



# BNAPS News

## March 2017

BNAPS News Vol 7 Iss 2 – March 2017

**BN Islander no. 3 G-AVCN - First Flight 50th Special Edition**

### **2017 – Islander G-AVCN's Restoration Completion First Flight and Production Delivery 50th**



*View of Islander G-AVCN in Glos Air colours over Tennyson Down, Isle of Wight*

50 years on from its first flight on 24 April, 1967, BN Islander cn 3, G-AVCN, will emerge in 2017 as a high quality static restoration some 17 years after it was recovered from Isla Grande Airport in Puerto Rico. The remarkable history of Islander cn 3 is the subject of a feature article starting on page 10.

**G-AVCN's First Flight 50th Anniversary Celebration  
1000 to 1200 at the Propeller Inn, Bembridge Airport on  
Saturday 22 April, 2017  
Workshop tours in the afternoon  
All are welcome to attend – Contact BNAPS for details**

**Opportunity to win the "First of the Many" original painting and prints  
in BNAPS April 2017 Fund Raising Draw-  
For details see page 2**

## BNAPS Supporters Fund Raising Appeal - March 2017



Dear BNAPS Supporter,

Thanks to a number of generous donations the financial situation has shown an improvement. However, there is still some way to go to provide the required cover for the restoration project in 2017 and to ensure safekeeping for our restored Islander G-AVCN.

The fund raising appeal continues and goes out to all BNAPS Supporters and friends to ask for more help through individual or regular donations.

If you would like to support the fund raising appeal please contact BNAPS by e mail [bob@bnaps.org.uk](mailto:bob@bnaps.org.uk) or Telephone 01329 315561. All donations large and small will be gratefully received.

Yours sincerely,  
Bob Wealthy

Britten-Norman Aircraft Preservation Society Chairman

## BNAPS April 2017 Fund Raising Draw

**First Prize "First of the Many" Original Painting  
- value £1500+ - donated by the artist, Ivan Berryman**

Second Prize  
"First of the Many" Giclee  
print value  
£100



Other Prizes are:  
Two framed "First of the Many" prints, each worth £85  
+  
five "First of the Many" prints suitable for framing each worth £35.

**£25.00 BNAPS Donation/Draw Ticket  
Maximum of 100 Tickets on Offer**

To obtain draw tickets please contact BNAPS:

BNAPS April 2017 Fundraising Draw, c/o 6, Dove Close, St Helens, Isle of Wight, PO33 1TQ,  
Email: [m\\_edgcumbe@yahoo.co.uk](mailto:m_edgcumbe@yahoo.co.uk)

Please make ticket donations by cheque in GBP payable to BNAPS. For those who wish to pay by bank transfer the details are: sort code 55-50-39 a/c number 47349344

**Draw will take place at 1100 on Saturday 22 April, 2017, at  
the Propeller Inn, Bembridge Airport, Isle of Wight.**

# G-AVCN Restoration Progress Report

## January 2017 – March 2017

### Introduction

Work has continued at a steady pace in the following areas:

**Wing** - The work to repair/re manufacture the port outer flap hinge is complete and fitting is well underway. Great attention is being given to ensure exact alignment of the hinges. New bearings are needed and are being sourced. Mark Porter and Phil Slater have been working on this.

The port side outer rear bay (Bob Ward and Mark Porter) lower skin (using the new aluminium sheet sourced by Bob Wealthy from Kedek in W Sussex), is ready for spraying and final fit. Spraying this large area has been delayed due to the very cold and damp weather. The next step will be to fit the aileron fairleads and electrical loom conduit (Bryan Groves) and then fit a new upper surface skin. The bays will also be treated with anti-corrosion fluid.

Central wing, Pat Gallagher continues to make good progress on renovating the access panels, including making replacement stringer sections where required and the time consuming task of replacing missing anchor nuts. Many are now complete and have been sprayed with top coat.

**Fin and Rudder** - The rudder tab was badly corroded and distorted in particular the skin. Keith Winter made a replacement from an old aileron skin. A challenging and time consuming task but it is now complete. Keith has done an excellent job.

**Fuselage** - Paul Thomasson assisted by Jeni Gallagher and Rita Edgcumbe have completed the manufacture and trimming of the roof side panels complete with the lights and Punkah louvres. Bryan Groves has finished the wiring for the cabin lights so these can now be fitted.

The side trim panels are fitted. The next task is to trim the doors. The original door trim panels are beyond repair so replacements will have to be made using the old panels as templates and salvaging any component parts that are possible.

**Flying Controls** - Jeni, Gallagher, Rita Edgcumbe, Bob Wealthy, Guy Palmer, Charles Shiveral and Mark Porter all doing spells paint stripping: ailerons, flaps and the elevator. The starboard aileron has now been etch primed. The port aileron had a badly damaged and corroded area of skin which Guy Palmer with help from Keith Winter has removed and a replacement section let in. Some further work is necessary but it is close to the stage where it can be sprayed with etch primer.

The elevator starboard side mass balance arm was very badly distorted and in 2 places the side members are split. They were also corroded. The steel capping member containing the mass balance was very badly corroded and beyond repair. A replacement part is being made by a new Andover based volunteer, Ralph ter Smitten. Ralph has a small workshop and has made a tool to bend the steel to the correct profile.

**Undercarriages** - Work has now started on paint stripping of the main undercarriage fairings (Rita and Jeni). Some de-corroding and repair work will be necessary before painting. Bryan Groves has made good progress on either sourcing or manufacturing the undercarriage missing items.

**Pitot – Static Head Support Tube** - Unit was badly rusted and required a manufactured repair piece by Bryan Groves. The component parts have been completed and welded together. The unit has now been painted.

**Engine Baffles and Engine Exhaust system** - Kits being prepared. Some components on hand need renovation/repair. Shortage lists for both have been prepared and Bryan Groves is working on sourcing the parts.

**General** – Top coat painting of the tail plane, fin and rudder plus fuselage cheat lines is on hold until the weather warms up.

