



BNAPS News January 2020

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Air Alderney to Restart Channel Islands Air Services – Will history be repeated?

There have been recent reports that Air Alderney will re-instate the Jersey to Alderney air service using the B-N Islander sometime in 2020. It would be quite remarkable if, some 52 years on from the initiation of Aurigny Air Services scheduled air services in the Channel Islands, that a similar type of operation would be set up using effectively the same type of aircraft – a piston engine B-N Islander.

In March 1968 Aurigny Air Services operated its inaugural scheduled service flight from Alderney to Guernsey with B-N Islander G-AVCN. As is well known, the services proved very popular such that after only a year or two it was seen that a higher capacity aircraft was needed. The new type should have the same ruggedness and dependability as the Islander and be even more economical to operate – thus the B-N Trislander came into being with the first example of the type, G-AYWI, in service in October 1971. The Trislander was the mainstay of the Aurigny Air Services fleet for over forty years, the last of the type being retired on 31 May 2017.



This painting by Toby Dixon, depicting B-N Islander G-AVCN at Alderney Airport, captures the atmosphere of the early days of Aurigny Air Services.

The benefits of a “walk on – walk off” frequent air service between the Channel Islands of Jersey, Guernsey and Alderney together with links to mainland France and the UK cannot be denied. However, at the present time there seem to be greater challenges involved in gaining regulatory approval and the establishment of a suitable ground infrastructure for this type of operation. No doubt all will wish Air Alderney success in its mission to provide the air services that are most appropriate to the needs of the Channel Islands community, businesses and visitors.

See news item about Air Alderney on page 34

BNAPS News is now in its 10th Year of publication

In this issue of BNAPS News:

***Latest news of Islander G-AVCN's restoration and future directions
Islander Round Up in the Pacific Islands***

Plus more news of Islanders and Trislanders around the World

BNAPS Supporters Fund Raising Appeal – January 2020



Dear BNAPS Supporter,

As the restoration of our historic B-N Islander G-AVCN moves ever closer to completion, efforts are now being stepped up to find a suitable permanent home for the aircraft on the Isle of Wight. BNAPS will ensure that G-AVCN is maintained in safekeeping until a suitable permanent home can be found. As long as funds permit BNAPS will keep the restored aircraft fully assembled in our present workshop for pre-arranged visits of individuals and groups to see what has been achieved by the restoration team and those who have supported the project in various ways.

In anticipation of G-AVCN being on public display BNAPS has just moved an Islander fuselage section over to the Isle of Wight that was kindly donated to BNAPS in early 2015. Work can now get under way to construct a sit in Islander Experience facility to be accessible to visitors alongside G-AVCN. It is planned that the facility will be evolved into a static flight simulator over time.

BNAPS Trustees very much appreciate the continuing support from BNAPS Supporters Club members which provides a major contribution to the funds needed to keep the project moving ahead. We look forward to meeting many BNAPS Supporters Club members and others who have supported the project at our next workshop open day in April/May time when there will be an "official" unveiling of Islander G-AVCN.

For more information regarding the above please contact BNAPS by email bob@bnaps.org.uk or Telephone 01329 315561.

Yours sincerely,

Bob Wealthy, Britten-Norman Aircraft Preservation Society Chairman

BNAPS Receives an Award from the Daisie Rich Trust

BNAPS was recently delighted to be informed that the work of restoring B-N Islander G-AVCN had been granted a second award from the Isle of Wight based Daisie Rich Trust for which we offer our grateful thanks.

Following the death of Miss Daisie Rich in 1955, a Trust was set up to look after the welfare of former employees of Upward and Rich – an Isle of Wight company of grocers and provisioners, established by Daisie's family in the early nineteenth century.

The original legacy has been well invested over the years, generating sufficient funds to satisfy the commitment of Daisie Rich to Upward and Rich ex-employees and Island good causes.

BNAPS will put the award to good use for:

- 1 Purchase of various components needed to complete installation of engines and propellers;
- 2 Manufacture of vertically adjustable wing support trestles
- 3 Materials needed to complete installation and painting of engine cowlings and fairings.
- 4 Production of various transfers and decals for the fuselage.
- 5 Purchase of carpeting and trim materials to complete fuselage furnishings and trim.

11 January 2020 - B-N Islander Fuselage Section Moved to BNAPS Workshop at Ryde

The front fuselage section of B-N Islander VQ-SAC, c/n 287, was kindly donated to BNAPS by Frank Matthews in 2015. Frank had acquired the fuselage section as a retirement project but was unable to carry on with it due to ill health. Sadly Frank Matthews passed away in April 2016.

At the time BNAPS had no space to store the fuselage section on the Isle of Wight and thanks go to the Hovercraft Museum trustees for accommodating it under cover in their restoration hangar at Lee-on-Solent.

In the meantime a number of parts such as seats, instruments, trim panels, and controls had been gathered together at BNAPS workshop on the Isle of Wight in preparation for the time when work would continue to re-construct the fuselage section



Frank Matthews (left) presented the fuselage section to BNAPS Trustee, Bob Wealthy, when it was collected from Frank's home at East Preston, West Sussex, on 24 January 2015.



Islander VQ-SAC fuselage section in the Hovercraft Museum's restoration hangar at Lee-on-Solent.

In late 2019, now that the restoration of B-N Islander G-AVCN was nearing completion, BNAPS decided that the time was right to get the Islander fuselage section over to BNAPS workshop at Ryde to start work on constructing a "sit in" exhibit with the long term aim of evolving it into an "Islander Experience" flight simulator. For this to happen it was necessary to get the fuselage section transported to the Isle of Wight.

As a result of the efforts of BNAPS Founder Member Allan Wright of BN Historians, who organised the provision of a suitable vehicle in the form of a box van with tail lift with his employer Benchmark Kitchens & Joinery, based in Weybridge, a date of Saturday 11 January 2020 was set for the move. The next step was to arrange for a car ferry crossing to the Isle of Wight. BNAPS contacted Red Funnel Marketing and PR department regarding the possibility of some form of sponsorship to help with the cost of the ferry crossing. BNAPS request was given a very prompt and favourable reception and thanks to the generosity of Red Funnel the car ferry tickets for the vehicle, driver and passengers were provided free of charge. So all was now set for the move.

The move started at 0930 on Saturday 11 January when the Benchmark van arrived at the Hovercraft Museum. Allan Wright and its driver Adam Clarke were on board and met up with BNAPS Chairman, Bob Wealthy, to begin the loading operation. By 1000 the fuselage section was loaded into the van using the tail lift and was soon secured ready to leave for the Red Funnel terminal at Southampton. As there was time in hand Allan and Adam took the opportunity for a quick look at the many and varied hovercraft on show at the Hovercraft Museum.



Islander VQ-SAC fuselage section positioned ready for loading at the Hovercraft Museum Lee-on-Solent.



After loading Adam secured the fuselage section inside the van.

Having set off in good time for the 1200 crossing from Southampton to East Cowes the journey over to the Isle of Wight was quite relaxed. Luckily the van had got the number 2 position for getting off the ferry and we were soon on our way to the BNAPS workshop at Ryde, about 20 minutes' drive away.



Waiting to board the Red Funnel car Ferry Red Falcon at the Southampton Terminal



BNAPS Chairman, Bob Wealthy, left, and Adam pose for a photo before ascending to the passenger lounge for a light lunch during the crossing.

Arrangements had been made to meet BNAPS Trustee Guy Palmer and restoration team member Steve Cooley at the workshop to assist with unloading. Again this operation was easily accomplished and the fuselage section was soon under cover in the workshop.



After the short drive from East Cowes the van finally arrived at BNAPS workshop near Ryde, Isle of Wight ready for unloading.



Guy Palmer, centre, and Steve Cooley, right, helped get the fuselage unloaded and moved into BNAPS workshop building.

Thanks go to Benchmarx for providing the excellent transport vehicle, to Red Funnel for their generous support in covering the costs of the ferry, Allan Wright for organising the transport and Adam for acting as driver and loadmaster and to Guy Palmer and Steve Cooley for helping with the unloading operation at the BNAPS workshop. Also grateful thanks go to the Hovercraft Museum Trustees for accommodating the fuselage section at the museum premises.

The BNAPS restoration team members will be making an immediate start on the work to fit out the Islander fuselage section as planned. Eventually it will accompany our restored B-N Islander G-AVCN when it goes on public display at a suitable location on the Isle of Wight, hopefully in the not too distant future.

Bob Wealthy BNAPS Chairman 12 January 2020

B-N Islander c/n 287, VQ-SAC

B-N Islander BN-2A-3, c/n 287, made its first flight from Bembridge Airport on 17 July 1971 and carried the registration mark G-51-287. On 4 September 1971 it was delivered to CMC Aviation, Wilson Airport, Nairobi, Kenya and registered as 5Y-ANU. In September 1972 it was passed to a new owner, Air Mahe at Victoria in the Seychelles, and took up the registration mark VQ-SAC.



B-N Islander BN2A-3, c/n 287, VQ-SAC, as it was in the colours of Air Mahe in the Seychelles in the early 1970s (Brian G Nichols).



Islander VQ-SAC fuselage section is seen here in 1995 arriving at Frank Matthews house at East Preston, West Sussex (Frank Matthews).

On 4 September 1976 while Islander VQ-SAC was climbing out after take-off from Grand Anse Airport, Praslin Island, both engines stopped simultaneously. The aircraft stalled and crashed past the runway end. All occupants escaped with minor injuries while the aircraft was seriously damaged and written off.

In early 1977 the remains of the aircraft were recovered to the UK for use during ground testing of the ducted fan Islander project undertaken by Miles Dufon at Shoreham for the Dowty Company. It is not known to what extent the fuselage section or other parts of Islander VQ-SAC were used for this purpose. Following the rundown of the ducted fan project the fuselage section was used for airframe repair training by students at the local Chelsea College at Shoreham.

By March 1990 the nose section of the fuselage was reported as being dumped on the western perimeter of Shoreham Airport. At the time Frank Matthews was serving in the British Transport Police and often had to visit Shoreham Airport. Frank had a lifelong interest in aviation and decided that he would rescue the remains of Islander VQ-SAC and use it as the basis of a retirement project.

Frank made replacement doors and managed to obtain windows and other parts with help from B-N. Unfortunately Frank's health problems prevented completion of his project and he decided that he would donate the fuselage section and accumulated parts to BNAPS.

As a mark of respect BNAPS intends to apply the name "Frank Matthews" to the nose of the fuselage section as part of the reconstruction work.

G-AVCN Restoration Progress Report November 2019 – January 2020

1. Final Assembly: The temporary fit of the wing to fuselage fairings are in work.

2. Fuselage: In addition to the fitting of the wing to fuselage fairings as referenced above, completion of the fuselage paint scheme (cheat lines) is in work. The red top section over the nose has been applied and the red stripe for this running back to the rear fuselage is complete on the starboard side and in work on the port side. Masking of the multiple black cheat lines is in work. Transfers will be required for the nose sides of the original style BN Logo and the word Islander.

The fin to fuselage banjo fitting has been installed.

Note: The wing trestles loaned by BN were returned in December 2019

3. Wing and Engines: Crankshaft flange bushes were the wrong length and had to be extracted, machined and re-fitted. The propeller stud threads were all corroded so had to be cleaned by using a thread die cutter. Thanks to Bryan Groves for all this demanding work.

