



BNAPS News

March 2021

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Historic First Passenger Service Flight of Aurigny Air Services B-N Islander G-AVCN - 1 March 1968

The first passenger service flight operated by Aurigny Air Services on 1 March, 1968, by B-N Islander, G-AVCN, was a very welcome occasion for Channel Islanders as it marked the reinstatement of air services between the Islands. The Islander, still wearing its Glos-Air colours, carried five passengers on the inaugural flight from Alderney to Guernsey. It was piloted by Glos-Air's Managing Director, Capt. Charles Poole.



This painting by Toby Dixon depicts Islander G-AVCN at Alderney Airport in the early days of Aurigny Air Services operations. The heraldic Lion symbol on the fin replaced the Glos-Air logo a few months after the inaugural flight.

The new air services proved to be a great success and by the early 1969 Aurigny Air Services had another four Islanders in service, G-AWBY, G-AWBZ, G-AWNR and G-AWVY. By the end of August, 1969, Aurigny Air Services had carried more than 100,000 passengers. In that time the five Islanders made more than 23,000 landings in 6,700 flying hours.

In July 76 sectors per day were scheduled offering over 600 seats; running 27 return flights daily between Jersey and Guernsey, eight return flights between Alderney and Guernsey and three return flights daily on the Alderney to Jersey route.

For more about the early days of Aurigny Air Services see pages 6 to 17.

In this issue of BNAPS News:

Early Days of Islander G-AVCN with Aurigny Air Services

Ferry Flights of Islander c/n 531

Islanders and Trislanders Preserved

Plus more news of Islanders and Trislanders around the World

BNAPS Chairman's Update – March 2021



Dear BNAPS Supporter,

Having successfully moved our Islander to the Wight Military Museum, the immediate aim is to get the aircraft re-assembled and to complete the remaining restoration work items. Initially this means that the allocated space at the museum will in effect be a workshop area. Meanwhile work is now in progress to devise suitable displays and how best to organise the allocated museum space around Islander G-AVCN when it is ready to go on public display later in the year.

The main focus will of course be on the restored aircraft. The surrounding area will accommodate wall mounted display placards showing the history of the aircraft, key events in the restoration project and facts and figures about Britten-Norman and its aircraft. Models of B-N aircraft will be on show together with videos and an "Islander Explained" interactive information terminal. Other displays envisaged will include a "How an Aircraft is Made" exhibit with examples of fabricated structural items, explanations of various materials used and types of fixings, such as rivets, nuts and bolts, adhesives, and tools of the trade.

A significant work item is to finish assembly work on the Islander fuselage section so that it can move ahead to become the "Islander Experience" flight simulator. Initially, a basic desktop flight simulator will be installed. Subject to raising the necessary funds, it is planned to install an upgrade with representative flight controls in the form of a control wheel, rudder pedals and throttle controls together with enhanced visual displays to provide a more comprehensive simulation capability

After some 10 years of restoration work and 21 years since Islander G-AVCN was recovered to the UK from Puerto Rico, it is most gratifying for all concerned that the project is now within striking distance of achieving the objective of having Islander G-AVCN on public display. As has been recounted before, BNAPS Trustees have, over a number of years, examined possible airfield locations on the Isle of Wight that could offer the possibility for public display of the aircraft. The key criteria are that the display space must be under cover, secure, accessible to the general public and would not incur financial outlay for a building of for the accommodation space. BNAPS Trustees are most appreciative of the help and support given by the Wight Military and Heritage Museum and the manager, Steve Taylor, in welcoming Islander G-AVCN, representing an important part of the local and national aviation heritage, so that it can be on show as an added attraction for visitors to the museum.

Once again, our thanks go out to all BNAPS Supporters Club members and the many people and organisations that have supported the project in various ways to make it a success. Tribute is paid to the restoration team for their loyalty and diligence in bringing Islander G-AVCN "back from the brink" to emerge as a high quality static exhibit.

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

Yours sincerely,
Bob Wealthy,

Britten-Norman Aircraft Preservation Society Chairman

Islander G-AVCN On the Move – Souvenir Booklet

As a memento of the big day for BNAPS, an illustrated booklet has been produced to record the event. The booklet is in full colour, A5 size, stapled with card covers and made up of 24 pages, including cover pages, showing the move from Brickfields to the Wight Military and Heritage Museum. Also there are 4 pages of images illustrating the operating life of Islander number 3, the various moves made by VCN and key stages in the restoration work. The booklet is priced at £5.00 plus £1.00 UK p&p.

To purchase a copy please contact BNAPS by email sales@bnaps.org.uk or by phone on 01329 315561.