## G-AVCN Restoration Progress Report January 2017 – March 2017 (continued)

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



*Mark Porter is seen here working on the second of the replacement port outer wing skins.*



*The stringers and internal structure of the upper surface of the port outer wing section have been prepared to enable trial installation of the replacement skin*



*Port outer wing with the replacement skin section trial fitted with skin clips.*

## G-AVCN Restoration Progress Report January 2017 – March 2017 (continued)



*Patrick Gallagher has continued with work on the wing's central section including refurbishment/replacement of access panel anchor nuts*



*Phil Slater is seen here checking alignments for the new flap hinge bearing support that he made,*



*Bob Wilson found that an unsatisfactory repair had been made to the elevator tip support structure. This, together with severe corrosion, meant that a substantial repair was required in this area and to the fibreglass tip. Two new ribs for the mass balance support structure have been procured to help rebuild this end of to an acceptable standard.*

## G-AVCN Restoration Progress Report January 2017 – March 2017 (continued)



*Inboard of the mass balance arm a section of the elevator rear bay skin is badly corroded and is to be replaced. Drilling out the rivets to remove the skin section proved difficult as there was an existing repair that used break head rivets with hardened steel mandrels. A replacement panel will be made on site using the old panel as a template.*

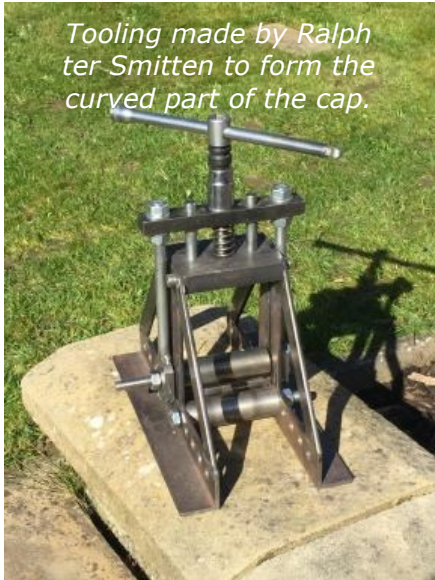


*One end of the elevator has been de-corroded and old paint removed. The other end of the elevator will be attended to when Bob Wilson has finished re-constructing the elevator mass balance housing and its support structure and the corroded skin panel has been replaced.*



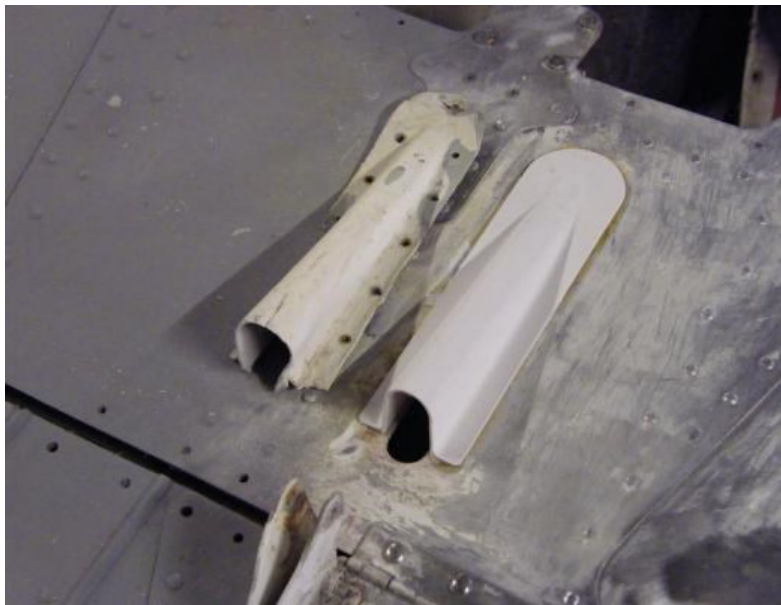
*View of the elevator with the corroded skin section removed.*

## G-AVCN Restoration Progress Report January 2017 – March 2017 (continued)



*View above shows the new steel mass balance cap made by Ralph alongside the existing badly corroded item.*

*(Photos courtesy of Ralph ter Smitten)*



*Mark Porter used his 3D printer to make a replacement cover for the elevator trim tab actuator rod. The new cover is seen here alongside the original cover.*



*Rita Edgcumbe and Jeni Gallagher worked together to clean up the main landing gear fairing.*

## G-AVCN Restoration Progress Report January 2017 – March 2017 (continued)



*Main landing gear fairing after de-corroding, paint stripping and surface preparation. Some slight damage at the lower edge will be repaired next before etch priming.*



*Guy Palmer is seen here working on the port aileron trailing edge capping.*



*New port aileron skin section has been fitted by Guy Palmer*

## G-AVCN Restoration Progress Report January 2017 – March 2017 (continued)



*Close up view of the starboard aileron replacement skin section in place.*



*View of work under way in the trim shop. Bryan Groves (right) wired up the switches and lights on the passenger service unit trim panels. Paul Thomasson is working on one of the passenger door trim cards.*



*Keith Winter has completed fabrication of a replacement rudder trim tab. The tab has also been etch primed ready for spray painting.*

## G-AVCN Restoration Progress Report January 2017 – March 2017 (continued)

### Work Planned for the Next Period through to end of May, 2017

**Wing:** Fit fairleads and aileron control detail so the wing rear bay skins can be finally fitted. The port side items will be done first.

Complete the starboard side rear bay as per the port side.

Complete repairs to the remaining inspection holes, replace missing stringers and anchor nuts.

**Fuselage:** Fit roof corner pieces and trim doors. Some cockpit area trim items are still missing and need to be sourced.

Cheat lines and registration to be fitted once the weather warms up.

**Flying Controls:** Slave fit rudder tab to rudder and then to fin. All need top coating. Top coat tail plane. Complete repairs to elevator and elevator tab. Paint and slave fit to tail plane.

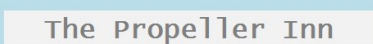
Complete restoration ailerons and flaps and paint

**Undercarriage:** Finalise kit of parts to allow final assembly. Complete paint stripping, de-corroding and repair of main undercarriage fairings ready for painting.