The starter ring gears were fitted along with the alternator belts Alternator adjustment brackets have been manufactured and a trial fit of the port engine alternator has taken place.

The oil cooler ribs have been installed and the oil cooler fitted.

The exhaust system fitment is well advanced but a few shortages to be sourced Work is in hand to fit the modification to allow fitment of the flap motor.

4. Ailerons, Flaps: Modification work is under way to enable the flap actuator motor to be installed.

5. Tail plane, Elevator and Elevator Tab: Installed.

6. Fin, Rudder and Rudder Tab: The cover at the base of the fin to the dorsal fit does not fit properly and corrective action is in work.

7. Landing Gear: Wheel trims for the main wheels are being manufactured.

8. Engine cowlings: The rear fairings are now fitted. Fitting of the top cowls has started,

9. Installation of Navigation Lights, Landing Lights and Strobe Light: Landing lights have been installed.

10. Missing Items List: The list is regularly updated by Bryan Groves and Bob Wealthy. Bob Wealthy has been successful over the past few weeks in obtaining several required parts.

11. Donation of Parts: Very many thanks go out to Kurt Whitney and Morgan Goss at FIGAS for their generous donation of more parts to the project. The latest batch was a number of much needed exhaust system component parts.

G-AVCN Restoration Progress Report November 2019 – January 2020 (continued)

The following series of captioned photographs show the results of some of the work undertaken in the last period:



Picture 1

Paul Brook collected together the required landing light parts and made sure it was installed before departing on his round the world cruise – see you when you get back Paul and tell us all about it!



Picture 2

View of starboard wing landing light assembly after installation.



Picture 3

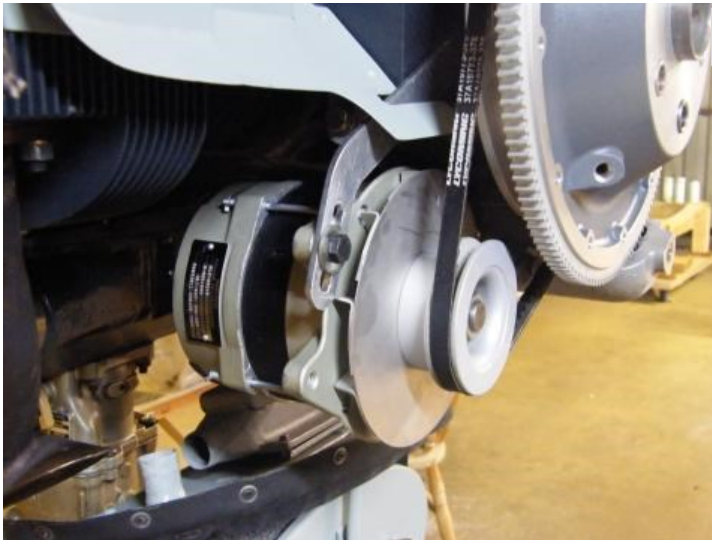
Ring gear installed on the port engine ready for alternator trial fit.

**G-AVCN Restoration Progress Report
November 2019 – January 2020 (continued)**



Picture 4

Port engine alternator trial fit was carried out to check the adjustable support bracket that had been fabricated by Bryan Groves



Picture 5

Close up view of the port engine alternator installation.



Picture 6

Mark Porter is seen here sorting out the fixings for the starboard side engine rear fairings.

**G-AVCN Restoration Progress Report
November 2019 – January 2020 (continued)**



Picture 7

Bryan Groves has re-machined bushes to the required length and they have been fitted to the engine crankshaft flange to allow the ring gears to be installed on both engines.



Picture 8

Exhaust system components donated by Falkland Islands Government Air Service have been cleaned and are now installed.



Picture 9

View of the port engine exhaust system partially installed except for the right hand bank crossover exhaust pipe which has not yet been sourced.

**G-AVCN Restoration Progress Report
November 2019 – January 2020 (continued)**



Picture 10

Central part of the tail plane "Banjo" fairing refurbished and painted by Steve Cooley and now installed.



Picture 11

Steve Cooley is seen here installing the tail plane "Banjo" fairing.



Picture 12

Patrick Gallagher and Bob Wilson continued with measuring and masking for the port side fuselage red and black cheat lines.

Islander VQ-SAC Fuselage Section Progress Report January 2020



Picture 1

Islander fuselage section positioned in the workshop ready for work to start



Picture 2

Bernie Coleman extracted corroded fixing screws and removed the windscreens.



Picture 3

The fuselage section is seen here after being etch primed. A transverse skin section is being made to close off a part of the fuselage roof at the rear.

Work planned Q1 and Q2 2020

Islander G-AVCN

1 Wing and Engines:

Complete the height adjustable wing support trestles including profile boards.

Complete engine dressing.

Fit propellers complete engine cowls and fairings fitting and paint.

Fit nav. lights and landing light bracketry and the Perspex covers.

2 Fuselage:

Ongoing internal trimming work.

Continue application of the cheat lines.

Complete the wing to fuselage fairings temporary fit

Islander VQ-SAC Fuselage Section:

Prepare exterior surfaces and etch prime.

Install windows in fuselage and doors.

Fabricate door hinges and install doors



Islander Round Up Continues - this time a visit to the Pacific Islands.

Thanks go to our roving BNAPS Supporter who has made available an account of a recent visit to the Pacific region. The diligence and perseverance involved in tracking down Islanders in remote locations is much admired, the results of which are presented in the following article for BNAPS News.....

New Zealand - Auckland international.

The vacation commenced on arrival at Auckland International Airport. Islander operator Fly My Sky runs daily scheduled services from the domestic terminal to Whangarei and Great Barrier Island.

Security measures were extremely strict on the domestic apron, and no access for photography could be negotiated. I soon located the Islander embarkation point, however the storage locations used by Fly My Sky were remote and subject to security patrols, I managed to monitor all these areas on a daily basis, but was questioned by security on a number of occasions.

Islander ZK-SFK made an embarkation appearance on Wednesday 28 August, followed by ZK-PIZ parked on a remote apron on Thursday 29 August, however ZK-PIY remained absent. Further enquiries found that this Islander was stored at Claris Airport on Great Barrier Island, and would not be returning to Auckland until Sunday 1 September. I was due to depart to Papua New Guinea on Sunday at 06:25, so the only alternative was to book a return Islander flight to Great Barrier Island.

Friday 30 August saw me boarding ZK-SFK at 10:30, departing to Great Barrier Island; half an hour later we arrived at the beautifully remote Claris Airport, and taxied in past the resting ZK-PIY. Photographs were taken, a brief visit to the local café for a few beers, and I was back at Claris boarding SFK in time for the 12:30 return flight to Auckland. The return flight saw the Islander peppered by a few showers, but arriving safely back at AKL domestic terminal at 13:00.



Above and below-views of Great Barrier Islands Claris airport from Islander ZK-SFK.



Fly My Sky Islander ZK-PIY.

ZK-SFK. c/n 236, first flight 30 October 1970, delivered to Sabena/Publi air as OO-GVS 20 March 1971, to Perth Air Charter as VH-CPG 1 April 1975, to Southflight Aviation as ZK-SFK 6 October 1993, Whalewatch Air 1995, Mountain Air 25 July 2005, to Fly My Sky.

ZK-PIY. c/n 344, G-BBDY, to Chuo Koku, Japan as JA5218 5 November 1973, to Mountain Air as ZK-PIY 12 November 1996, to Fly My Sky.

ZK-PIZ. c/n 2012, first flight 31 August 1977 as G-BEXB, to Jonas Aircraft & Arms as N406JA 20 November 1978, to JA5261

16 March 1979, to First security Bank of Utah as N2132M 21 October 1994, to Mountain Air as ZK-PIZ 22 November 1995, to Fly My Sky.

North Shore Airfield, Dairy Flat - Thursday 29 August.

Travelled to North Shore Airfield to inspect what remained at Great Barrier Airlines old maintenance hangars.

This airline, now renamed Barrier Air, have forsaken their Islanders and Trislanders for Cessna Grand Caravan transportation. On arrival I expected to find nothing, and was not surprised; their old hangar is now host to a helicopter operation! The only Great Barrier remnants consisted of two Trislanders and one Islander wing stored on trestles.

Further enquiries found that these items had been purchased by a UK buyer a few years previously, but the new owner never arrived to collect them. The dismantled fuselage of Islander ZK-WNZ had been reported stored in a paddock next to North Shore Airfield on 9 March 2008. This 1971 airframe had been purchased for spares by Great Barrier, but had been cut up for scrap when they vacated the airfield in early 2015.

17 Escott Road, Dairy Flat.

Feeling a bit crestfallen I travelled a further ten minutes to 17 Escott Road, Dairy Flat, to investigate a rumour that some of the former Great Barrier airframes had been rescued from the cutting torch by Don Subritzky, an extremely gifted local aircraft restoration engineer.

On arrival I was lucky to find Don at home, and asked if he owned any Britten-Norman airframes. He responded that he owned two Trislander and one Islander airframes which had been purchased from Great Barrier Airlines for a nominal sum. He had also attempted to acquire Islander ZK-WNZ, but had arrived just too late, and witnessed the distressing sight of this complete airframe heaped-up as a pile of dismembered scrap. He gave me the keys to his two hangars, told me to "help myself" and that he would meet me in fifteen minutes.

One blister hangar contained two Trislander fuselages ZK-LGR and VH-NKW stored on wooden pallets in nose to tail configuration, with an unmarked Islander fuselage in close proximity, thought to be ZK-KTR.



Tail section of dismantled former Great Barrier Airlines Trislander ZK-LGR



Interior view of Trislander ZK-LGR.



Tail section of Trislander VH-NKW.



Trislander VH-NKW still carries evidence of its former World Geoscience Corporation ownership as C-GKNW in Canada.



Fuselages of Trislanders ZK-LGR and VH-NKW.



Stored fuselage of a former Great Barrier Airlines Islander, ZK-KTR.

The manufacturer's construction plate had been removed. However, an adjacent plate bore the registration P2-VAB, which tallied with c/n 759, which represented the ultimate markings (not taken up) of ZK-KTR. This airframe was purchased by Great Barrier Airlines, restoration work commenced, the markings "KTR" applied, but later removed due to re-skinning of the rear fuselage sides. The rebuild was ultimately abandoned, and the airframe left to the elements of external storage as Great Barrier gradually lost interest in Britten-Norman products.

ZK-KTR. c/n 759, first flight 19 October 1975, delivered via Gatwick to Bembridge on 4 June 1976 as G-BCZD, to Jack wall Aircraft Sales as N11216 17 October 1980, to Kyoie International as JA5268 on 16 March 1981, to Missionary Aviation Fellowship as P2-MFZ on 18 January 1990, to Vanair as V2-VAB March 1996, to Great Barrier Airlines as ZK-KTR on 9 May 2006.

ZK-LGR Trislander, c/n 372, to G-BCEG 6 May 1974, leased to Discovery Airlines as VH-BSP, Bumblebee Air 4 October 1996,

Gee Bee Air 25 March 1999, to Great Barrier Airlines as ZK-LGR in November 2002.

VH-NKW Trislander, c/n 381, to G-BCJW 22 July 1974, to Canada as C-GNKW, restored as G-BCJW, restored to World Geoscience Corporation as C-GNKW, transferred Australia as VH-NKW October 1993, wfu 2002, shipped to Great Barrier Airlines, North Shore Airport NZ December 2002, assigned registration mark ZK-LGC, externally stored.

