



# BNAPS News

## January 2021

BNAPS News Vol 11 Iss 1 – January 2021

### **Big Day for BNAPS - Islander G-AVCN Moved to the Wight Military & Heritage Museum**

On Thursday 17 December 2020 Islander G-AVCN was successfully moved from the BNAPS restoration workshop at Brickfields near Ryde, Isle of Wight to the Wight Military & Heritage Museum at Northwood near Cowes, Isle of Wight. The restoration team resumed the work involved in preparing for the move on 3 December and by 10 December Islander G-AVCN had been dismantled and was ready to go. Loading started at 1030 and, thanks to a concerted effort by the restoration team and the excellent lifting and transportation operations conducted by Reynolds and Read Ltd., by 1600 the move was complete.

*BNAPS Islander G-AVCN's fuselage loaded on Reynolds and Read Ltd. flatbed vehicle and ready to depart from the Brickfields site.*



*BNAPS Islander G-AVCN's wing, tail plane, elevator and flaps loaded on Reynolds and Read Ltd. articulated trailer vehicle and ready to depart from the Brickfields site.*

**For a full report on restoration progress and the move see pages 3 to 20.**

**In this issue of BNAPS News:  
Islander G-AVCN Move – Full Report  
FIGAS Islander VP-FMC Delivery Flight  
Islander Update from BN Historians  
BN-2 Variant Identification Numbers Explained  
Plus more news of Islanders and Trislanders around the World**

## BNAPS Chairman's Update – January 2021



Dear BNAPS Supporter,

As reported in this issue of BNAPS News our Islander G-AVCN is now safely accommodated in an exhibition space at the Wight Military & Heritage Museum. After some 10 years of restoration work the project has now reached the preservation stage.

Following the November "lockdown", work resumed at the Brickfields workshop on 3 December to continue the dismantling our Islander and by 10 December it was ready for transport to the museum. BNAPS worked closely with the manager of the Wight Military Museum, Steve Taylor, regarding the accommodation of our Islander such that by the beginning of December BNAPS was informed that the resurfacing of the floor in the museum building had been completed and all was ready for moving the fuselage and wing into the museum. BNAPS engaged Reynolds and Read Ltd to provide facilities for loading at Brickfields, transport and unloading at the museum. The move took place on 17 December with the benefit of a good weather day in a spell of unsettled weather.

Thanks to BNAPS Supporter, Jon Coleman, who has kindly made his Transit van available, a start was made to clear the Brickfields workshop in the week leading up to the Christmas break. BNAPS arranged with Reynolds and Read to move a number of items to the museum on 7 January so that the main area of the workshop was substantially clear.

Since early March last year, the restoration work has suffered significant disruption during 2020 to the extent that occupation of the Brickfields workshop had to be extended by some 5 months. This, together with more recent restrictions introduced in late 2020, has resulted in a severe impact on BNAPS' funding situation. Special provisions have been made to overcome the funding "gap" in the short term. Any donations to help resolve the funding situation will be most welcome. At the time of writing the restrictions imposed from 6 January 2021 mean that we cannot go ahead with re-assembly and the remaining restoration work at the museum and some of BNAPS kit at Brickfields is now left in temporary storage there.

As soon as pandemic restrictions permit, and in consultation with the restoration team, urgent action will be taken to clear all BNAPS' property from the workshop, to re-assemble our Islander at the museum and to complete the remaining restoration work. This will include the black and red lines along the fuselage and the engine cowlings and completion of the fuselage interior trim. Whilst the present aim is to have an "official unveiling" on Saturday 24 April 2012. The possibility of achieving this will be determined by factors outside of BNAPS' control.

BNAPS News will continue in 2021 as it has done since the first issue in January 2011. Originally BNAPS News was envisaged as a short form news brief about restoration progress. However, it seems to have grown from 4 pages to 36 or even 40 pages. Hopefully the publication has proved to be of continuing interest by keeping all informed about the restoration work and through the inclusion of feature articles, heritage items and news reports on various topics related to Britten-Norman.

Meanwhile thanks go out to all who have supported the project over many years, this is much appreciated. This has enabled restoration work to proceed to a stage where we are close to our ultimate aim of having the historic B-N Islander G-AVCN on public display on its home territory, the Isle of Wight.

For more information regarding the above please contact BNAPS by email [bob@bnaps.org.uk](mailto:bob@bnaps.org.uk) or Telephone 01329 315561.

Yours sincerely,  
Bob Wealthy,  
Britten-Norman Aircraft Preservation Society Chairman

## G-AVCN Restoration Progress – December 2020 – January 2021

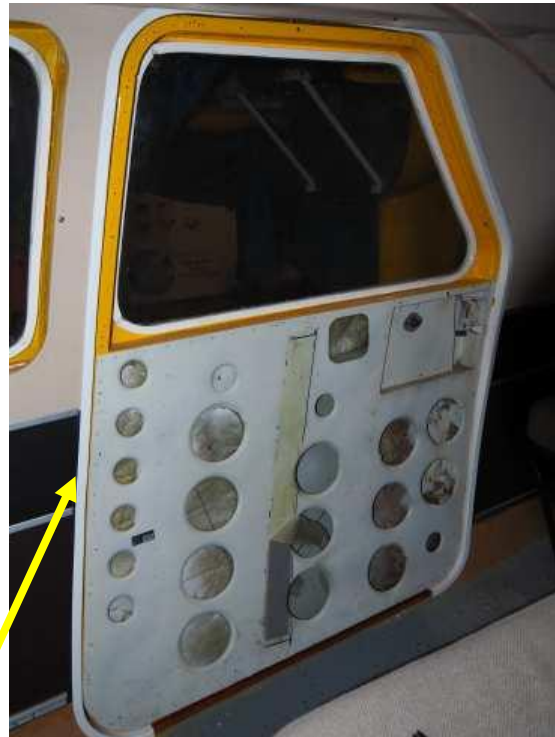
### Workshop Activities

Work was resumed on 3 December and concentrated on preparing for the move to the Wight Military & Heritage Museum.

Thanks to Paul Thomasson and Keith Winter, the door aperture surrounds were installed. The surrounds had been made by Paul Thomasson using specially constructed jigs so that stock plastic moulding material could be made into the required compound curve shapes to suit each of the three door aperture by heating the plastic and carefully forming it around the jigs.



*View of the jigs constructed by Paul Thomasson to enable replacement door aperture surrounds to be fabricated (Bryan Groves).*



*Left: View of the pilot's door with its door aperture surround installed.  
Right: View of Starboard passenger door with door aperture surround in place  
Door aperture surrounds were installed by Paul Thomasson and Keith Winter before the Islander was taken apart for the move from Brickfields workshop (Bryan Groves).*



## G-AVCN Restoration Progress – December 2020 – January 2021 Continued

The main activity was to dismantle the aircraft and prepare the wing and fuselage for transportation, this work was completed by 10 December. The dismantling process is shown in the following sequence of photographs:



*The aircraft was tilted back onto its tail section to allow access for removing the tail plane, elevator, fin and rudder as part of the dismantling process (Bryan Groves).*



*Left: Steve Cooley (l) and Mark Porter are seen here during removal of the rudder (Bryan Groves).*



*Right: Paul Thomasson (l), Steve Cooley and Guy Palmer are seen here in the process of removing the fin (Bryan Groves).*



*Left: The fin is seen here being lifted away with great care (Bryan Groves).*



*Right: Mark Porter (l) and Bernie Coleman prepare to remove the tail plane (Bryan Groves).*

## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*After removal of the fin and tail plane, the tail of the aircraft is here being held in place by Paul Thomasson and Steve Cooley while the nose wheel support was removed (Bryan Groves).*



*Aircraft is seen here back level ready to be prepared ready to start the process of separating the wing and fuselage (Bryan Groves).*



*The fuselage support frame is positioned ready to be put in place when the aircraft has been lifted on the wing stands at the start of the wing and fuselage separation process (Bryan Groves).*



## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*Paul Thomasson (l) and Mark Porter adjusting the height of the wing stands at the start of the wing and fuselage separation process (Bryan Groves).*



*As seen here, the fuselage support frame was put in position. Once the aircraft had been raised using the adjustable wing stands, (Bryan Groves).*



*Paul Thomasson with the four taper pins that joined the wing and fuselage. Taper pins had been installed, instead of bolts, in anticipation of the fact that the aircraft would have to be taken apart for transport. (Bryan Groves).*

## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*Once the taper pins had been removed and aileron cables disconnected and secured, the wing was lifted to complete the wing and fuselage separation process  
(Bryan Groves).*



*With the wing and fuselage separated, the fuselage could now be moved away so that the wing could be prepared and positioned ready to be moved out of the workshop  
(Bryan Groves).*



*The fuselage is seen here being moved clear of the wing towards a corner of the workshop  
(Bryan Groves).*



## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*The fuselage is seen here moved well clear of the wing. It was positioned so that there was sufficient clearance to allow the fuselage to be pivoted round at a later stage when it would be moved out of the workshop*



