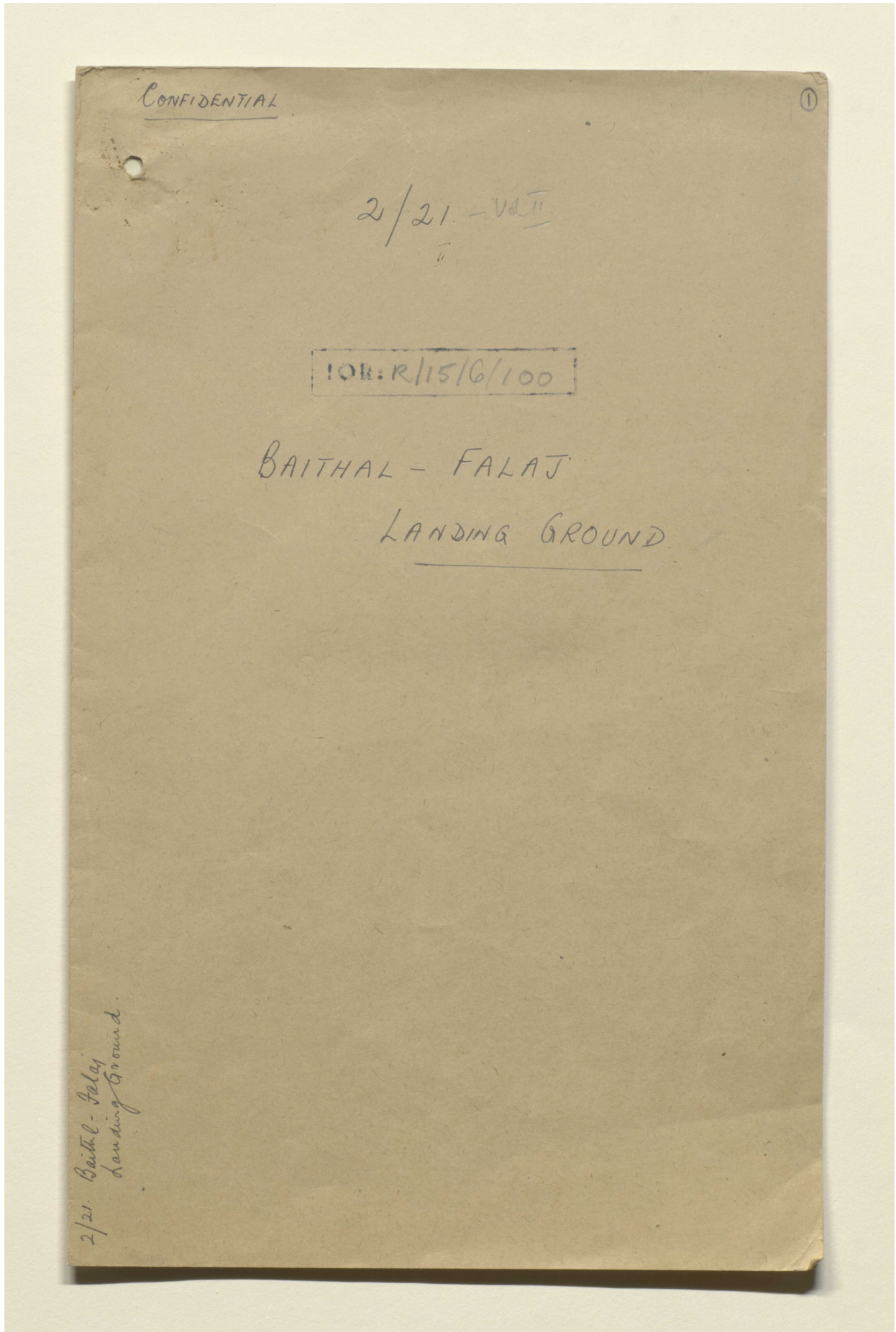
'File 2/21- Voi II BAITHAL- FALAJ LANDING GROUND'

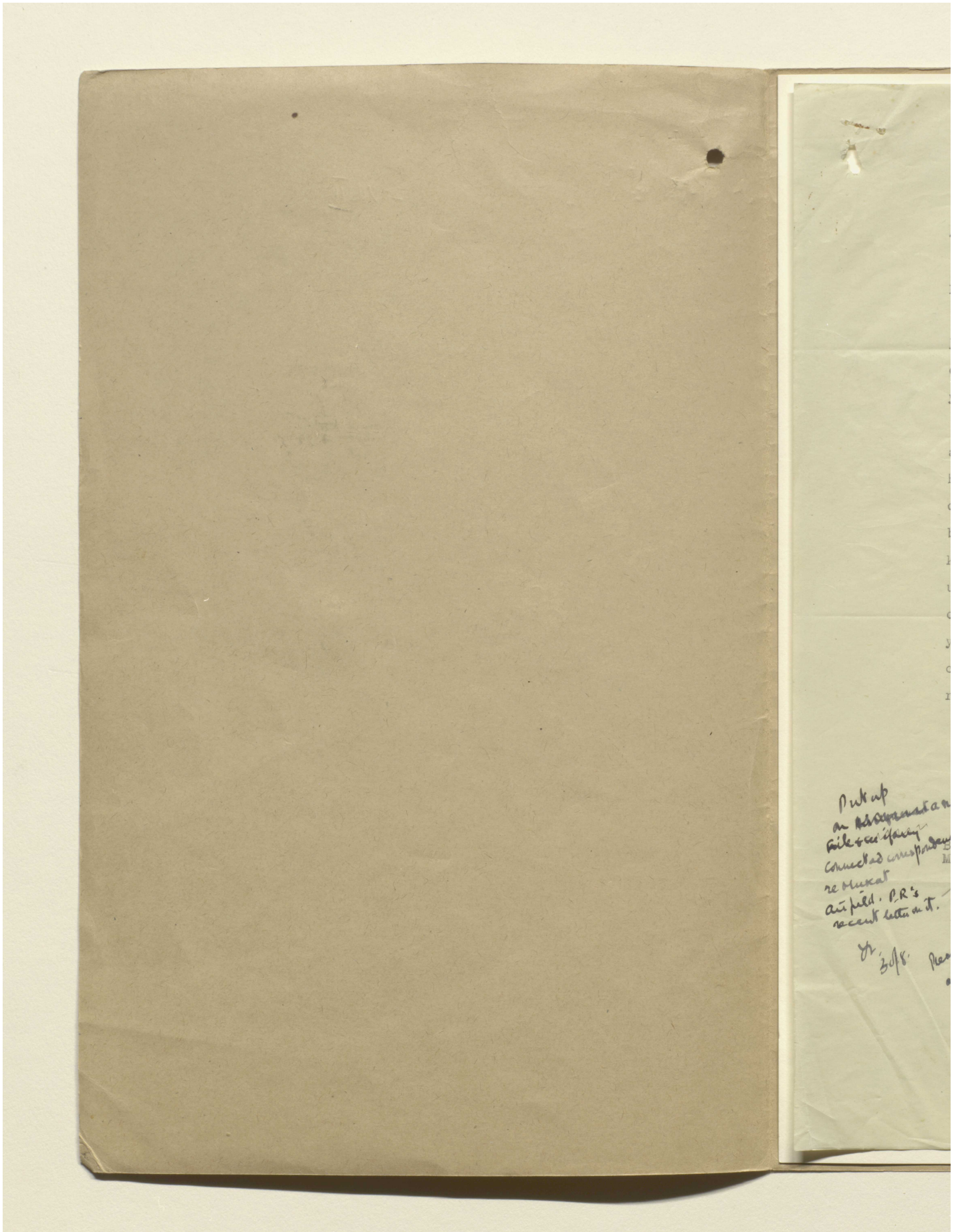
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About this record