Port Moresby Papua New Guinea Jacksons International Airport.

Arrived at Port Moresby on Sunday 1 September with no idea what to expect, no accurate or recent aircraft locations have been published since 2009. Nobody had responded to my emails, many telephone connections had been expensive and unreliable, or had later been verified as incorrect numbers.

My allocated one week stay was totally inadequate. Persons planning to visit PNG should allocate a minimum of three weeks duration, as the many remote village airstrips (where many wrecked and stranded Islanders exist) have no scheduled airline service. Many scheduled services operated by PNG Air and Air Niugini do not operate on a same day return basis, late departures and arrivals are not uncommon, and flights can be cancelled at short notice by weather. Hotels are sparse in smaller towns and are usually fully booked at short notice. PNG travellers therefore require an abundance of forward planning, patience and resourcefulness, with the addition of deep pockets, required to fund bespoke air travel to remote airstrips. I was quoted (refused) £5050.00 for a 3 hour return flight to Hauwabaga Airstrip!!

I arrived at the National Aviation Services (NAS) hangar on the morning of Monday 2 September. A best guess reckoned that they operated a fleet of five Islanders! Their hangar and apron were situated at the far end of the airport, but were easily accessed by steps from a public road down to a chain-link fenced entrance gate, where an employee casually, but efficiently challenged any visitors who required airside

access. Most PNG persons speak good English, so I introduced myself and asked for the hangar manager. I signed the visitors book and was introduced to Mr Canasius (Kenny) Lang, who was most friendly and helpful. He was shown information about BNAPS and was most surprised and flattered that anybody from England would be interested in visiting NAS! He explained that NAS presently operated no Islanders, but that two examples were stored dismantled on outside on the apron, and another complete aircraft stored in their hangar.

After collecting hi-vis jackets we entered the baking hot apron where P2-NAM (no2) bleached in the sun, engineless and devoid of a rudder, internal seating and flight instruments.



NAS Islander P2-NAM partially dismantled and with no engines at Jacksons International Airport, PNG



NAS Islander P2-ALM partially dismantled at Jacksons International Airport, PNG

P2-ALM was in a similar state of disrepair, missing its rudder, internal seating and flight instruments, the fuselage supported on trestles, replacing fully dismantled undercarriage components. One engine and

prop was fitted but seized from standing inoperative.

We entered the hangar to find Islander P2-NAJ. This airframe was in a better state of repair, otherwise complete, but missing ailerons and rudder. P2-NAJ had the capability to be made airworthy subject to a month of recommissioning work.



NAS Islander P2-NAJ in the maintenance hangar.

Prior to visiting PNG I had watched a 2006 YouTube video of NAJ flying into a remote airstrip, what I saw in the hangar was a well-used airframe that had experienced sustained tough environmental operation in rough airstrip conditions over many years. Kenny explained that the three Islanders had recently been sold to a Philippine air training school and were awaiting shipment, subject to the new owner's arrangements.

I enquired about the two other Islanders in the NAS fleet. P2-NAS had been damaged beyond repair in a hard landing at the remote Hauwabaga Airstrip, and had been abandoned as a complete airframe, as its village had no road access to enable recovery of the aircraft.

P2-NAV had been operating out of Vanimo Airport, using an Australian pilot, who absconded from his job and abandoned the aircraft. Due to pilot shortages the aircraft was not retrieved and flown back to Port Moresby; it is now out of certificate of airworthiness and remains in external storage, with no plans to recover the airframe.

P2-NAM (no2), c/n 68, first flight 22 May 1969 as G-AXFC, delivered to Westward Airways on 20 June 1969, to Air Bus Nord

as D-IAFC in 1973, to Aerial Tours as VH-WGQ in 1974, re-registered P2-WGQ in 1975, to Wewak Aviation as P2-DNB in 1993, to Airlink as P2-ALD in June 1995, to National Air Services as P2-NAM (no2) on 31 May 2006.

P2-ALM. c/n 124, first flight 25 October 1969, to Geophysical Resources & Development Sydney, to VH-FLF, to IAS Australia as G-AXWK on 9 February 1970, to Vowell Air Services as VH-EQT (no2) in 1970, to Nationair as P2-NAA on 19 August 1986, PNG Aviation Services 1991, Wantok Air Services in 1995, to Airlink as P2-ALM in 1997, Central Air Transport in August 1999, National Air Services on 19 February 2009.

P2-NAJ. c/n 100, first flight as G-51-35 on 24 July 1969, to Aerial Tours as VH-ATV on 15 September 1969, re-registered P2-ATV in 1975, to Douglas Airways as P2-DNV in August 1982, to Simbu Aviation as P2-SAB in 1992, to Airlink as P2-ALE in June 1995, to National Aviation Services as P2-NAJ on 5 April 2007.

North Coast Aviation Services.

North Coast Aviation Services were thought to operate a fleet of five Islanders. All attempts at contacting this allegedly operational airline proved unsuccessful, but I managed to contact their Islander pilot via Facebook and confirm that they were still operating Islander P2-SAM. A short one hour flight was booked with Air Niugini to their operations base at Lae Nadzab Airport to ascertain their current state of operation.

On entering the arrivals lounge I observed the North Coast check-in desk, and on entering the office I introduced myself to Mrs Deanne Meara who oversees operations, and Geoff Thiele, who is the owner of North Coast Aviation Services. I immediately noticed that Geoff possessed a friendly, but tough pragmatic and hardened character, resultant of many years of PNG Islander operations.

Many brave and experienced Islander pilots, employed by small independent airlines have perished in accidents due to hazardous and highly unpredictable PNG weather conditions, operating into rough, short and inaccessible high altitude

airstrips, carrying maximum passenger payloads, and heavy consignments of unsecured and poorly loaded cargoes. With regret Geoff personally recalled the recent accident of North Coast Islander P2-ISM which crashed in poor weather conditions in the Saidor Gap on 23 December 2017.

Pilot David Tong was returning after dropping off passengers and returning empty from Derim to Lae Nadzab, when low cloud forced him to deviate from track, finally forcing him lower towards hazardous mountainous terrain. His stabiliser impacted on a tree branch, ripping off the starboard aileron with resultant loss of control and steep nose down impact on a ridge 9500 feet amsl. David survived the crash and sent numerous SMS messages for assistance before his phone batteries discharged.

Due to the high altitude, remote location and low cloud, numerous attempts to rescue him by helicopter failed. Help finally arrived on 27 December, but David Tong was found trapped in his seat, dead from exposure, resultant of freezing night time temperatures. Sadly he is one of many brave pilots who have given their lives whilst serving the remote village communities of PNG; the nation owes him and other skilled aviators a massive debt of gratitude for their ultimate sacrifice.

North Coast Islander P2-DWA was damaged beyond repair and the fuselage returned to Lae Nadzab Airport for spares retrieval, it has since been scrapped.



*North Coast Air Services Islander P2-SAM
at Lae Nadzab airport PNG.*

Due to weather Islander operations had been postponed on the date of my visit. Geoff Thiele allowed me to photograph their sole Islander P2-SAM and he

accompanied me onto the apron in torrential rain, with low cloud obscuring the surrounding mountains.

However, a brief clearance in the cloud base allowed their other PAC 750 aircraft to depart on a freight flight (it arrived back safely three hours later, as I taxied out on my return flight to POM). You personally have to experience the severe and swiftly changing PNG weather conditions to believe them!

I asked Geoff about three Islanders that British aviation websites had allocated as currently operational with North Coast Aviation Services. He had no knowledge of ever operating P2-IAC, P2-ISB, P2-CBA.

Geoff has excellent knowledge of the PNG Islander scene and was able to inform me of the following Islander wrecks that are still stored at their accident sites, and unable to be retrieved due to the absence of road infrastructure:

P2-MBE, G-AYHK, c/n 194, crashed Alotau 15.12.92., wreck located at base of mountain range north of Gopia village (access to village via unpaved road off East Cape Coastal road)

P2-ISC, G-BBYZ, c/n 394, crashed Kiriwina Island 3.6.93., wreck located in scrub at end of strip (threshold of runway 14)

P2-ISA, no 2, G-BCZC, c/n 758, w/o Bapi Airport 29.4.00., burnt out wreck located at tree line 200 metres from threshold of runway 32.

P2-MBE is accessible by vehicle, but ISC and ISA are special charter airstrip locations. No doubt many other Islanders are abandoned in the jungles and scrub lands of PNG, research is ongoing, the list is thought to be extensive.

P2-SAM. c/n 2197, first flight 28 June 1987, to Loganair as G-BLW 23 December 1988, Glasgow Scottish Ambulance Service on 13 March 1993, to Britten-Norman Aircraft Ltd on 15 August 2002, to Milford Sound Flightseeing as ZK-ZQN on 24 December 2002, Milford Sound Flights on 29 September 2009, to Colville Aviation Services (Pty) Ltd as VH-KQM on 16 July 2013, to Unupu Freight of New Britain Services as P2-ENB on 3 October 2013, to North Coast Aviation as P2-SAM in January 2015.

Solomon Islands.

I arrived at Honiara International Airport on Friday 6 September, and taxied past Islander H4-AT1. After negotiation with owners Air Taxi Solomons, I was allowed to visit their hangar and photograph the Islander.



Air Taxi Solomons Islander H4-AT1 at Honiara International Airport, Solomon Islands.

I took the opportunity to ask the engineer Darren about two Islanders thought to exist in the Solomon Islands:

H4-WPF. Darren recalled the airframe being returned to Honiara after its ditching incident. The aircraft was stripped of paint and pressure washed to remove all traces of salt immersion. It was then dismantled and shipped to the Philippines. The tail fin of H4-WPF was noted recently at Ogle Airport, Guyana, but it not known what has happened to the remainder of the aircraft. Perhaps this airframe has made the transition from the Philippines to Ogle Airport, Guyana.

H4-AAH, c/n 75. Arrived at Babanakira Airfield 16 September 2000, was seized by rebels and hidden in the jungle. Reported to have been returned to the airfield, fuselage filled with coconut husks and destroyed by fire. The semi-burnt out hulk was still thought to be extant at the airfield. Telephone calls were made to this isolated village community, a response confirmed that the remains of the torched Islander had since been destroyed by explosives, nothing remained save a few miniscule pieces of mangled aluminium.

H4-AT1. c/n 646, to Britten-Norman Aircraft 16 Feb 1971, to Aerial Tours as P2-WGT in November 1974, to Milne Bay Air as P2-MBF in July 1991, to Corporate Air

Services (Pty) Ltd as VH-MBF on 14 September 2000, to Whitaker Air Charter on 1 February 2001, to Lady Elliot Island Reef Resort in February 2005, to Istlecote (Pty) Ltd on 14 August 2006, to Torres Straight Air (Pty) on 5 December 2006, to Air Taxi Solomons as H4-AT1.

Vanuatu Port Vila (Bauerfield) International

Vanuatu is undoubtedly "Islander central" of the Pacific Islands. I presented myself at the offices of Unity Airlines, and experienced the great pleasure of meeting Tony Deamer, who is well known to most BNAPS members as an expert on operating and maintaining Islander and Trislander aircraft.