**Engine baffles and engine exhaust system:** Finalise kits of parts ready for sub assembly.

**General:** Top coating of fin and rudder, tail-plane and elevator, ailerons and flaps.

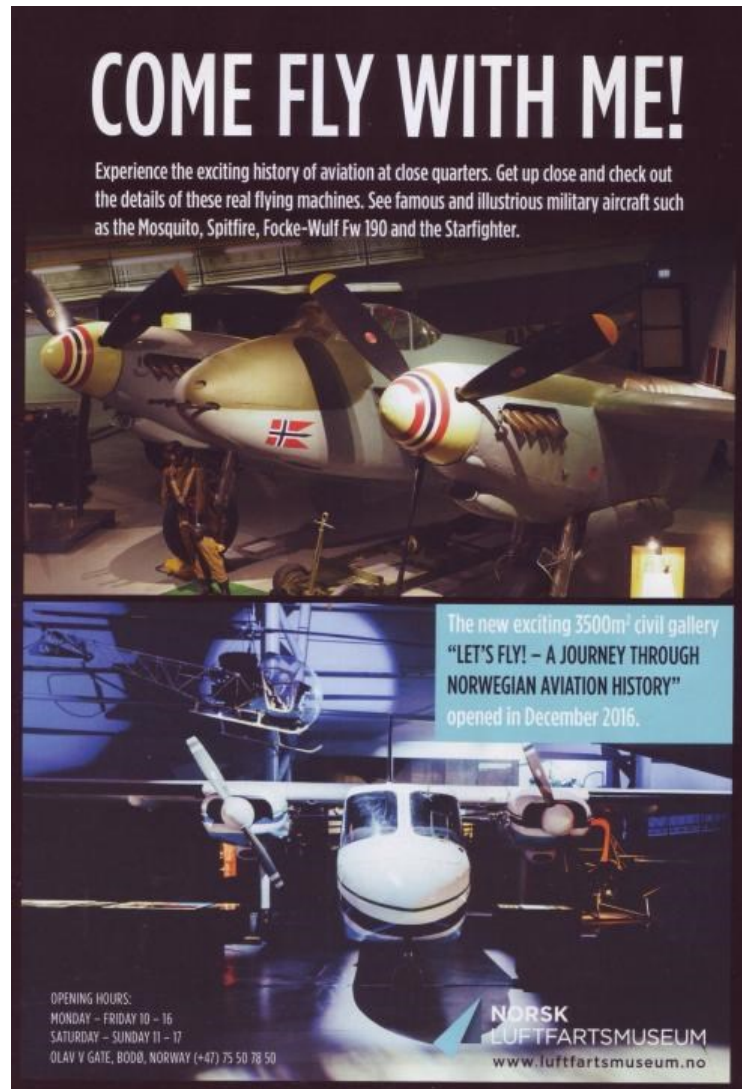
### Supporting BNAPS and Restoration of B-N Islander G-AVCN



## Islander LN-MAF Features in a New Exhibition in Norway

Newly restored Islander LN-MAF, cn 441, is now on show at the Norskluftfart Museum at Bodo in Norway as part of a new exhibition, opened on 16 December, 2016, that tells the story of air transport in Norway.

The exhibition is housed in a new interactive gallery titled "Let's Fly!" that "reflects on how aviation became part of the Norwegian Identity" and "how it helped to shape the nation by connecting people, places and lifestyles within Norway".



*Overall views of the new air transport gallery, above and right (Norsk Luftfarts Museum)*



*Left, Islander LN-MAF on show alongside a Ju 52 (Norsk Luftfarts Museum)*

## History of Britten-Norman BN-2A-21 Islander, LN-MAF:

Built at Gosselies, Belgium

Construction number: 441

First flight: 26 April 1975

UK registration: G-BCZS

Exported to Norway 18 May 1975

Norwegian registration: LN-MAF 28 May 1975

Norwegian owner: Norving AS, Kirkenes

Accident whilst landing at Båtsfjord 17 February 1983, written off

Struck off the register on 18 December 1985 and subsequently given to the Sola Aircraft Museum.

The wing was temporarily used as decoration in a pizza restaurant.

Received by the Norwegian Aviation Museum, Bodø 21 November 2013 as part of an exchange agreement with the Sola Aircraft Museum.

Restored as a static exhibit for a new exhibition about the history of air transport in Norway that opened in December 2016.



*LN-MAF is seen here at its base in Kirkenes when in service with Norving AS*



*LN-MAF after arriving at the museum in Bodo in 2013*



*LN-MAF's instruments and controls were somewhat depleted*



*LN-MAF is seen here on show as part of the new exhibition area alongside other aircraft that tell the story of air transport in Norway.*

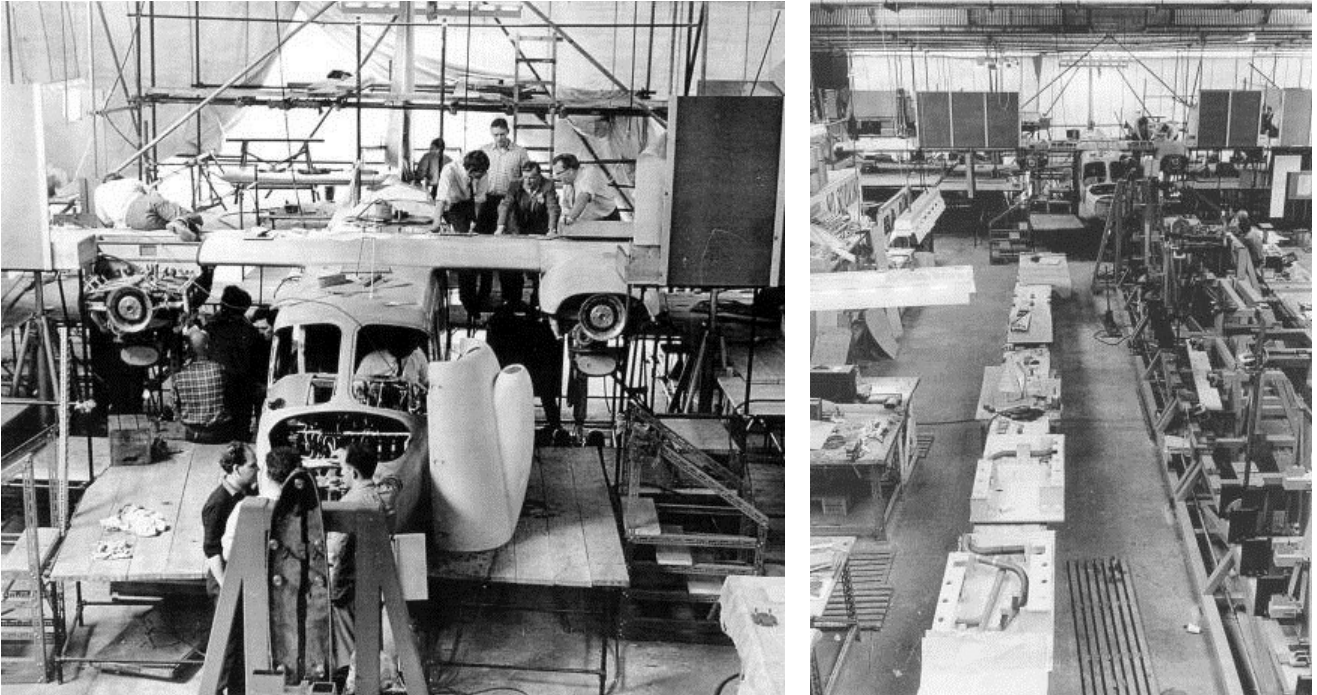
*BNAPS takes pride in having been of some help to the restoration team in Norway through donation of parts for the Islander.*

