



# BNAPS News January 2022

BNAPS News Vol 12 Iss 1 – January 2022

## Restoration Work Highlights in 2021

After moving to the Wight Military & Heritage Museum on 17 December 2020, pandemic restrictions meant that the team could not get to work to re-assemble Islander G-AVCN until the end of April 2021. However, the team made good progress during the rest of the year as shown below :



*Re-joining the wing and fuselage  
May*



*Installing fin and tail plane and  
control surfaces May*



*Installation of engines  
and cowlings June/July*



*Installation of controls and  
flap drive motor July/August*



*Installation of internal  
fuselage trim*



*ADF antenna installation  
September*



*Installation of propellers October*



*Application of black fuselage cheat lining  
November*

**In this issue of BNAPS News:  
Islander G-AVCN Progress Report  
Islander G-AXUB Ferry Flight Report  
B-N Hangar Open Day Report  
From the Archive – The first Turbine Islander - Turbo Islander G-BDPR  
Plus more news of Islanders and Trislanders around the World**

## BNAPS Chairman's Update – January 2022



Dear BNAPS Supporter,

Since the last issue of BNAPS News the way ahead for 2022 has been reviewed. This has resulted in a decision to hold the "official unveiling" during Q3/Q4 of 2022. Looking at what is to be done to set up Islander G-AVCN as a complete museum exhibit, it was clearly apparent that the proposed "official unveiling" at the end of April is not the best choice for a formal launch of G-AVCN as a public exhibit

The way ahead has been re-assessed taking account of uncertainty regarding the pandemic situation and the scope and implications of the main areas of work:

- 1 Completion of restoration work that includes finishing the livery for the nose and engine cowlings, fabrication and installation of ceiling panels, installation of remaining fuselage internal sidewall and window trim, carpet fitting and installation of seating;
- 2 Design and construction of a means for raising the aircraft by about 300mm on suitable supports and construction of plinth surround;
- 3 Improvements to/resurfacing of surrounding floor area to provide a suitable exhibition space around the aircraft;
- 4 Completion of "Islander Experience" flight simulator fuselage section structure and installation of Stage1 flight simulator kit that is currently available;
- 5 Design and production of display placards, display cabinets, video display/information terminal facilities that will be accommodated in the museum space around the aircraft.

The priority is to complete item 1 above before actioning raising the aircraft as in item 2 above. For Item 3 several possible schemes are being investigated in terms of acceptability, practicality and cost.

Work on Item 4 will now be stepped up as restoration work on the Islander approaches completion. It is anticipated that the Stage 1 simulator would be ready in Q2 2022.

Item 5 will be supported in part by existing BNAPS display material and facilities and will be introduced on a progressive basis, the main concern being funding requirements to acquire professional standard display graphic, display cabinets and interactive information access and display facilities.

As ever funding is a critical consideration. For Item 3 BNAPS is engaged in discussions with the Wight Military & Heritage Museum Trustees and manager as a joint effort to find an acceptable way ahead that will lead to a practical and affordable solution.

For Item 5 BNAPS is planning to submit an application for funding to go towards the cost of setting up the visitor facilities that will support the main exhibit, Islander G-AVCN.

At present no firm date is given for the revised "official unveiling" as this will depend upon completion of work under Items, 1, 2 and 3 as a minimum requirement. However, the indications are that an "official unveiling" in the latter part of September this year should be achievable. A decision to go with a September date would have to be made by the end of July to allow sufficient time to organise invitations and make necessary arrangements.

As the project moves into a new and exciting phase thanks once again go out to the restoration team, BNAPS supporters club members and all who have supported the project over many years to enable it to reach its aim of preserving our historic Islander as a tribute to all who worked with B-N to make it the most successful British aircraft in its class

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 November 2021 – January 2022

### Summary of Activities during the period:

#### 1. General

All the main component parts of the aircraft have now been re-assembled. Top surface of starboard wing adjacent to the top engine cowling has been prepared and painted red as per Aurigny livery.

#### 2. Fuselage:

Fitting of the wing to fuselage fairings is complete.

Internal trim is progressing. The internal door grab handles have been installed.

Carpet and plastic lining material for fabrication of ceiling panels have been procured.

#### 3 Engines:

Engine controls and hoses plus other engine "dressings" are in work for the port engine as this engine will be displayed periodically with the cowlings removed. Detail parts have been made by Bryan Groves

#### 5. Fin, Rudder and Rudder Tab:

A Fairing piece needs to be made between the bottom of the Fin LE and top rear of the Dorsal Fin as part of ongoing detail finishing off work.

#### 6. Landing Gear:

Wheel trims have been made but not yet fitted

#### 7. Engine cowlings:

Masking completed, black cheat lines on port engine cowlings have been applied by Indigo Graphics technician.

#### 8. VQ-SAC Fuselage Section:

Work has continued to fabricate suitable hinges for the pilot's door and starboard passenger door. Installation of windows and window trims has continued.

#### 9. Missing Items List:

Parts needed for engine installation include vacuum pump adapters and two fuel hoses. Following recent contact with Kurt Whitney FIGAS will be able to provide the hoses. The missing items list will be updated as there are still some detail, but not essential, items still to be located.

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



*Standard parts proving unavailable, pattern governor control linkage support and fork end fitting have been fabricated by Bryan Groves*

## G-AVCN Restoration November 2021 – January 2022



*Propeller control linkage  
refurbished by Bryan  
Groves*



*Support bracket with  
throttle and mixture  
control linkages  
refurbished by Bryan  
Groves*



*Paul Thomasson has  
continued with installation  
of fuselage trim panels.  
Here the baggage bay trim  
is being installed.*

**G-AVCN Restoration November 2021 – January 2022**



*View of sidewall trim panels on starboard side installed by Paul Thomasson.*



*Work on the flight sim fuselage section involved Bernie Coleman trying out a scheme for installing the side and door windows using rubber edging and retaining clamps.*



*Bob Wilson prepared and painted the red area of the Aurigny livery on the top surface of the starboard wing (Bob Wilson).*



*Port engine cowlings after application of black cheat lines by Indigo Graphics.*

## Work planned through to completion Q1/Q2 2022

Work planned for the next period:

**1 General:** Complete work on the fairing between the fin leading edge and dorsal fin and between the wing droop leading edge and the inboard side of the upper engine cowling. Complete application of Aurigny livery to engine cowlings and top wing surfaces adjacent to the engines. Installation of internal fuselage trim, carpeting, roof lining and seating.

### 2 Wing and Engines:

2.1 Complete detail port engine "dressings".

2.2 Complete red painting of over wing chord wise band from cowlings aft to wing TE.

### 3 Fuselage:

3.1 Internal trimming work in particular floor carpet and roof lining.

3.2 Apply transfers for the word "Islander" and the BN Logo to each side of the forward fuselage.

3.3 Spray paint black areas of nose cone

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

4.1 Fabricate door hinges and door catches and install doors and windows and trim.

4.2 Install electrical earthing connection for fuselage structure

### 5 General Activities/Preparation of Exhibition Space:

5.1 Complete tidying up, get rid of unwanted items and generally sort out the area for satisfactory working and storage and display.

5.2 Determine how to treat the existing museum space floor surface, in particular for final display

5.3 Raise the aircraft by approximately 12 inches to increase head clearance and improve visitor visibility.

5.4 Pitot Head protection to safeguard against personnel collision.

5.5 Develop schemes for surrounding exhibition space content and layout.



## Islander G-AXUB Ferry Flight to Island Airways at Welke Airport, Beaver Island, Lake Michigan, USA.

Islander G-AXUB, c/n 121, departed from Solent Airport for its ferry flight to Island Airways home base at Welke Airport, Beaver Island, Lake Michigan USA on 30 November 2021. The ferry flight was undertaken on behalf of Island Airways by aircraft ferry specialist Alpha2Bravo and crewed by Capt. Joe Drury, making his 148<sup>th</sup> Atlantic crossing, and Alex Ramsay. A technical stop at Blackpool Airport was made due to problems with the cabin heater. With the heater problem fixed the ferry flight was resumed on 15 December 2021. The flight followed the usual route via Iceland and Greenland and ended with a safe arrival at Welke Airport on 19 December 2021. Total flying time was just over 30 hours. During the flight the heater operation became intermittent and after departing from Reykjavik it failed again which caused some discomfort for the crew during the rest of the flight.