*The main wheels were removed to ensure ground clearance when the wing was being moved down a slight slope when leaving the workshop (Bryan Groves).*



*The wing is seen here in position ready to be moved out of the workshop. Note that the workshop access door and a section of partitioning have yet to be removed for the purpose of the move (Bryan Groves).*



## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)

### Moving Day 17 December 2020 - Brickfields - Loading and Departure



*The wing had to exit through the workshop of neighbouring business AM Autos. The workshop had an even surface and moving the wing to the exterior door was accomplished successfully  
(Bryan Groves).*



*The wing was brought out to a position where it could be lifted by the Manitou mobile crane. Due to the uneven surface aluminium plates were used to prevent the small wheels on the wing stands "digging in"  
(Bryan Groves).*



*Lifting strops for the Manitou crane lift were attached to the two lifting plates originally installed on the wing when it was turned through 90 degrees during assemble of the aircraft in 2019  
(Bryan Groves).*

## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*The wing was moved by the Manitou crane to an adjacent part of the site for loading onto the transport vehicle. The rough and pitted nature of the access way surface meant that the only way to proceed was by means of the Manitou crane and use of its exceptional manoeuvring capabilities (Bryan Groves).*



*The wing is seen here whilst being moved. Due to the size of the wing and its relative low weight, a careful watch had to keep it from swinging around during the move. (Bryan Groves).*



*The Manitou crane is seen here lowering the wing so that it is again supported by the wing stands and positioned ready for loading on the transport vehicle. (Bryan Groves).*



## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*The fuselage is seen here being moved out of the workshop. This view shows the opening created by removing the access door and a section of the partitioning for the move (Bryan Groves).*



*The fuselage was moved partially outside the entrance to AM Motors premises where lifting strops were put in place and the fuselage and support frame lifted using the Manitou crane (Bryan Groves).*



*The fuselage is seen here being moved by the mobile Manitou crane along the access way to an adjacent parking area for loading on the transport vehicle (Bryan Groves).*

## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*The fuselage is seen here being loaded on the Reynold and Read transport vehicle (Bryan Groves).*



*With fuselage loading complete, the load's security is checked by the team from Reynolds and Read (Reynolds and Read Ltd).*



*Transport vehicle with the fuselage loaded and ready to be moved to the Wight Military and Heritage Museum site near Cowes, about 10 miles away from the Reynolds and Read site at Brickfields (Bryan Groves).*



## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*The wing after loading on Reynolds and Read's articulated transport vehicle. Wing stands were supported on wood. The height of the wing stands was adjusted so that some of the weight was also supported on the base of the main landing gear legs (see below) (Bryan Groves).*



*Left to right, Bernie Coleman, Steve Cooley, Paul Brook and Mark Porter carry out the tail plane to be loaded alongside the wing. (Bryan Groves).*



*This view shows the tail plane secured alongside the wing and supported on a pair of the original vertical wing stands. The elevator and flaps were also loaded on this vehicle. (Bryan Groves).*

**G-AVCN Restoration Progress – December 2020 – January 2021  
(continued)**



*Reynolds and Read convoy ready to leave Brickfields*

**Moving Day 17 December 2020 - Wight Military and Heritage Museum --  
Arrival and Unloading**



*Reynolds and Read convoy after arrival in the Wight Military and Heritage Museum car park alongside Conqueror tank gate guardian, "William".*



*Left to right, Paul Thomasson, Steve Taylor, Wight Military and Heritage Museum Manager, Bob Wilson and Kieron Read review the situation before starting to unload the aircraft (Bryan Groves).*



## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*Reynolds and Read had positioned the Manitou crane at the museum and it is seen here unloading the fuselage (Bob Wealthy).*



*Using the Manitou crane's extended reach, it was possible to take the fuselage inside the museum building (Bob Wealthy).*



*The Manitou crane took the fuselage right into the designated exhibition space (Bryan Groves).*

## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*The fuselage is seen here about to be lowered down in the exhibition space where Islander G-AVCN will eventually be on show (Bob Wealthy).*



*The wing is seen here ready to be lifted off the transport vehicle by the Manitou crane (Bob Wealthy).*



*The wing was lifted from the transport vehicle with lifting straps attached to the wing lifting plates (Bob Wealthy).*



**G-AVCN Restoration Progress – December 2020 – January 2021  
(continued)**



*The wing was moved into position by the Manitou crane so that it could be entered into the museum building (Bob Wealthy).*



*Due to limited overhead clearance the wing was supported by a lifting strap attached to one of the lifting plates at the near end and resting on one of the wheeled wing stands at the far end. The wing was then moved slowly into the museum building (Bob Wealthy).*



*Aluminium plates were used to spread the load on the floor due to the wheels on the wing stand (Bryan Groves).*

## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*The wing is seen here having been released from the crane near the far end of the building and then pushed into place (Bryan Groves).*



*The wing is seen here being slowly moved to a position alongside the fuselage (Bryan Groves).*



*The wing in the last stage of being moved into position close to where it will be when the wing and fuselage are re-joined at a later stage (Bryan Groves).*



## G-AVCN Restoration Progress – December 2020 – January 2021 (continued)



*The tail plane (left) and flaps (right) were off loaded by hand and brought into the museum building (Bryan Groves).*



*View of the wing and fuselage and other parts at the completion of the move on 17 December, 2020 (Bob Wilson).*

Thanks go out to all the restoration team, AM Motors, Reynolds and Read, staff at the Wight Military and Heritage Museum for all the help and support contributed to making the move successful. Thanks also go to BNAPS Supporter Alan Fisher who provided video coverage of the unloading at the museum and to restoration team member, Bryan Groves, for maintaining our photographic coverage of the restoration work.

Following the successful move of the wing and fuselage and other parts of Islander G-AVCN on 17 December, a further move was undertaken on 7 January 2021 by Reynolds and Read on behalf of BNAPS. The aim was to clear as much of the workshop as we could under the present circumstances where BNAPS team personnel could not be present. Thanks to the support from Reynolds and Read and invaluable help from Steve Taylor, Wight Military and Heritage Museum manager, the following items were transported to the museum - flight simulator fuselage, two engines, fin, rudder and two propellers.

At present all work needed to re-assemble our Islander G-AVCN, to complete remaining restoration items, and to prepare the aircraft and the area as a museum attraction, is on hold due to the lockdown. Work will start without delay at the earliest opportunity, meanwhile we must be patient and hope for better times soon.

## G-AVCN Restoration Project Work Items to Completion-

The work items planned for completion at the museum are summarised below:

### Islander G-AVCN Restoration Work Items

#### 1 Aircraft Re-assembly

- 1.1 Join wing/fuselage.
- 1.2 Connect aileron control cables.
- 1.3 Connect electrical wiring in area of wing to fuselage join.
- 1.4 Install flap drive motor and indicator.
- 1.5 Tilt aircraft and re-install fin and rudder, tail plane and trim tab.
- 1.6 Fit wing to fuselage fairings.
- 1.7 Install engines, fit air boxes, alternators and accessories.
- 1.8 Install propellers and spinners.
- 1.9 Install engine cowlings.
- 1.10 Install wing to fuselage fairings.