*Photos Norsk Luftfarts Museum*

## **B-N Islander construction number 3, G-AVCN, 1967 -2017**

B-N Islander cn 3 was built in the hangar on the south side of Bembridge Airport. The UK registration mark, G-AVCN, was issued on 12 December 1966 and it was first flown from Bembridge Airport on 24 April 1967. As the first production Islander it is the oldest of the type in existence and after delivery to Glos Air in October 1967 it later became the first aircraft to be operated by Aurigny Air Services in 1968, and is thus of unique historic importance.

The history of B-N Islander cn 3 over the past 50 years is presented in the following narrative and captioned photographs:



*The above views date from late 1966/early 1967 and are believed to show Islander cn 3 under construction in the old hangar at Bembridge Airport (B-N)*



*G-AVCN first flight preparation at Bembridge, March 1967 (BNAPS Archive)*

For the opening of the new B-N factory building at Bembridge, "Charlie November" was "rolled out" for the press in April 1967, although it was actually constructed elsewhere on the airfield. In May 1967, and shortly after making its first flight, it appeared at the Paris Air Show.



*G-AVCN is seen here being "rolled out" from the new B-N factory building in May 1967.*

*Note that it carries the reference number 89 for its appearance at the Paris Air Show (B-N)*

*G-AVCN in the static aircraft park at the Paris Air Show (BN Historians)*



The BN-2 Islander having been granted full type certification on 10 August 1967, a C of A was issued for G-AVCN on 12 August 1967, but not officially recognised until 18 August, 1967. On 13 August 1967 "Charlie November" was delivered to Glosair, a charter company based at Staverton Airport in Gloucestershire. Later that year under the guidance of Sir Derrick Bailey, Glosair became involved in the formation of Aurigny Air Services and Islander G-AVCN operated the first scheduled passenger service for the new airline on 1 March, 1968



*Pictured in 1968 at the official handover, Bert Lane, right, receives the keys to Aurigny's first Islander, G-AVCN, from designer John Britten. Next to him is Desmond Norman, managing director of Britten Norman and next to Mr Lane is Charles Pool, the managing director of Glos Air (BNAPS Archive)*



*Seen here in its Aurigny Air Services colours, Islander G-AVCN became a familiar sight at Southampton Airport  
(BN Historians)*

The Islander proved a great success on the Channel Islands service, with additional Islanders soon joining the fleet. In August 1968 "Charlie November" returned to Bembridge to be converted to BN-2A standard.

After more years of service with Aurigny, "Charlie November" was traded in and again returned to Bembridge and used for the Islander amphibious version mock up. In November 1975 "Charlie November" was refurbished and converted to BN-2A-8 standard

*"Charlie November" back at Bembridge in 1974 and fitted with floats as the Amphibious Islander mock-up  
(B-N)*



*"Charlie November" is seen here in January 1976 when it was delivered to Air Sport, St Jean, St Barthelemy where it took up the registration mark F-OGHG  
(BN Historians)*

In January 1976 c/n 3 was delivered to Air Sport, St Jean, St Barthelemy as F-OGHG. It later

*"Charlie November" when in service with Air Caraibes as F-OGHG  
(BN Historians)*



passed through the hands of a number of operators in the region including: Caribe Aviation

Socavia, Point-a-Pitre, Guadeloupe; Air St Barthelemy, St Jean, Barthelemy and Air Caraibes, Point-a-Pitre, Guadeloupe.



*"Charlie November" with Vieques Air Link as N290VL based in Puerto Rico (Peter Smithson)*

In August 1991 c/n 3 was bought by Vieques Air Link, Vieques, Puerto Rico as N290VL and operated alongside the airline's other Islanders and Trislander on inter-island services. Ownership was then transferred to the Department of Natural and Environmental Resources, San Juan, Puerto Rico in July, 1992, and in May 1998 N290VL was sold to Flamenco Airways, Culebra, Puerto Rico. However, shortly after this sale, N290VL was acquired by Air Charter, when Flamenco Airways had entered receivership, and the aircraft was subsequently withdrawn from use and left in open storage at Isla Grande Airport, San Juan, Puerto Rico. The engines and other items were removed and sold and it appeared that the remains of this historic aircraft would be left to rot.

*Islander N290VL in a semi derelict state at Isla Grande Airport, Puerto Rico at the end of 1999 (BN Historians)*



BN Historians had been aware for some time of the demise of "Charlie November". With help from local contacts in Puerto Rico it appeared to be feasible to acquire the remains and get them back to the UK. BNAPS was formed in 1999 to further the longer term prospect for restoration of "Charlie November" to airworthy condition. Peter Graham's company Airstream International financed the recovery operation. With support from BN Historians and B-N the working party consisting of Peter Graham, Allan Wright, Andy Clancey and Tim Barton was organised, arriving in Puerto Rico on 17 January 2000. With limited facilities "Charlie November" dismantling and packing was completed by 26 January 2000 ready for "Charlie November" to be shipped to the UK.



*N290VL/G-AVCN is seen here being dismantled and then stowed in a freight container for shipment to the UK (BN Historians)*



*"Charlie November" in its freight container arrived safely at Bembridge on 6 March 2000, Jack Griffin and Peter Ward are on the left of the picture (BN Historians)*

*The fuselage of "Charlie November" is seen here being extracted from the freight container by Peter Graham. It was then taken into the B-N works at Bembridge (BN Historians)*



Initially the remains of "Charlie November" were stored in the freight container pending an allocation of space in the B-N factory. B-N undertook an initial survey of "Charlie November". In February 2003 "Charlie November" was moved to its own separate work area two B-N Group staff were allocated to the work subject to other priorities that may arise.