The file contains correspondence related to the possibility of opening up an airfield at Muscat. The main correspondents in the file are: the Political Agency, Muscat; and the Persian Gulf Residency, Bahrain.







BRITISH RESIDENCY,
BAHRAIN.

②
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45/25/50

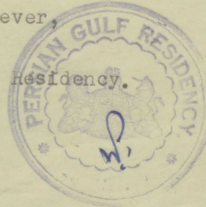
25th August, 1950.

Dear Consulate,

We forward a copy of a letter No. C/195/50/3200 of the 9th August about the possibility of the opening up of Muscat airfield and should be glad of your comments.

International Aeradio Limited have also asked us what facilities exist at Muscat as they have received similar queries and we forward a copy of the questionnaire showing the information required by them. We have told them that as far as we know there are no regular facilities and that it is unlikely that Muscat will be capable of use commercially in the foreseeable future. But, if you see no objection, we should be grateful if you could give us the dimensions of the airfield and a rough estimate of its condition for their information.

Yours ever,



*Put up
in Residency at a mistake
file & copy
connected correspondence
re Muscat
airfield. P.R.'s
recent letter in it.*

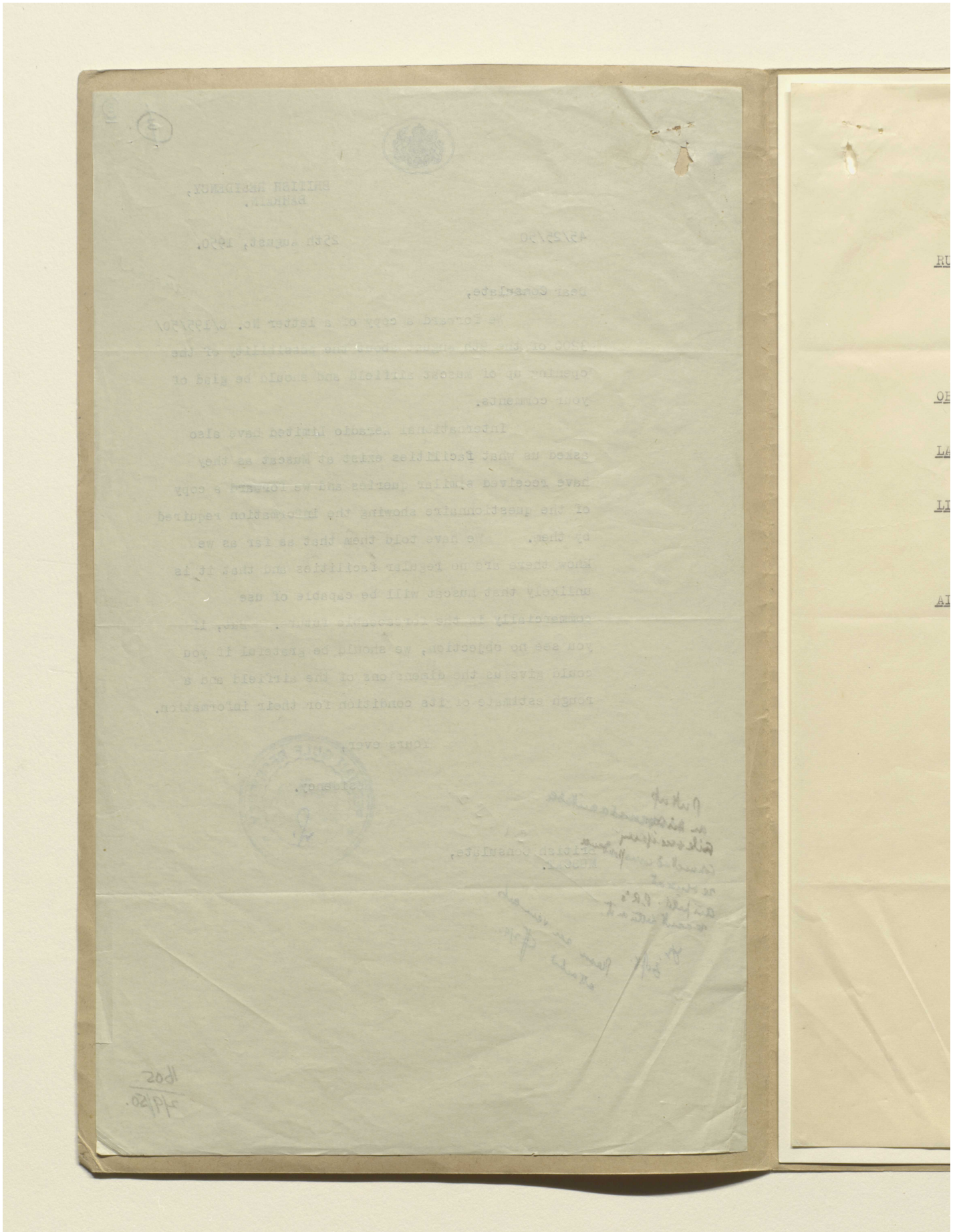
31/8/50

British Consulate,
MUSCAT.