G-AVCN Restoration Progress January 2021 – March 2021

Following the moves on 17 December 2020 and 7 January 2021 the restoration team is now on waiting time until the pandemic restrictions are eased. It was not possible to completely clear all BNAPS kit from the Brickfields workshop and the remaining items have been placed in temporary storage in the trim shop room. The plan is to clear the workshop at the end of March if circumstances permit.

Summary of Activities planned through to September 2021

Initially the museum space will be organised to enable the re-assembly of Islander G-AVCN to be progressed together with completion of all remaining restoration work items. Once this work is complete all work stands and associated support items will be removed from the area and stored away.

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

Islander G-AVCN Restoration Work Items

1 Aircraft Re-assembly

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

2 Wing and Engines:

- 2.1 Paint engine cowlings and fairings with red and black "cheat lines".
- 2.2 Paint red areas on upper wing surface adjacent to top engine cowling.
- 2.3 Fabricate and install fairings between cowlings and drooped wing leading edge

3 Fuselage:

- 3.1 Fabricate and install interior roof panels and fit door trim panels.
- 3.2 Apply transfers for black cheat lines along port and starboard sides.
- 3.3 Paint black lining around nose cone.

Islander VQ-SAC Fuselage Section Work Items:

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

Work that will get underway is to prepare the exhibition space that surrounds Islander G-AVCN. This space will include various features such as aircraft models, information panels, video screens and the "Islander Experience" flight simulator.