*The view above shows "Charlie November" in the B-N works at Bembridge (BN Historians)*



*Peter Graham (left) and Andy Clancey with "Charlie November" in the B-N works at Bembridge (BN Historians)*

For a variety of reasons the ambitious aim of 2003 was not realised and it was not possible to proceed with restoration work on "Charlie November" against the original plan of campaign.



*When restoration work could not proceed as planned "Charlie November" had to be stored outside (BN Historians)*

"Charlie November" was kept stored at Bembridge courtesy of B-N Group, although this was becoming more difficult due to an increasing volume of business and consequential demands for more factory space. Early in 2009 it became apparent that "Charlie November" was "at risk" in open storage. BNAPS recognised that there was an urgent need to secure the future for "Charlie November" with the immediate priority to obtain secure, weatherproof storage for the aircraft preferably on the Isle of Wight.



*In early 2009, "Charlie November" had been moved to the B-N car park. The future of "Charlie November" now looked extremely bleak (BNAPS Archive)*

BNAPS held urgent meetings to initiate immediate action to secure the future for "Charlie November" and to determine the future direction of the restoration project. It was obvious that the need to move the dismantled components to a new site was of paramount importance.

Following discussions with B-N permission was given in March 2010 to gain access to the aircraft components to allow a detailed condition survey of the aircraft parts to establish what was to be moved and how this should be done. With help from B-N the dismantled aircraft and its components were surveyed in early March 2010. It was established that "Charlie November" remained "restorable" and it was feasible to move the major components without specialised lifting gear.

The next question was that of having access to a suitable location for "Charlie November". After considering a number of possibilities, both on the Island and on the Mainland, an initial contact made via Bembridge Heritage Society resulted in permission for BNAPS to rent a suitable building at Harbour Farm owned by Ken Hicks. On 10 July 2010 "Charlie November" was moved from Bembridge Airport to the new site.



*B-N Car Park Saturday 17 July, 2010 – loading operations in progress (BNAPS Archive)*



*"Charlie November" leaving the B-N site at Bembridge over 10 years after it had arrived from Puerto Rico (BNAPS Archive)*

As a matter of urgency the group of volunteers made preparation for the "big move". Starting at 7.30am on 17 July, with transport courtesy of local haulier H.J. Bennett, the wing and fuselage were loaded up and moved early on to avoid the worst of the weekend traffic.

Having negotiated the narrow and bumpy roads from Bembridge Airport and the Bembridge village chicane the aircraft arrived safely at its home. This part of the move was followed by a series of van and car journeys to take care of the myriad of smaller components and detail parts. By 1pm the move had been completed.

Following several months of work to prepare the workshop restoration work started in earnest at in 2011. Wing stands were made and a support frame for the fuselage. BNAPS trustees re-assessed the possibility that "Charlie November" might be restored to fly. After due consideration and consultation with airworthiness authorities it was decided that the restoration of "Charlie November" would be as a high quality static exhibit.



*Some of the restoration team with the fuselage being prepared for spray painting October 2014 (BNAPS Archive)*



*View of the restored instrument panel and controls April 2015 (BNAPS Archive)*

Over the period from late 2011 to 2016 restoration work proceeded as planned with the restored and painted fuselage being ready to go on show at the Islander 50 event in June 2015.



*The restored fuselage is seen here being offloaded to go on show at "Islander 50" (BNAPS Archive)*



*Chris Unitt from Guernsey took the opportunity at "Islander 50" to sit in the pilot's seat of the aircraft he flew when he was with Aurigny Air Services in the early 1970s (BNAPS Archive)*

By October 2016 it had become apparent that BNAPS had outgrown the workshop that had served the project well since 2010. With an increasing amount of restoration work underway the workshop had become quite crowded and there was a growing feeling of unease that the project was facing something of an impasse as it would not be possible to complete Phase 2 of the project since a fully rebuilt wing would be near 50 feet in length and could not be accommodated. The obvious conclusion was that a larger workshop was needed urgently to allow the project to move ahead. BNAPS has been fortunate in finding premises in the form a large barn-like storage facility located in the East Wight not far from Ryde. The big move was accomplished successfully on 10 March, 2016.



*View of the wing in the new workshop (BNAPS Archive)*



*Some of BNAPS team take a break on "moving day" (BNAPS Archive)*

The space available is about four to five times the floor area of the Bembridge workshop with adequate overhead height that will allow Charlie November's" restoration work to be carried through to its final assembly by the end of 2017.

## Aurigny Air Services Trislander G-RLON Retired – Then there was one

The disappearance of the long serving Trislander from British skies came ever closer with the withdrawal from service on 28 February, 2017, of Aurigny Air Services Trislander G-RLON, cn 1008. This left Trislander G-BEVT, cn 1057, to soldier on alongside the Dornier 228 on the routes from Guernsey to Alderney and Alderney to Southampton.



*A recent view of Trislander G-RLON on approach to land (Joey facebook)*

*Trislander G-RLON, wearing its corporate paint scheme, is seen here taking off from Alderney (Joey facebook)*



*Trislander G-BDTO, cn 1027, taken out of service in December 2016, is seen here alongside G-JOEY at Guernsey Airport less engines and with its markings painted out. Whether G-RLON will end up this way has yet to be seen (Joey facebook).*

The May issue of BNAPS News will include a feature article about the Trislander titled "Aurigny Air Services Trislanders – The Channel Islands Workhorse"

Thanks go to Allan Wright and Andy Clancey at BN Historians for the latest changes of owners and operators of Islanders and Trislanders around the world in the following report:

# Britten-Norman News

March 2017

**17** (BN-2A-6) I-LACO This has been on a slow rebuild at Opa Locka, Florida since 2015. Noted almost complete painted silver overall in August 2016. On 29.12.16 the photograph below was taken, with the registration **T7-IGF** carried. T7-IGF registered to Fly & Go, Opa Locka Florida was cancelled 15.3.17. Registered N70GF 21.3.17 to Go Fly Aircraft Services, Opa Locka, Florida.