*From see remarks
attached of 2/9.*

*1605.
2/9/50.*

'File 2/21- Vol II BAITHAL- FALAJ LANDING GROUND' [2v] (4/22)



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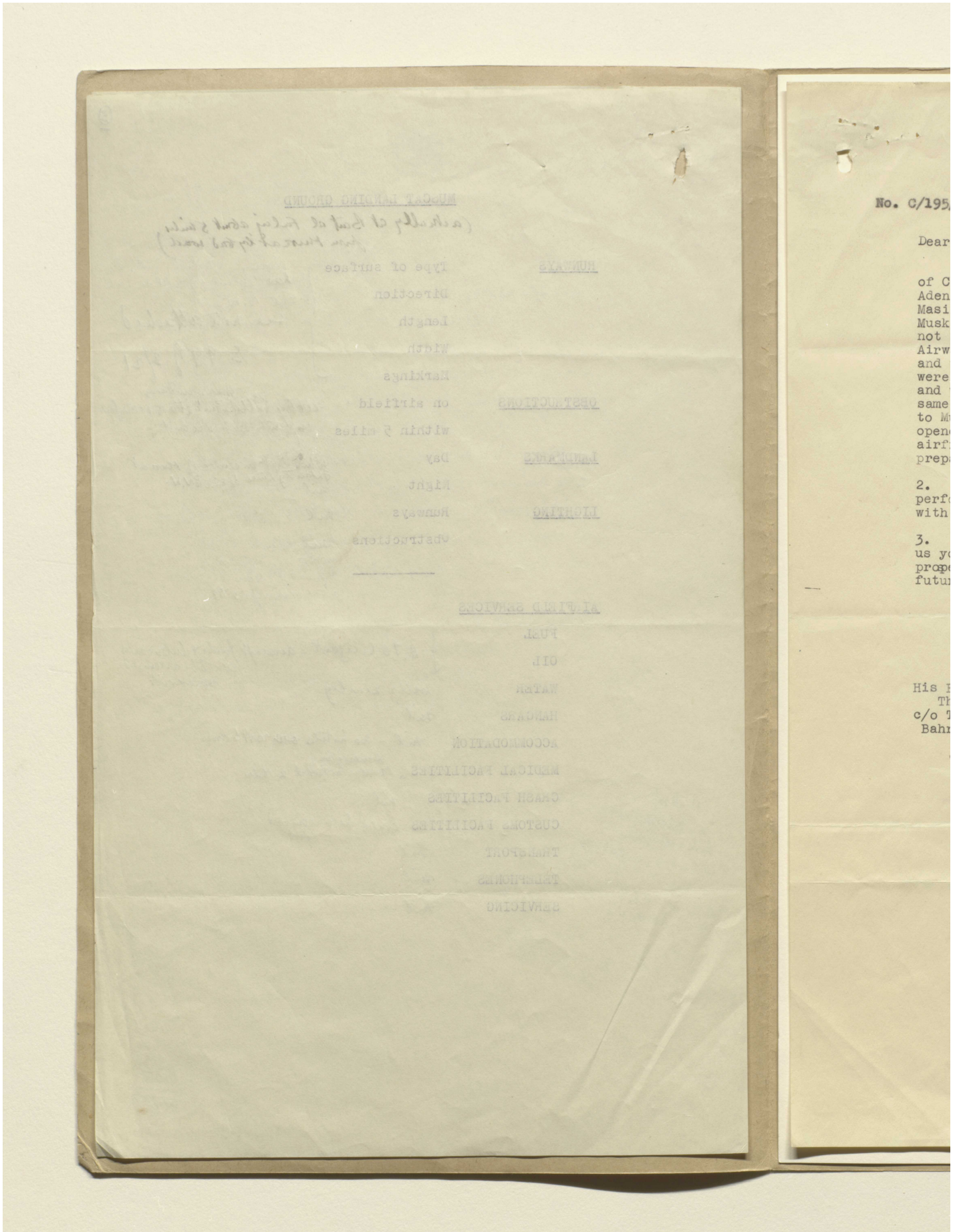
MUSCAT LANDING GROUND

(actually at Baithal Falaj about 5 miles from Muscat by bad road)

<u>RUNWAYS</u>	Type of surface	} see note attached 5 997 2/21
	Direction	
	Length	
	Width	
	Markings	
<u>OBSTRUCTIONS</u>	on airfield	surroundings rocky hills about 1000 feet
	within 5 miles	in immediate vicinity
<u>LANDMARKS</u>	Day	white fort in center of Muscat
	Night	frequency lines 1/2 mile SW.
<u>LIGHTING</u>	Runways	nil
	Obstructions	nil

AIRFIELD SERVICES

FUEL	} A.T.O.C. agent - aircraft fuel & lubricants could be arranged
OIL	
WATER	wells nearby
HANGARS	nil
ACCOMMODATION	nil - no hotels or rest houses
MEDICAL FACILITIES	American hospital 2 Miles
CRASH FACILITIES	nil
CUSTOMS FACILITIES	could be arranged
TRANSPORT	nil
TELEPHONES	nil
SERVICING	nil



C O P Y

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THE SECRETARIAT,
ADEN.
9th August, 1950.

No. C/195/50/ 3200

Dear Residency,

Aden Airways recently approached the Director of Civil Aviation with a view to initiating a service between Aden and India which would pass alternatively through either Masira or Muskat. According to our known information of Muskat, substantiated as it is by the fact that Muskat is not included in the Muskat Air Agreement, we advised Aden Airways that the airfield at Muskat was an emergency one only and that no facilities for unseen approach or refuelling were available there. We still think this is the position and would be most grateful if you could confirm. At the same time, Aden Airways are definitely interested in going to Muskat if there is a possibility of the airfield being opened up. Can you also let us know whether, if a suitable airfield does not already exist, one is in course of being prepared?

2. Aden Airways have the idea that they can perform a useful service by linking Mombasa and Zanzibar with Muskat and, alternatively, Muskat with India.