### Flight Routing and Flight Times

30.11.21 Solent Airport, Lee-on-Solent (EGHF) to Blackpool (EGNH) 2h 9m – delay due to heater problem

15.12.21 Blackpool (EGHN) to Wick (EGPC) 2h 37m

16.12.21 Wick (EGPC) to Reykjavik (BIRK) 6h 4m

17.12.21 Reykjavik (BIRK) to Narsarsuaq (BGBW) 5h 54m

17.12.21 Narsarsuaq (BGBW) to Goose Bay (CYR) 2h 25m

18.12.21 Goose Bay (CYR) to Bangor (KBGR) 4h 26m

18.12.21 Bangor (KBGR) to Newport (KEFK) 1h 20m

19.12.21 Newport Vermont (KEFK) – Drummond Island (KDFM) 4h 11m

19.12.21 Drummond Island (KDFM) to Welke Airport (6YB) Beaver Island, Lake Michigan 0h 37m

Total flight time - 30h 10m, Distance flown - 3906nm, Fuel used – 890 US gallons

## Solent Airport UK to Welke Airport USA in pictures



*Islander G-AXUB departing from Solent Airport on 30 November (Tony Dann).*



*Islander G-AXUB stayed at Blackpool Airport until 15 December for a heater fault to be fixed (Steve Hall).*



*View of the setting Sun from Islander G-AXUB as the ferry flight gets under way (Joe Drury).*



*With no heating and an outside air temperature of  $-10^{\circ}\text{C}$  the crew needed extra layers of clothing (Joe Drury).*

An air to air photoshoot was arranged when Islander G-AXUB departed from Narsarsuaq on the next leg to Goose Bay. This resulted in a number of superb views of the aircraft flying over the local terrain and along Erik's Fjord on the way from Narsarsuaq, all seen at its best in the prevailing good weather conditions.



*Air to air views of Islander G-AXUB, taken during a link up with fellow ferry pilot Mark Eddleston, after departure from Narsarsuaq, Greenland and heading for Goose Bay, Canada (Mark Eddleston via Joe Drury)*

## Solent Airport UK to Welke Airport USA in pictures



*Above and below: Air to air views of Islander G-AXUB over Erik's Fjord, Narsarsuaq  
(Mark Eddleston via Joe Drury)*



*Islander G-AXUB about to touchdown on a snow covered Welke Airport Lake Michigan  
on 19 December (Island Airways)*



*Ferry flight Captain Joe Drury (right) with  
2<sup>nd</sup> pilot Alex Ramsay at Welke Airport  
(Joe Drury)*



*Sunset over Welke Airport with Islander  
G-AXUB at its new home Island Airways)*

Thanks go to Joe Drury for providing photos and details of the ferry flight and to Dave Plange at Alpha2Bravo Aircraft Ferry Services – [www.alpha2bravo.com](http://www.alpha2bravo.com)

## Refurbished Islander c/n 121 Test Flown and Painted for Island Airways

Following acquisition by B-N from the Headcorn Parachute Club in May 2019, Islander G-AXUB, c/n 121, has since been subject to a major refurbishment at B-N's Solent Airport facilities in preparation for its delivery to a new owner, Island Airways, Beaver Island, Lake Michigan, USA. On 14 October it departed for Norwich Airport for painting and returned to Solent Airport in its new Island Airways livery on 28 October. When delivered to Island Airways it will take up the US registration mark N949PW.



*Islander G-AXUB at Solent Airport in May 2019 after arriving from Headcorn (Terry Coombes).*



*View of Islander G-AXUB during its refurbishment in B-N's Hangar 5/6 facility at Solent Airport (B-N).*



*Islander G-AXUB seen taking off on 14 October. It is evident that replacement nose cone, wing tips, main u/c leg fairings, ailerons and flaps were installed during its refurbishment. Also noted was the installation of a standard port rear passenger door (Graham Tiller).*



*Islander G-AXUB in the SATYS Air Livery Ltd aircraft paint facility at Norwich Airport (B-N).*

**Satys Air Livery**  
sealing & painting



*Islander G-AXUB in its new Island Airways colours after arriving back at Solent Airport in the late afternoon of 28 October 2021 (Tony Dann).*

## Islander c/n 121 G-AXUB

Islander c/n 121 was built at Bembridge as a BN-2A and made a first flight on 13 October 1969 carrying registration mark G-51-47. It was assigned for delivery to Jonas Aircraft, New York and allocated the US registration of N859JA but this did not take place and the UK registration mark G-AXUB was allocated in January 1970. It was delivered to Fair Oaks Aviation Services, Fair Oaks, Surrey, on 9 January 1970 and later sold to Bristow Helicopters, Redhill, Surrey on 3 April 1970. Later that month it left the UK for Lagos, Nigeria and on 22 April 1970 it took up the Nigerian mark 5N-AI. It operated in Nigeria with Bristow Helicopters until 6 May 1980, when it returned to the UK and took up its former registration G-AXUB. On 5 August 1981 ownership passed to the Headcorn Parachute Club, Headcorn, Surrey where it was used for parachuting. It retained the original Bristow Helicopters colour scheme from 1970 until it was re-painted in 2018. Islander G-AXUB was sold back to B-N in May 2019.



*Interior of Islander G-AXUB during its time with Headcorn Parachute Club. Note removable rear door closure panel stowed on the left (Barry Potts)*



*Islander G-AXUB takes off from Headcorn Airfield for another parachute jump sortie (Barry Potts)*



*Islander G-AXUB appeared in a new colour scheme in 2018 (Terry Coombes)*

Bristow Helicopters acquired four BN-2A Islanders for use in Nigeria:

c/n 121 G-51-47/G-AXUB/5N-AIJ Acquired 3 April 1970 present status see above

c/n 135 G-51-55/G-AXWG/5N-AIK Acquired 10 March 1970 w/o 9 August 1979

c/n 137 G-51-58/G-AXWH/5N-AIL Acquired 10 March 1970 Island Airways June 1997 as N137MW, current

c/n 156 G-51-156/G-AXYM/5N-AIQ Acquired October 1970/G-BSPY/HS-RON w/o 15 January 2003



*Following service with Bristow Helicopters in Nigeria Islander c/n 137 5N-AIL, took up its UK registration mark G-AXWH and was sold to the Midland Parachute Club, Wellesbourne Mountford, Warwickshire on 7 June 1985. It is seen here, undergoing major maintenance at Southend in 1986. Like Islander G-AXUB it retained its Bristow Helicopters colours.*

*Islander c/n 137 is currently in service with Island Airways, Lake Michigan, USA as N137MW (Nos Covia).*

## **Britten-Norman Solent Airport Hangar Open Day 9 December 2021**

*Thanks go to BNAPS Supporter Peter Smithson who has provided BNAPS News with a report of his visit to the B-N Hangar Open Day*

On 9 December Britten-Norman held a Hangar Open Day thus giving an excellent opportunity for people to have a tour of their facility at Solent Airport, Lee-on-Solent. It was the first such event and there are plans further open days in 2022, due to the popularity. Four tours took place during the day starting at 09.00 and the last at 15.00, with around 10 -15 guests on each tour.

For security reasons it was not possible to view the retired Defender R.2s that were parked on the west side of Solent Airport on this occasion as the aircraft were currently being decommissioned.



*View of Solent Airport from the southwest, the B-N hangar are part of the line of 6 hangars in the centre (Ian Haskell).*



*View of B-N hangars 5 and 6 from the access road side (John Oram).*

B-N occupies two of a group of 6 business hangars on the east side of Solent Airport identified as Hangar 5 and 6. The workspace in both hangars is light, airy and modern and is maintained to a very high standard of cleanliness and order.

The tour started in Hangar 5 where two aircraft were in work. Here the Armed Forces Malta BN-2T A9819, c/n 2156, was seen undergoing an SB190 major check and overhaul and having the Garmin digital cockpit fitted and a new interior being installed. The other aircraft in Hangar 5 was Islander G-BVSG, c/n 2283, which has recently been fitted with spray bars. Visitors were asked not to photograph this aircraft at the customer's request. It was understood from the B-N guide that it will soon be leaving for its new home in Croatia where it will be used for aerial crop spraying and similar purposes.



*Work in progress in B-N's Hangar 5 on major overhaul and installation of new flight instrumentation and interior trim for Armed Forces Malta BN-2T A9819 (BNAPS).*

Before moving on to Hangar 6, the new build hangar, visitors had an opportunity to take a look at B-N company aircraft on the ramp outside where BN-2T G-JSAT, c/n 2277, and Defender 4000 G-WPNS, c/n 4011, were on show.

Parked nearby on the ramp was retired Aurigny Air Services Trislander G-RLON, c/n 1008, now minus engines. It is destined to be moved to the Solent Sky museum at Southampton but at present there is no exhibition space available for the aircraft.



*B-N's ISTAR demonstrator Defender 4000 G-WPNS (BNAPS).*



*B-N's demonstrator and training BN-2T G-JSAT (Peter Smithson).*



*Solent Sky Museum's Aurigny Air Services Trislander G-RLON (BNAPS).*

The visit then moved on to Hangar 6, designated as the 'New Build' hangar, where work was under way on Islander G-BCEN, c/n 403. It is also receiving an SB190 check and overhaul and is being made ready for a new operator in the Seychelles.

There was also an Islander wing being worked on in this hangar. It was not a new build, but was being made serviceable with several new parts having been fitted. The B-N hangar guide informed the group that this wing was from an Islander registered as G-BKJM. G-BKJM's fuselage was at B-N's Bembridge works being checked. When rebuilt this Islander will be going to the Seychelles with Islander G-BCEN.

The next new build was confirmed as the second Islander for FIGAS. The main airframe parts are being built in Romania and will be shipped over to the UK in 2022.