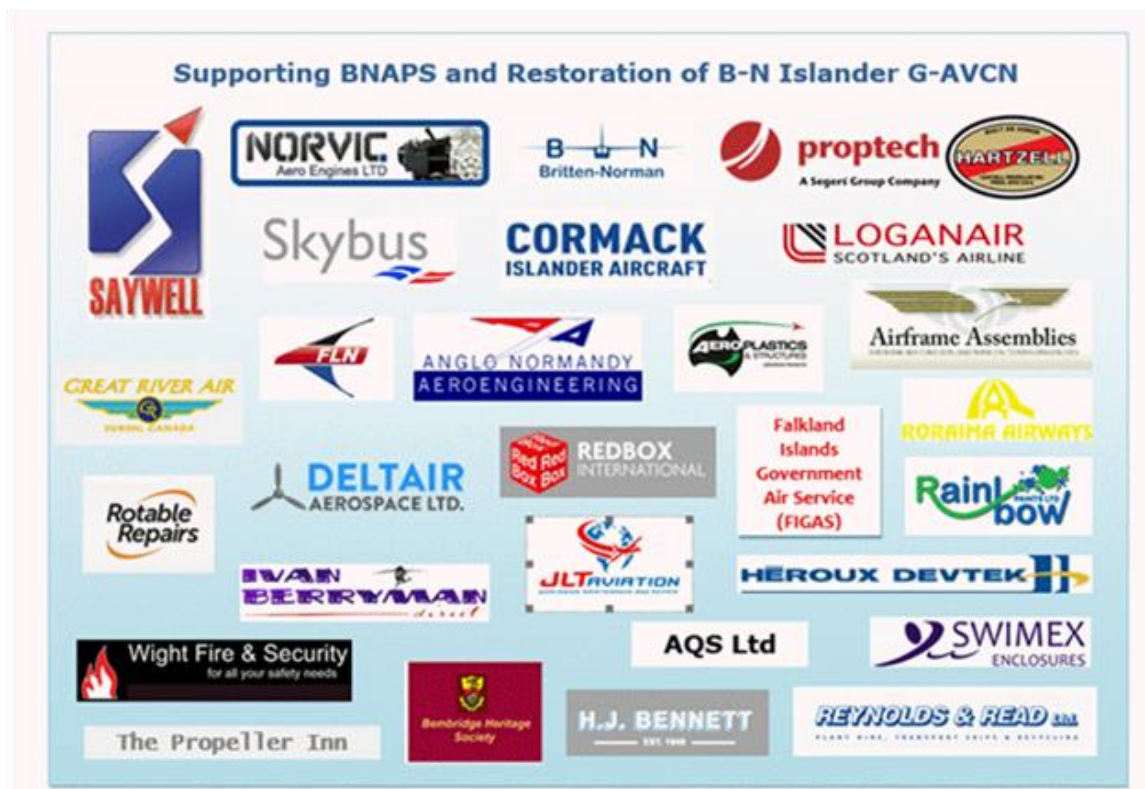
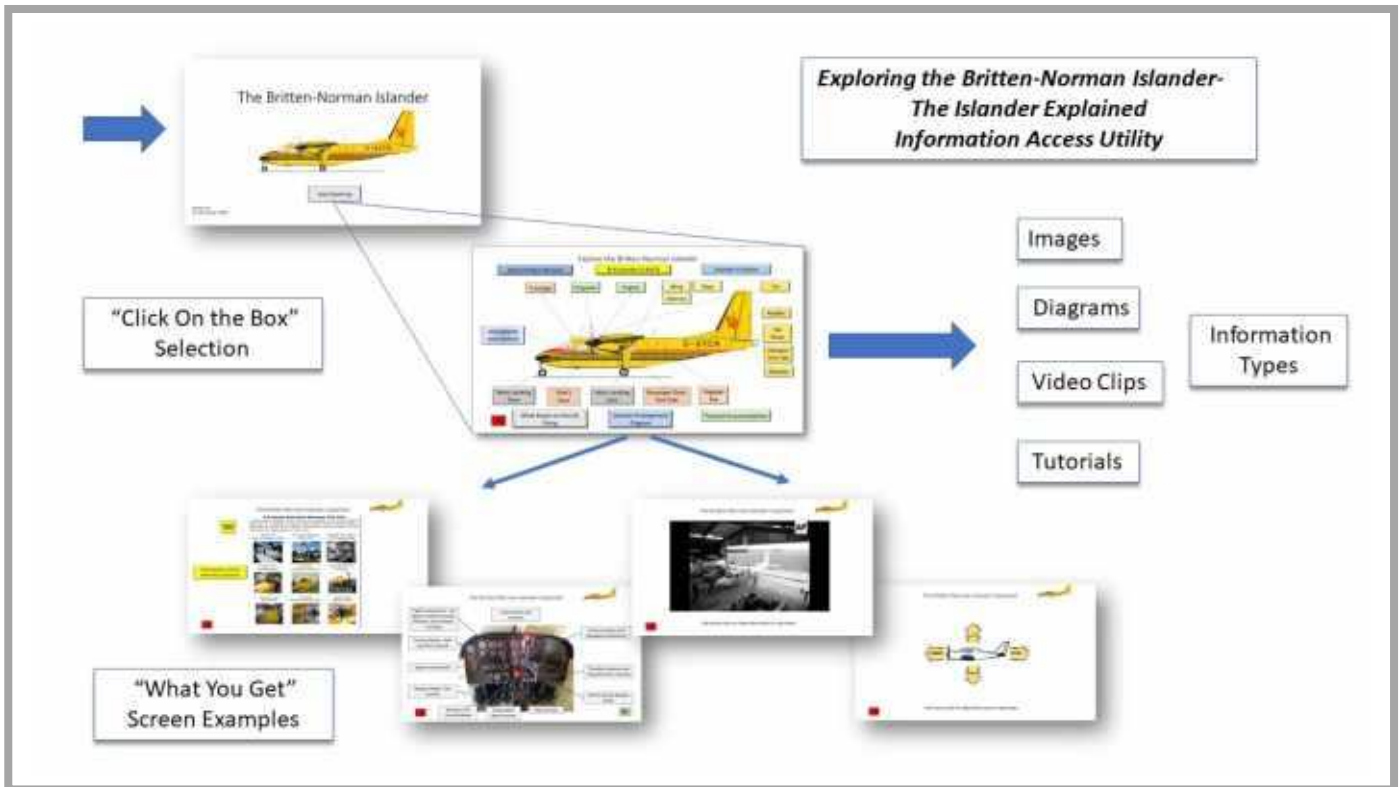
It is planned that there will be occasions, such as pre-arranged group visits, when various aspects of the aircraft will be demonstrated. The electrical system will be powered so that external and internal lighting can be activated. It is intended that demonstration of the action of the flight controls and operation of the flaps will be possible but only with designated BNAPS personnel in charge of the activity.

To avoid unnecessary wear and tear on the restored Islander, and for safety reasons, visitors will not be permitted to enter or sit in the aircraft unless special arrangements have been made with BNAPS prior to their visit.

The aim is to have the display space set up well advanced, but not necessarily completed, for an "Official Unveiling" in late September, 2021.

“Islander Explained” Support Facility Concept

When our Islander is on public display it is felt that visitors may well want to know a bit more about the aircraft, its origins, restoration and history together with some insight into how aircraft fly. For this purpose the concept of an easy to use information access facility is being developed to a point where a practical implementation scheme can be devised. The graphic below illustrates the “click on the box” approach that would allow access to images, diagrams, video clips, tutorials. A demo version of the “Islander Explained” information access has been set up in PowerPoint and can be made available if anyone wants to give it a try. Please contact BNAPS at bob@bnaps.org.uk if interested.