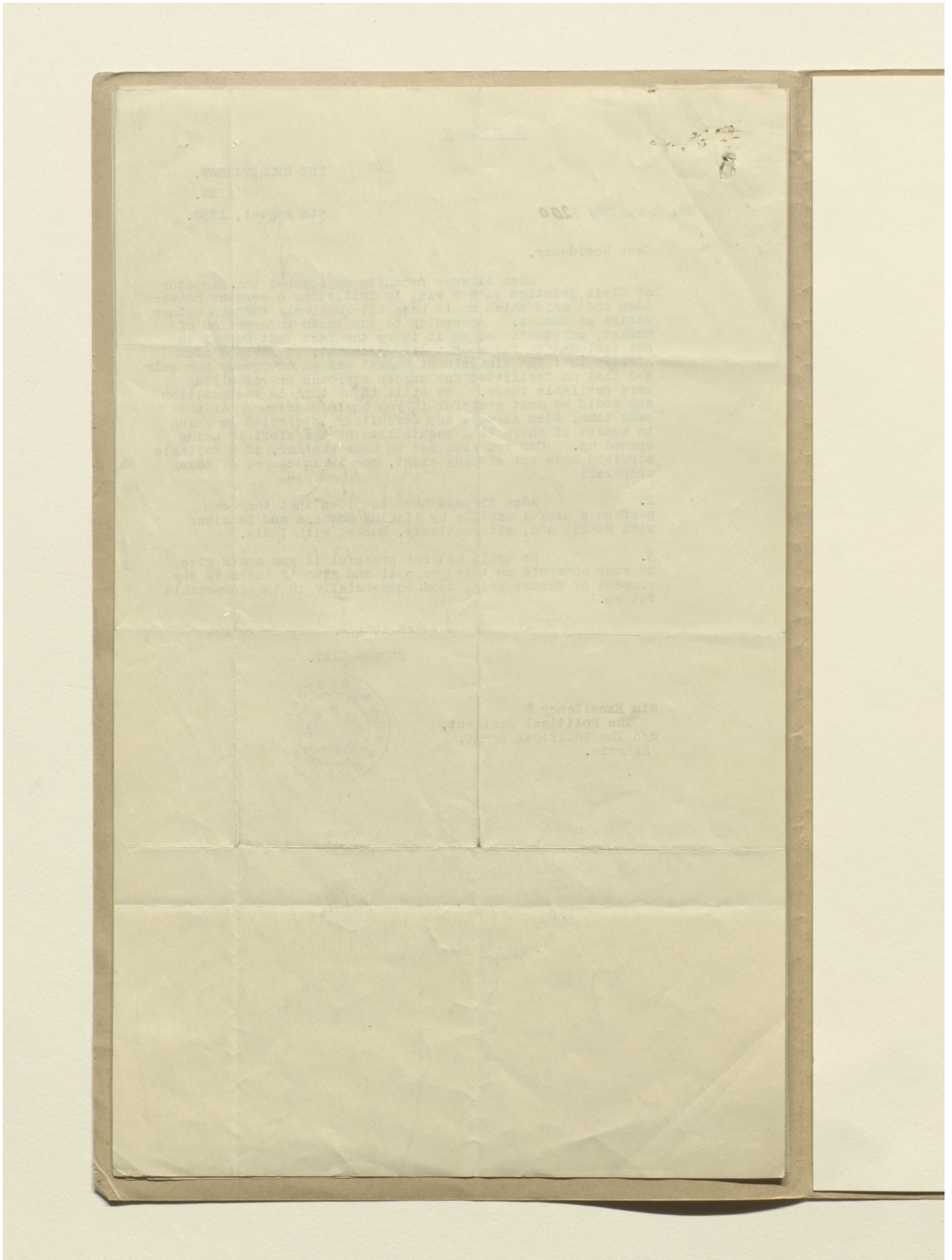
3. We would be most grateful if you could give us your comments on this proposal and also if there is any prospect of Muskat being used commercially in the foreseeable future.