*T7-IGF (c/n 17) taken at Opa Locka 29.12.16. (Jay Selman/airliners.net)*

**77** (BN-2A) N678TA Vieques Aviation Management Corp., Vieques, Puerto Rico. To Blue Waters Air Charter, San Juan, Puerto Rico. 4.11.16.

**229** (BN-2A-6) N229BN Vieques Aviation Management Corp., San Juan, Puerto Rico. To Blue Waters Air Charter, San Juan, Puerto Rico. 3.1.17.

**341** (BN-2A-9) N910GD Fly Sky High, Hialeah, Florida. 25.11.15. Being rebuilt.

**355** (BN-2A-9) H4-AAI Solomon Airlines, Honiara, Solomon Islands. To Colville Aviation Services, Archerfield, Queensland, Australia. 3.17 (due for delivery late 3.17)

**399** (BN-2A-26) N60616 Lobstair Inc., Wilmington, Delaware. registered 25.9.00. No taken up. We now know that this aircraft was broken up for spares at St. Barthelemy. N60616 was cancelled 22.11.02 as "sold in France", but was not restored as F-OGOV. Noted at Guadeloupe in 2003 stored F-OGOV painted out.

**405** (BN-2A-9) YV-2384P JSCTD, Caracas, Venezuela. Written off Elorza 2.1.94. On YV register on the internet (up to 1994) as YV-2384P. Also reported as YV-2349P. Register quotes YV-2384P, whilst accident reports say YV-2384P. We assume that -2349P is an error.

**450** (BN-2A-21) VH-WZD Cape Air Transport, Horn Island, Queensland. 8.16. Leased from Colville Aviation Services. Reg to them 10.8.16 (as McGilvray Aviation)

**494** (BN-2A-21) VH-WQA Cape Air Transport, Horn Island, Queensland. 8.16. Reg to Colville Aviation Services, and McGilvray Aviation (aka Cape Air Transport) 10.8.16.

**521** (BN-2A-20) VH-VPC Cape Air Transport, Horn Island, Queensland, Australia. Leased from Colville Aviation Services. Reg to Colville Aviation Services, and McGilvray Aviation (aka Cape Air Transport) 10.8.16.

**611** (BN-2A-9) H4-WPF Western Pacific Airline, Honiara, Solomon Islands. It is now understood that this aircraft did not go to Solomon Airlines as originally thought. It is reported that it crashed into the sea just outside one of

the outer island airports. It was recovered and shipped to Honiara, and we do not know of its eventual fate.

**646** (BN-2A-8) VH-MBF Torres Strait Air, Horn island, Queensland, Australia. 5.12.16. Leased from Colville Aviation Services.

**851** (BN-2A-21) EV7911 Venezuelan Army Aviation, Caracas, Venezuela . It is now known that this aircraft became **YV2622**. The operator is unknown. Noted engineless, but otherwise good condition at Charallave 6.12.

**1008** (BN-2A Mk.III-2) G-RLON Aurigny Air Services, Alderney, Channel Islands. Withdrawn from use 28.2.17.

**1027** (BN-2A Mk.III-2) G-BDTO Aurigny Air Services, Alderney, Channel Islands. Withdrawn from use 17.12.16. Registration cancelled as "WFU" 10.2.17.

**1042** (BN-2A Mk.III-2) ZK-LGC Roraima Airways, Georgetown, Guyana. Rebuild complete 12.16. To **8R-GRE**.

**2005** (BN-2A-26) HI-845 Sky High Aviation Services, Santo Domingo, Dominican Republic. To Jorge A Toledo, Doral, Florida, USA. 12.5.16 as **N519LG**.

**2019** (BN-2A-26) N903VL Vieques Air Link, Vieques, Puerto Rico. Re-registered **N863VL** 10.11.16

**2119** (BN-2T) G-MAFF FR Aviation, Bournemouth, Dorset. To Islander Aircraft, Cumbernauld, Scotland. 28.9.16

**2140** (BN-2T Modified) ZG989 Ministry of Defence/QinetiQ, Waddington. Withdrawn from use at RAF Shawbury 29.3.12. Restored to Britten-Norman as **G-DLRA** 29.11.16.

**2154** (BN-2B-26) H4-AAJ Solomon Airlines, Honiara, Solomon Islands. To Unity Airlines, Port Vila, Vanuatu. 11.11.16 as **YJ-O06**. Arrived at Port Vila 13.11.16.



*H4-AAJ (2154) shortly after arrival at Port Vila in November 2016. (Tony Deamer/Unity Airlines)*

**2164** (BN-2B-26) VH-AEC West Wing Aviation, Townsville, Queensland, Australia. To Cape Air Transport, Horn Island, Queensland, Australia. 8.16. Reg. to Coleville Avn Svs, and McGilvray Aviation (aka Cape Air Transport) 10.8.16.

**2264** (BN-2T) VT-SKI Sky Airways, Kolata, India. To George Cormack, Cumbernauld, Scotland. 3.3.17 as **G-BUBG**.

**2287** (BN-2T) VT-SUN Sky Airways, Kolata, India. To George Cormack, Cumbernauld, Scotland. 3.3.17 as **G-BVSK**.

**2313** (BN-2B-20) **G-CJJO** Britten-Norman Aircraft. Registered 19.9.16. Fuselage noted arriving at Lee on Solent 20.9.16. Seen taxiing at Lee 13.3.17; first flight 15.3.17 as a BN-2B-20.



G-CJJO (2313) the latest production BN-2B-20 landing after its first flight at Lee-on-Solent 13.3.17. (Rich Davies)

## New Air Service for the Channel Islands?



A recent news report from CH-Aviation has revealed plans for a new air service in the Channel Islands using two BN-2T Islanders:

*Air Alderney Ltd is an Alderney-based start-up carrier planning to offer regular passenger flights from the Channel isle later this year.*

*According to the Bailiwick Express, the start-up will partner Wessex Aviation, a London Biggin Hill-based fixed- and rotary-wing specialist, to operate two eight-seater Islanders. It is currently pursuing its Air Operator's Certificate (AOC).*

*The States of Alderney has already granted Air Alderney route authorities to conduct scheduled passenger and cargo services from Alderney to Jersey from June 2017 onwards. Similar permissions have also been granted for flights to Cherbourg, France, to start in July and Brighton City/Shoreham by Sea to start in September. The island's government has said it will extend limited financial support to Air Alderney to ensure its services are sustainable.*

## Aer Arann Islands Services to Continue

The Irish Minister of State with responsibility for Gaeltacht Affairs has awarded Aer Arann Islands (Galway) a Public Services Obligation (PSO) contract to serve the Aran Islands of Inishmaan, Inisheer, and Inishmore. The new contract came into effect on 1 January 2017 and runs until 31 December, 2020.