#### 2 Wing and Engines:

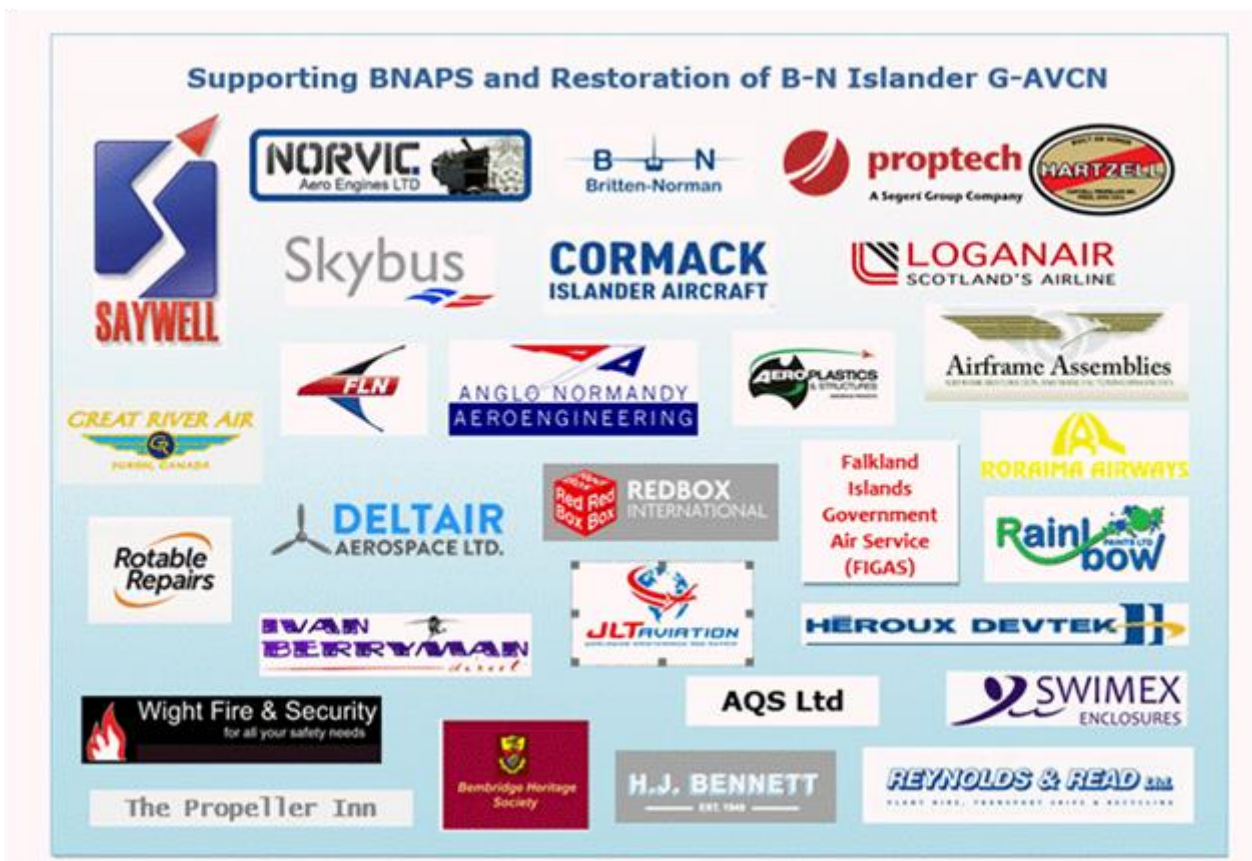
- 2.1 Paint engine cowlings and fairings with red and black "cheat lines".
- 2.2 Paint red areas on upper wing surface adjacent to top engine cowling.
- 2.3 Fabricate and install fairings that fit between the inboard side of the top engine cowlings and wing leading edge droop.

#### 3 Fuselage:

- 3.1 Install door trim panels and ceiling panels.
- 3.2 Apply transfers for black cheat lines along port and starboard sides.
- 3.3 Paint black lining around nose cone.

### Islander VQ-SAC Fuselage Section Work Items:

- 1 Fabricate door hinges and door catches and install doors and windows and associated trim.
- 2 Install electrical earthing connection for fuselage structure.
- 3 Install and commission Stage 1 desktop flight simulator equipment.





## FIGAS Islander VP-FMC Ferry Flight

New build BN-2B-26 Islander, c/n 2316, G-CLHR/VP-FMC, for the Falkland Islands Government Air Service (FIGAS) had been made ready for its anticipated delivery flight in early March, 2020.

As a result of the effects of the pandemic situation that imposed restrictions affecting international flights, its delivery was inevitably delayed. However, by November 2020, the restrictions had eased and FIGAS Islander VP-FMC departed from Solent Airport, Lee-on-Solent, Hampshire, UK at 1000 local time on 16 November 2020 to start its delivery flight to Port Stanley Airport in the Falkland Islands, a flight distance of over 10,000 nautical miles.



*FIGAS Quality Manager, Kurt Whitney (left), accepts Islander VP-FMC from B-N Group CEO, William Hynett (B-N).*



*FIGAS Islander VP-FMC on the apron outside B-N's final assembly hangar 6 at Solent Airport, on 16 November, 2020, ready to depart on its ferry flight to the Falkland Islands*

FIGAS had engaged the services of pilot Robert Wotton, Consorcio Aviation and A-F Planning to plan and undertake the ferry flight. Due to a hardening USA immigration policy, Robert Wotton handed the aircraft over to Mark Eddleston, Chief Pilot of Mainstreet Aviation Management Ltd, at Montreal, Canada, for the remainder of the ferry flight.

The flight took place over the period from 16 November 2020 to 6 December 2020. The flight itinerary and timing are summarised as follows:

16/11/20 Solent Airport to Wick, Scotland

16/11/20 Wick to Reykjavik, Iceland

17/11/20 Reykjavik to Narsarsuaq, Greenland, to refuel, then onward to Happy Valley, Goose Bay, Canada.

19/11/20 Happy Valley, Goose Bay to Montreal

At Montreal pilot Rob Wotton handed the aircraft over to Mark Eddleston to complete the rest of the ferry flight.

23/11/20 Montreal to Bangor, Maine (USA point of entry) then on to Baltimore (refuel) and then, finally, to Daytona Beach International Airport, Florida, USA where there was a technical stop to carry out scheduled maintenance checks.

1/12/20 Daytona Beach to Fort Lauderdale as the port of exit from the USA and then onward to San Jose Juan Santa Maria International Airport, Costa Rica.

2/12/20 Costa Rica to Guayaquil, Ecuador.

3/12/20 Ecuador to Pisco, Peru (refuel) then onward to Antofagasta, Chile.

4/12/20 Antofagasta to Concepcion, Chile

5/12/20 Concepcion to Punta Arenas, Chile.

6/12/20 Punta Arenas, Chile to Port Stanley Airport, Falkland Islands.

Overall the flight required a total of around 92 flying hours and 10,916 nautical track miles, the 7705 nautical miles from Montreal to Port Stanley occupied a total of 63.56 hours flying.

FIGAS Islander VP-FMC was equipped with four extra ferry tanks in the cabin, the longest leg flown was from Fort Lauderdale to Costa Rica which was just over 10 hours flying. Thanks go to ferry pilot, Mark Eddleston, for taking a comprehensive set of images during the flight, a selection of these and other images follow.



*The cabin seating was removed and replaced by the ferry flight fuel system consisting of four fuel tanks and associated valves and fuel supply pipework to give a flying time well in excess of 10 hours for the flight (Mark Eddleston).*



*View from 10000 feet on the way from Montreal to Florida (Mark Eddleston).*



*Mark Eddleston, ferry pilot from Montreal to Port Stanley (Mark Eddleston).*





*Above: View of the digital instrumentation equipment installed in FIGAS Islander VP-FMC.*

*Left: Pilot's view of FIGAS Islander VP-FMC.*

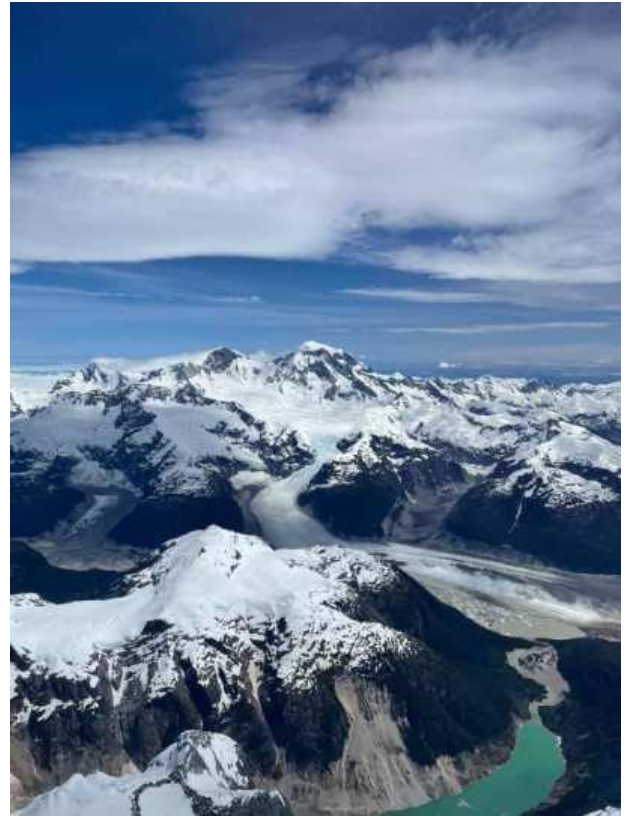


*Above: FIGAS Islander VP-FMC parked at Daytona Beach International Airport 20/11/20 (Mark Eddleston).*

*Left: FIGAS Islander VP-FMC arriving at San Jose Juan Santa Maria International Airport, Costa Rica, 2/12/20 (Tomas Culebro).*



During the epic 10,916 nautical mile flight mile the aircraft has seen every climate along the way, from heavy snow in Canada, to the Florida sunshine, followed by the Costa Rican jungles, the desert over Ecuador and Peru, to Glaciers over south Chile and the Andes running the length of Chile.