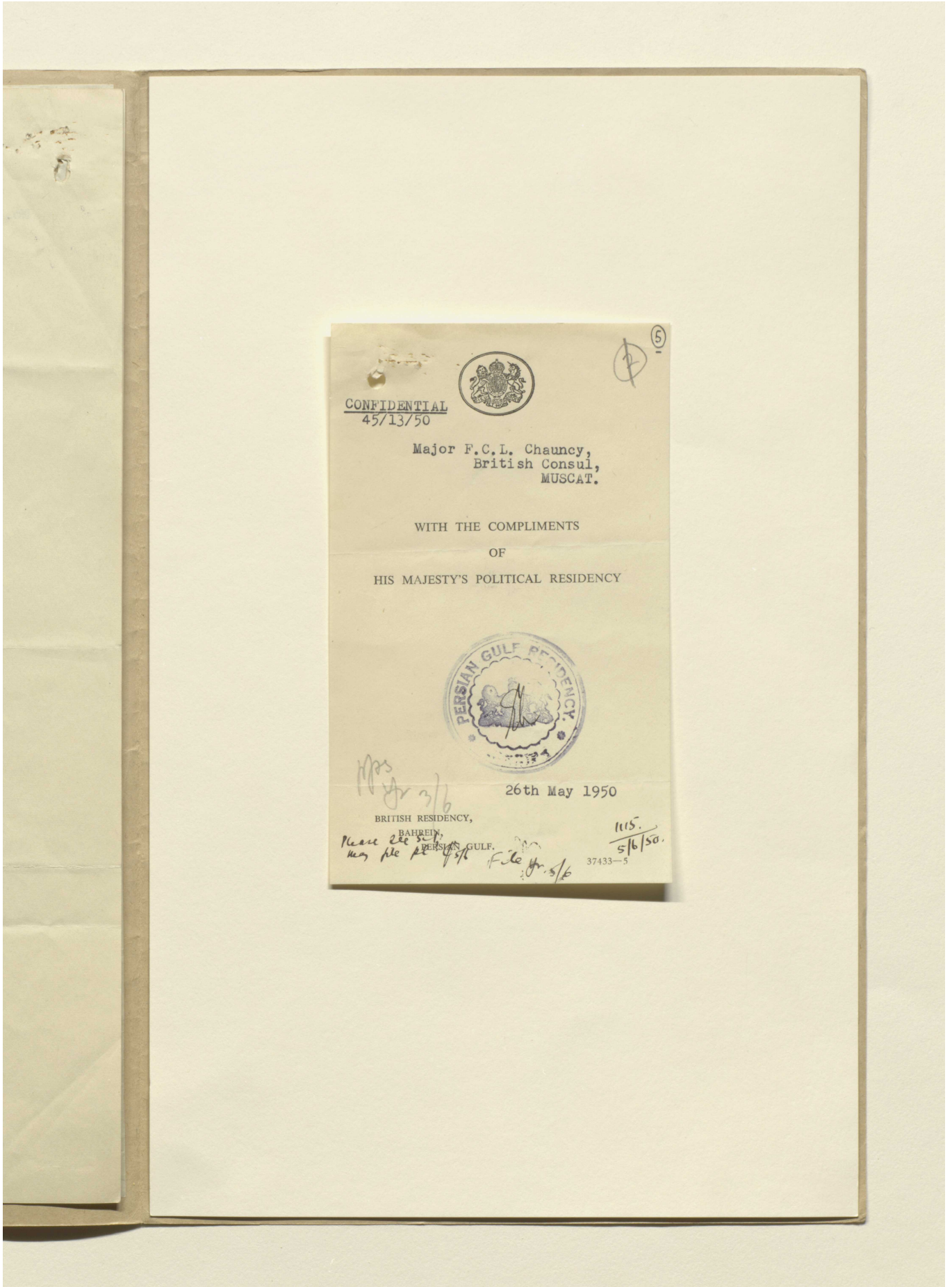
Yours ever,

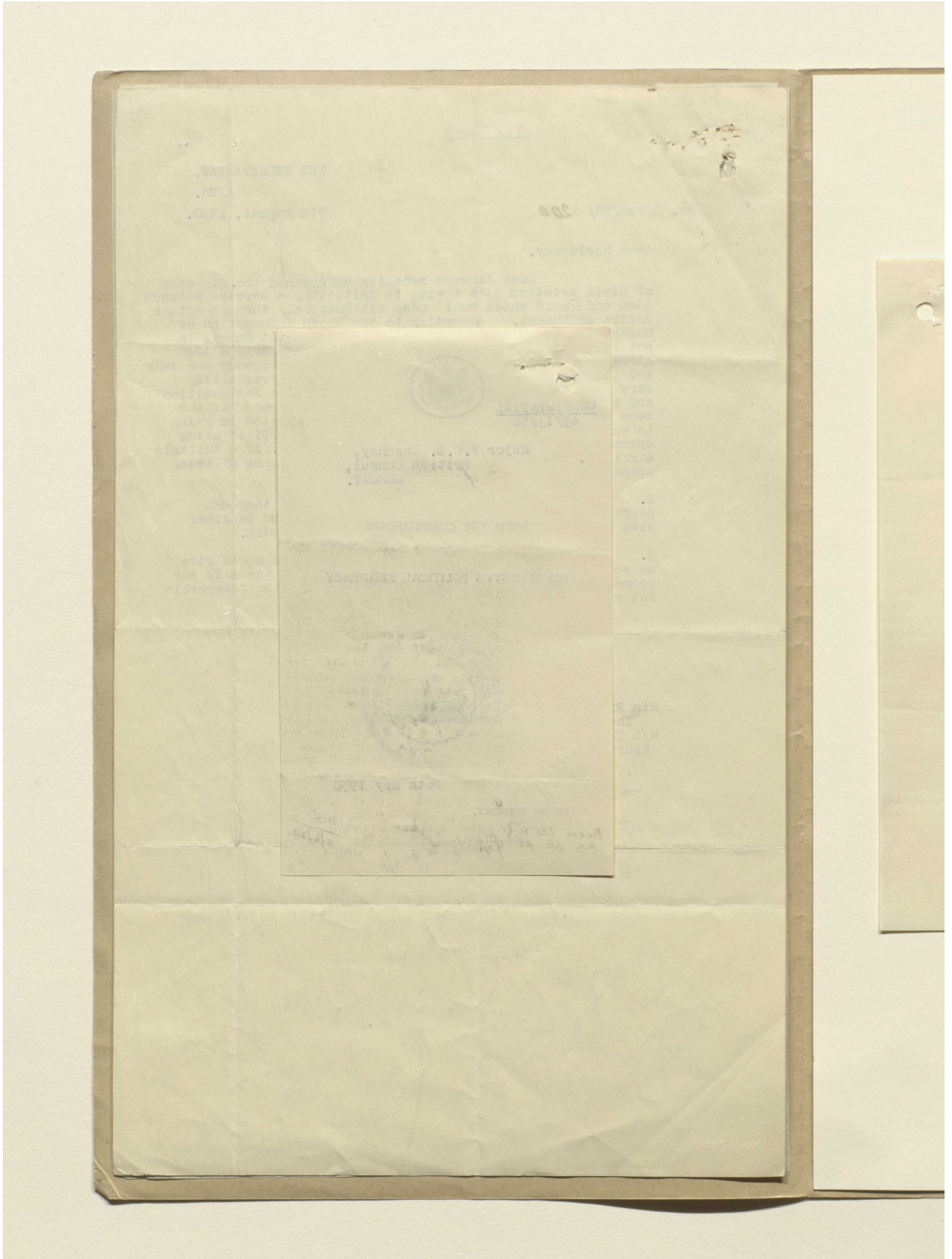
SECRETARIAT.

His Excellency
The Political Resident,
c/o The Political Agent,
Bahrain.









(6)

BRITISH RESIDENCY,
BAHRAIN.

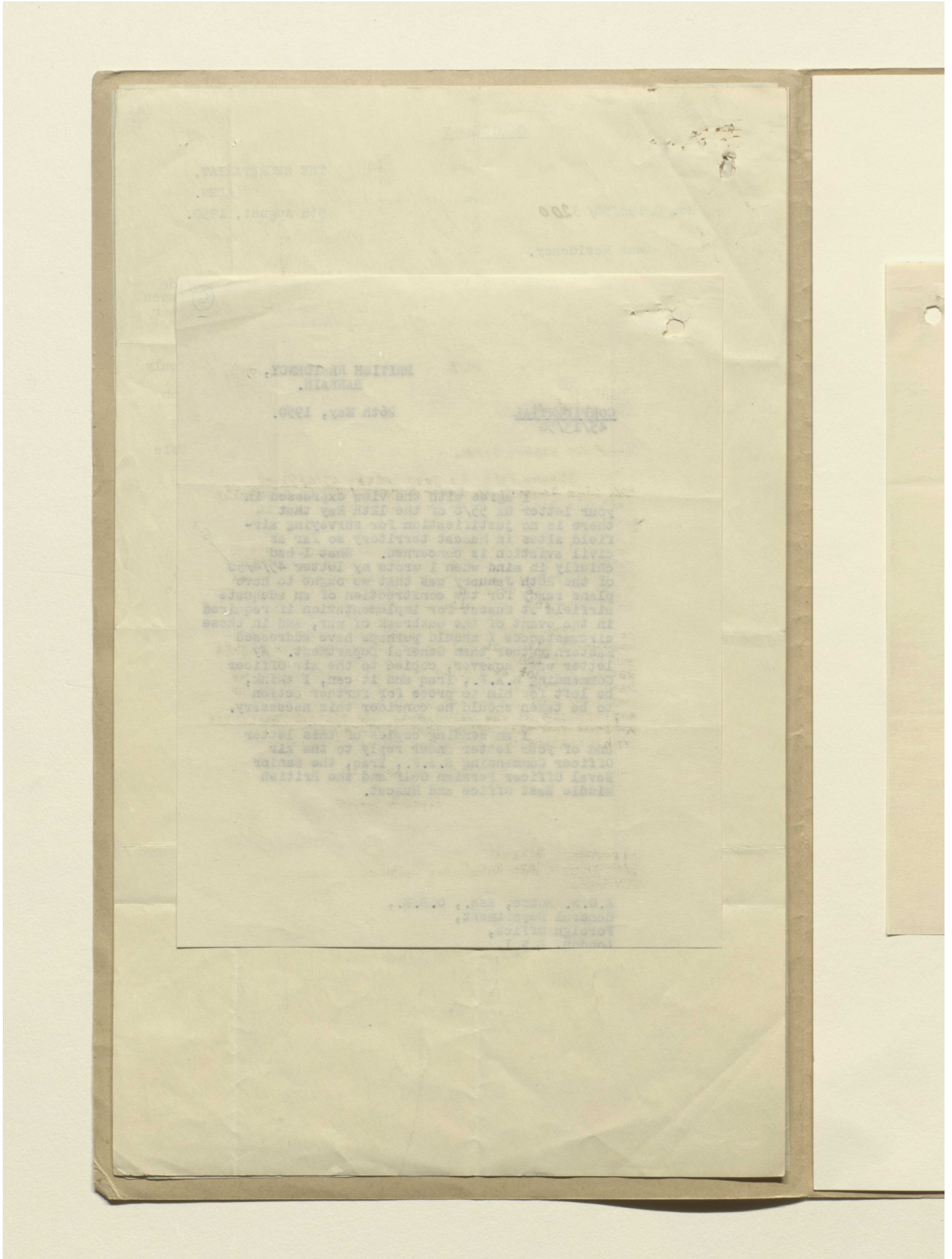
CONFIDENTIAL
45/13/50

26th May, 1950.