*(Note: Islander G-BVSG departed from Solent Airport on 20 January 2022 for its delivery flight to Croatia).*



*Islander G-BCEN was being re-assembled in Hangar 6 (BNAPS).*



*B-N's Hangar 6 guide briefs visitors about the work in progress (BNAPS).*

*Thanks go to B-N for opening up the hangars to visitors, the opportunity to take a look at the various aircraft being worked on was much appreciated by all.*

*Thanks go to BNAPS Supporter Mark Griffiths for writing an article about his recent visit to Costa Rica where he caught up with another long serving Islander operated by Costa Rica Green Airways.*

*Images are credited to Mark Griffiths unless stated otherwise*

## **Costa Rican Stalwart by Mark Griffiths**

My work took me to beautiful Costa Rica early in the New Year and I was very fortunate to be given an opportunity to join Costa Rica Green Airways (CRGA) B-N Islander TI-BGK , c/n 427, on a trip into the rainforest. Costa Rica is known to millions of tourists a year as a premier destination for exotic wildlife, stunning beaches, great surfing, active volcanoes and very friendly people.



*Entrance to San Tobias Bolanos Airport,  
Costa Rica*



*CRGA's Islander TI-BGK on the ramp at  
San Tobias Bolanos Airport.*

My adventure began at San Jose Tobias Bolanos airport (MRPV) to the north west of the city. BGK usually spends the night on the domestic ramp at San Jose International Airport (MROC) but the aircraft had been undergoing a 50 hour maintenance inspection the previous day at Tobias Bolanos. The first sector was an empty leg due south to position the aircraft to Quepos (MRQP) in order to pick up some tourists and transport them to the International Airport. I met Captain Juan Ignacio-Fernandez and as it was the first flight of the day he took me through a thorough walk-round of the aircraft. BGK first flew in February 1975 and left Bembridge the following month en route to Jonas Aircraft in New York. It was delivered to charter operator CarmonAir in 2015 which then set up Costa Rica Green Airways in 2018 where BGK became the first aircraft in the fleet. The BN-2A-8 is fitted with the standard Lycoming IO-540 260hp engines. The wing leading edge has a protective rubber strip to prevent damage from operations on unmade runways.

Like most Green Airways pilots, Captain Juan Ignacio-Fernandez was trained by the Escuela Costarricense de Aviación flight school owned by sister company CarmonAir. He flew the charter fleet of CarmonAir and Green Airways until gaining a job with the Panama national airline Copa on the Boeing 737. After flying for them for 3 years the pandemic arrived forcing Juan to return to his native Costa Rica and back to the fun flying of Green Airways.



*Islander TI-BGK tail livery.*



*CRGA Islander TI-BGK on the ramp ready  
for its next flight.*

Once the fuel tanks were topped up by the bowser we got underway, departing Tobias Bolanos on the undulating Runway 09. Despite the high elevation of 3000ft above sea level and a high air temperature (both of which have an adverse effect on aircraft performance), BGK makes light work of the climb up to a cruising altitude of 5500ft. Flying under visual flight rules (staying clear of cloud) we take a right turn after departure and head downwind setting course for the Parrita Pass, a corridor through the lowest terrain for visual flying.



*CRGA Islander TI-BGK en route to Quepos airfield.*



*View of stunning terrain from Islander TI-BGK*

The 60 mile road journey from San Jose to Quepos takes a minimum of 2 hours but is regularly a lot longer due to heavy traffic. The road is twisty and dangerous in places which is why flying is a popular way to travel. We're cruising over the stunning terrain for about 15 minutes before starting a gradual descent into Quepos airfield. I have the opportunity to talk more to Juan, it's very clear how much he loves his job. Why wouldn't he? This is aviation at its very best.

After a quick blind radio call in Spanish to alert a skydiving aircraft 'about to drop' of our presence, we start the final approach to Quepos Runway 22. Quepos was just a dirt strip for many years but construction of a tarmac runway took place last year. After a beautiful touchdown we taxi up to the small building where our passengers are waiting. We're literally on the ground for a few minutes while our American tourists climb aboard and their luggage is loaded. In no time we're backtracking the runway for a departure to the south west.



*On approach to Quepos airfield*



*Islander TI-BGK at Quepos airfield*

We climb out over the beautiful Manuel Antonio National Park and then take up a north westerly heading flying past Quepos and its new marina. Juan keeps our passengers informed with regular announcements. Quepos was once a sleepy fishing village but the boom in ecotourism has very much put it on the tourist map. The stunning National Park is one of the most picturesque stretches of coastline in the country.

We retrace our steps along the Parrita Pass on a northerly track for the capital, this time at 4500ft to

avoid conflicting with south bound traffic. A few miles out of San Jose International Airport (MROC), a left turn towards the 'TIO' VOR radio beacon puts us in a good position for air traffic control to sequence us into the stream of arriving traffic for Runway 07. San Jose International is a busy airport; the controllers continually balancing heavy jets, turboprops, light aircraft and helicopters. Another beautiful touch down with strong varying winds from the south east. We quickly vacate the runway and arrive at the domestic terminal, home of Costa Rica Green Airways.

I get the opportunity to meet the rest of the team. General Manager Esteban Bermudez prepares a coffee for me; this is not just any coffee, this is a Costa Rican coffee. The beans were probably harvested from one of the many plantations we flew over earlier. Every passenger is offered a coffee and given complimentary merchandise which is all part of the Green Airways experience. Their slogan is 'Fly the experience' and as well as being the safest airline in the country they pride themselves on high end premium customer service. Flying with Green Airways is about so much more than travelling from A to B.

BGK has been joined in the fleet by a Quest Kodiak and two Cessna Caravans but nothing beats the trusty versatile Britten-Norman Islander. In May 2019 the US Coastguard were chasing a drug smugglers vessel from Columbia. The fugitives beached at Corcovado National Park and whilst trying to escape on foot the Park Ranger sustained gunshot wounds. He needed quick evacuation to a San Jose hospital so the Costa Rican authorities turned to Green Airways and BGK. A challenging rescue attempt was made by landing at Drake Bay airstrip at night, using car headlights to mark the unlit runway. The casualty was successfully evacuated at sunrise the next morning and a life was saved.



*Interior view of Islander TI-BGK looking forward*



*CRGA Islander TI-BGK landing at San Jose International Airport (BNAPS Archive collection)*

Whether it's removing seats to fit surfboards or other large cargo, challenging medical evacuations, vital humanitarian missions or safely flying hundreds of tourists to remote airstrips every year, stalwart BGK and the passionate team at Costa Rica Green Airways are ready for the challenge.

A huge thank you to Captain Juan Ignacio-Fernandez, General Manager Esteban Bermudez and the rest of the Costa Rica Green Airways team.

### **Origin of Costa Rica Green Airways by Mark Griffiths**

Everardo Carmona Senior was a Piper sales representative in the 1980s when he started the Escuela Costarricense de Aviación (ECDEA) flying school. His son, Everardo Carmona Junior, set up CarmonAir, a corporate charter operator using various twin engined aircraft and helicopters. However he soon decided he wanted to do something different for Costa Rican aviation. Due to the surging demand for tourism on the Nicoya Peninsula and the high costs of aircraft charter, Everardo Junior saw a gap in the market.

Costa Rica Green Airways was launched on 1 November 2018, making flying more accessible and affordable for the millions of visitors to Costa Rica each year. The striking livery was born out of employees coming up with words connected to Costa Rica, each tail fin of the company's fleet is different. Despite the setbacks of the pandemic, the company continues to grow having recently opened a brand new airstrip at Manzanillo to cater for visitors to the high end hotels on this part of the stunning coastline.



## Islander c/n 427 History – Compiled by Norman Hobbs

Islander c/n 427 was assembled by Fairey SA at Charleroi Airport, Gosselies on behalf of Britten-Norman (Bembridge) Ltd. On 12 February 1975 the maiden flight of this aircraft, registered G-BCTZ, took place. At 1525 hrs on 25 February 1975 this Islander, piloted by John Neilan and accompanied by Peter Ward, took off from Charleroi and at 1700 hrs landed at Gatwick. After clearing Customs c/n 427 departed Gatwick at 1715 hrs for the 20 minute flight to Bembridge.

At 1730 hrs on 21 March 1975 this aircraft, now registered N21JA, was flown from Bembridge to Hurn by Peter Ward. Paperwork completed, Peter took off at 1920 hrs and landed at Shannon at 2215 hrs. The next day the ferry tanks were installed by SRS in readiness for the Atlantic crossing to New York. Distributor Jonas Aircraft sold this Islander to Mexico and it was registered XA-CAZ for Transportes Aereos Terrestres SA (TATSA), based in Tayolita.

Subsequently, on different occasions later in 1975, Jonas used the same registration N21JA for two more Islanders, c/n 451 and c/n 465. TATSA operated XA-CAZ for twenty years until sold to Channel Islands Aviation (CIA) in California. CIA were authorised to fly their fleet of Islanders from Camarillo to the various dirt airstrips scattered around the Channel Islands National Park. CIA registered c/n 427 as N599MT.

In November 2004 N599MT was sold to the Dominican Republic and registration HI 798 was applied. It was operated by Sky High Aviation Services, based at Punta Cana.

In September 2015 the San Jose airport fire crews welcomed the CarmonAir Islander to Costa Rica and the new registration TI-BGK was applied.