*Scenic Views from Islander VP-FMC on the second stage of the ferry flight (Mark Eddleston).*







*View from Islander VP-FMC of Port Stanley, Falkland Islands, 6 December 2020 (Mark Eddleston).*

*Islander VP-FMC makes a flypast over Port Stanley, Airport, Falkland Islands, 6 December 2020 (FIGAS/Mark Spruce).*



© Mark Spruce



*Islander VP-FMC on final approach to Port Stanley, Airport, Falkland Islands, 6 December 2020 (FIGAS/Mark Spruce).*

*Islander VP-FMC landing at Port Stanley, Airport, Falkland Islands, after the 10,916 nautical mile ferry flight, 6 December 2020 (FIGAS/Mark Spruce).*



© Mark Spruce



*Islander VP-FMC parked on the ramp at Port Stanley, Airport, Falkland Islands, 6 December 2020 (FIGAS).*

*Islander VP-FMC seen here on a visit to Sea Lion Lodge, Falkland Islands (FIGAS).*



*Islander VP-FMC, now with seats installed, takes passengers for a scenic flight (FIGAS).*

*FIGAS Islander VP-FMC is featured in recent B-N advertising material (B-N).*

FIGAS has operated Islanders since 1979 and with the delivery of their latest Islander, will continue with the type for some years to come. Islander VP-FMC is the first new aircraft purchased for FIGAS in 30 years and represents a significant investment in expanding operations, Islander VP-FMC joins the existing FIGAS fleet of four Islanders; a second new build Islander is expected to be delivered in 2021.





*Thanks go to BNAPS Supporter Norman Hobbs for once again drawing on his comprehensive collection and knowledge of B-N related postage stamps and postal covers. On this occasion the focus is on the first FIGAS Islander VP-FAY and operations to Falkland Islands beaches.*

## **Falkland Islands Postage Stamps and Postal Covers B-N Islanders on Falkland Beaches**

On 24 October 1994 the Falkland Islands postal authorities issued a set of four stamps and a first day cover with the theme Sandbeaches and Transport. The 40p stamp (Stanley Gibbons ref: SG721) features a B-N Islander on Pebble Island beach. Normally this beach is only used in the winter months when the grass strip becomes waterlogged. Obstacles to be avoided when landing on beaches are the penguins and seals. The first Islander to land on a beach in the Falkland Islands was c/n 872, registration VP-FAY.



*VP-FAY on Kepple Island beach (FIGAS).*



The maiden flight of this aircraft, registration G-BFNN, took place on 27 September 1978 at Banaesa Airport near Bucharest. It arrived at Gatwick on 10 December 1978 and was flown to Eastleigh the next day. After being converted from a BN-2A-6 version to a BN-2A-27, painted and fitted with five fuel drums in the cabin, it departed Bembridge on 12 September 1979, carrying Falklands Island registration VP-FAY, in the capable hands of Jack Krause, an ex US Air Force pilot, who had previously ferried four Islanders across the Atlantic.

The sale of this aircraft to the Falkland Islands Government Air Service (FIGAS) had been negotiated through the Crown Agents. The authorities had decided to expand the FIGAS fleet which consisted of aging DHC-2 Beaver floatplanes.



*VP-FAY at Fort Lauderdale during its delivery flight September 1979  
(BNH Collection/ Nigel Chalcraft).*



*VP-FAY delivery pilot, Jack Krause (left), is greeted on arrival at Port Stanley by Falkland Islands Governor, Sir James Parker  
(Gerald Cheek).*

After more than two weeks flying, with stops in Ireland, Iceland, Newfoundland, USA, Aruba, Ecuador, Peru and Chile, VP-FAY landed at Rio Gallegos, on the east coast of Argentina. After being delayed by bureaucracy, then he was assisted with rapid clearance to continue to the Falklands by a visiting Argentinian Air Force officer who he had met in the hotel bar the previous evening. The last leg was an estimated flying time of four hours. On arrival at Port Stanley Airport on 3 October 1979 Jack Krause was met by the Governor of the Falkland Islands, Sir James Parker, who congratulated him for landing within four minutes of his ETA and invited him to a champagne reception to celebrate the arrival of the B-N Islander.

A number of postal covers were flown in VP-FAY during October and November 1979; some including a stamp with the image of an Islander flying over the Falklands. The 3p stamp (SG360) had been issued on 1 May 1979 to celebrate the official opening of the newly constructed Stanley Airport. On 5 November 1979 a special cachet was applied to all mail from Fox Bay East to commemorate the first airmail to be carried by VP-FAY.



Cable and Wireless issued a phone card depicting the Islander on the apron at Stanley Airport, from a photograph taken by Gerald Cheek, who was in the Control Tower when VP-FAY was delivered. During April 1982 VP-FAY was commandeered by the Argentine Air Force and used to fly to various settlements but at the end of the month was severely damaged by an air attack on Port Stanley.



*Members of the Argentine Occupying Forces with VP-FAY at Port Stanley, April 1982 (BNAPS Archive Collection).*



*VP-FAY was damaged beyond repair following an air attack on Port Stanley (Gerald Cheek).*

Now FIGAS, with their fleet of Islanders, fly to 32 destinations in the Falklands, including beaches. Other current beach Islander operators include Hebridian to Barra in the Outer Hebrides Scotland, Sable Aviation to Sable Island off Nova Scotia and Stewart Island Flights to Stewart Island New Zealand.

### **The Delivery flight of FIGAS Islander VP-FAY by the pilot, Jack Krause – Based on an article in the Washington Pilots Association Wings Journal 2010**

This tale starts October 1979 when ferrying a Britten-Norman BN-2 Islander, call sign VP-FAY, from the Isle of Wight, UK to the Falkland Islands. This was the fifth and last Islander I had contracted to deliver with the others going to the U.S. and Caracas. I had been "on the road" for fifteen days having left the IOW for Ireland, Iceland, Newfoundland, Florida, Aruba, Ecuador, Peru, Antofagasta, Chile and am just now leaving Puerto Montt, Chile to cross over the Andes to land in Rio Gallegos, Argentina - where I intend to refuel for the next day's subsequent four hundred plus mile trip to the Islands. All the necessary flight plans and telegrams for clearance had been previously sent, but I soon found out - as I just had in Peru - that it didn't mean a darn thing. I ran into so much bureaucratic trouble in Lima that it cost me a whole weekend, but that is a whole different story.

On departing Puerto Montt, I slowly climbed the over-loaded Islander with five fifty-five-gallon barrels of fuel inside to 11,000 feet to cross over the Andes, which were thankfully clear of weather. Those big mountains are big even that far south. The air traffic "rules" required immediate contact with the nearest Argentine air traffic control crossing the border in order to have the navigation aids (Non Directional Beacons, Visual Omni Ranges, etc.) activated for my trip. I made the required call on the designated frequency and got back a stilted response from a source I knew not where. "Veekter, Papa Alfa Yankee," wind is 240 degrees at 15 knots, you are cleared to land." When trying several times to explain that I was landing at Rio Gallegos on the coastline, I continuously received the same verbatim response over and over, "Veektor Papa ....." Apparently that was the extent of that individual's English, and I knew no Spanish back then. The airplane was equipped with the required heretofore operational High Frequency (HF) radio, so I thought I would try it to get a negotiable response. I could hear radio chatter okay on the HF frequencies, but when I depressed the transmit button the radio's circuit breaker "popped out" rendering the radio useless. Since I really didn't know where the first radio transmission came from I decided to proceed on to Rio Gallegos several hundred miles to the southeast. I figured that even without the navigational radio aids it would be pretty hard even for me to miss the Atlantic Ocean. Once at the shoreline, I could merely proceed down the coastline and land at Rio Gallegos. But then the troubles started on landing.

The officious customs agent at Rio Gallegos met me with the obvious purpose of finding something wrong. During the course of a very, very extensive airplane inspection, he said he wanted me to disconnect and remove all five fifty-five gallon barrels so he could inspect underneath. He may as well have asked me to take



## **The Delivery flight of FIGAS Islander VP-FAY continued.....**

off a wing so he could inspect it closer. I objected emphatically and luckily won the point. He then, out of the blue, asked me what I thought of the Argentine government. I replied I had no set opinion, and asked what he thought of our government. That abruptly ended that conversation – which was being interpreted by a young, tall, handsome, armed Argentine soldier standing guard over the proceedings. The young soldier was considerably embarrassed.

I am embarrassed to admit that my geopolitical knowledge at that time was sorely lacking. Here I arrive in Argentina in a British built airplane bearing Her Majesty's Crown emblazoned in gold on the side of the fuselage with the title, "Her Majesty's Royal Mail Service." Moreover, the vertical tail bore the initials F.I.G.A.S. for Falkland Islands Government Air Service. With all this I plop right into the midst of an increasingly bellicose debate between the Falklands and the Argentines as to who really owned the Islands. And since it was the Argentine Air Force that provided air service for the Islands at that time, the arrival of this Islander probably looked suspicious. Needless to say, my arrival in Argentina was considered intrusive and not met with too much "warmth."

That night in the bar of the hotel I was staying at I met an Argentine Air Force Officer of the same rank I was when I retired from the USAF that very year, and we struck up a friendly conversation. When I told him that for apparent political reasons the U.S. did not publish instrument procedures for the Falkland Islands, he said, "no problem," got his flight bag sitting by the wall, and literally ripped the pages for the instrument approach procedures out of his own book and gave them to me. I was most grateful.