I agree with the view expressed in your letter GA 55/8 of the 12th May that there is no justification for surveying airfield sites in Muscat territory so far as civil aviation is concerned. What I had chiefly in mind when I wrote my letter 45/4/50 of the 28th January was that we ought to have plans ready for the construction of an adequate airfield at Muscat for implementation if required in the event of the outbreak of war, and in these circumstances I should perhaps have addressed Eastern rather than General Department. My letter was, however, copied to the Air Officer Commanding R.A.F., Iraq and it can, I think, be left for him to press for further action to be taken should he consider this necessary. 5-1

I am sending copies of this letter and of your letter under reply to the Air Officer Commanding R.A.F., Iraq, the Senior Naval Officer Persian Gulf and the British Middle East Office and Muscat.

A. G. R. Rouse, Esq., O.B.E.,
General Department,
Foreign Office,
London. S.W.1.



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COPY FOREIGN OFFICE, S.W.I.

(GA55/8)
UNCLASSIFIED

12th May, 1950.

Dear Sir Rupert Hay,

Please refer to your letter 45/4/50 of the 28th January to James Murray (who incidentally left the Department in December and is now in Cairo).

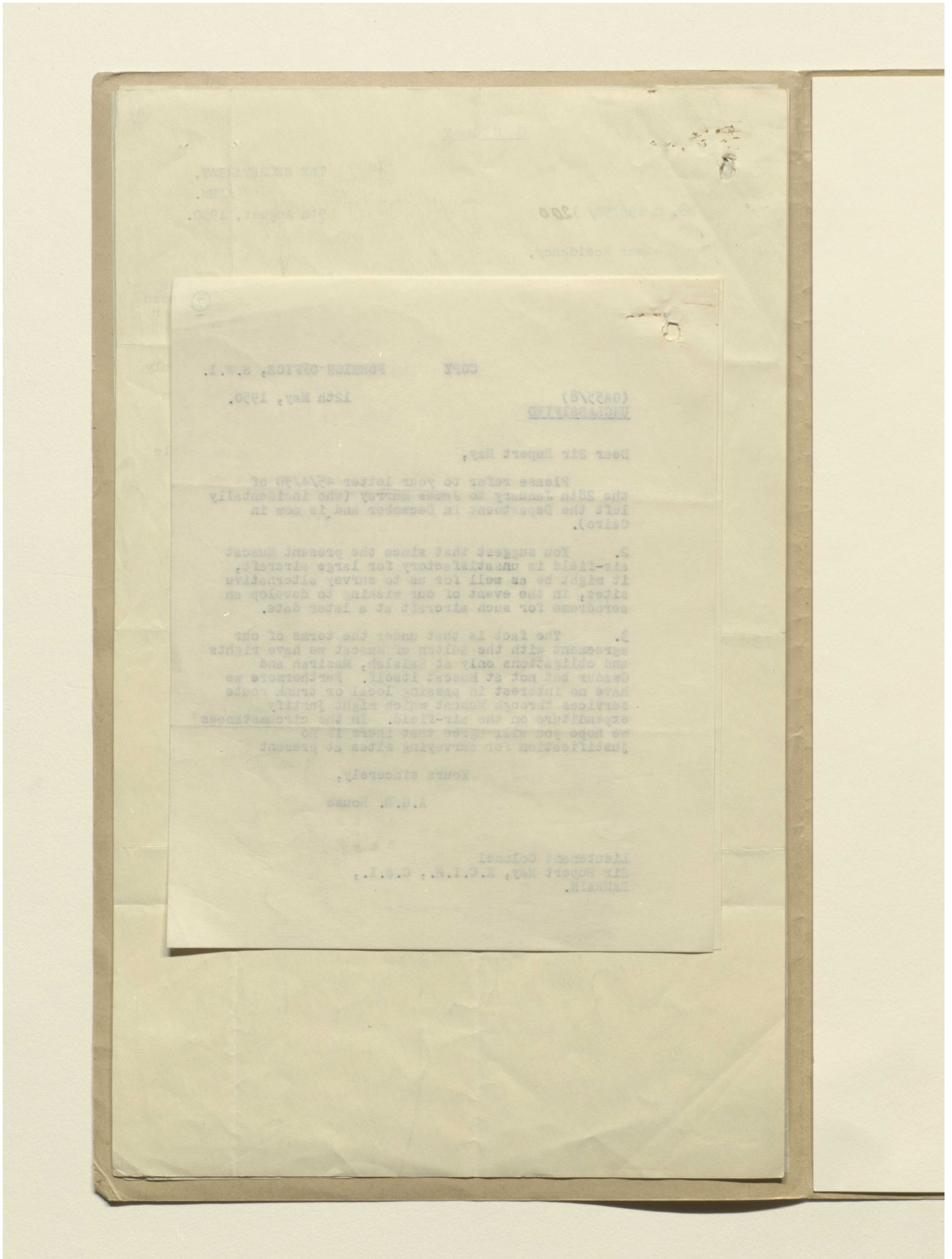
2. You suggest that since the present Muscat air-field is unsatisfactory for large aircraft, it might be as well for us to survey alternative sites, in the event of our wishing to develop an aerodrome for such aircraft at a later date.