Aer Arann Islands has operated the service for over forty years and the new contract comes after the government cancelled a previous allocation to Executive Helicopters (Galway).

In September 2015, islanders objected to Executive Helicopters' proposed service arguing the use of a helicopter would prove impractical as would the use of Galway as a main base, located some 50km away from Connemara, from where Aer Arann Islands currently serves the islands with its fleet of three Islanders.



Aer Arann Islands' current Islander fleet is:

BN-2A-8	cn 704	EI-AYN
BN-2A-26	cn 519	EI-BCE
BN-2B-26	cn 2293	EI-CUW

## Islanders and Trislander at Isla Grande Airport Puerto Rico

Thanks go to local photographer Hector Rosado Alejandro for allowing BNAPS to use some images from a superb set of photographs that he took recently showing Islanders and a Trislander in action at Isla Grande Airport, Puerto Rico.



Islander N510BN  
Cape Air



Islander N902VL  
Vieques Air Link



Islander N203PR



Trislander N905VL  
Vieques Air Link



Islander N7049T  
Air America



Islander N998VL  
Vieques Air Link



Islander N905GD  
Air Flamenco



Islander N904GD  
Air Flamenco

## Roraima Airways News

Roraima Airways now has two Trislanders in its fleet and it is understood that eventually the airline plans to acquire three more. The following photos show Trislanders 8R-GRD and 8R-GRE parked at the Roraima Airways base at Eugene F Correia International Airport, Georgetown, Guyana.



*Roraima Airways second Trislander 8R-GRE, cn 1042. This aircraft was re-assembled earlier this year by Roraima Airways' Engineering Department. It was formerly with Great Barrier Airlines in New Zealand as ZK-LGC.*



*Roraima Airways flagship Trislander 8R-GRD, cn 1039*

*Photos courtesy of Roraima Airways Operations Director Learie Constantine Barclay*



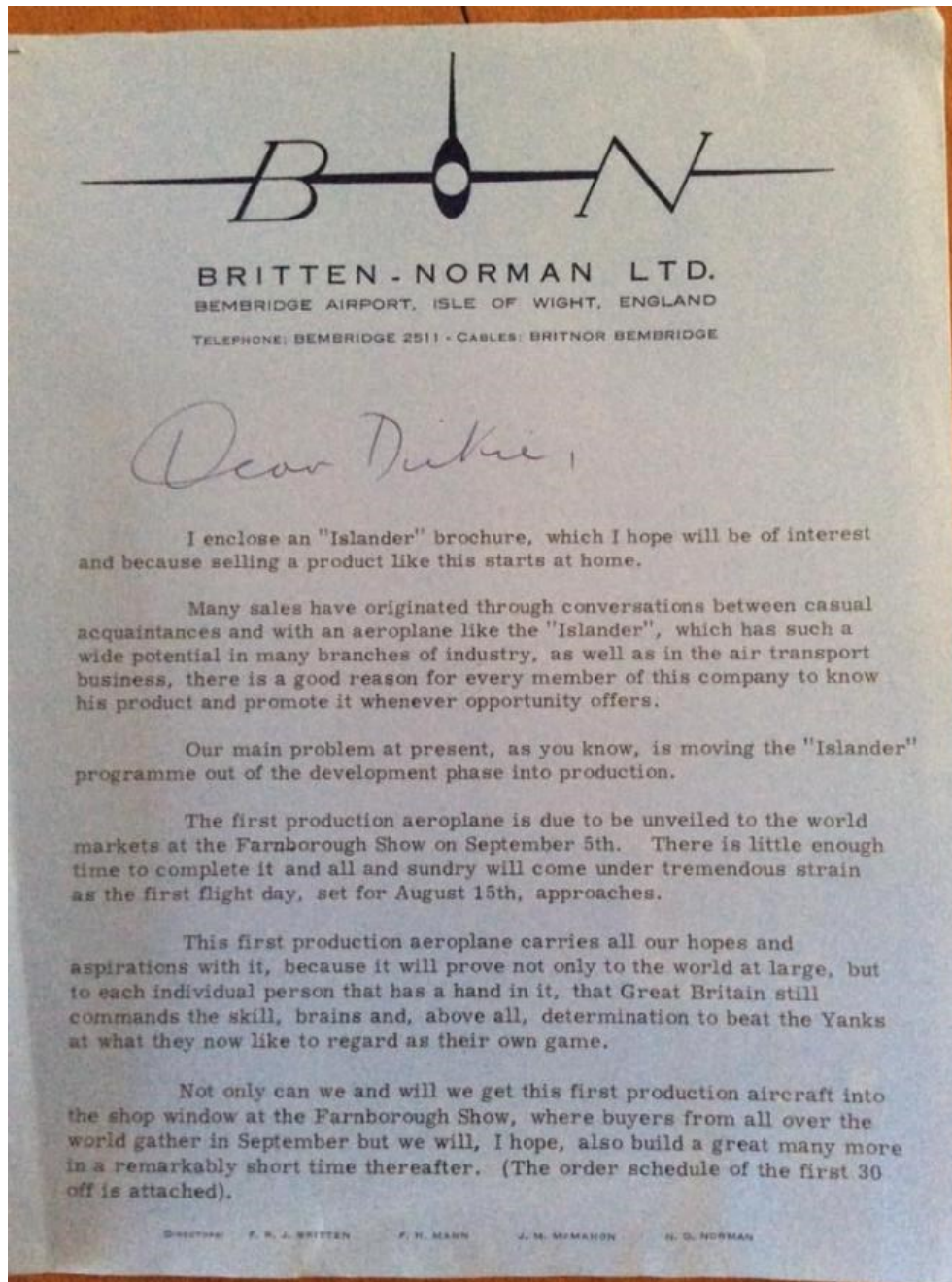
*Capt Gerry Gouviea Jr, with one of Roraima Airways Trislanders*