Aurigny Air Services Operations – the Early Days

In this issue of BNAPS News we take another look at the origin and early days of Aurigny Air Services. The topic has been covered in earlier issues but as new information has come to hand and the fact that Aurigny Air Services first aircraft, Islander G-AVCN, is about to go on public display, it seemed worthwhile to revisit what happened when the airline started operations in 1968 and the remarkably successful growth of passenger and freight traffic that followed. The Islander fleet was soon expanded to a point where a higher capacity aircraft was needed that led to the introduction into service of the first Trislander in October 1971.

Aurigny Air Services Formation

The concept of a new Channel Islands airline, Aurigny Air Services, was developed in 1967 in order to restore air links between Guernsey, Jersey and Alderney that had been operated by British United (Channel Islands) Airlines. Withdrawal of this service left Alderney somewhat isolated without an air link. To rectify this situation the island's governing body set about finding a replacement operator and Fred Morton, a member of the committee responsible for provision of air services, was charged with finding a suitable aircraft that could operate cost-effective services, and an airline to run them.

His investigations soon took him to Britten Norman, at the time a relatively new aircraft company, that was busy putting the BN-2 Islander into production. The Islander seemed ideal for the inter-island route, and the company put Fred Morton in touch with Sir Derrick Bailey, a businessman and keen aviator living on Alderney. Originally a Herefordshire farmer, Sir Derrick Bailey had previously set up Glos-Air, based at Staverton Airport in Gloucestershire. The company operated charter flights and acted as the UK and Ireland agent for the Victa Airtourer training aircraft that originated from Australia.

Enthusiastic from the start, Sir Derrick, who had already ordered an Islander without knowing quite what he would do with it, saw there was an urgent need for a new air service to the island. He was acquainted with John Britten and Desmond Norman and on seeing the potential for the right airline operating the right aircraft linking Alderney with the other Channel Islands, he took an active interest in the design and development of the BN-2 Islander. He is reputed to have told John and Desmond "You build the Islander and I'll buy it".



John Britten (left) hands over the log book of BN Islander G-AVCN to Glos-Air's Chief Pilot, Bert Lane. Also present are Desmond Norman (centre left) and Glos-Air's managing Director, Charles Poole (Guernsey Press)

Glos-Air subsequently took delivery of Islander c/n 3, G-AVCN, on 13 August 1967, just after the aircraft had received its passenger transport certificate of airworthiness.

Aurigny Air Services Starts Operations

Following Fred Morton's initial contact with Sir Derrick Bailey, the prospect of running an inter-island air service was taken further when agreement was reached that Glos Air would undertake a trial service for a minimum of two years. On 28 December 1967 Glos Air's Islander made a demonstration flight from Guernsey to Alderney with representatives from the airport sub-committee of the States of Guernsey Board of Administration on board.

With Glos-Air providing an aircraft, and as the technical arm of the new airline, Aurigny Air Services was formed and formally registered on 19 February, 1968. It became the second airline, after the Scottish airline Loganair, to operate the Islander on scheduled services when Islander G-AVCN, made the airline's inaugural flight from Alderney to Guernsey on 1 March 1968.

The early days of Aurigny operations were understandably hesitant as nobody knew much about running an airline. The Islander was a new, relatively untried aircraft and every passenger had to be weighed before final payloads could be calculated. Employees were expected to tackle any task, including, arranging reservations, baggage-handling, weighing passengers, and basic aircraft checks. At the start there was a very basic timetable and no proper reservations system - flights were simply put on when passengers wanted to go. The plan was to operate until all passengers had been carried each day, and from the outset flexibility was very much the key. A full timetable was issued for Aurigny services in the summer of 1968.

In Alderney a shed originally acted as an office, although this was to be replaced later by a portable cabin. These temporary buildings would be Aurigny's uncomfortable, cramped headquarters for more than 21 years - ideal in the summer, but unpleasant during the cold, wet and windy winters.