Tony kindly gave up a morning of his busy schedule to give me a conducted tour of all Islander aircraft currently operational or stored at Bauerfield International Airport. In the interests of continuity I will group together Islanders owned by individual operators. All of the aforementioned airlines operate within the Vanuatu archipelago on passenger and occasional Mount Yasur volcano sight-seeing flights.

Unity Airlines.

Tony showed me the sad remnants of his favourite Unity Airlines Islander YJ-009



Tony Deamer is seen here in a reflective pose with his favourite Unity Airlines Islander YJ-009 that has been stripped of useable parts.

This Islander was tragically damaged beyond repair by an uncontrolled runway excursion of an Air Vanuatu ATR-72 "YV-AV72" on Saturday 28 July 2018. Vanuatu Air Taxi Islander YJ-AL2 also suffered significant damage as a result of the ATR-72's runway excursion but was deemed repairable.

The damage to Islander YJ-009 was so extensive that it was beyond the repair skills of local airframe fabricator "tin Jim" and the skilled team of engineers.

A visit to YJ-005 soon lightened the mood, freshly painted in the distinctive Unity orange and white livery; it was hangared undergoing the final stages of full refurbishment and due for test flying in the immediate future.



Unity Airlines Islander YJ-005 undergoing full refurbishment

Finally YJ-006, which arrived in the latter stages of my airside visit, could be observed overflying the hotel in the remaining days of my vacation in Port Vila.



Unity Airlines Islander YJ-006 on the ramp at Port Vila airport

YJ-009. c/n 65, first flight 11 April 1969, to Key Airways as N291EX on 11 May 1969, to Edward B Rich as N16KA in July 1969, to Davis Airline as N25DA in March 1975, to Coastal Plain Commuter Airlines in 1979, to Air Charter Inc in July 1983, to Sol Air Aviation Inc as C-FIAZ on 8 May 1990, to Rescue Air/171169 Canada Ltd on 10 July 1990, to WMK Holdings Ltd on 28 June 1984, to Two Hills Holdings Ltd on 2 June 1999, to Air Marshall Islands as V7-0009

on 31 August 2000, to Unity Airlines as YJ-OO9 in January 2003

YJ-005, c/n 316, to G-51-316, registered G-BALO on 3 January 1973, to Kanaf/Arkia as 4X-AYL in 1973, leased to Olympic Airways as SX-BFC in May 1978, back to Kanaf/Arkia as 4X-AYL in January 1979, leased to Olympic as SX-BFC in May 1980, returned to Kanaf/Arkia 4X-AYL in 1980, to Harvest Air as G-BJWN on 9 February 1982, to Region Airways in 1988, to Great Barrier Airlines as ZK-FVD on 15 December 1989, to Unity Airlines as YJ-005.

YJ-006. c/n 2154, registered G-BKEI, to Jonas Aircraft & Arms Co Inc as N667J on 5 December 1984, to Nihon Business Jet as JA5281 on 18 June 1986, to Australia Air Ferry (Pty) Ltd as VH-YIE on 5 May 2009, to Coral Sun Airways as T3-VIN on 26 May 2009, to Solomon Airways as H4-AAJ in April 2011, to Unity Airlines as YJ-006 on 13 November 2016.

Air Taxi Solomons.

I had contacted Ms Julia Johnson, CEO of Air Taxi Vanuatu prior to my arrival, was made welcome and I was allowed to photograph inside their hangar.

Air Taxi Solomons (a sister company to Air Taxi Vanuatu) Islander H4-AT2 was receiving attention by "tin-Jim" who was replacing the fuselage floor skin to remove camera holes that had originally been installed by Fairey Britten-Norman at Manchester Airport (I witnessed its arrival on 16 February 1973 as G-BAKZ for these modifications). Other engineers were applying registration letters to the fuselage and under-wing surfaces.



Air Taxi Solomons Islander H4-AT2 being worked on in the maintenance hangar.

YJ-AL1 and YJ-AL2 were observed out on the airfield wearing their distinctive yellow

and black zig-zag tail design. YJ-AL3 had been storm damaged and was slowly being reduced to spares, its tail had been stripped to repair the vertical stabiliser of YJ-AL2, damaged in the ATR-72 incident, its floor skin was donated to repair H4-AT2.



Air Taxi Solomons Islander YJ-AL1 at Port Vila Airport, Vanuatu.



Air Taxi Solomons Islander YJ-AL2 at Port Vila Airport, Vanuatu.



Islander YJ-AL3 carries no markings and is being stripped for parts at Port Vila Airport, Vanuatu.



Manufacturer's ID plate c/n 302 confirmed the identity of Islander YJ-AL3.

H4-AT2. c/n 188, first flight as G-51-188 on 5 June 1970, to OY-DHS, to Helicopter Hire Ltd as G-BAKZ on 14 February 1980, to Vestfoldfly as LN-BNI on 1 October 1976, to Fairey Surveys as G-BAKZ on 14 February 1980, to Clide Surveys in 1980, to Globetrotter Surveys in June 1981, to Prop Jet in May 1982, to Alberta Central Airways as C-GAUW on 15 May 1982, to Missionary Aviation Fellowship as N8000J on 3 January 1989, re registered as P2-MFI on 6 June 1989, Kimair (Pty) Ltd as VH-CWG on 20 May 2003, to Airlines of Tasmania (Pty) Ltd on 28 February 2008, to Bayswater Road (Pty)Ltd, on 26 March 2010, to Air Taxi Solomons as H4-AT2.

YJ-AL1. c/n 3015, to Hawker Pacific as RP-C665, to Cape Flattery Silica Mines as VH-CFZ on 19 June 1989, to Australian Jet Charter on 22 June 1995, to Island Air Gold Coast on 14 September 1995, to Wayne Robertson on 14 June 1997, re registered VH-WRM on 2 December 1997, to Northern Air Services on 12 August 1999, to The Robertson Aeroplane Company (Pty) Ltd on 27 August 2002, to Golden Eagle Airlines (Pty)b Ltd on 7 July 2003, re registered as VH-EGE on 17 October 2003, to Air Taxi Vanuatu as YJ-AL1 on 27 June 2013.

YJ-AL2. c/n 609, registered as G-AXWI on 16 January 1970, to Air Polynesia as F-OCRA in 1971, to Air Avia in 1988, to Great Barrier Airlines as ZK-CRA on 1 July 1974, to New Zealand Aerial Mapping in September 1998, to Skytrans as VH-SKG 13 January 1999, to Istlecote (Pty) Ltd on 7 April 2008, to Barrier Aviation (Pty) Ltd on 8 November 2011, to Westpac Banking Corporation on 3 February 2014, to Air Taxi Vanuatu as YJ-AL2 on 11 August 2014.

YJ-AL3. c/n 302, to G-51-302, registered as G-AZUR on 11 May 1972, to Chuo Aviation as JA5195 in 1972, to Anna Ambo as VH-BSL on 23 February 2004, to Barrier Leasing on 13 May 2006, to Westpac Banking Corporation on 3 February 2014, to Air Taxi Vanuatu as YJ-AL3 on 22 October 2014.

Air Vanuatu.

Islander YJ-AV3 was registered to Air Vanuatu in October 2007. Presently stored engineless and derelict awaiting its fate was Islander YJ-RV16, a dismantled weather exposed fuselage, detached wing

in close proximity, reported as damaged at Walaha Airport on 1 April 2013. Returned to Port Vila and permanently withdrawn from use. YJ-008 was registered to Air Vanuatu on 18 December 2007 and looks in good airworthy state of repair.



Air Vanuatu Islander YJ-AV3 in a semi derelict state at Port Vila, Vanuatu



Dismantled remains of Air Vanuatu Islander YJ-RV16 at Port Vila, Vanuatu.

YJ-AV3. c/n 483, first flight 21 January 1976 as G-BDLF, to Hawker De Havilland NSW in 1976, to Montagnat Mining as F-OCXP on 22 July 1976, to Air Vanuatu as YJ-RV3 in October 2007.

YJ-RV16. c/n 104, first flight 21 August 1969, to Air Caledonie as F-OCFQ on 23 October 1969, to Southern Air as ZK-FLU on 16 November 1985, to Air Tropicana as YJ-RV16, to Vanair on 26 October 2001.

YJ-008. c/n 2172, first flight on 30 April 1984 as G-BKOI, to New Central Aviation as JA5290 on 10 March 1988, to YJ-008 on 18 December 2007.

Air Melanesiae.

Islander YJ-AM1 is fully airworthy. Tony Deamer states that it has not flown since undergoing SB190 checks some time ago.

YJ-AM1. c/n 458, first flight 11 August 1975, registered to PADC Philippines as G-

BDDU on 6 September 1975, to RP-C2144 in 1975, to Philippine Navy as "458", to Great Barrier Airlines/ Soundair as ZK-JSB on 6 December 1984, to Island Air Services as VH-OBJ on 23 September 1993, to Graeme Windsor on 29 August 1985, to Pure Adventure 17 February 1997, to Alligator Airways (Pty) Ltd on 15 November 2010, to Parviz Bryn Murali Deamer on 22 September 2012, to Air Melanisiae as YJ-AM1 on 22 June 2016.



Air Melanisiae's fully airworthy Islander YJ-AM1.

Belair Airways.

Moving on to visit Belair Airways I saw Islander YJ-TK2 resting on the apron. Its owner-operator informed me that he had received his pilot training at Air Service Training at Perth, Scotland!



Belair Airways Islander YJ-TK2 on the apron at Port Vila, Vanuatu with the owner.



Belair Airways Islander YJ-BA1 is stored in the open and has no engines.

YJ-BA1 delivered from Australia in July 2014, this engineless airframe looks to have been stored for a brief period of time.

YJ-TK2. c/n 882, first flight 4 April 1979 as G-BFNZ, to Mexican Government as XC-DUM on 10 August 1980, to Onyx Aviation Inc as N26MR on 25 September 1986, to United Medical Leasing Co in February 1988, to Circle Rainbow Air in October 1989, to Barron Thomas Aviation Inc on 2 February 2000, to Northern Air Services as VH-WRR on 21 March 2000, to The Robertson Aeroplane Company (Pty) Ltd on 10 September 2002, to Belair Airways as YJ-TK2 on 10 April 2015.

YJ-BA1 c/n 2042, first flight 5 June 1990 as RP-C688, registered to PADC, to LBC Airways in 1990, to Air Ads in March 1996, leased to Chemtrad Aviation, to Belau Air as T8A-103 in January 2003, to Barrier Aviation as VH-BWO on 30 August 2007, to Wespac Banking Corporation on 3 December 2014, to Omega Lawyers (Pty) Ltd on 27 March 2014, to Belair Airways as YJ-BA1 on 14 July 2014.



Islander YJ-AA8, of unknown ownership, has no engines and appears to be stripped of useable components. Note the label attached to the outer edge of the port wing. This informs the unknown owner that the port aileron has been removed, presumably for use on another airframe!

YJ-AA8, c/n 2177, first flight on 26 November 1984 as G-BLDT, to Monarch Aviation as VH-INB on 25 September 1989, to Sunbird Airlines on 13 December 1989, to Norfolk Airlines 1 November 1990, to 9M-AZV in October 1993, to Aircraft & Marine Services as VH-BNX on 7 July 1995, to Peter Norris 12 November 1996, to

Western Pacific Airlink as H4-WPG on 23 April 1997, to Unity Airlines as YJ-007 in September 2007, to Pacific Sun as DQ-PSC on 30 October 2009, to YJ-AA8 on 7 February 2015.