*427 G-BCTZ - Bembridge  
February 1975 (BNH Collection)*



*427 N21JA - Prior to delivery  
flight Bembridge March 1975  
(BNH Collection)*



*427 XA-CAZ Durango Mexico  
October 1993  
(Juha Ritaranta)*



*427 N599MT - Camarillo  
California January 2003  
(David Atkinson)*



*427 HI 798 - Soon after delivery  
to the Dominican Republic  
(BNH Collection)*



*427 HI 798 - New colour  
scheme for Sky High  
(BNAPS Archive)*



*427 HI 798 - CarmonAir arrival  
San Jose Sept 2015  
(BNAPS Archive)*



*427 TI-BGK - San Jose  
International August 2018  
(Cristian Quijano)*



*427 TI-BGK – Tail livery, Costa  
Rica Green Airways January  
2022 (Mark Griffiths)*

## Britten-Norman Action at St Maarten

The Caribbean region continues to be a popular haunt for B-N Islanders and two of the few remaining Trislanders still in service. For a close up view of aircraft in action the beach at St Maarten is virtually on the threshold of the main runway. Darren Lewington has given BNAPS sight of the stunning photos that he took showing a variety of Islanders and a Trislander operating into St Maarten when he visited on 30 December last year and has kindly given permission for their use in BNAPS News. The images below, on the left, are the various BN-2s as photographed by Darren at St Maarten. Norman Hobbs has researched the history of each of the aircraft and has selected an image for each one showing it in an earlier existence.



*Anguilla Air Services Islander VP-AAS on final approach over Maho beach and spectators at St Maarten (Darren Lewington)*

### ANGUILLA AIR SERVICES

#### VP-AAC

One of the earliest arrivals from the neighbouring island of Anguilla was VP-AAC, c/n 919, operated by Anguilla Air Services (AAS). Within ten minutes of landing, it was back in the air for the return flight, a distance of 12 miles. According to a flight tracking site c/n 919 completed six return trips that day, with an average sector time of eight minutes.

The maiden flight of this BN-2A-26, with registration G-BIUD, took place at Bembridge on 19 November 1981. It was delivered to US distributor Jonas Aircraft of New York in February 1982 and registration N662J applied. Operators included the Carolina Air Parcel Service and Princeton Air Link. In December 1988 Carib Aviation of Antigua took delivery and named this Islander "Miss Loleta" with registration V2-LDI. After nineteen years of service with Carib, c/n 919 was sold to AAS and registration changed to VP-AAC.



*Anguilla Air Services VP-AAC c/n 919.  
(Darren Lewington)*



*c/n 919 G-BIUD Bembridge November 1981.  
(BNH Collection)*

#### VP-AJR

The AAS fleet includes one Trislander VP-AJR, c/n 1055, and this arrived mid-morning. Within fifteen minutes it departed for Anguilla with a recorded flight time of six minutes.

This Trislander was assembled in Belgium at the Gosselies factory of Fairey SA. The maiden flight, with

registration G-BEPK, took place there on 10 June 1977 and on 29 February 1980 was flown to Bembridge for flight tests, customisation and painting. It was the second Trislander to be delivered to the Botswana Defence Force and left Bembridge on 27 September 1984 bound for Gaborone. It was operated by the Z1 (Defence) Squadron with registration OE2 until February 1991 when A2-AGY was allocated. Later that month c/n 1055 was flown to United Air Charters in Harare, Zimbabwe and the registration changed to Z-UTD.

Ten years later it was flown to Greece and registration SX-CPG applied. In 2008 it was flown to Port Vila, Vanuatu for ten years of service with Unity Airlines, registration YJ-OO19, until another long ferry flight to join the Islander fleet at Anguilla. Prior to departure from Port Vila in October 2018 c/n 1055 had accumulated 7080 flying hours and just over 10000 cycles. The longest over-water leg of 2300 miles was between Hilo Airport Hawaii and Lompoc Airport California. Flight time was 17 hours, as detailed in the January 2019 issue of BNAPS News. Upon arrival in the Caribbean, c/n 1055 was repainted in the AAS livery and registration VP-AJR applied.



*Anguilla Air Services Trislander VP-AJR c/n 1055. (Darren Lewington)*



*Engine-less Trislander c/n 1055 G-BEPK Bembridge May 1980. (BNH Collection)*

#### **VP-AAS**

Early afternoon saw the arrival of another AAS Islander, c/n 206, appropriately registered VP-AAS. This aircraft soon departed heading for Anguilla but returned just over an hour later having also visited St Barthelemy. This island, 20 miles away, is commonly referred to as St Barts.

The maiden flight of this BN-2A-6, with class B registration G-51-206, took place at Bembridge on 20 July 1970. With registration SE-FTA it left the Isle of Wight on 8 January 1971 bound for the Swedish distributor Hovertransport AB, Gothenburg.

Maj-Flyg (May Flight) based at Maj airfield, south of Sundsvall, operated c/n 206 for five years. Ownership then transferred to Birka Flug Gunner Aviation at the same airfield.

In February 1978 Northern Executive Aviation, Manchester took delivery and an out of sequence registration G-BNEA applied. It was converted to a BN-2A-26 and in June 1980 sold, with registration PH-PAR, to Dutch operator Twinair, based in Nijkerk. Five years later it moved to Teuge to the National Central Parachute School. The final Dutch operator was Air Zenith, based at Schiphol.

In March 1997 the registration changed to G-ISLA when it arrived at Cranfield. It was the second Islander to fly the Hurn to Alderney route, originally just freight with groceries to stock the Le Cocqs store in St Anne. Due to customer demand Noel Hayes started a scheduled passenger service Le Cocqs AirLink on this route in January 2002. In October 2006 G-ISLA was flown from Cumbernauld to Anguilla and the registration VP-AAS allocated.



*Anguilla Air Services VP-AAS c/n 206. (Darren Lewington)*



*Maj-Flyg SE-FTA c/n 206 Maj airfield August 1974. (Freddy Stenbom)*

## VP-ACT

The most recent Islander to join the AAS fleet is VP-ACT, c/n 2294, a Romanian built BN-2A-20. Initially registered G-BWJO, the maiden flight took place on 23 October 1997. This aircraft was ferried almost immediately to the Isle of Wight, arriving two days later. It was delivered to Celsius Hawker Pacific, based in Mascot, New South Wales in January 1999. Registration VH-CSS was subsequently issued and then two years later it was flown, via Cumbernauld, to the Leeward Island of St. Barthelemy. This Islander was registered F-OIJS in September 2001 to St. Barth Commuter and has been a regular visitor to St. Maarten ever since. Change of ownership to AAS took place in October 2013 and the registration changed to VP-ACT.



*c/n 2294 G-BWJO Bembridge October 1997.  
(BNH Collection)*

*Anguilla Air Services VP-ACT c/n 2294.  
(Darren Lewington)*

## TRANS ANGUILLA VP-AAA

Another arrival was the first aircraft to be placed on the new revised VP register in November 1997. This BN-2A-21 c/n 382 was registered VP-AAA to Trans Anguilla, based at Wallblake Airport, Anguilla. The maiden flight of this aircraft, with registration G-BBWT, took place at Bembridge on 25 February 1974. After being painted in Malagasy Air Force colours, with registration 5R-MSA and code 382 on the tail, on 29 March 1974 it routed Bembridge to Hurn to clear Customs, before delivery to Madagascar. In May 1997 it was registered N361RA and for six months was based on the US Virgin Island of St Thomas and operated by Air Anguilla, until being sold to Trans Anguilla, when VP-AAA was applied.



*c/n 382 5R-MSA clearing Customs Hurn March  
1974. (BNAPS Archive)*

*Trans Anguilla VP-AAA c/n 382.  
(Darren Lewington)*

## **VP-AAF**

Another Trans Anguilla Islander to appear was VP-AAF c/n 2024. Trans Anguilla acquired this aircraft in April 2000.

At 1010 hrs on 30 September 1980 this BN-2B-21 took off from Bembridge on its 35 minute maiden flight, piloted by Peter Ward and accompanied by Hugh Kendall. A further 80 minute performance flight test was accomplished later that morning. Subsequently it was discovered that the incorrect registration of G-BHXI had been painted on the primer aircraft. This registration had been allocated to c/n 2025. Prior to c/n 2024 being ferried to Kidlington for painting, the correct registration G-BHXH was applied.

This Islander left Bembridge on 13 November 1980, to be delivered to Jonas Aircraft, New York. Jonas registered c/n 2024 as N409JA until it was sold to Mexico in April 1981. As XC-GEC it was operated by the VIP Air Wing division of the Mexican Air Force for nineteen years, until sold via Dodson International as N21DA, to Trans Anguilla, who changed the registration to VP-AAF.



*Trans Anguilla VP-AAF c/n 2024.  
(Darren Lewington)*



*c/n 2024 G-BHXH Bembridge November  
1980. (BNH Collection)*

## **SVG AIR**

### **J8-ELR**

The oldest Islander to land was J8-ELR c/n 97 operated by SVG Air from St Vincent and the Grenadines.