The next morning, I arrived at the airport hoping to depart for the Islands but was told the fuel vendor would accept only Argentine Pesos for payment. No credit cards. No U.S. Dollars. This required waiting for the bank to open and taking a taxi into town to exchange some money. When all this was finally done, I was then told as I was filing my flight plan that I had to wait for seventy-two hours for permission from "higher up" to proceed. I was now really dumbfounded as well as a bit uneasy with this whole situation, there was a definite atmosphere of trouble. A few minutes later my Argentine Air Force pilot acquaintance appeared at the operations centre and saw my dismay. After I explained what had happened, he walked over to the civilians running the centre and told them in an authoritative voice – leaving little doubt as to who ran that country – "Give him a clearance." I thanked him profusely as he walked out the door to his C-130 Hercules transport and departed. However, when he was gone and I had filed my flight plan, the operations chief came up with a new requirement to prove I could contact Comodoro Rivadavia with my HF radio some three hundred miles to the north. From the ground. I was in real trouble now. They had asked me when I arrived the day before if I had a HF radio and the correct frequencies and I told them I had a radio with all the proper frequencies. But what I didn't tell them is it wasn't working. I was really sweating. The operations chief sent two of his staff with me out to the airplane to make sure I made the radio call. My mind was racing as I asked the pair to stand back while I cranked an engine for electric power. Sitting in the pilot's seat with my headset on, I could hear all kinds of chatter on the HF radio, but when I depressed the transmit button the circuit breaker "popped out" again indicating a short circuit that killed the radio. Not wanting to be stuck in this place forever awaiting maintenance and putting up with this stifling bureaucracy, I immediately started talking into the mic and nodding my head like I was having a regular conversation. I then shut down, got out, and said everything was fine. They nodded and started back to their office. Since my flight plan had already been filed, I immediately jumped back into the airplane, started up, called for taxi and was airborne before they got back to the ops shack.

I headed east anticipating perhaps a couple of Argentine fighters coming after me. But nothing happened, and VP-FAY and I continued on for our four-hour flight to Stanley, Falkland Islands, UK. About 100 miles out and feeling a bit anxious having not talked to anyone for three hours, I tried calling Stanley Tower on the easternmost side of the Islands. Nothing. I did get the weather on the low frequency radio beacon telling me the winds – which varied little in their high velocity as they danced around the compass rose. Finally, a rich British voice "caressed" my eardrums with, "Victor Papa Foxtrot Alpha Yankee, this is Stanley Tower, how do you read, over." That call came from Mr. Gerald Cheek who was in the tower that day, and I am not ashamed to say that radio call was enough to cause tears to well up in my eyes. After all the travails through Peru and Argentina, it was a wonderful and welcome sound. Approaching the airfield, I noticed the fence by the main terminal building was lined with a large number of people present for the "great arrival." They had been waiting three years for this airplane to arrive. I thought I might make a "high speed, low altitude" pass followed by a short field landing, and then thought better of it. Imagine blowing a tyre in an overweight machine trying to impress someone after coming all that distance. After a normal landing (for me) I taxied in to be initially met by the Falkland Islands Governor, Sir James Parker, and dignitaries, and then the gates were open to the public. It was definitely a very nice experience. The Governor kindly hosted a champagne party in his mansion that evening where he presented me with a bottle of champagne and made an announcement to those present that I had arrived at Stanley within three and half minutes of my ETA.

Jack Krause 2010

## **John (Jack) E Krause Lt Col USAF Retired. Born 30 January 1932 – Died 9 March 2020.**

Jack entered West Point Military Academy in 1950 and with the USAF earned his pilot wings in 1955. During his prolific flying career, he completed 150 special operation night interdiction missions in Laos flying the A-26K attack aircraft and was awarded two Distinguished Flying Crosses, later regularly flying at Mach 2 as a test pilot.

After retiring from the USAF in 1979, Jack launched into a new flying career in general aviation, including delivery of light aircraft throughout the world. Eventually Jack accumulated nearly 22,000 flying hours in over 100 models of aircraft doing what he loved. He was awarded the "U.S. Department of Transportation and Federal Aviation Administration, Wright Brother's Master Pilot Award" for his contributions to aviation.

## Loganair Wins Competitive Bid to Maintain Orkney Air Services

On 7 January 2021 it was announced that Orkney islands air services are to be maintained by Loganair for a further four years with the award of a new Public Service Obligation (PSO) contract by Orkney Islands Council. Loganair has two B-N Islanders based at Kirkwall to fly the lifeline air links connecting the islands of North Ronaldsay, Papa Westray, Westray, Sanday, Stronsay and Eday that carry around 20,000 passengers a year.

The new contract, won following a competitive tender process, will run from 1 April, 2021, securing the employment of 10 pilots, engineers and ground staff dedicated to the services at Loganair's Kirkwall base. Loganair has recruited and trained engineers locally to take over from retiring long-serving members of its team and is committed to continuing this policy in Orkney.

The airline "fully expects" to convert aircraft to use low-carbon propulsion to replace the same type of conventional piston engine which has powered the services for more than 50 years. It will be supporting flight trials of two separate programmes – hydrogen-powered and electrically-powered aircraft – at its base in the Orkney Islands in the first half of 2021. Loganair is the only UK regional airline invited to participate in the government's Jet Zero Council initiatives to de-carbonise future air travel.

## Another Islander for Great Lakes Air

From a recent BNAPS Facebook post by Brad Shiner it appears that Great Lake Air has acquired a second Islander. Great Lakes Air's first Islander N880GL/G-BEXJ, c/n 2020, was delivered in October 2019. From the photo N880GL can be seen in the hangar with the latest Islander acquisition in the foreground.

The new Islander's 4 bladed propeller is an obvious clue to its identity as Islander C-GCXF, c/n 84, that was at one time operated by North Star out of Vancouver Island, British Columbia. From the US Aircraft Register c/n 84 took up the US registration mark of N881GL in mid-November, 2020.



*Great Lakes Air Islanders N880GL and N881GL in winter maintenance (Brad Shiner).*

## Yukon's Great River Air Islander C-GRNZ

Yukon's Great River Air Islander C-GRNZ, c/n 2010, serves remote outposts in the region all year round. For the winter months the aircraft has recently had a new heating system installed.



*Great River Air Islander C-GRNZ departing for the Black Hills Airstrip after delivering fuel to a nearby mine (Shadunjen van Kampen).*



*Heating equipment in the nose avionics bay of Islander C-GRNZ was installed by B-N Aircraft Leasing, West Kelowna, BC (Great River Air).*



## Flying Home for Christmas - Guyana Style

*BNAPS Facebook post of Roraima Airways CEO, Capt. Gerry Gouveia (right) with a group returning home for Christmas in Roraima Airways Islander 8R-GRB, c/n 431, (Roraima Airways).*



## Hampshire Police Defender 4000 G-SJCH

Following on from the article about the Hampshire Police Air Support Unit (HPASU) in the November 2020 issue of BNAPS News, this striking image of HPASU Defender 4000 G-SJCH c/n 4006, taking off from its home base at Solent Airport, was too good to resist.

The aircraft is now in Latvia under different ownership with registration mark YL-FBI; it is currently offered for sale at 750,000 Euros – no takers as yet.



*HPASU Defender 4000 G-SJCH (Chris Hill).*

## Caribbean Islander Line Up

Islanders have found a natural home in the Caribbean region for over 50 years and continue as the preferred aircraft type best suited for “island hopping” in the region.

A recent image posted on BNAPS Facebook page by Julio A. Fuentes depicts a typical scene in Puerto Rico with Vieques Air Links Islander, N902VL, c/n 685, sharing the ramp with a Cape Air Islander.



Thanks go to BN Historians for providing the latest information about BN-2 owners and operators.

## *Britten-Norman News - Islander Update 136*

January 2021

**3** (BN-2A-8) G-AVCN Britten-Norman Aircraft preservation Society. On 17th December the aircraft was moved to the Wight Military and Heritage Museum at Northwood, near Cowes Isle of Wight. Some 20 years after Islander G-AVCN was repatriated and 10 years of restoration work the project now moves into its final phase of preparing the aircraft to go on public display. Work will continue to re-assemble the aircraft and to complete "finishing off" work. Circumstances permitting, the aim is to be ready to go on public display towards the end of April 2021.



*G-AVCN (c/n 3) being lifted on to a low loader ready for the move to its permanent home at Northwood, near Cowes, Isle of Wight. (BNAPS collection)*

**78** (BN-2A-27) N200MU Tropic Air Charters, Fort Lauderdale Executive, Florida. Sustained damage when it was struck by a Cessna 172S Skyhawk SP (N5280D) on the apron at Fort Lauderdale-Executive Airport (FXE), Florida, USA. The Cessna's wing struck the no.2 engine and right-hand wing of the Islander. N200MU was noted back in service by early August.



*N200MU (c/n 78) at Fort Lauderdale Executive on 19.11.20. (Hector Rivera via Airliners.net)*



**84** (BN-2A) C-GCXF North Star Air Tours, North Saanich, British Columbia. To Great Lakes Air, St. Ignace, Michigan. 16.11.20 as **N881GL**

**91** (BN-2A) N87877 Pacific Missionary Aviation, Guam. We have recently learned the fate of this aircraft: it was written off after ditching near Pohnpei 15.11.90. Cause was fuel starvation; pilot thought aircraft had been refuelled at last stop and didn't check tanks! No fatalities.