Tony Deamer explained that Air Vanuatu had sold retired Islander YJ-RV5, c/n 173, to the owner of Bellevue Airstrip, located in the hills above Port Vila city. I visited the airstrip, which was closed and overgrown, and followed his instructions to locate the dismantled airframe, last noted close to a farm building. I found the location but the aircraft had been removed. Further enquiries, and thorough search of the area, ascertained that the farm was unoccupied, the owner having passed away some years previously; his relatives had found no trace of the Islander when they disposed of the property.

Another Air Vanuatu Islander, YJ-RV2 (no1), c/n 172, had been retired from service, installed on a trailer and left in open storage. Tony explained that this airframe had been cut-up on site and removed from the airport in 2017.

Natapao Village, Lelepa Island, Vanuatu.

An Air Melansiae B-N Trislander, YJ-RV3, was en-route over Shark Bay on 3 January 1990. The aircraft ran out of fuel and force landed, felling coconut trees and coming to rest in long grass 15 km from Bauerfield International Airport. Declared as damaged beyond repair, it was transported by road to Emua Wharf and towed by boat to Lelepa Island and sunk in 8 metres of water in the Coral Sea off Natapao Village. I took a day trip to Natapao and snorkled this location at low tide, the waters are crystal clear and the Trislander can be easily observed. Originally submerged as a complete airframe, the Trislander has been damaged by cyclone activity, is now devoid of paint, and broken in two halves, the front fuselage and wing in an upright position, the rear fuselage fractured aft of the trailing edge of the wing, lying on its side.

YJ-RV3. c/n 349, sold as VP-PAO, test flown as G-51-349, registered as G-BASA, re-registered as VP-PAO (operated by Air

Melansiae) in May 1973, to H4-AAQ (operated by Air Melansiae) in July 1978 retained by Air Melansiae as YJ-RV3 on 2 November 1989.

Nadi International Airport, Fiji.

Nadi International was long overdue for a visit, last sightings for many derelict Islanders date from 2009!

Pacific Island Air currently own four Islanders, I visited their hangar on Saturday 14 September and introduced myself to Chris Bevan, their engineering manager. He kindly accompanied me around the apron to photograph their fleet.



Islander DQ-YIR has been stripped to bare metal and stored outside.

DQ-YIR, stripped to bare metal, was picketed next to the hangar, fully stripped out and minus engines; there are no current plans to rebuild this airframe.



Pacific Island Air Islander DQ-SLM is airworthy.



Pacific Island Air Islander DQ-DBV is airworthy and was seen making several trans-island flights

DQ-SLM and DQ-DBV were both airworthy. DQ-DBV made numerous trans-island flights, only pausing to uplift fuel and continue revenue earning.



This Pacific Island Airways Islander, formerly ZK-MCE, awaits clearance of certification issues before taking up registration mark DQ-MCE.



Sunflower Aviation Islander DQ-FHG parked on the apron at Nadi International Airport.

Islander DQ-FHG was parked at the far end of the apron, owned by Sunflower Aviation. Founded in 1980 by the late Don Collingwood, Sunflower/Sun Air operated numerous Islanders. Its Islander fleet was eventually sold as airworthy aircraft, those aircraft involved in accidents were repatriated to Nadi International, where they were stripped for spares usage.

On Don's demise in September 2013, Sunflower was purchased by Tim and Susan Joyce in 2014, who continued Britten-Norman operations, retaining ownership of sole Islander FHG, purchased in 2012. This airframe features an executive interior and three bladed propellers.

DQ-YIR. c/n 845, first flight 23 May 1977 as G-BESF, to Hawker Pacific as VH-FCO on 14 March 1979, to Sunstate Airlines in July 1983, to Whitaker Air Charters in 1992, to Sunshine Flying Academy in May 1994, to UZU Air Cairns in 1995, to Sunshine Coast Air Charter in 1998, to Larry Simon on 4 October 2002, to Pacific Island Air as DQ-YIR on 29 September 2003.

DQ-SLM c/n 605, registered as G-AXSU on 24 November 1969, to IAS Australia as VH-EQZ in 1971, to VP-PAU, to Air Melanesia as F-OCXD in 1975, to P2-ISU, to Flight West Airlines as VH-XFI on 22 April 1991, to Air North West in October 1993, to Aquafly Airways in December 1993, to UZU Air in January 1994, to Wide Bay Air Charter on 18 November 1996, to Sunshine Coast Air Charter on 19 September 2002, to Pacific Island Air as DQ-SLM on 17 January 2005.

DQ-DBV c/n 164, first flight on 11 March 1970 as G-51-164, registered as G-AXYS on 5 March 1970, to IAS Australia as VH-EQX on 26 April 1970, to Mount Cook Airlines as ZK-DBV in 1970, to Milford Sound Flightseeing on 19 September 2002, to Milford Sound Flights Ltd on 29 September 2009, to Pacific Island Air as DQ-DBV.

ZK-MCE c/n 724, first flight as G-BCHB on 13 September 1974, to Mount Cook Airlines as ZK-MCE on 19 March 1975, to Stewart Island Air Services in 1981, to Southern Air in 1981, to Mount Cook Airlines on 15 December 1981, to Milford Sound Flightseeing on 19 September 2002, to Milford Sound Flights on 29 September 2009, to Pacific Island Air, registration DQ-MCE pending.

DQ-FHG c/n 2230, first flight as G-BSAC on 27 June 1990, to Air Wakaya as DQ-FHG on 15 March 1992, to Sunflower Airlines in 2012.

(FNU) Fiji National University, Namaka Campus.

Chris Bevan advised me that the local university adjacent to Nadi Airport owned instructional airframes. I had read on English aviation sites that an ex Sunflower Airlines Islanders had been donated to a technical college and thought the two sources of information might tie up. I visited the Fiji National University (FNU) Namaka Campus on Tuesday 16 September.

Upon arrival I was introduced to Mr Sakaraia Caucau, Head of Department of Aviation Studies. His faculty trains 80 students in the skills of aircraft mechanics and avionics.

Sakaria explained he had brokered a deal with Sunflower Aviation/Fiji Aviation

Services, to donate any stripped and dismantled Islanders to the FNU, on the provision that construction plates be removed and any aircraft liveries and registrations be erased from the donated airframes, in compliance with (CAAF) Civil Aviation Authority of Fiji directives.

In total three Islanders had been donated to the college, two airframes DQ-FDV and DQ-FCA had been further dismantled and sent for disposal at a local scrap yard. They had retained a third airframe which was dismantled and externally stored in the university grounds.

I was given permission to visit and photograph the Islander, which on inspection proved to be fully stripped, dismantled and damaged hulk, missing its front bulkhead assembly back to the base of the windscreen.

In compliance with CAAF ruling the construction plate had been removed and all livery had been erased under a thick coating of grey spray primer. I inspected the under-wing surfaces and was pleased to locate the registration DQ-FDW, but could not prove that the fuselage and wing were from one and the same aircraft.

Further negotiation with the head of aviation studies authorised me to remove areas of the primed surface with production paper. After sanding down numerous test areas I revealed an Air Fiji livery on the tail, and a "W" on the side of the rear fuselage. Further efforts eventually revealed the letters "FDW".



Above and below: The abandoned fuselage and wing of Islander DQ-FDW at Fiji National University, Namaka Campus.

Work abruptly and violently ceased, as I carelessly stepped on a wasps nest and was stung numerous times by inch long tropical wasps, which angrily chased me some distance. Exposing the letters "FDW" had proved the fuselage identity and this would have to suffice.



DQ-FDW. c/n 602, registered as G-AXND 27 August 1969, first flight 18 October 1969, to Malaysia Singapore Airlines as 9M-APK on 15 January 1970, to Malaysian Airlines System as 9M-MDC in 1977, to Sunflower Airlines/Sun Air (Pacific)/Pacific Sun/ Air Fiji as DQ-FDW on 4 January 1984.

DQ-FES, c/n 411. Not all Sunflower Islanders were donated to the FNU, this particular airframe was stripped, dismantled and scrapped on site at Nadi International Airport in 2003.

DQ-FBO, c/n 195. Operated by Fiji Air Services, this Islander, scheduled as flight 71 left Suva Airport on 12 July 1979, on a 35 minute flight, but failed to arrive at Bua-Dama Airport. Two days later the wreckage was found in tropical rain forest 10km ENE of Bua Dama at an altitude of 1450 feet amsl. The pilot and eight passengers perished, and the airframe abandoned in situ, where it remains due to the wreckage being located in exposed and inaccessible terrain.

Northern Air Fiji. Nasori Airport, Suva, Fiji.

I was unable to visit this location. However, enquiries with the engineering manager ascertained the following facts:

Operational Islanders-
DQ-SSS, c/n 511,
DQ-JJS, c/n 856.

Spares Use-
DQ-FET, c/n 661/G-AZDL)

Dismantled and stored in hangar-
B-N Trislander DQ-TRI, c/n 1041.

Fua'amotu International Airport, Tonga.

1970 Islander A3-PAS works extremely hard for Real Tonga Airline, operating seven days a week on numerous inter-island flights.

I located myself on the airport public viewing terrace and awaited its scheduled afternoon service. Nothing arrived, so I travelled round to the domestic terminal to make further enquiries at their check-in desk. It transpired that the Islander had wrecked its port engine and was currently in the Royal Tonga maintenance hangar awaiting the arrival of replacement unit.



Real Tonga Airline's Islander A3-PAS awaiting a replacement engine in the company's hangar at Fua'amotu International Airport, Tonga.

Further enquiries with airline CEO, Mr Tevita Palu secured entry into their hangar, where photographs were permitted. One week later, on departure from Tonga, A3-PAS was still confined to the hangar, awaiting arrival of a replacement engine.

A3-PAS. c/n 159, first flight as G-51-159 on 19 February 1970, registered as G-AXYR on 3 March 1970 to IAS Australia on 25 March 1970, to Perth Air Charter as VH-IAS in 1975, to Sunflower Airlines/Sun Air Pacific as DQ-FIN in March 1997, to Samoa Air as 5W-JUN in July 2012, to Real Tonga Airlines as A3-PAS in October 2013.

Bonriki International Airport, Tarawa.

This international airport was extremely difficult to visit, and near impossible to transit, however I managed to organise a

connecting flight with Fiji Airlines and Nauru Airlines on Thursday 26 September.

The airport is located on a spit of land on a remote pacific atoll, and is surreal in all aspects of its mode of operations. A three foot high wooden picket perimeter fence guards the runway, a little latched gate is installed in the fence giving access to a public footpath. You are then allowed to cross a live runway at will, which connects to another gate to allow continuance of right of way.

Children play on the runway and sleep on its centreline over night! Tarawa has a serious waste problem, and owns no landfill sites, so rubbish and derelict aircraft litter all perimeter areas the airport. On this principle I thought I stood an excellent chance of finding two derelict ex Air Kiribati B-N Trislander fuselages T3-ATD and T3-ATE that had last been noted in 2003 by an Islander delivery pilot en route to Vanuatu.

Typically, in a totally unheard of airside clean-up operation, all derelict airframes junked in the airport and on the beach remained untouched, apart from the Trislander fuselages, which were cut up, thrown into is skip, and transported to Kiribati port to be shipped to Japan as aluminium scrap on a container vessel. Just how you justify the expense of such folly amazes me, it would have been easier to leave them abandoned in the undergrowth, junk them on the beach or throw them outside of the perimeter fence next to the litter festooned public highway. The sad declaration on the unfortunate fate of these isolated airframes has finally been concluded as "scrapped".