The maiden flight of this BN-2A, with class B registration G-51-32, took place at Bembridge on 21 July 1969. After a number of test flights and painting in the Romania Air Force colours, it left the Isle of Wight on 13 September 1969 with registration YR-BNB. It was based at Otopeni-Bucharest and the number 97 was assigned for use in the air force. In June 2001 Art King of Coral Springs, Florida registered this aircraft as N260AK. The registration changed to J8-ELR in January 2009. This Islander was operated by Inter Caribbean Express, based in St Lucia, for four years. Ownership transferred to SVG Air in 2015.



*SVG AIR J8-ELR c/n 97.  
(Darren Lewington)*



*c/n 97 N260AK Panama City November 2007.  
(Steve Homewood)*

## **SXM AIRWAYS**

### **PJ-SAB**

SXM is the IATA designator code for St Maarten Airport, also known as Princess Juliana Airport. Islander BN-2A-20 c/n 2210, registration PJ-SAB, is based here and operated by SXM Airways.

On 15 July 1989 the maiden flight of this Islander, with registration G-BPLS, took place at Banesa Airport. Originally built in Romania as a BN-2A-26, it was converted to a BN-2A-20 after arrival at the

Bembridge factory five days later. On 11 October 1989 c/n 2210 left Bembridge; to be operated by the China General Aviation Corporation with registration B-3904. China Southern Airlines, based in Guangzhou, the capital of the Guangdong Province, operated this aircraft for three years before it was flown to Fort Lauderdale in December 1994. The registration N105AM was applied by Pacific Airline Support. For eight years it was based in Barbados, operated by Trans Island Air, with the registration 8P-TAJ.

This aircraft was registered N848MA by McCall Air in Idaho in February 2003. Seven years later N848MA was added to the BN-2 fleet at California based Channel Islands Aviation, flying between Camarillo and the various dirt airstrips on the Channel Islands.

In December 2014 c/n 2210 was flown to Kanai, Alaska to be operated by North Air.

In June 2019 SXM Airways took delivery of this Islander and the registration was changed to PJ-SAB.



*SXM Airways PJ-SAB c/n 2210.  
(Darren Lewington)*



*c/n 2210 B-3904 China October 1990.  
(BNH Collection)*

## **WINDWARD EXPRESS**

### **PJ-WEB**

Another Islander based here is c/n 2208, registration PJ-WEB, operated by Windward Express.

The maiden flight of this BN-2B-26, with registration G-BPLP, took place at Banesa Airport on 25 May 1989. It was flown to Bembridge, arriving on 14 June 1989, and was then converted to a BN-2B-20. After painting c/n 2208 left the Isle of Wight on 23 September 1989, bound for China. The China General Aviation Corporation registered this aircraft B-3903. In April 1991 B-3903 joined the fleet of four Islanders operated by China Southern Airlines.

In December 1994 Pacific Airline Support, based in Fort Lauderdale, registered c/n 2208 as N32GM and in February 1995 this Islander operated with Trans Island Air in Barbados, registration 8P-TAG. Windward Express took delivery in December 2002 and the registration was changed to PJ-WEB.



*Windward Express PJ-WEB c/n 2208.  
(Darren Lewington)*



*c/n 2208 G-BPLP Bembridge prior delivery to  
China September 1989. (BNH Collection)*

### **PJ-WED**

Windward Express operated three return flights to St Barts with BN-2A-26 Islander, PJ-WED, c/n 2153, which had been acquired in September 2013.

The maiden flight of this Romanian-built aircraft, registration G-BKEH, took place on 22 October 1982. It was stored at Banesa until being flown to Bembridge, arriving on 18 October 1983. Cambridge based company Avionics Research Limited owned this Islander for six months until November 1986 when it was flown to Spain with only 79 hours on the clock. Suravia SA of Seville registered it EC-EBC and in February 1987 ownership transferred to the Andalusia government.

In September 1995 International Air, based in Fort Worth Texas, registered c/n 2153 as N633BB. Four months later ownership transferred to Gonini Airways in Surinam. In April 1996 Gum Air, based at Zorg and Hoop airport Paramaribo, registered this aircraft as PZ-TBL. It remained there until being sold to Windward Express when the registration was changed to PJ-WED.

It is noted that both Windward Express Islanders now have adopted a changed livery, with a blue tail and no mention of "Airways".



*c/n 2153 Gum Air Suriname  
PZ-TBL April 1996. (BNAPS Archive)*

*Windward Express PJ-WED c/n 2153.  
(Darren Lewington)*

*Apart from Darren Lewington being in the right place at the right time to take the brilliant set of photographs at St Maarten, his other interest in aviation is as joint owner of the company Aerotiques that creates quality artistic objects from repurposed aircraft and aero engine parts.*

*To find out more go to: [www.aerotiques.co.uk](http://www.aerotiques.co.uk)*

## **Emetebe Airlines Islanders – Galapagos Islands**

The Galapagos Islands depend on the Islander. The archipelago, located 600 miles off the coast of Ecuador, is home to 25,000 people across 5 inhabited islands. In this region, where inaccessible terrain and dangerous weather conditions can make transfers by sea difficult, Inter-island air transport serves a crucial role.

Emetebe Airlines Galapagos operates an Islander-only fleet. Its success and the consolidation of its reputation as a safe and reliable air taxi operator in the Galapagos Islands and Ecuador is primarily due to the fact that the Islander is the most ideal small aircraft for the services provided in the region.

Pilot Francisco Noboa, who operates the Islander for Emetebe, recently shared his experiences and appreciation of the aircraft on BNAPS Facebook:

*"This little buddy and me fly around the Galapagos Islands every day...the design and incredible reliability of the aircraft match perfectly with the type of operation we conduct. It is also able to overcome every challenging scenario given the abrupt changes in weather and the shifting winds at the archipelago. Thank you Britten-Norman for creating this amazing little beast called the "ISLANDER".*



*In flight view from Emetebe Islander  
(Emetebe Airways)*

*Right - Emetebe Islander HC-BZF (Galapagos  
Luxury Charters)*

Emetebe currently has two Islanders in its fleet:

BN-2A-7 HC-BZF, c/n 200, first flight at Bembridge as G-51-200, 3 July 1970, acquired by Emetebe 15 December 1998;

BN-2A-21 HC-CGI, c/n 849, first flight at Bucharest as G-BESJ 24 June 1977, acquired by Emetebe August 2015.



Thanks go to Allan Wright and Andy Clancey for providing the latest update of BN-2 owners and operators world-wide. To purchase a bound printed copy of the BN2 Operators and Operators database please contact BN Historians – [enquiries@bnhistorians.co.uk](mailto:enquiries@bnhistorians.co.uk)

## Britten-Norman News

January 2022

**121** (BN-2A-26) G-AXUB Britten-Norman, Bembridge, Isle of Wight. Converted to a BN-2A-26 28.9.21. Flew Solent - Norwich 15.10.21 for painting in Island Airways colours. Returned to Solent 28.10.21. Left Solent on delivery 30.11.21, to Blackpool. Departure from Blackpool delayed until 15.12.21 due to faulty heater needing to be replaced. Blackpool – Wick 15.12.21, Wick-Reykjavik 16.12, Reykjavik – Narsarsuaq – Goose Bay 17.12.21, Goose Bay – Bangor – Newport 18.12.21, Newport – Drummond Island - Welke Airport 19.12.21. Total flight time 30h 10m, 3096nm. Island Airways, Charlevoix, Michigan. 19.12.21. N949PW reserved 1.10.21. Assigned 6.1.22. G-AXUB cancelled 29.12.21.

**185** (BN-2A-6) N866JA Island Airways, Charlevoix, Michigan. Written off Beaver Island 13.11.21.

**201** (BN-2A-6) N101NE Darby Flying Corporation, Coral Gables, Florida. Restored 8.12.21. Stored WFU. Last seen dismantled at Keystone Heights, FL 22.4.18.



*The fuselage of N101NE seen at Keystone Heights in April 2018. (BNH Collection)*

**236** (BN-2A-6) ZK-SFK Commercial Helicopters, Auckland, New Zealand. Operated by Fly My Sky. To Auckland Seaplanes, Auckland, New Zealand. 8.21. Operated by Waiheke Wings, Waiheke Island, Auckland, New Zealand.

**270** (BN-2A-3) HC-CMQ Servicios Aereos Conexos Aeroconexos, Cuidadela, Ecuador. Crashed Huasaga 27.8.21.

**344** (BN-2A-2) ZK-PIY Commercial Helicopters, Auckland, New Zealand. Operated by Fly My Sky. To Fieldair Engineering, Palmerston North, New Zealand. 8.21

**403** (BN-2A-26) G-BCEN Britten-Norman, Solent, Hampshire. 11.20. Being rebuilt, fuselage noted being in rebuild at Solent 9.12.21. Allocated to Islands Development Company, Victoria, Seychelles.

**431** (BN-2A-27) 8R-GRB Roraima Airways, Georgetown, Guyana. Damaged on take-off at Aricheng Airstrip 28.7.21. The Islander was ferrying several drums of fuel. The aircraft veered off the runway on take-off.

**490** (BN-2A-20) HC-CGY Fly Galapagos, Puerto Baquerizo Moreno, Galapagos, Ecuador. To Aero Kashurco, Río Amazonas Airport, Ecuador.