**128** (BN-2A-8) C-GKAW Tsayta Aviation, Fort St. James, British Columbia. To Chu Cho Omineca Northern Air, Prince George, British Columbia. 10.9.20

**150** (BN-2A-26) HH-JEC Haiti National Airlines (Hanair), Port-au-Prince, Haiti. To Aeroservicios Daytona CA, Venezuela as **YV486T** NTU in 2011. Then to Islas Aviation Services CA, Venezuela as **YV273T**, which may also be NTU as the company has been liquidated. Aircraft location and current status unknown.

**166** (BN-2A-26) It is now known that whilst with Leaders, Beirut, Lebanon, in 1989, the registration OD-MIK was carried. Noted at Larnaca in 1990. Became 5B-CHD with Jenair, Larnaca, Cyprus. To Air Alderney, Alderney, Channel Islands. 8.20. Left Cyprus for UK 26.8.20: 5B-CHD arrived at Biggin Hill 27.8.20. Re-reg. **G-BJWL** 3.12.20.



*5B-CHD (c/n 166) shortly after arrival a Biggin Hill for Air Alderney.  
(BNH collection/Andy Pastalides)*

**209** (BN-2A-6) N209RG Island Air Charters, Fort Lauderdale, Florida. Registered to SR Aviation, Sarasota, Florida. 13.3.20. Confirmed still part of IAC fleet.

**294** (BN-2A-7R) N933SC Dolphin Aviation, Sarasota, Florida. Cancelled from register 13.8.07. 2020 update: Dolphin Aviation reported that the aircraft was parted out in Las Vegas.

**341** (BN-2A-9) N910GD Fly Sky High, Hialeah, Florida. 25.11.15. Being rebuilt? Sold to Sky High Aviation Service, San Juan. 2.8.13, then to Fly Sky High, Hialeah, FL 25.11.15. (dates from bill of sales). Noted derelict at San Juan 2020.

**355** (BN-2A-9) H4-AAI Colville Aviation Services, Archerfield, Queensland, Australia. 3.17. Withdrawn from use and used for spares, due to having 49000 hours, so uneconomical to sell. Noted at Atkinsons Dam 26.4.19.

**403** (BN-2A-26) G-BCEN on lease to Falkland Islands Government Air Service (FIGAS), Port Stanley, Falkland Islands. Leased 1.19. Dismantled and shipped back to UK 11.20.

**422** (BN-2A-21) RP-C2132 Pacific Airways, Manila, Philippines. To Fliteline Airways, Plaridel, Philippines.

**449** (BN-2A-21) N799MT Pacific Mission Aviation, Yap, Micronesia. N799MT cancelled 17.12.20 to Palau. To become **T8A-9MT**.



*N799MT (c/n 449) of Pacific Mission Aviation looking very smart freshly painted in December 2018, has now been registered T8A-9MT.  
(BNH collection/Fabian Zimmerli – Jet Photos)*

**490** (BN-2A-20) HC-CGY AeroTsentsak, Ecuador. To Fly Galapagos, Puerto Baquerizo Moreno, Galapagos, Ecuador.



*HC-CGY (c/n 490) has recently joined the fleet of Fly Galapagos in Ecuador.  
(BNH Collection)*

**495** (BN-2A-27) Guyana Defense Force Air Corps, Georgetown, Guyana. 8.18. It is now known that this is registered **8R-GKR**.



**513** (BN-2A-21) HP-11BL Panama Flight Adventures, Panama City, Panama. To AeroKashurco, Río Amazonas Airport, Ecuador. 10.19 as **HC-CVE**.

**623** (BN-2A-26) EC-FIP MC Aviacion General, Sabadell, Spain. Donated to Fundacio Parc Aeronautic de Catalunya, Sabadell, Spain, 2016. Noted at Museum 3.20.



*EC-FIP (c/n 623) now resides in the Fundacio Parc Aeronautic de Catalunya, Spain  
(BNAPS Archive Collection)*

**711** (BN-2A-9) YV1641 Caleb Anthony White Vegas, Caracas, Venezuela. To Calypso Aircraft, Lewes, Delaware. 19.5.20 as **N405CW**.



*N405CW (c/n 711) now with Calypso Aircraft, Delaware, USA.  
(BNH Collection)*

**739** (BN-2A-21) RP-C1801 Pacific Airways, Manila, Philippines. To Fliteline Airways, Plaridel, Philippines.

**742** (BN-2A-21) Guyana Defense Force Air Corps, Georgetown, Guyana. 8.18. It is now known that this is registered **8R-GMN**. This aircraft made an emergency landing 13.6.20 en-route from Mabaruma to Cheddi Jagan International Airport at Bimichi after an engine failure. Technicians went to Bimichi, conducted repairs and the Islander was flown back to Timehri.

**883** (BN-2A-26) N706MC St Bernard Parish Government Mosquito Control Division, Chalmette, Louisiana. Flipped over at Lakefront Airport (NEW/KNEW), New Orleans, Louisiana, 29.10.20, during Hurricane Zeta and received substantial damage.



*N706MC (c/n 883) awaiting recovery after being damaged during Hurricane Zeta at Lakefront Airport, New Orleans, Louisiana, USA. (BNH Collection)*

**891** (BN-2A-26) YV2714 Jose Lius Lopez Vallacaneras, Caracas, Venezuela. To Calypso Aircraft, Lewes, Delaware. 19.5.20 as **N406CW**.



*YV2714 (c/n 891) seen at Fort Lauderdale Executive in November 2019 has now been re-registered N406CW for Calypso Aircraft. (BNH Collection – K West – Flickr)*



**897** (BN-2A-26) N684AS Tausani Airlines, Pago Pago, American Samoa. C of A expired 31.12.20, registration cancelled.

**2005** (BN-2A-26) N519LG Jorge A Toledo, Doral, Florida, USA. To Lux Air, Tamiami, Florida. 2020.

**2014** (BN-2A-27) V6-01FM Caroline Islands Air, Pohnpei, Micronesia. Written off after landing long and ran off the runway into the ocean at Kahalp, Mwoakilloa Atoll 16.10.20. It is understood that the aircraft was not recovered soon enough to prevent substantial damage.



V6-01FM (c/n 2014) after overrunning the runway at Kahalo, Mwoakilloa Atoll, Micronesia.  
(BNH collection)

**2121** (BN-2T) G-BJEF Islander Aircraft, Cumbernauld, Scotland. Cancelled as permanently withdrawn from use 7.10.20.

**2139** (BN-2T) G-BJYT Islander Aircraft, Cumbernauld, Scotland. Noted at Solent Airport 20.9.20, then to Bournemouth, and back to Cumbernauld by 22.9.20. Noted at Bournemouth 31.10.20 now all white. Test flown 31st October, 3rd and 4th November.



G-BJYT (c/n 2139) arriving at Solent Airport, Lee-on-Solent, Hampshire, UK, 20.9.20.  
(BNH collection/Richard Davies)

**2145** (BN-2T) PK-DLK Sony Lidar Mapping, Jakarta, Indonesia. To PK-WMN Wise Air, Jakarta, Indonesia. 2020 as **PK-WMN**.



PK-WMN (c/n 2145) of Wise Air at Jakarta 28.9.20.  
(BNH collection/Lensavgeek – Jet Photos)

**2188** (BN-2B-26) G-BLNI Islander Aircraft, Cumbernauld, Scotland. To Air Alderney, Alderney, Channel Islands. 9.7.20. Noted at Biggin Hill 9.7.20. Reg. to Air Alderney 6.10.20.

**2190** (BN-2T) RAN-50 Royal Nepalese Army, Kathmandu, Nepal. Reserialled **NA-050** sometime after 2011.

**2217** (BN-2B-26) N26BN To Divi Divi Air, Netherlands Antilles, 9.19 as **PJ-AIR**. N26BN cancelled 3.9.19. Noted at Miami Executive 4.4.18 in full Divi Divi Air scheme with N26BN taped on.

**2223** (BN-2T) 9G-AEW Unknown owner, Ghana. 2012. (Reg. found from Jersey CAA records when ZJ-DAN registered with ex-reg 9G-AEW.) To Air Alderney, Alderney, Guernsey. 11.9.20 as **ZJ-DAN**. Was due to be delivered to Air Alderney in 2019 as 2-BILL, which was applied but not officially registered. Noted 22.6.20 almost complete no reg. 2-BILL was NTU due to the Guernsey Authorities indicating that an AOC under a 2- registration would not allow commercial operations. Reg ZJ-DAN 11.9.20 to K D R T Brem-Wilson who is a Director of both Wessex Aviation & Air Alderney.