Pohnpei International Airport, Micronesia.

Several emails had been sent in advance of my visit but no response had been received on the current status of Islander operations at Caroline Islands Air. I presented myself at their hangar on Friday 27 September and kept an open mind. I specialise in pre 1976 Islanders, and had travelled many thousands of air miles to reach this isolated island to photograph V6-03FM. I was shown into the office and introduced myself to Mrs Tretnoff. She explained that they presently operated one Islander V6-01FM,

(which I photographed on overhaul in their hangar), the other had been damaged beyond repair in a landing accident at Ta Island Airstrip on 18 September 2019.



Caroline Islands Air Islander V6-01FM is seen here during an overhaul in the company's hangar.

The pilot of V6-03FM had landed short of the runway threshold, tearing off the starboard undercarriage, veering off the runway, damaging the outer wing, propeller, and shock loading the engine, collisions with palm trees further damaged the wing and twisted the main-spar. The Islander was currently stranded on the remote Ta Island awaiting a visit from an insurance assessor to determine its viability for repair/write-off. It would then be dismantled and returned by boat on the 24 hour passage to Pohnpei harbour, then onward transport to the Caroline Islands Air hangar. V6-03FM, c/n 660, was a 1971 airframe, held in highest regard and affection by CEO Captain Alex Tretzoff. For different reasons he must have felt equally as annoyed and upset as myself with this cruel act of fate. When visiting Yap International Airport I paid a visit to the Caroline Island Air offices; he was absent and not answering his mobile phone. I left my phone number, hotel and email address with his secretary, but has never responded to my enquiry. That was unfortunate, because I had recently observed the undercarriage and wing he required to rebuild this Islander, for sale on a nearby pacific island!

V6-01FM. c/n 2014, first flight 16 June 1979 as G-BEXD, to N45858 on 25 July 1980, to Thomas G Kiernan on 30 December 1983, to B-12201 on 25 April 1984, to Formosa Airlines in 1990, to Corporation Lupe as YV-365CP in 1991, to

KSS Aviation as P2-KST in February 1995, to Caroline Islands Air as V6-SFM in 1998, re registered to V6-01FM in 1998.

[For completeness the following information has been provided by BN Historians:

V6-03FM. c/n 660, first flight 10 September 1971 as G-AYXL, to Islander Aircraft Sales [South Africa], 4 October 1972. Sold to South African Fish Cannery Association, January 1973 as ZS-VIS. After operating with Ownair and Air Xaxaba (Botswana), sold in Australia as VH-OCH for Sungold Airlines in November 1986. After a few operators in Australia to Southwest Airways, Papua New Guinea. June 1993 as P2-SWD, and then Pacair in 1998. Returning to Australia in June 1999 as VH-AUN and overhauled for eventual sale to Caroline Island Air in April 2001 as V6-03FM. Written off Ta Island 18 September 2019.]

Yap International Airport.

Ms Melinda Espinosa, CFO/administrator of (PMA) Pacific Ministry Aviation had kindly given me permission to visit their maintenance hangar at Yap International Airport, Micronesia. On arrival I was to contact Amos Collins and Simon Himmerling. They are PMA pilots/aero engineers, who are salaried through sponsorship by their respective churches in the USA and Germany.

PMA was founded in 1974 as a charitable organisation, they operate throughout the pacific, providing free medevac flights for Micronesian island communities, and sea searches for vessels in distress. Government contracts are operated on a "fuel only" remuneration basis, from Yap, through the Palau Islands of Koror, Angauer, Ulithi, Fais, Woleai and Peleliu.

I arrived on Monday 30 September 2019 and was welcomed by Amos Collins, who accompanied me into the hangar to view RP-C-809, one of two Islanders operated by PMA. However unknown changes had occurred and this Islander had now attained Palau registry as T8A-208. This Islander had been ferried Manila-Davao-Palau on 15 October 2012, using a 60 gallon ferry tank and with an accompanying engineer on the flights.

Registered as T8A-208 on 26 February 2014, it was utilised on three flights between Palau and Yap, before being placed in storage at Yap pending full overhaul. The total airframe time is 10,845 hours.

Amos explained that T8A-208 could potentially be under maintenance for another six years, and that preliminary discussions had been considered that the Islander was surplus to requirements and may possibly be sold in the future. PMA operate a second Islander N799MT, based at Palau Airport.



The PMA Islander's registration mark of T8A-208 could be discerned on the port side of the rear fuselage.



Pacific Ministry Aviation Islander T8A-208 is undergoing a slow time rebuild and was expected to be sold when completed.



The identity of PMA Islander T8A-208 as c/n 755 was supported by the Republic of Palau registration document.



View of PMA Islander T8A-208 showing the name "Ngeltengat" on the nose..



PMA Islander T8A-208 has a manufacturer's ID plate that positively identifies the airframe as c/n 755.

Repair work had commenced, requiring a full overhaul of the undercarriage, engines, props, wiring and avionics, but as the pilots share their time between flying and aircraft engineering duties, the pace of work had been progressing slowly, as and when time permitted.

T8A-208. c/n 755, first flight 21 August 1975 as G-BCYX, to RJ Whittaker/Noosa Air as VH-FCP on 24 September 1975, to Sunstate Airlines in July 1983, to Noosa Air in December 1983, to Munroe Aviation in January 1984, to Falcon Airlines in 1988, to International Air Parts on 18 February 1992, to Pacific Ministry Aviation on 22 May 1992, to Flying Medical Samaritans as RP-C809 on 10 May 1993, to Pacific Ministry Aviation as T8A-208 on 26 February 2014.

J F Airlines – Portsmouth’s Answer to Aurigny Air Services

Introduction

On the 31 December 1973 Britten Norman Islander, G-AYSS, of the local airline JFA operated the last passenger carrying service at Portsmouth Airport when it arrived at dusk from Jersey. Portsmouth Airport was opened in July 1932 to a fanfare of publicity with great promise of things to come. After serving the community in war and peace time the City Council decided that the airport would be closed at the end of 1973.



Portsmouth Airport Terminal in 1973



Aerial view of Portsmouth Airport in the 1960s

In an attempt to keep air services from Portsmouth alive a group of local businessmen formed JFA in 1970 to re-instate air links from Portsmouth to the Channel Islands. To successfully create and operate an airline can be rewarding. It can also be disastrous. Many a company has started operations only to fail in a very short time, others literally never got off the ground. A number of airlines have been formed to operate scheduled services where a "small is beautiful" and "no frills" approach is most appropriate and gives a good chance of the operation being economically viable.

In a way JFA both succeeded and failed. The airline successfully built up traffic on the Portsmouth to Channel Islands route to such an extent that the airline really needed additional aircraft. However, the airline's plans were thwarted when its operating base at Portsmouth Airport closed and it really had nowhere else to go.

JF Airlines Formed in 1971 to Restart Air Services from Portsmouth

JF Airlines was founded at Portsmouth Airport in January 1971 by three local businessmen who wished to open up services radiating from Portsmouth to replace those formerly operated by Channel Airways. The three founders were Messrs. John Fisher, local motorcycle dealer and member of Portsmouth Docks and Airport Committee, R. Barnett and R. N. Norris - the airline took its name from John Fisher, but the finance came from the other two founders who were also directors of a local road haulage company, Mainland Market Deliveries, having strong links with the Channel Islands.

JF Airlines applied to the Air Transport Licensing Board (ATLB) for permission to operate scheduled passenger services to and from Guernsey and Jersey, and in February the first of two Twin Pioneers was delivered to the airline. Approval was soon received from the ATLB. for the operation of the services to the Channel Islands, and plans were then laid to inaugurate this route on 15 April 1971, but certain problems arose and the introduction of this service had to be delayed. However, on the morning of Thursday 20 May, the first service left Portsmouth for the Channel Islands.

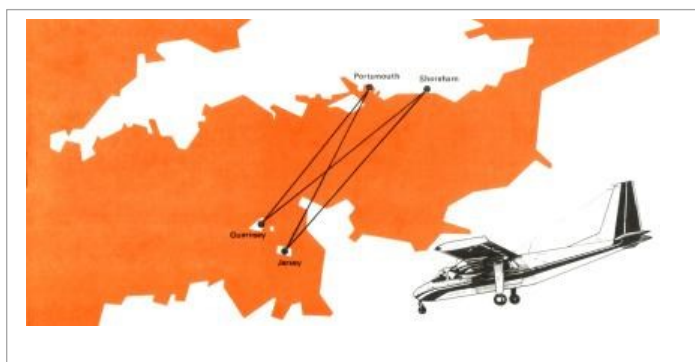
Throughout the summer the two Twin Pioneers plied regularly between Portsmouth and the Islands carrying holidaymakers until the end of the summer timetable on 15 October 1971. For the last month of the summer timetable, the airline had acquired a Heron in order to be able to cope with the demand for these services, and by 15 October, JF Airlines had carried a total of 7,500 passengers on its scheduled services. JF Airlines aimed at being accepted by the Portsmouth area inhabitants as "their airline". Certainly this seems to have happened.

The 1972 bookings looked very promising with some 10,000 confirmed by early spring with an estimate of 26,000 for the year.

JFA Adopts the B-N Islander and Trislander

Late in 1972, however, the airline's owners sold out to Portsmouth businessman, Mr. Reginald P. Slack. Purchase of the airline by Mr. Slack resulted in an order for an Islander and a Trislander being placed with Fair Oaks Aviation Services. On 15 February 1973, these two new aircraft were officially handed over to JF Airlines, now re-branded as JFA, and their arrival at Portsmouth meant the departure of the Twin Pioneer fleet to Staverton for Flight One.

Trislander G-AZZM, c/n 321, and Islander G-AYSS, c/n 646, arriving at Portsmouth Airport for delivery to JFA in February 1973 (BNAPS Archive).



*Above JFA 1973 timetable cover and route map
Below Summer 1973 Timetable*

SUMMER TIMETABLE – 1973														
APRIL 14 to MAY 01			DAILY				M.W.F. S.Sun					DAILY		
MAY 02 to JUNE 15	W.S. Sun	M.W.F. S.Sun	DAILY			W.S. Sun			W.S. Sun			W.S. Sun	M.W.F. S.Sun	DAILY
JUNE 16 to SEPT 09	M.W.F. S.Sun	M.W.F. S.Sun	DAILY	S.Sun	S.Sun	M.W.F. S.Sun	S.Sun	S.Sun	M.W.F. S.Sun	S.Sun	S.Sun	M.W.F. S.Sun	M.W.F. S.Sun	DAILY
SEPT 10 to OCT 08	M.W. S.Sun	M.W.F. S.Sun	DAILY			M.W. S.Sun	S.Sun		M.W. S.Sun			DAILY		
OCT 09 to OCT 28			DAILY				M.W.F. S.Sun					DAILY		
FLIGHT NUMBER	JF 651	JF 331	JF 653	JF 655	JF 657	JF 431	JF 333	JF 659	JF 751	JF 661	JF 663	JF 665	JF 335	JF 667
PORTSMOUTH – DEPART	0800	0810	0820	1030	1040		1250	1300		1510	1520	1630	1730	1740
SHOREHAM – DEPART						1055			1400					
GUERNSEY – ARRIVE		0900				1155	1340						1820	
JERSEY – ARRIVE	0850		0910	1120	1130			1350	1500	1600	1610	1720		1830
FLIGHT NUMBER	JF 752	JF 332	JF 652	JF 654	JF 656	JF 432	JF 334	JF 658	JF 660	JF 662	JF 664	JF 666	JF 336	JF 668
JERSEY – DEPART	0910		0930	1140	1150			1410	1520	1620	1630	1740		1850
GUERNSEY – DEPART		0920				1215	1400						1840	
PORTSMOUTH – ARRIVE	1000	1010	1020	1230	1240	1305	1450	1500	1610	1710	1720	1830	1930	1940
PORTSMOUTH – DEPART	1020					1325								
SHOREHAM – ARRIVE	1035					1340								

M = Monday T = Tuesday W = Wednesday Th = Thursday F = Friday S = Saturday Sun = Sunday

Throughout the winter of 1972 the schedules to the Channel Islands were maintained by Heron G-ANNO, and this aircraft was retained for the summer of 1973 operating alongside the Islander and Trislander. For the summer, the Portsmouth to Guernsey and Jersey services continued normally. On 8 May the Islander resumed the Shoreham to Jersey and Guernsey service now that the customs problems had been solved. At this time it was proposed that the airline's name should be changed to Trans Channel Airways but was not taken any further.