**538** (BN-2A-21) 311 Philippine Navy, Sangley Point, Philippines. Refurbished and back in service 6.9.21.

**596** (BN-2B-21) C-GSGX Sander Geophysics, Ottawa, Ontario, Canada. Cancelled 9.12.21 to USA.

**643** (BN-2A-21) N7049T Air America, Carolina, Puerto Rico. Withdrawn from use 2020 when hit and damaged by another aircraft at San Juan.

**650** (BN-2A-9) PT-FBU Fundacao Nacional do Indio, Boa Vista, Brazil. To Rodrigo Stoco, Brazil. 16.7.21.

**711** (BN-2A-9) N405CW Calypso Aircraft, Lewes, Delaware. Re-registered **N983FT** 5.11.21.



*N983FT seen at Fort Lauderdale Executive airport in November 2021. (Mark Griffiths)*

**719** (BN-2A-26) VH-IZH Colville Aviation Services, Archerfield, Queensland, Australia. To Torres Strait Air, Horn Island, Queensland, Australia. 5.8.21.

**785** (BN-2A-26) ZK-EVO Aspiring Air, Wanaka, Ne. Zealand. To Golden Bay Air, Takaka, New Zealand. 7.21.

**809** (BN-2A-21) 5Y-BBB Desert Locust Control, Nairobi, Kenya. Listed in an Auction by Kenyan Govt. 11.21.

**847** (BN-2A-26) N29884 Spectrum Air Wing, Fort Lauderdale, Florida. Reg. cancelled 21.3.21. Sold in the Bahamas. Flew FLL - Nassau 19.8.21.

**892** (BN-2A-26) XA-PIQ Aerolineas Centauro SA, Ciudad Juarez, Durango, Mexico. To Tropic Air Charters, Fort Lauderdale Executive, Florida. 2.12.21. as **N324TA**.

**1041** (BN-2A Mk.III-2) DQ-TRI Northern Air Fiji, Nausori, Fiji. Re-registered **DQ-VJS** 7.21. This has been in store since 2010. The re-registration may mean it is being re-furbished?

**1042** (BN-2A Mk.III-2) 8R-GRE Roraima Airways, Georgetown, Guyana. Made an emergency landing near Haags Bosch landfill on approach to Eugene Correia International Airport 14.8.21. Moved from landfill site to a nearby road and flown out from there; awaiting repair.

**2012** (BN-2A-26) ZK-PIZ Commercial Helicopters, Auckland, New Zealand. Operated by Fly My Sky. To Auckland Seaplanes, Auckland, New Zealand. 8.21. Operated by Waiheke Wings, Waiheke Island, Auckland, New Zealand.

**2017** (BN-2A-26) C-GZGO cancelled 18.1.16 to Guyana. We now know that this is with Air Services, Georgetown, Guyana as **8R-NYP**.



*8R-NYP still retaining the basic colour scheme it had as C-GZGO, now carrying ASL markings.  
(Neil Crawford)*

**2025** (BN-2B-26) J8-VBI SVG Air, Kingstown, St. Vincent & Grenadines; Written off Montserrat 29.9.21

**2042** (BN-2A-26) YJ-BA1 Belair Airways, Port Vila, Vanuatu. Stored engineless at Port Vila (2021)

**2162** (BN-2B-21) G-BKJM restored to Britten-Norman, Bembridge. 29.7.21. Being rebuilt at Solent. Allocated to Islands Development Company, Victoria, Seychelles.

**2176** (BN-2B-27R) PNP-215 Policia National Peruana, Lima, Peru. Completed a major overhaul in 2019 and returned to service.

**2203** (BN-2B-20) 5Y-JON Cezanne Air Express, Nairobi, Kenya. Listed in an auction by Kenyan Govt. 11.21.

**2243** (BN-2B-26) D-ILFA FLN - Frisia Luftverkehr, Norden-Norddeich, Germany. To Islander Aircraft, Cumbernauld, Scotland. 20.9.21 as **G-BSWO**. Arrived at Prestwick 29.8.21, to Cumbernauld 30.8.21.

**2268** (BN-2B-26) G-HEBO George Cormack, Cumbernauld, Scotland. Flew Cumbernauld – Solent 12.1.22. To Airtime Paint at Hurn Airport 12.1.22 for refinishing, prospective owner not known.



*G-HEBO landing at Solent Airport on 12 January 2022. (Tony Dann)*

**2272** (BN-2B-26) G-BUBP Isles of Scilly Sky Bus, Land's End, Cornwall. To Cranfield Aerospace Solutions, Cranfield, Bedfordshire. 8.21. Flew Land's End to Cranfield 25.8.21. Re-registered **G-HYUK** 9.12.21.

Used for Project Fresson, Hydrogen Fuel Cell Technology.

**2283** (BN-2B-20) G-BVSG Britten-Norman, Lee on Solent, Hampshire. Fitted with Micronair spray bars. To unspecified owner, Zagreb, Croatia. Delivered 20.1.22 as G-BVSG. Left Solent 20.1.22 to Giebelstadt, Germany then Zagreb, landing at 17:00. Due to become **9A-....**



*G-BVSG on a test flight from Solent Airport. (Tony Dann)*

**2287** (BN-2T) G-BVSK Islander Aircraft, Cumbernauld, Scotland. Arrived Biggin Hill 5.1.22 for painting in RAS Completions hangar. Due to be rolled out 28.1.22.

**2289** (BN-2B-20) 6Y-JNS West Indies Alumina Company (WINDALCO), Manchester, Jamaica. To Plane Exhaust Corp., Fort Lauderdale, Florida. 22.7.21 as **N768NB**.



*6Y-JNS seen prior to being registered N768NB. (BNH Collection)*

**2309** (BN-2B-20) VH-PSX Queensland Police Service, Brisbane, Queensland. To Colville Aviation Services, Atkinsons Dam, Queensland, Australia. 15.7.21.

### **Air Alderney Update**

It is understood that charter flights will be operated under Air Alderney's AOC but scheduled flights from Alderney still await granting of route licences.

Islander 5B-CHD, c/n 166, that was acquired by Air Alderney from the Cyprus Parachute Club in September 2020, has regained its UK registration G-BJWL.

## NAC Freelance G-NACI For Sale

The Norman Aeroplane Company NAC-1 Freelance G-NACI is being offered for sale by UK based aircraft sales organisation Wilco Aviation. Priced at £57,750 it is reported to be now under offer. Full details of the aircraft are given on the Wilco Aviation website:

[www.wilcoaviation.co.uk/freelance-180-nac-1-g-naci/](http://www.wilcoaviation.co.uk/freelance-180-nac-1-g-naci/)

Some images of the Freelance from the website are shown below:



*Above – Views of Freelance G-NACI, on the right showing its folding wing capability  
Below – Views of the conventional instrument panel and interior accommodation.*



After departing from B-N in 1976 Desmond Norman formed his own company NDN Aircraft, later re-named as the Norman Aeroplane Company (NAC).

NAC's Freelance design was envisaged as an evolution of the BN-3 Nymph. Desmond Norman acquired the prototype BN-3 Nymph from a museum in Scotland and used some parts in the construction of the prototype Freelance G-NACI. Of the 6 production Freelance airframes built, only one, registered as G-NACA, was completed.

Both Freelances made an appearance at BNAPS Islander 50 event in June 2015.



*Freelance G-NACI with production Freelance G-NACA at Bembridge Airport on 13 June 2015  
(Simon Thomson).*

## Project Fresson Update

In March 2021, the power source for Project Fresson was switched from hybrid-electric to hydrogen fuel cells, with wing-mounted fuel tanks, as batteries or range extenders were not viable. Project Fresson lead organisation, Cranfield Aerospace Solutions (CAeS), anticipates a first test flight in Q1 2023 of the modified BN Islander G-HYUK. Engineering company Ricardo plc will integrate the two 250 kW (340 hp) fuel cells and Innovatus Technologies the composite hydrogen fuel tanks. Following flight testing and certification approval it is expected that the zero emissions product would be available for the Islander in 2025, both as a retro-fit solution and incorporated into a new model of the Islander available from Britten-Norman.

Endurance would be one hour with a 45-minute reserve, and a range of 100-135 nautical miles. From recent reports and news releases adoption of hydrogen fuel cells and electric power could save £150,000-£300,000 annually over fossil fuel, maintenance costs should fall by 50% for the propulsion system, and 15% for the whole aircraft.

This constitutes Phase 1 on the hydrogen aviation journey by CAeS, with the aim to next produce a commercially viable hydrogen 19-seat aircraft, before ultimately developing a new design zero emissions 75-seat regional aircraft. EasyJet has recently joined Project Fresson to assist with assessment of Hydrogen propulsion technology implications for airline operations.

## From the Archive The B-N Turbo Islander

In November 1975, when B-N was owned by Fairey SA and referred to as Fairey Britten-Norman or FBN, B-N's Managing Director, Denis Berryman, prepared a report titled "Turbine Islander Variant - Project Definition" (not to be confused with the BN-2T that appeared in 1980). This report was issued to all B-N Departments at Bembridge and to Fairey SA, to ensure that all personnel involved with the project were made fully aware of the aims, objectives and programmes necessary to achieve certification in the given timescale. The existence of the Turbine Islander Variant Project was announced by John Britten at the National Business Aviation Association meeting held in New Orleans in 1975.