**2229** (BN-2T) 9G-AEY Unknown owner, Ghana. 2012? To George Cormack, Cumbernauld, Scotland. 26.9.20 as **G-BRSV**.

Note: it is most likely the other two ex-Ghana AF BN-2Ts, c/n 2222 and 2225 would have been given 9G- registrations, but we can find no record of such. Looking at the sequence 2222 *may* be 9G-AEV and 2225 *may* be 9G-AEX – but these are assumptions and not confirmed.

**2264** (BN-2T) G-BUBG George Cormack, Cumbernauld, Scotland. Stored at Cumbernauld. Cancelled by CAA 7.10.20. Possibly stored in a container at Cumbernauld.

**2268** (BN-2B-26) G-HEBO Islander Aircraft, Cumbernauld, Scotland. To George Cormack, Cumbernauld, Scotland. 15.9.20. Reported in service with DirectFlight Shetland 10.20.

**2296** (BN-2B-20) ES-VBN Diamond Sky, Tallinn, Estonia. 9.19. Previously reported as Prop Air. We now understand Diamond Sky is the operator and Prop Air is the owner.





*ES-VBN (c/n 2296) of Diamond Sky in Estonia. (BNH collection)*

**2303** (BN-2T) PK-RGQ Eastindo, Jakarta, Indonesia. To Wise Air, Jakarta, Indonesia. 2020 as **PK-WMR**.



*PK-WMR (c/n 2303) of Wise Air Jakarta 27.8.20 .  
(BNH collection/Luqman Alif – Jet Photos)*

**2316** (BN-2B-26) VP-FMC Falkland Islands Government Air Service (FIGAS), Port Stanley, Falkland Islands. G-CLHR cancelled 12.11.20. Flight tested 14.11.20. Delivered 16.11.20. Arrived Port Stanley 6.12.20. Left Solent at 16.11.20. Routed via Wick, Reykjavík, Goose Bay, Montreal (YUL), Bangor, Baltimore, Daytona Beach, Fort Lauderdale, San Jose (Costa Rica), Guayaquil (Ecuador), Pisco, (Peru), Antofagast (Chile), Carriel Sur (Chile), Punta Arenas (Chile), and then Port Stanley.



*VP-FMC (c/n 2316) FIGAS landing for the first time at Port Stanley 6.12.20.  
(BNH collection)*

## Guide to BN-2 Variants

This useful guide to BN-2 piston and turbine variant designations has been provided by BN Historians.

VARIANTS OF THE BN-2 SERIES - PISTON ENGINES														
Variant	R	L	S	D	L	T	I	A	Wing	MTOW	Powerplant		Notes	
	N	N	P	F	D	T	T	F	Span (ft)	BCAR	FAR			
<b>BN-2</b>									45	4750		2 x 210hp Rolls Royce Continental IO-360B	Prototype c/n 1 only	
BN-2									49	5700	5700	2 x 260hp Textron Lycoming O-540-E4C5	C/ns 1-26 only	
BN-2A									49	6000	6000	2 x 260hp Textron Lycoming O-540-E4C5	Initial aircraft only	
BN-2A			x						49	6300	6000	2 x 260hp Textron Lycoming O-540-E4C5		
BN-2 Super			x						49			2 x 260hp Textron Lycoming O-540-E4C5	BN-2A-Mk.II - c/n 2 conversion only	
BN-2S									49			2 x 300hp Rolls Royce Continental TS10520E	C/n 9 only - not certificated	
BN-2A-1			x			x			53	6300		2 x 260hp Textron Lycoming O-540-E4C5		
BN-2A-2			x	x	x				49	6300	6300	2 x 300hp Textron Lycoming IO-540-K1B5		
BN-2A-3			x	x	x	x			53	6300	6300	2 x 300hp Textron Lycoming IO-540-K1B5		
BN-2A-3S		x	x	x	x	x			53	6600		2 x 300hp Textron Lycoming IO-540-K1B5	C/n 308 only - redesignated BN-2A-23	
BN-2A-4			x		x				49	6300		2 x 300hp Textron Lycoming IO-540-K1B5	Projected variant	
BN-2A-5			x	x	x	x			53	6300		2 x 300hp Textron Lycoming IO-540-K1B5	Projected variant	
BN-2A-6			x		x				49	6300	6200	2 x 260hp Textron Lycoming O-540-E4C5		
BN-2A-7			x		x	x			53	6300		2 x 260hp Textron Lycoming O-540-E4C5		
BN-2A-8			x	x	x				49	6300	6200	2 x 260hp Textron Lycoming O-540-E4C5		
BN-2A-8S		x	x	x	x				49	6600		2 x 260hp Textron Lycoming O-540-E4C5	C/n 308 only - converted to a BN-2A-3S	
BN-2A-9			x	x	x	x			53	6300	6300	2 x 260hp Textron Lycoming O-540-E4C5		
BN-2A-10			x	x	x				49	5070		2 x 270hp Textron Lycoming TIO-540H1A	C/n 276 only	
BN-2A-11			x	x	x	x			53	5070		2 x 270hp Textron Lycoming TIO-540H1A	Projected variant	
BN-2A-20			x	x	x				49	6600	6560	2 x 300hp Textron Lycoming IO-540-K1B5		
BN-2A-21			x	x	x	x			53	6600	6600	2 x 300hp Textron Lycoming IO-540-K1B5		
BN-2A-22			x	x	x				49	6600		2 x 300hp Textron Lycoming IO-540-K1B5	Projected variant	
BN-2A-23		x	x	x	x	x			53	6600		2 x 300hp Textron Lycoming IO-540-K1B5	C/n 392 only	
BN-2A-24		x	x	x	x				49	6600		2 x 260hp Textron Lycoming O-540-E4C5	C/n 392 only - converted to a BN-2A-23	
BN-2A-25		x	x	x	x	x			53	6600		2 x 260hp Textron Lycoming O-540-E4C5	C/n 504 only - converted to a BN-2A-41	
BN-2A-26			x	x	x				49	6600	6200	2 x 260hp Textron Lycoming O-540-E4C5		
BN-2A-27			x	x	x	x			53	6600	6360	2 x 260hp Textron Lycoming O-540-E4C5		
BN-2A-27LN		x	x	x	x	x			53	(6600)		2 x 260hp Textron Lycoming O-540-E4C5	Australian designation for c/n 504 only	
BN-2A-30			x	x	x				49	6600		2 x 260hp Textron Lycoming O-540-E4C5	Projected variant - amphibian	
BN-2A-31			x	x	x	x			53	6600		2 x 260hp Textron Lycoming O-540-E4C5	Projected variant - amphibian	
BN-2A-32			x	x	x				49	6600		2 x 300hp Textron Lycoming IO-540-K1B5	Projected variant - amphibian	
BN-2A-33			x	x	x	x			53	6600		2 x 300hp Textron Lycoming IO-540-K1B5	Projected variant - amphibian	
BN-2A-34			x	x	x				49	6600		2 x 260hp Textron Lycoming O-540-E4C5	Projected variant - with floats	
BN-2A-35			x	x	x	x			53	6600		2 x 260hp Textron Lycoming O-540-E4C5	Projected variant - with floats	
BN-2A-36			x	x	x				49	6600		2 x 300hp Textron Lycoming IO-540-K1B5	Projected variant - with floats	
BN-2A-37			x	x	x	x			53	6600		2 x 300hp Textron Lycoming IO-540-K1B5	Projected variant - with floats	
<b>BN-2B-20</b>			x	x	x				49	6600	6560	2 x 300hp Textron Lycoming IO-540-K1B5		
<b>BN-2B-21</b>			x	x	x	x			53	6600	6600	2 x 300hp Textron Lycoming IO-540-K1B5		
BN-2B-26			x	x	x				49	6600	6200	2 x 260hp Textron Lycoming O-540-E4C5		
BN-2B-27			x	x	x	x			53	6600	6360	2 x 260hp Textron Lycoming O-540-E4C5		
BN-2A Mk.III			x	x	x				53	9350	9350	3 x 260hp Textron Lycoming O-540-E4C5		
BN-2A Mk.III-1			x	x	x				53	9825		3 x 260hp Textron Lycoming O-540-E4C5	Interim variant - c/n 349 only	
BN-2A Mk.III-1			x	x	x				53	10000		3 x 260hp Textron Lycoming O-540-E4C5		
BN-2A Mk.III-2		x	x	x	x				53	10000	9500	3 x 260hp Textron Lycoming O-540-E4C5		
BN-2A Mk.III-3		x	x	x			x		53	10000	10000	3 x 260hp Textron Lycoming O-540-E4C5		
BN-2A Mk.III-4		x	x	x			x		53			3 x 260hp Textron Lycoming O-540-E4C5 and 1 x Canadian Bristol Aerojet 12NS-350CBA	C/n 1029 only experimental JATO rocket system	

### Abbreviations:

- RN Radar Nose
- LN Long Nose
- SP Speed Pack
- DF Droop Flap
- LD Leading Edge Droop
- TT Tip Tanks in extended wing span
- IT Tip Tanks inside standard wing span
- AF Auto Feather propellers