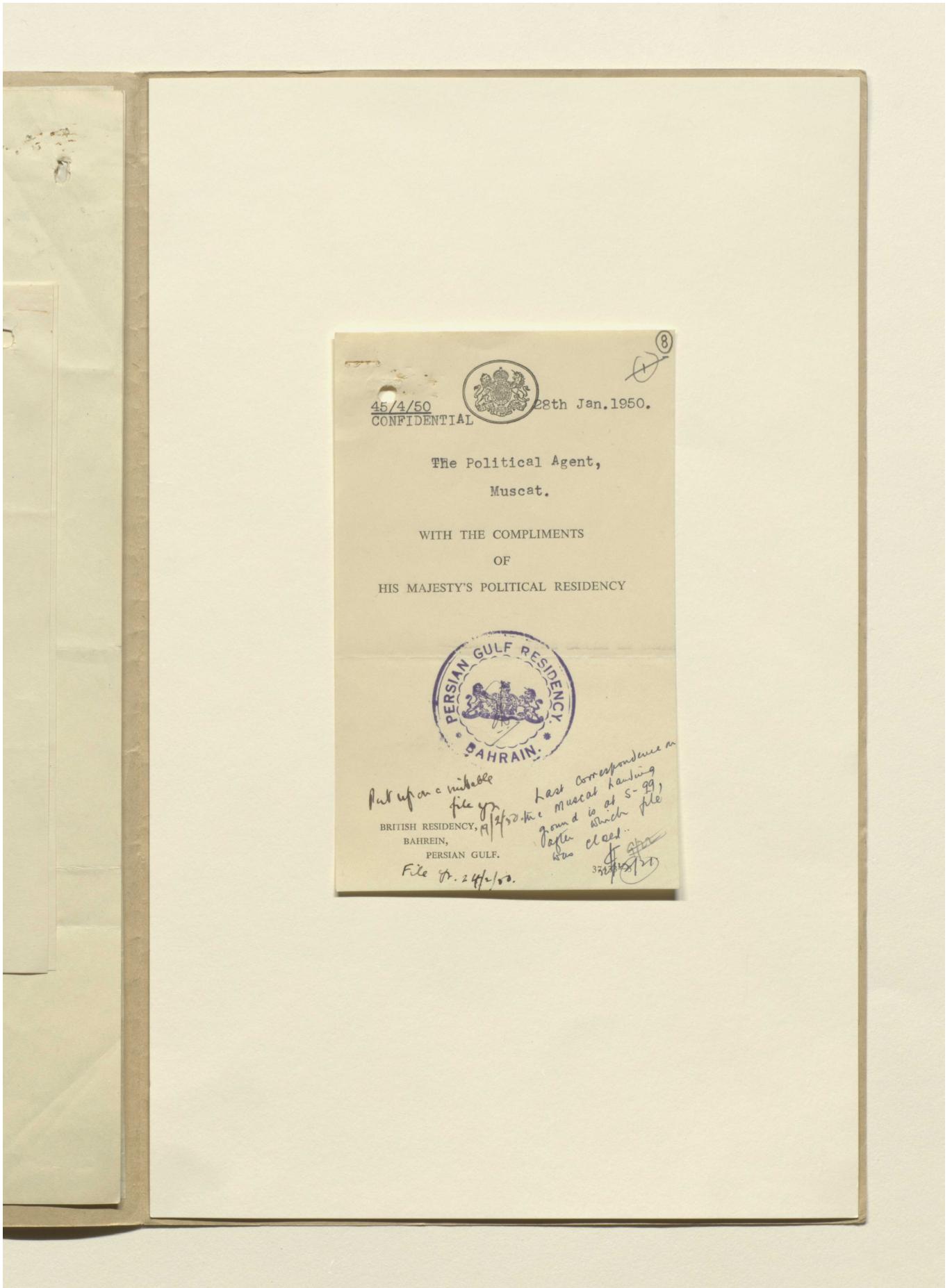
3. The fact is that under the terms of our agreement with the Sultan of Muscat we have rights and obligations only at Salalah, Masirah and Gwadar but not at Muscat itself. Furthermore we have no interest in passing local or trunk route services through Muscat which might justify expenditure on the air-field. In the circumstances we hope you will agree that there is no justification for surveying sites at present

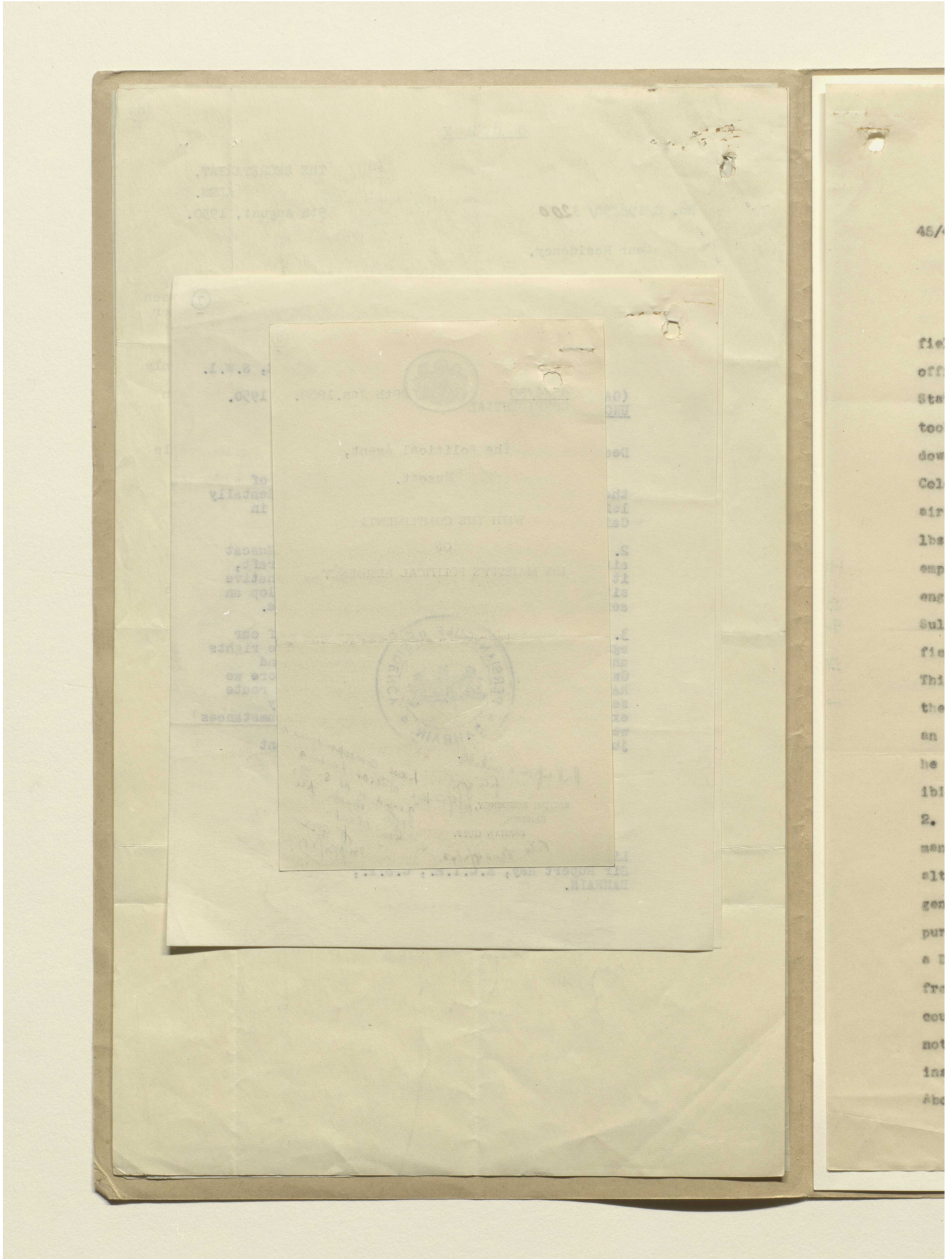
Yours sincerely,

A.G.R. Rouse

Lieutenant Colonel
Sir Rupert Hay, K.C.I.E., C.S.I.,
BAHRAIN.