JFA Islander G-AYSS and Trislander G-AZZM parked on the ramp at Portsmouth Airport, Summer 1973 (BNAPS Archive).

JFA Trislander G-AZZM parked alongside the terminal at Portsmouth Airport, Summer 1973 (BNAPS Archive).



JFA's Islander, Trislander and Heron continued to ply the cross-Channel routes throughout the summer months. At weekends especially these aircraft flew practically from dawn until dusk in order to cope with the demand for JFA's popular services. A darkening cloud began looming over the airline, though, when it was realised Portsmouth Airport would be closed at the end of the year.

The airline investigated several alternatives including Ford, Goodwood and Tangmere, but none seemed to be very suitable for JFA's operations, and just as the light was fading on the afternoon of 31 December 1973, Islander G-AYSS carrying three passengers and piloted by Manaj Hathi was the last aircraft to land at Portsmouth at 1620 after completing the last JFA Channel Islands service.



JFA Islander G-AYSS made the last scheduled passenger flight into Portsmouth Airport on 31 December, 1973. The flight arrived at 1620 and the light was failing. The Islander pilot Manaj Hathi and the two passengers are only just visible by the port side passenger door.

JFA Ceases Operations

Shortly after the last service was operated the Islander and Trislander were ferried to Blackbushe where they remained for several months until being sold. Although it was suggested that JF Airlines might continue to fly the Shoreham to Jersey route, no such operations took place after 31 December 1973 and the airline was officially wound up in June 1974, thus the short lived story of JFA was brought to a close.

What happened to JFA's Islander and Trislander?

B-N Islander BN2-2A-8, c/n 646, G-AYSS

Islander c/n 646 was built in Romania and made its first flight as a BN-2A on 10 May 1971. It arrived in the UK on 12 July 1972 and converted to BN-2A-8 standard.

It was delivered to JF Airlines on 15 February 1973. In August 1974, it was exported to Aerial Tours, Port Moresby, Papua-New Guinea and registered as VH-WGT. Re-registered as P2-WGT on 20 August 1974 it was transferred to Douglas Airways at Port Moresby in May 1976. In July 1991 it changed ownership to Milne Bay Air and was re-registered as P2-MBF.

In September 2000 it went to Australia, where it was registered as VH-MBF and served with several operators. It is now with Air Taxi Solomons in the Solomon Islands as H4-AT1.

(see reference to c/n 646 on page 18 of this issue of BNAPS News).



Islander c/n 646, when it was with Douglas Airways in Papua-New Guinea as P2-WGT c1976 (David Carter).



Islander c/n 646, with Whitaker Air Charters (Lady Elliot Island Resort), Queensland, Australia, registered as VH-MBF in 2005 (Wingnut).

B-N Trislander BN-2A Mk III, c/n 321, G-AZZM

Trislander c/n 321 was built at Bembridge and made its first flight on 27 February 1972. Registered as G-AZZM it was used as a company demonstrator. It was delivered to JF Airlines on 15 February 1973. In April 1974 it went to Loganair until July 1980 when it was sold to Tavina at Cartagena, Colombia and registered as HK-2481. It was reported as later being operated by Transamazonica-Columbia at Villavicencio and by 1987 had been withdrawn from use.



Trislander c/n 321 ready for delivery in July 1980 with Loganair titling painted over and Colombian registration HK-2481 applied (Jim Bavin).



Trislander c/n 321 at La Vanguardia Airport, Villavicencio, Columbia, in process of being repainted c1980 (BNAPS collection).

B-N Postal Covers – Portsmouth Airport and JF Airlines

In 1973 the Islander Study Group issued several flight covers to celebrate the introduction of scheduled services between Portsmouth and the Channel Islands operated by JF Airlines (JFA).

A flight cover was also flown in JFA's Islander G-AYSS when it made the last flight from the Channel Islands into Portsmouth Airport on 31 December 1973 when the airport closed for good.



JFA Islander G-AYSS at Shoreham Airport on 25 June 1973 (BNAPS Archive).

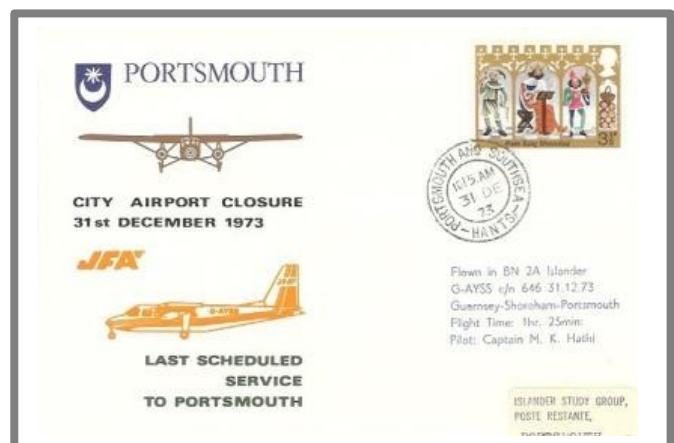


Left – Postal cover flown in JFA's Islander G-AYSS, piloted by J. Morris, on the inaugural flight, 17 April 1973. The flight departed Portsmouth at 0829 hrs and arrived at Guernsey at 0918 hrs. The short leg to Jersey was piloted by A. Taylor, arriving at 0950 hrs.

Right – Postal cover issued on 31 December 1973, as JFA's Islander G-AYSS was the last aircraft to land at Portsmouth Airport before it closed. This flight from Guernsey, via Shoreham, was piloted by Manaj Hathi.



View of Portsmouth Airport with a large number of varied types of aircraft attending on 2 July 1932 at the big opening day.



Postal cover for the closure of Portsmouth Airport and the last scheduled service to Portsmouth on 31 December 1973.

Thanks go to Norman Hobbs for researching the above and for the postal images

Isles of Scilly Skybus Islander Fleet Stand Down March 2020

No further details have been received regarding the planned Skybus Islander fleet stand down due to take place on 14 March, 2020. However, the statement issued by the Isle of Scilly Steamship Company late last year mentions "passenger services" in respect of the Islander fleet stand down. Could this mean that the Islanders might well be retained for charter flights, freight services and scenic flights? Only time will tell.....



Skybus Islanders have been a familiar sight on the ramp at Land's End Airport for many years (Skybus)

From 17 March 2020 Penzance Heliport Ltd will be operating a scheduled helicopter service for the Isles of Scilly, flying direct to both Tresco and St Mary's from the new Penzance Heliport. The service will use the 15 seat AW139 helicopter that offers a fast and convenient all year round service from the mainland to the islands with up to 17 flights per day, six days a week. The new service is to be provided by Sloane Helicopters, one of the UK's leading onshore helicopter operators with 48 years' experience, in partnership with Penzance Heliport Ltd and Tresco Estate.

Air Alderney's Channel Islands Services Encounter Further Delays

In December last year Air Alderney announced that it intended to start direct flights between Jersey and Alderney from February this year. However, The States of Alderney have ruled that licences granted two years ago are now invalid and that the company needs to re-apply. States of Alderney chief executive Andrew Muter said: "The recent air route licence applications made by Air Alderney are on the basis of specific aircraft and a different air operator certificate."

Air Alderney's Danny Brem-Wilson has applied for licences for passenger and cargo services to Jersey as well as Lee-on-Solent and Cherbourg, and a cargo licence for Guernsey. Air Alderney was issued a permit to operate a passenger and freight service to Jersey and a service to Guernsey by the Alderney Air Transport Licensing Board. The application was made to operate a helicopter on those routes. Air Alderney is in the process of acquiring two Islander aircraft to operate services on the route.

Mr Brem-Wilson said he was disappointed that the start date would now be delayed as the States of Alderney have asked for another application for the routes to be submitted which will extend the process by about three to four months. "If it wasn't for that we could start tomorrow. We've set up an office at the Flying Club in Jersey. We've asked for both fixed-wing, to cover use of the Islanders, and a helicopter as aircraft listed on the licence."

Hebridean Air Services Scenic Flights

A scenic flight in a Hebridean Air Services based at Oban, Scotland offers scenic flights around the spectacular scenery of the west coast of Scotland. The Islander's high wing and individual windows are well suited for these flights as seen in the images below.



Hebridean
— Air Services Ltd —

Scenic Flights from Oban Airport

Hebridean Air Services are to commence 30 minute scenic flights from Oban Airport every Wednesday and Thursday morning commencing 26th June through to 26th September 2019. Bookings for up to 7 passengers are accepted.

Departing Oban Airport at 1100 the flight itinerary* includes:
Dunstaffnage Castle, Oban Town, Loch Spelve, Torosay Castle, Duart Castle, Lismore Light, Lismore Island, Castle Stalker, Eriska, Tralee Bay Holiday Park and North Ledaig Caravan Park

The 30 minute flight costs £75.00 per passenger and gift vouchers are available.

Flights are subject to suitable weather conditions on the day.

To book your seat or for more information please contact us on **0845 805 7465** or email us at **enquiries@hebrideanair.com**

* Subject to weather conditions on the day the route may be reversed.



Aer Arann Islands with New Owner

Aer Arann Islands has been sold to Galway businessman and pilot Jarlath Conneely. Aer Arann Islands operates Public Service Obligation (PSO) from its base at Connemara Airport to the three Aran Islands, Inishmore, Inishmaan and Inisheer.

The PSO routes are currently planned to operate until the end of January but an extension to this deadline is likely. The contract is worth about €800,000 annually. In December it was reported that the Department of the Gaeltacht bought Connemara Airport for €2.75m.

Jarlath Conneely is well known in the Irish general aviation community and has been flying for 35 years. He is a member of the Galway Flying Club and is originally from Salthill in Galway. Aer Arann Islands was established in 1970 by James Coen and Ralph Langan to provide an island-hopping air service between Galway and the Aran Islands. Operations, using a single Britten-Norman Islander, began in August 1970. The airline currently operates three B-N Islanders, EI-AYN, c/n 704, EI-BCE, c/n 519 and EI-CUW, c/n 2293. For information about Aer Arann Islands go to <https://aerarannislands.ie/>



Aer Arann Islands B-N Islander fleet parked at Connemara Airport (Flying in Ireland).