*Photo Stabroek News*

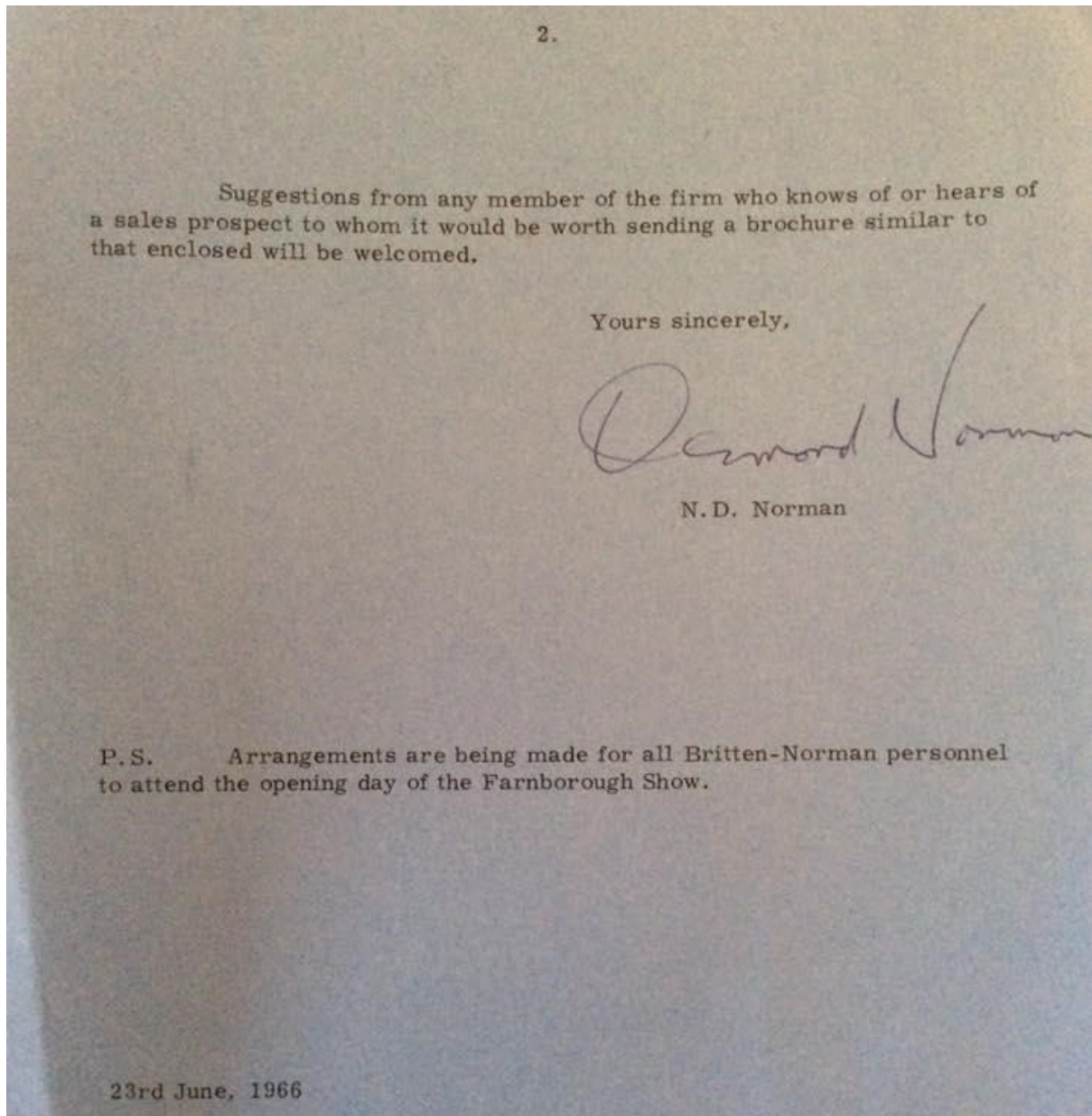
## Historic June 1966 Letter from Desmond Norman

Following on from the January BNAPS News, that included a historic letter from John Britten urging all the team to complete the prototype BN-2, G-ATCT in time for the Paris Air Show, this issue of BNAPS News contains a similar letter from Desmond Norman in respect of completion of Islander cn 2, G-ATWU, in time for the 1966 Farnborough Air Show.

These letters came to light as part of some B-N heritage information posted on the BNAPS facebook page by David Berger: David is the son-in-law of "Dickie" Bird, B-N Chief Technical Executive (Chief Designer) in 1965/66.



## Historic June 1966 Letter from Desmond Norman - Continued



*B-N Islander cn 2, G-ATWU was built in time to get to the 1966 SBAC Farnborough Show and is seen here at the show in Loganair markings. Virtually all the B-N workforce enjoyed a day out at Farnborough as promised by Desmond Norman.*

Thanks again go to David Berger for making the historic letter available.

### **BNAPS Merchandise Special Offers:**

1 All orders at £10 or more will be sent post free to UK addresses

2 **Order bundle A:** BN-2 Islander 50 Years On book + Islander G-AVCN The Continuing Story book + Charlie November The Story So Far DVD £10.00

3 **Order Bundle B:** BN-2 Islander 50 Years On book + Islander 50 souvenir programme + Islander 50 DVD £10.00

### **BNAPS Sales Catalogue**

BNAPS Sales Catalogue Winter 2016/2017 issue is now available.

The catalogue is distributed by email and can be viewed from the following link:  
[www.bnaps.org.uk](http://www.bnaps.org.uk)

BNAPS Supporters Club Members orders will be sent post free to UK addresses.

All BNAPS Ltd sales will help raise funds for the restoration of Islander G-AVCN.

If you wish to purchase specific items please contact BNAPS Ltd Sales by e mail  
[sales@bnaps.org.uk](mailto:sales@bnaps.org.uk)

**BNAPS on the Internet** - information about BNAPS, including back issues of BNAPS News, can now be found from the following link: [www.bnaps.org.uk](http://www.bnaps.org.uk)

### **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  
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***

22 April G-AVCN 50th celebration event at Bembridge Airport 1000 -1200 + workshop tours in the afternoon

23 September Second IoW High Sheriff's "Isle of Wight Day"

A BNAPS Social Evening at the Propeller Inn will be arranged at a later date in May/June time

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

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

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#### **Telephone:** 01329

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