The original intention of installing two Lycoming LTP.101 turbine engines in a standard BN-2A Islander had been thoroughly examined. As a result a decision had been taken to make certain structural changes to the airframe to enable a substantial increase in the maximum all up weight and performance. In this way the full advantage of the increased power available would be gained to produce a more commercially viable variant.

This paper outlined each aspect of the structure and engine installation required to enable conversion of a standard BN-2A Islander, initially as a prototype with no wing strengthening, for performance handling evaluation and development, and later in fully developed form for production. The prototype was later given the designation BN-2A-41 and generally referred to as the "Turbo Islander".

### Turbo Islander Variant Outline Specification

Power Plant - 2 x 400 shp Lycoming LTP. 101 Turbines

Max. All up Weight		7,300 lb
Max. Landing Weight		6,935 lb
Max. Zero Fuel Weight		6,800 lb
Take-off Distance to 50 ft		1,165 ft
Rate of Climb SL (two engines) ft/min		1,800 ft/min
Rate of Climb SL (one engine) ft/min		440 ft/mi
Max. Cruise Speed - knots TAS	SL	180 knots
	10, 000 ft	198 knots
	15, 000 ft	206 knots

Absolute Ceiling ft

-2 engines (Engine only cleared to 25, 000 ft at this time) 25,000 ft

-1 engine 14,300 ft

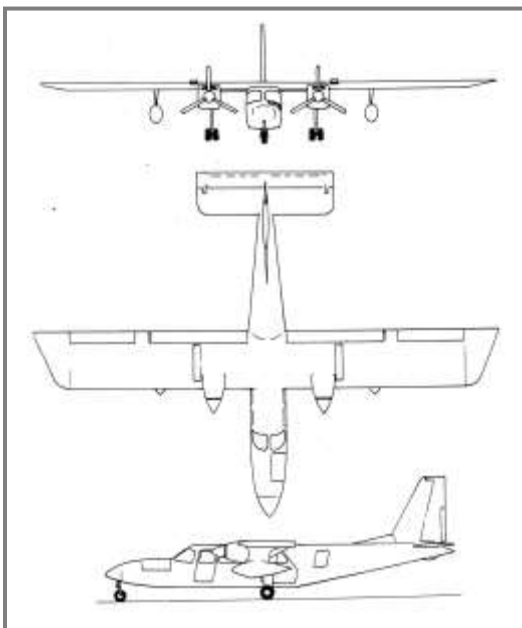
Range - with 45 minutes holding fuel - nm 670 nm

Landing Distance at Max. Landing Weight from 50 ft 1,050 ft

Fuselage seating arrangement for pilot plus 11 passengers.

Long nose standard for all Turbine variants.

### General Arrangement



*Display model of Turbo Islander Variant  
(B-N)*

## From the Archive – The B-N Turbo Islander (continued)

### Prototype Airframe and Systems Implementation

The prototype Turbo Islander was produced at Bembridge based on a near standard BN-2A Islander supplied by Fairey SA from the Gosselies factory in Belgium. The specification for this aircraft to be supplied to Bembridge was:

#### Fuselage

- Standard long nose with heater installation omitted
- Reinforced parallel section
- Standard rear fuselage

#### Wing

- Standard Islander wing with tip tanks

#### Empennage (Fin, rudder, tail plane and elevator)

- Standard Islander

#### Undercarriage

- Standard Fairey Hydraulics Islander units

#### Power Plant

- Standard 260 hp Lycoming

The 1975 report stated that the aircraft allocated for prototype conversion would be required at Bembridge early in 1976. Modifications to enable installation of the Lycoming LTP.101 power plant would be undertaken at Bembridge. It was estimated that this would take 3 working months with the first flight aimed for March 1976.

In parallel with this operation the stressing work associated with the definitive wing would commence during November 1975, aimed at the completion and handover of all design information to Fairey SA by February 1976.

### Plan for Certification

Final certification would be achieved with the second aircraft which would to be built by Fairey SA to the definitive Turbo Islander Variant standard, with the exception of the power plant and systems conversion which would again be completed at Bembridge. The standard of this aircraft would be as follows:

- Long-nose reinforced fuselage.
- 7,300 lb AWW strengthened wing with tip tanks.
- 260 hp Lycoming engines.

Delivery of the second aircraft to Bembridge was required by July 1976, allowing Bembridge 4 working months for completion of the power plant conversion and check flying aimed at achieving a final certification date in November 1976, after which this aircraft would be ready for delivery.

### Prototype Construction and Flight Testing

BN-2A-25 Islander, c/n 504, was allocated for the project and made a first flight at Gosselies on 15 April 1976, arriving at Bembridge on 22 April 1976. Following conversion the completed prototype was designated as a BN-2A-41 and formally given the name Turbo Islander.

The conversion work was undertaken in B-N's experimental hangar alongside the Propeller Inn at Bembridge Airport. Work under way during the conversion process and preparation for a first flight is illustrated below:

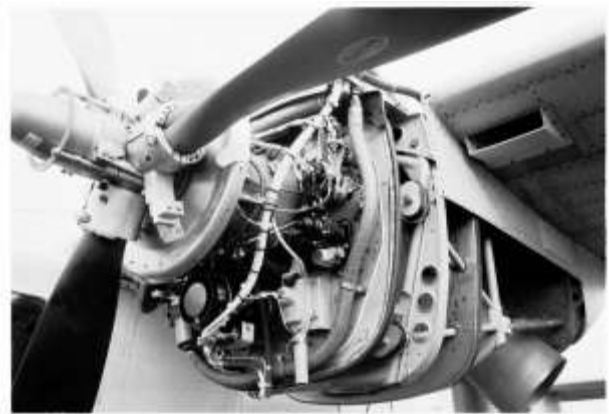


*Prototype Turbo Islander, now designated as a BN-2A-41, in B-N's Experimental Hangar at Bembridge Airport in early 1977 (Simon Thomson)*

**From the Archive – The B-N Turbo Islander (continued)**



*Propeller installation in progress  
(Ivan Berryman)*



*Lycoming LTP.101 engine installation  
(Ivan Berryman)*



*Aircraft moved from Experimental hangar  
for ground testing (Simon Thomson)*



*Fuelling checks in progress  
(Simon Thomson)*



*Preparation for engine runs and ground  
testing (Simon Thomson)*



*BN-2A-41 Turbo Islander G-BDPR ready for its  
maiden flight in April 1977 (B-N)*

**MAIDEN FLIGHT**

THE prototype Turbo Islander achieved its maiden flight on 6 April with Mr John Neelan, chief test pilot, and Mr Hugh Kerdall at the controls.

This latest version of the Fairey Britten-Norman Islander is fitted with twin Avco-Lycoming LTP-101 turbo-prop engines.

RIGHT: the new model after its maiden flight and with cowls removed showing the extreme accessibility of the engines.



*Maiden flight of the Prototype Turbo Islander was reported in issue no 20 of Fairey Britten-Norman News publication*

## From the Archive – The B-N Turbo Islander (continued)

The Prototype Turbo Islander, G-BDPR, made its maiden flight from Bembridge Airport on 6 April 1977. This was much later than originally planned as the conversion work at Bembridge took longer than envisaged, possibly because of additional design and construction work as the LTP.101 engines had to be spaced about 6 inches outboard in comparison with the standard Lycoming piston engine installation.

The test flight programme got under way without delay in the hands of B-N's Chief Test Pilot John Neilan. A comprehensive record of the test flights undertaken has not been located at present. However, reference to Peter Ward's log book identifies the following flights as P2 with John Neilan:

15 April 1977 Radio communications checks, circuits and overshoots

26 April 1977 Climbs, VMCA assessment, radio checks

29 April 1977 Handling checks with forward centre of gravity

24 May 1977 Air to air photography for Flight magazine

The Prototype Turbo Islander was first shown publicly at the Paris Air Show Press Day on 2 June 1977.

It is certain that the difficulties encountered by the Fairey Group, that led to the B-N part of Fairey SA, Britten-Norman (Bembridge) Ltd, being offered for sale by the receivers, resulted in the test programme being curtailed by September 1977.



*BN-2A-41 Turbo Islander G-BDPR in flight over the Isle of Wight June 1977 (B-N)*



*BN-2A-41 Turbo Islander G-BDPR less propellers but still bearing its Paris Air Show display number 228 c September 1977 (Simon Thomson)*

### **Demise of the Turbo Islander Project**

By the time of the first flight both John Britten and Desmond Norman had severed their links with FBN. Also with impending sale of the company, key technical members of the company including Dennis Berryman became part of new organisation, Aircraft Designs (Bembridge) that had been set up in conjunction with Jim McMahan.

The test flights had also shown that the flying characteristics of the Islander had been adversely affected with respect to handling in pitch and directional control by the introduction of the long nose. Also it seemed that there was a general view that the aircraft with Lycoming LTP.101s installed was overpowered.