Villers Air Services, British Columbia, Canada

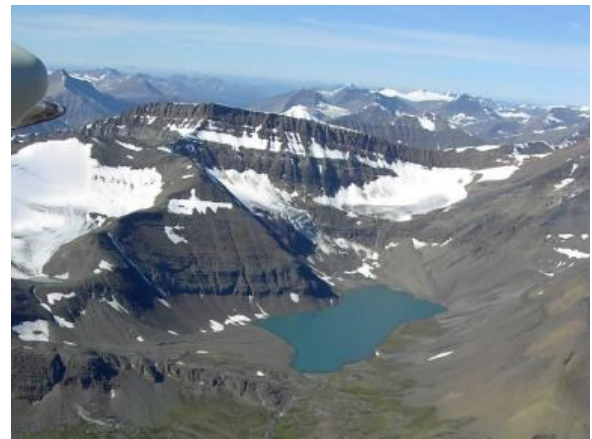
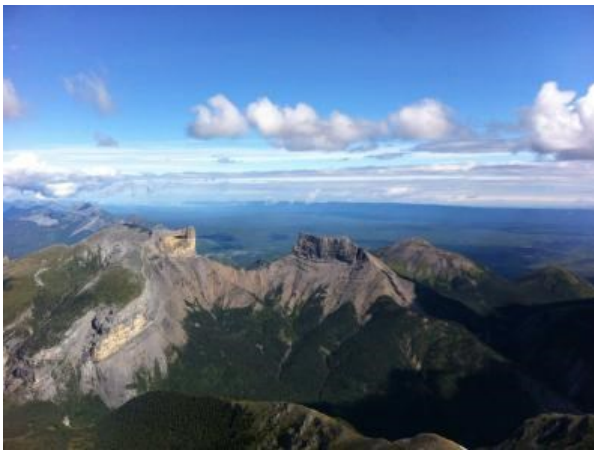
B-N recently announced the winner of the best image for the official 2020 Britten-Norman Calendar as the striking image of Villers Air Services Islander C-FGAQ, c/n 212. The image was captured by pilot Dan Campbell up on the frozen Tuchodi Lake, Northern BC, Canada which would have been virtually inaccessible without the Islander. Villers Air Services are family owned and operated and have been providing charter services in Fort Nelson, BC for over 30 years.



The image of Villers Air Islander C-FGAQ by Don Campbell was judged by B-N as the best from the selection of 12 superb images in the 2020 B-N calendar (Villers Air).



Villers Air Islander C-FGAQ in icy conditions (Villers Air).



Examples Of the spectacular scenery in the region around Fort Nelson, BC (Villers Air).

Villers Air Services provides 24-hour charter service throughout British Columbia and Alberta - Edmonton is only 2 hours and 45 minutes away - as well as charters to the Northwest Territories and Yukon, for individuals and corporate clients. The fleet includes several different aircraft types, with the Islander offering the capacity for up to 9 passengers and various sizes of freight. Services provided by Villers Air include: 24-hour charter service, Crew changes, Air Ambulance, Sightseeing, Hunting and fishing. For more information about Villers Air go to:

<https://www.villersair.com/>

Villers Air Islander, C-FGAQ, c/n 212, made its first flight on 27 August, 1970 as G-51-212. It was exported to Canada in December 1970 and after serving with a number of operators in various parts of Canada it was acquired by Villers Air on 18 November 2002.

South Nahanni Airways, Northwest Territories, Canada

South Nahanni Airways is based in Fort Simpson, Northwest Territories, Canada. It operates B-N Islander BN-2A-26, C-GIHF, c/n 475 for wilderness tour flights with views over the spectacular scenery in the region.



South Nahanni Airways B-N Islander C-GIHF at a remote gravel strip in the Northwest Territories (South Nahanni Airways)



B-N Islander c/n 475 was built at Gosselies, Belgium and first flown on 30 October 1975. In February 1976 it was delivered to Tye Airways, BC and took up the registration C-GIHF.



Typical view of lake and mountains in Northwest Territories (South Nahanni Airways).



Virginia Falls Northwest Territories (South Nahanni Airways).

For more about South Nahanni Airways go to: <https://southnahanniairways.ca/>

Great Lakes Air Islander in New Colours

Great Lakes Air wasted no time in getting their recently acquired B-N Islander N880GL, c/n 2020, painted in the company colour scheme. A report of the epic delivery flight of Islander N880GL undertaken by Capt. Sarah Rovner's company Full Throttle Aviation, was included in the November issue of BNAPS News.



Views of Islander N880GL after being painted in the striking yellow, grey and black Great Lakes Air company colour scheme shortly after arriving in Canada in October, 2019 (Great Lakes Air).

B-N Islander New Build and Rebuild in 2020

In Britten-Norman's production facility at Lee-on-Solent's Solent Airport the latest new build B-N Islander will soon emerge and make its first flight. The new build Islander is a BN-2B-26, c/n 2316, and is the first of two new Islanders ordered for the Falkland Islands Government Air Service.

Right – New build B-N Islander, type BN-2B-26, c/n 2316, is seen here at an advanced stage of final assembly in Britten-Norman's production facility, Solent Airport, Lee-on-Solent (B-N).



Avionics Upgrade for B-N's Training Aircraft

B-N has just finished installing the latest Garmin G600 TXi avionics in BN-2T G-JSAT, c/n 2277. This aircraft is a dedicated pilot training platform for B-N's comprehensive 2020 training programme.



BN-2T G-JSAT is seen here outside B-N's Solent Airport Production Facility (B-N).



Garmin G600 TXi installation in BN-2T G-JSAT (B-N).

B-N Islander G-AXUB to Join B-N'S Aircraft Leasing Service

BN-2A Islander G-AXUB, c/n 121, will start its upgrade program in February and is to become the latest addition to B-N's lease aircraft fleet. It will be ready to support leasing operations this summer.

Islander G-AXUB was acquired by B-N in 2019 from the Headcorn Parachute Club. It had been in service with the club since 1981.

Islander G-AXUB was Bembridge built and made a first flight on 12 October, 1969. Remarkably it has had only two owners before going back to B-N, the first owner being Bristow Helicopters.



Islander G-AXUB is seen here outside B-N's Solent Airport Production Facility (B-N).

Proposed "Saving Charlie November" Photo Book

BNAPS is looking at the possibility of producing a souvenir photo book to record the history of Islander G-AVCN covering its original build, service in the Channel Islands and in the Caribbean region, its recovery to the UK and the planned rebuild. The main part will relate the work done to restore the aircraft as a high quality static exhibit. Also featured will be the restoration team and the many people and organisations that have helped ensure that the restoration project has been successful.

At this stage it is necessary to establish the level of interest in the photo book. It will be hard backed, landscape A4 size in full colour and consist of about 50 pages, The cost is expected to be in the region of £30/copy. If anyone has an initial interest in the souvenir photo book please contact BNAPS Chairman at bob@bnaps.org.uk

News Item in February 2020 Issue of Aeroplane Magazine

Thanks go to Aeroplane magazine for running a news item about Islander G-AVCN in the February issue:

News February 2020



Looking almost as it did on 3 March 1968 when it made Aurigny Air Services' inaugural commercial flight, the first production Britten-Norman BN-2 Islander, G-AVCN, is approaching completion with BNAPS on the Isle of Wight. BOB WEALTHY

Earliest Islander nearly finished

After some 10 years of restoration work and 20 years after being repatriated from Puerto Rico, the historic first production Britten-Norman BN-2 Islander, G-AVCN (c/n 3), is nearing completion in the Britten-Norman Aircraft Preservation Society (BNAPS) workshop on the Isle of Wight.

With final assembly well under way, both 260hp Lycoming O-540 engines are now fitted and the ignition harnesses and exhaust stacks

have been installed. The Aurigny Airlines crest has been painted onto the tail. Transfers of the original-style B-N logo and the word Islander as per the original look and font will be required for the sides of the nose.

G-AVCN made its first flight on 24 April 1967 and is the oldest example of the Islander now in existence. Delivered to Glos Air in October 1967, it became the first aircraft operated by Channel Islands airline Aurigny Air Services upon its establishment in March 1968.

Wight Aviation Museum

The Wight Aviation Museum is based in a hangar bay at the Isle of Wight Airport at Sandown. Fund raising is under way for a project to have a dedicated purpose built aviation museum at the airport. The museum's volunteers have assembled a collection of exhibits related to the local aviation heritage.



For details of opening times, special events and news go to the Wight Aviation Museum's facebook page or website www.wightaviationmuseum.org.uk

BNAPS Workshop Visits

National and social media advertising has not attracted sufficient interest so no Wight Aviation Heritage Tours, aimed at fund raising for BNAPS, plans for tours in 2020 are under review.

BNAPS workshop visits from interested groups are most welcome. Please contact BNAPS Chairman Bob Wealthy to make arrangements for workshop visits.

Skybus Islander Prints

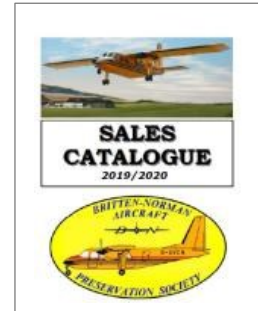
BNAPS Supporter Toby Dixon has produced a number of paintings of Islanders and Trislanders in various liveries and in Channel Islands locations. The latest painting depicts Isles of Scilly Skybus Islander G-BUBP over a typical scenic view.

Toby has kindly donated some prints to raise funds for BNAPS. The prints are 240mm x 300mm in size and suitable for framing.

If anyone would like a print please contact
bob@bnaps.org.uk



BNAPS Sales Catalogue 2019/2020



Please contact Rita Edgcumbe at BNAPS Sales to if you would like to receive the latest BNAPS Sales catalogue by email: sales@bnaps.org.uk

BNAPS on the Internet - information and back issues of BNAPS News go to www.bnaps.org.uk
Facebook - Look out for latest posts and news about Islanders and Trislanders on the Britten-Norman Aircraft Preservation Society Facebook page

More BNAPS Supporters Needed

If any BNAPS Supporters Club member knows of someone who would be interested in joining please pass on contact details to our BNAPS Membership Secretary, Rita Edgcumbe at sales@bnaps.org.uk

The principal aims of the BNAPS Supporters Club are:
"to assist BNAPS to preserve the history and aircraft of Britten-Norman through member donations and to provide assistance with the day-to-day operations of the charity"
Anyone with an interest in local aviation heritage is welcome.

As a point of clarification, whilst BNAPS has contact with B-N Group from time to time, as a charitable trust BNAPS is an independent organisation.

BNAPS

BNAPS is a Registered Charity, No. 1100735, set up to "preserve the history and aircraft of Britten-Norman with the support of members' subscriptions, sponsorship and donations"

BNAPS registered address is:
7, William Close
FAREHAM,
Hampshire,
PO14 2PQ

Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy.
Bob Wealthy is currently the Trust Chairman.

Forthcoming BNAPS Events

During the coming months there are opportunities for pre-arranged group visits to the workshop – please get in touch if interested

Next BNAPS Workshop Open Day will be in April/May time – further details available soon

If anyone needs more information about BNAPS activities and what is happening please do not hesitate to get in touch.

How to contact BNAPS:

Email:

bob@bnaps.org.uk

Telephone: 01329 315561

Post:

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