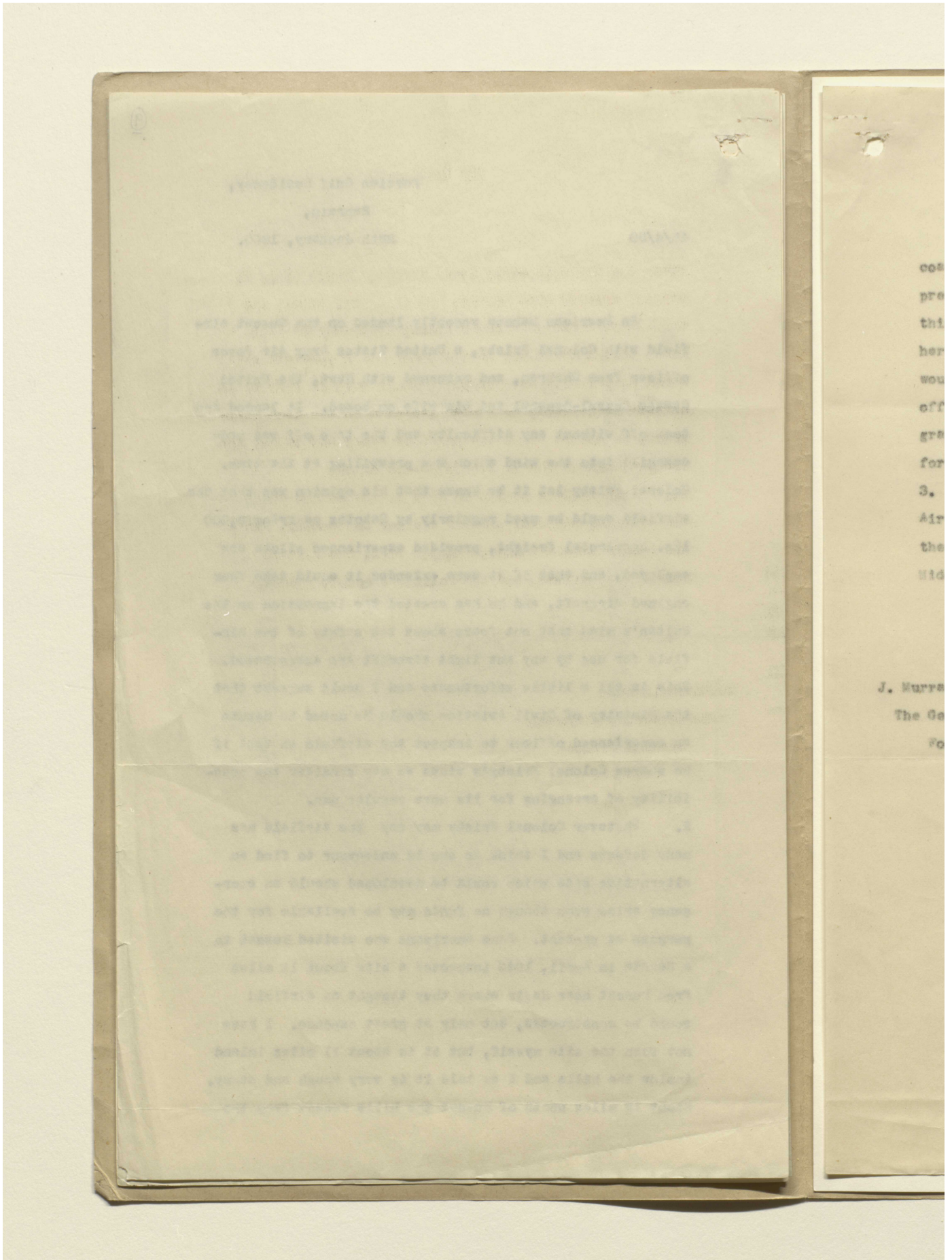
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Persian Gulf Residency,
Bahrain,
28th January, 1950.

45/4/50

An American Dakota recently landed on the Muscat airfield with Colonel Frisby, a United States Army Air Force officer from Dhahran, and returned with Hart, the United States Consul-General and his wife on board. It landed and took off without any difficulty and the take off was made downhill into the wind which was prevailing at the time. Colonel Frisby let it be known that his opinion was that the airfield could be used regularly by Dakotas carrying 9,000 lbs. commercial freight, provided experienced pilots are employed, and that if it were extended it could take four engined aircraft, and he has created the impression on the Sultan's mind that our fears about the safety of the airfield for use by any but light aircraft are exaggerated. This is all a little unfortunate and I would suggest that the Ministry of Civil Aviation should be moved to depute an experienced officer to inspect the airfield so that if he shares Colonel Frisby's views we may consider the possibility of arranging for its more regular use.

2. Whatever Colonel Frisby may say, the airfield has many defects and I think we should endeavour to find an alternative site which could be developed should an emergency arise even though no funds may be available for the purpose at present. Some Americans who visited Muscat in a Dakota in April, 1946 inspected a site about 11 miles from Muscat near Hajir where they thought an airfield could be constructed, but only at great expense. I have not seen the site myself, but it is about 11 miles inland inside the hills and I am told it is very rough and stony. About 12 miles north of Muscat the hills recede from the



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(2) Continued.

coast and there is ample level ground, though it is at present covered with bushes, and is rather sandy, and I think a suitable site could almost certainly be found here, though something in the nature of a concrete strip would be probably necessary. I would suggest that if an officer is deputed, as I have proposed in the last paragraph, he should visit the possible sites and select one for development should the necessity arise.

3. I am sending copies of this letter to the Civil Air Attache, Baghdad, the Air Officer Commanding, Iraq, the Senior Naval Officer, Persian Gulf, the British Middle East Office, and the Political Agent, Muscat.

J. Murray, Esq.,
The General Department,
Foreign Office,
LONDON.