In view of the additional development and testing to resolve the technical issues, the departure of key people who were behind the project, together with impending sale of B-N, the Turbo Islander Project was effectively abandoned in the latter part of 1977.

Following acquisition of B-N assets by the Oerlikon-Buhrle Group in July 1978, the Turbo Islander was not part of the business plan for the new company, Pilatus Britten Norman (PBN), and the aircraft languished at Bembridge Airport, partially dismantled, and was officially categorised as Withdrawn from Use in August 1979. However, this was not the end of the story.....

## From the Archive – The B-N Turbo Islander (continued)

### The Fall and Rise of c/n 504

In the aftermath of Fairey Group's ownership of B-N, the new owners had acquired a quantity of BN-2 airframes from Gosselies that included 12 unbuilt Trislander kits. PBN decided around 1981 that no more Trislanders would be produced and the unbuilt kits, therefore, would be offered for disposal. Another unwanted aircraft was the Prototype Turbo Islander and it also became part of the arrangements to dispose of the Trislander kits.

A deal had been negotiated with the International Aviation Corporation in Florida to acquire the Trislander kits together with Turbo Islander G-BDPR. The Trislander kits were already in storage at Southampton Airport to be made ready for shipment to the USA. It is believed that Turbo Islander G-BDPR was dismantled at Bembridge in August 1982 transported to Southampton and stored along with the Trislander kits.



*BN-2A-41 Turbo Islander G-BDPR fuselage in storage at Southampton August 1982 (Barry Friend).*



*BN-2A-41 Turbo Islander G-BDPR fuselage with Trislander kits in storage with International Aviation Corporation Homestead, Florida (BNAPS Archive Collection).*

US registration N3265N was allocated but not taken up. In August, 1992, c/n 504 went to Audrey Promotions of Port Macquarie, New South Wales, Australia where it was converted to a BN-2A-25 configuration. However, the aircraft could not be registered as a -25, as it had been designated previously, when delivered to Bembridge from Gosselies, as this variant had not been officially certified by the CAA. The Australian CAA came up with the BN-2A-27LN as a means of certifying the aircraft under registration mark VH-LRX. It made a first flight in this form on 8 March, 1993. This registration was cancelled in January, 1998, after the aircraft had been delivered to Phoenix International Corp., USA.



*BN-2A-27LN Islander c/n 504 as VH-LRX at Opa Locka after delivery to Phoenix International Corp in 1998 (Peter Smithson).*

Ownership was then assigned in April 1998 to SAPSA in the Dominican Republic and registered as HI-704CT. In December 2002 ownership of c/n 504 changed again when it was acquired by Air Turks and Caicos in the Turks and Caicos Islands as VQ-TDA. In July 2016 the aircraft was advertised for sale with SkyQuest International. It appears that no sale took place.

## From the Archive – The B-N Turbo Islander (continued)

**1976 BN-2A-27LN Islander** **REDUCED PRICE!**

**VQ-TDA**

AIRFRAME	ENGINES
→ Time Since New: 9,426.1 Hours	→ Engine Type: Lycoming O-540-E4C5 (TBO: 2,200 Hours)
→ Cycles Since New: 22,945 Cycles	→ Time Since New: [L] 4,068.7 Hours [R] 8,140.7 Hours
	→ Time Since Overhaul: [L] 704.7 Hours [R] 2,011.4 Hours
	→ Date O/H Due: [L] 08/31/2024 [R] 01/31/2021

**VIEW @ [SKYQUESTINTERNATIONAL.COM/BN2A27](http://SKYQUESTINTERNATIONAL.COM/BN2A27)**

SERIAL NUMBER: 504 REGISTRATION: VQ-TDA LOCATION: PROVIDENCIALES, TURKS & CAICOS

**SkyQuest**  
INTERNATIONAL LTD.

Above - Skyquest sales placard for Islander c/n 504

Below- Skyquest sales images of c/n 504 instrument panel and interior



In 2013 Air Turks and Caicos was rebranded interCaribbean Airways.

Islander VQ-TDA, now painted all white, was retained by interCaribbean Airways as part of an expanded aircraft fleet.

From current Flightradar reports VQ-TDA operates up to 12 flights per day on routes from the main airport at Providenciales to outlying islands of Cay, Caicos Island and Grand Turk Island.



*BN-2A-27LN Islander VQ-TDA in its all white interCaribbean Airways colour scheme (Smithson).*

Islander VQ-TDA is the last of the three long nose Islanders built and with its BN-2A-27LN designation is a unique BN-2 variant. It is quite remarkable that some 45 years after Islander c/n 504 emerged as the BN-2A-41 Turbo Islander, the aircraft has survived being dismantled, transported from the UK to the USA, from the USA to Australia for conversion back to its original BN-2A Islander configuration in 1993, as delivered to Bembridge in 1976, and then took up a more conventional role in regular airline service which has continued to the present day.

## Jersey Aviation Stamp Set – “Visiting Commercial Aircraft”

*BNAPS Supporter Toby Dixon has kindly provided information about a new Jersey Post stamp set and recounts how he came to provide a set of his aircraft paintings for the stamps as below:*

A set of Jersey Post stamps entitled ‘Visiting Commercial Aircraft’ was launched on the 20 January and if you count the presentation packs and First Day Cover there will be twelve of my paintings used.

Various airliners are depicted including an Air UK F-27 and a Jersey Ferry Airlines Twin Pioneer but I am pleased to say that a 1971 Aurigny Trislander made it to the shortlist too. There is a little bit of history for each aircraft and Jersey Airport in the packs and the whole thing looks really nicely put together. Some of the original paintings are on display at the Harbour Gallery in St Aubins village, Jersey.



*First day cover with stamp set and Air UK Handley Page Herald imprint*



*Special cover with Aurigny Trislander £1.25 stamp and £4.00 miniature sheet*

If anyone is interested in getting hold of the stamps they can be ordered online from Jersey Post at: [www.jerseypost.com/shop/online/philatelic/](http://www.jerseypost.com/shop/online/philatelic/)

### **My Connection with the Jersey Aviation Stamp Set by Toby Dixon**

Between 1998 and 2003 I was lucky enough to live on the beautiful island of Jersey - my base while working for Aurigny Air Services. This was my first job as a pilot and was initially employed on the Shorts 360 before being given the chance to fly the wonderful Trislanders. It was during this time I decided to take up oil painting and was very soon producing several small pictures of Aurigny aircraft - a habit I had started at the age of three (with wax crayons) after visiting relatives in Alderney in the early 1970s.

I found that colleagues and friends were interested in buying prints of my artworks and this kept me busy until we moved back to the UK when the combination of flying for a budget airline and bringing up a young family left no room for such relaxing diversions. About five years ago I realised I had a bit of time again and the oil paints reappeared. I went for larger paintings this time and again focussed on civil aircraft producing a range of Aurigny images that were used for their 50th anniversary - a few are still on display in the Alderney terminal building. It wasn't just the little yellow planes though, I found myself painting a wide range of types covering many eras but a theme that kept returning was planes that had flown around the Channel Islands. It was because of this connection that I contacted art galleries in both Guernsey (Sula Gallery) and Jersey (Harbour Gallery) and was invited to have an exhibition in Guernsey. With only a few weeks to go I had all the paintings wrapped up and my tickets booked but Covid had other ideas unfortunately, the exhibition is still pending.

In the meantime the Guernsey Arts Council had suggested contacting the local post office to see if they were interested and to my great surprise they were looking for an artist for a future set of stamps. Using five of my completed works and three new commissions the stamps were released last winter. With this lucky timing I had rather optimistically contacted Jersey Post but their plans for the next four years were already set down. So it came as a nice surprise when last summer they got back to me and asked if I was still interested... I said yes.

If you wish to contact me with regard to prints or original paintings then I can be found via email at [tdpaintings@outlook.com](mailto:tdpaintings@outlook.com).

Toby Dixon January 2022

## **BNAPS POSTCARDS FEBRUARY 2022 SPECIAL OFFER**

**For a limited period BNAPS is offering all available postcards HALF PRICE to BNAPS Supporters.**

**For an up-to-date list please email:**  
[norman@bnaps.org.uk](mailto:norman@bnaps.org.uk)

### **New BNAPS Postcards**

New issue postcard of B-N Islander G-AVCN flying near Tennyson Down.

We are able to publish bespoke aircraft postcards, from your own image if required.

Minimum quantity is ten with text and logo to suit at no extra charge.

For more details and to order postcards, please email: [norman@bnaps.org.uk](mailto:norman@bnaps.org.uk)



### **BNAPS Sales**

Please contact BNAPS at [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 available in the near future.

**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 [membership@bnaps.org.uk](mailto:membership@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**

**Please note that the "Official Unveiling" has been re-scheduled - see page 2**  
**A "Charlie November Launch" is now aimed for late September**

**If anyone is planning to visit the Wight Military & Heritage Museum BNAPS people will usually be there every Thursday from 10.00 until 14.00**

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

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

#### **Email:**

[bob@bnaps.org.uk](mailto:bob@bnaps.org.uk)

**Telephone:** 01329 315561

#### **Post:**

BNAPS (Dept NL)  
c/o  
7, William Close,  
FAREHAM,  
Hampshire,  
PO14 2PQ.