VARIANTS OF THE BN-2 SERIES - TURBINE ENGINES													
Variant	R	L	S	D	L	T	I	A	Wing Span (ft)	MTOW		Powerplant	Notes
	N	N	P	F	D	T	F	BCAR		FAR			
BN-2A-40		x		x				x	49	7300		2 x 600hp flat rated Textron Lycoming LTP101	Projected variant
BN-2A-41		x		x		x		x	53	7300		2 x 600hp flat rated Textron Lycoming LTP101	C/n 504 only - converted to a BN-2A-27LN
BN-2A-42				x				x	49	7300		2 x 600hp flat rated Textron Lycoming LTP101	Projected variant - amphibious
BN-2A-43				x		x		x	53	7300		2 x 600hp flat rated Textron Lycoming LTP101	Projected variant - amphibious
BN-2A-44				x				x	49	7300		2 x 600hp flat rated Textron Lycoming LTP101	Projected variant - with floats
BN-2A-45				x		x		x	53	7300		2 x 600hp flat rated Textron Lycoming LTP101	Projected variant - with floats
BN-2T			x	x					49	6600	6600	2 x 320hp flat rated Rolls Royce Allison 250-B17C	Original specification - c/ns 419,2030,2102 & 2119 only
BN-2T			x	x			x		49	7000	7000	2 x 320hp flat rated Rolls Royce Allison 250-B17C	Production specification
BN-2T Castor	x		x	x				x	49	7000		2 x 320hp flat rated Rolls Royce Allison 250-B17C	C/n 2140 only - converted to a BN-2T (Modified)
BN-2T (Modified)	x		x	x				x	49	7700		2 x 320hp flat rated Rolls Royce Allison 250-B17C	C/n 2140 & 2143 only. C/n 2143 converted to a BN-2T-4R
BN-2T-1			x	x				x	49	7000		2 x 320hp flat rated Rolls Royce Allison 250-B17F/1	Projected variant
BN-2T-2			x	x				x	49	8500		2 x 400hp flat rated Rolls Royce Allison 250-B17C	C/n 2115 only - converted to a BN-2T-2R
BN-2T-2R	x		x	x				x	49	8500		2 x 400hp flat rated Rolls Royce Allison 250-B17C	C/n 2115 only - converted to a BN-2T-4R
BN-2T-4			x	x					53	8500		2 x 400hp flat rated Rolls Royce Allison 250-B17F/1	Projected variant (original "Defender 4000" specification)
BN-2T-4R	x		x	x				x	53	8500	8500	2 x 400hp flat rated Rolls Royce Allison 250-B17F/1	Original specification "MSSA" - c/ns 2115 & 2143 only
BN-2T-4R	x		x	x					53	8200	8500	2 x 400hp flat rated Rolls Royce Allison 250-B17F/1	Production specification "MSSA"
BN-2T-4S			x	x					53	8500		2 x 400hp flat rated Rolls Royce Allison 250-B17F/1	"Defender 4000" production specification

**Notes:**

Under MTOW the BCAR weight is either a certificated or a projected number. The FAR weight is a certificated number only.

MSSA – Multi Sensor Surveillance Aircraft

### Islander Fuselage at Queen Mary College, London

Thanks go to Peter Smithson for posting some pictures on BNAPS Facebook that he had taken of an Islander fuselage on a visit to Queen Mary and Westfield College in London in June 1995. The Islander fuselage, identified as c/n 2041, and provided by B-N, for use as part of a collaborative research project to compare structural test results with those obtained by analysis of a finite element model of the structure. The fuselage structure model had been set up by B-N's stress office and an aim of the project was to establish confidence in the validity of the B-N model.

Islander fuselage c/n 2041 arrived at the College in May 1993 and was one of three Islander airframes recorded as not completed. The other airframes were c/n 2033 and c/n 2036, with only c/n 2041 surviving. The reasons for their non-completion are not known, but it is suggested that these may have been production items that were brought to Bembridge after closure of production at the Fairey SA works at Gosselies. There have been reports of issues related to build documentation and records being deficient and it may have been the case that the fuselages, although structurally sound, could not be cleared for flight build. It is not known what happened to Islander fuselage c/n 2041 at the end of the research project.



*Islander fuselage c/n 2041 at Queen Mary Westfield College in June 1995 (Peter Smithson).*



### Solent Sky Trislander G-RLON at Solent Airport

In December last year it was reported that former Aurigny Air Services Trislander G-RLON had been moved from the parking place occupied since it arrived at Solent Airport in April 2017.

It is now parked on the ramp outside B-N's Hangar 6 and it is believed that in the next few months it will be dismantled by B-N engineers and transported to the Solent Sky Aviation Museum.

Details of the Solent Sky's proposed display arrangements for Trislander G-RLON are expected to be revealed soon.



*Trislander G-RLON at B-N Hangar 6 (Rich Patterson)*

## From the BNAPS Archive

### B-N Islander G-ATCT Goes to School September 1966

For some time, a story has surfaced now and again about a B-N islander that had operated from the playing field of Bembridge School, situated less than a mile from the B-N factory at Bembridge Airport.

A short news report of the occurrence by local journalist Joy Warren also turned up that gave a bit more information. It was generally known that the flight was made by the Islander prototype G-ATCT and is believed to have taken place on 26 October 1966.



*The event was reported for an Isle of Wight newspaper by local journalist, Joy Warren*

Through a chance remark at one of our BNAPS social get togethers at the Propeller Inn, Jim Birnie, son of B-N's Chief Pilot Jim Birnie, said that he had some 8mm film that might be of interest. On viewing the film all was revealed as it captured the arrival of Islander G-ATCT at Bembridge School, with B-N's Chief Pilot, Jim Birnie in command, when it landed between two of the football pitches and collected a group of young children for a day at the beach.

It then departed from the playing field and the next sequence was of the Islander landing on the Silver Sands beach behind the Royal Spithead Hotel by Bembridge Harbour. The Islander came to a halt, engines were shut down and the young children, jumped out with buckets and spades at the ready.

The following images illustrating the sequence of events were taken as still images from a digitised copy of the 8mm film so the quality is not good, principally due to limitations of the original film.



*Islander G-ATCT touches down on the Bembridge School's playing field.*



*Islander G-ATCT taxis in between two sets of goal posts*



**From the BNAPS Archive  
B-N Islander G-ATCT Goes to School September 1966  
(continued).**



*Young children run out to get on board.*



*Doors are closed, engines started and all is ready to go.*



*Islander G-ATCT on its take-off run.*



*Islander G-ATCT climbs away to the North East and heads for Bembridge Harbour.*



*Young passengers make a quick exit from Islander G-ATCT on the beach by Bembridge Harbour.....*



*....and race off to have a day at the seaside.*

The flight must have been an exciting experience for the young children, one thing is certain something like this could never happen in the present day. It is not known if a return flight was made from the beach back to Bembridge School. It is understood that amongst the young children on board was Jim Birnie Jr, with his brother and sister, and at least two sons of B-N's Chief Draughtsman, Taffy Lloyd.

It would be interesting to hear from any of the other young children who were on board and see what they thought of their somewhat unique, and once in a lifetime, introduction to passenger flying.

## **New aviation book "Your Captain Speaking Views from the Flight Deck"**

Scott Birrell has written a very readable book about his 51 years as a pilot. When he said he wanted to be a pilot after leaving school, his headmaster's response was crushing: "Don't be stupid, boy". The story tells how he proved his ambition was anything but stupid. After taking his first flying lesson at 14, he went on to be a flying instructor. After some adventurous flying experiences that he managed to survive, perhaps with more than his fair share of luck, Scott then became a commercial pilot. In 1979, Scott joined Loganair and flew BN Trislander and Shorts 330 aircraft types. Moving on, Scott joined Britannia Airways in 1982 as a First Officer and went on to become a captain and head of pilot training on all fleets, having flown the B737-200 & 800, B747-100 & 200, B757 and B767-200 & 300. Now retired Scott flies a Cirrus SR-20 GTS as a private pilot again.

"Your Captain Speaking" book is available on Amazon in paperback, at £11.95, and on Kindle. It is also available from Apple Books, Kobo, Barnes & Noble and Scribd.



### **BNAPS Sales**

**At present BNAPS merchandise storage location is not accessible due to the current pandemic restrictions.**

Please contact Rita Edgcumbe [sales@bnaps.org.uk](mailto:sales@bnaps.org.uk) if there are any questions regarding stock items and availability. A revised stock list and sales catalogue will be produced later in 2021.

**BNAPS on the Internet** - information and back issues of BNAPS News go to [www.bnaps.org.uk](http://www.bnaps.org.uk)  
**Facebook** - Look out for latest posts and news on the BNAPS 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](mailto: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  
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Hampshire,  
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Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy.  
Bob Wealthy is currently the Trust Chairman.

### ***Forthcoming BNAPS Events***

***Now that BNAPS operations have moved to the Wight Military and Heritage Museum it is hoped that visits and events can be arranged in the not too distant future.***

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

### **How to contact BNAPS:**

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