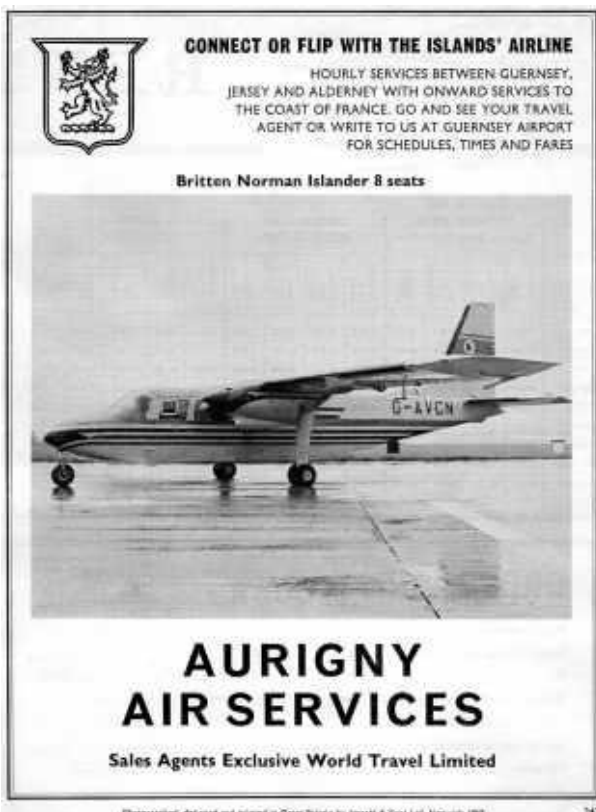
*Passengers boarding
Aurigny Islander G-AVCN
on the ramp at Guernsey
Airport
(BNAPS Archive
Collection).*

In anticipation of the formal start up of Aurigny Air Services, Glos-Air carried its first fare paying passengers on 14 February, 1968, when a group chartered Islander G-AVCN to fly from Guernsey to Caen.

Aurigny Air Services commenced operations on 1 March 1968 when Islander G-AVCN with 5 passengers on board was flown from Alderney to Guernsey. Initially, twice daily flights were operated, departing Alderney at 08:30 and 16:30 and returning from Guernsey at 09:15 and 17:15. More services were added according to demand. Two extra flights were run on the first day of operation alone, and a charter flight to Cherbourg was operated on 5 March.

Although the new airline was officially Aurigny Air Services, the name Glos-Air was still used until around June 1968. On the second day of services, Islander G-AVUB, c/n 9, arrived in Alderney on lease from Herts & Essex Aero Club, and operated some of the services. During March 1968 G-AVCN and G-AVUB operated 110 rotations between the Islands. When Aurigny's second Islander G-AWBY, c/n 17, arrived on 15 March 1968, G-AVUB returned to the Herts & Essex Aero Club. Aurigny's third Islander, G-AWBZ, c/n 18, arrived at the end of March.

Demand continued to grow for the new services which became more frequent and more extensive as the year went on. In May, Aurigny had inaugurated routes from Guernsey to Jersey and Alderney to Jersey, as well as from all three islands to Granville in Lower Normandy, with tickets on the latter route costing £4 return from Jersey and £5 from Guernsey or Alderney.

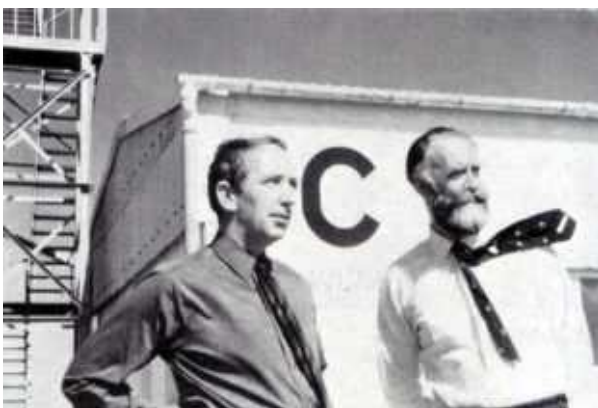


Early 1968 Aurigny advertisement for new Channel Islands air services (BNAPS Archive Collection).



Aurigny Air Services and Glos Air summer 1968 timetable cover (BNAPS Archive Collection).

Day to day management of the new air service was the responsibility of John Possnicker with Glos-Air's Charles Poole involved in the management of the service as well as being a pilot. Other pilots assigned at the start of the service were Bert Lane and Butch Catchside.



Charles Pool (left) and John Possnicker (BNAPS Archive Collection).



Passengers boarding an Aurigny Islander at Alderney Airport (BNAPS Archive Collection).

Additional pilots were recruited mainly through personal contacts. Bert Lane had a varied career serving in the RAF from 1943 to 1962 and joined Glos-Air in 1964 to fly charters out of Staverton Airport and in late 1967 became involved with setting up Aurigny Air Services. Bert was Chief Pilot at Glos-Air and with Aurigny Air Services until his retirement in 1983. Through his RAF contacts Bert Lane was instrumental in another former RAF officer, Doug Coxell, joining Aurigny Air Services. This extract from Doug's memoirs explains how this happened and gives a summary of his time with the airline:

During a visit with the A.O.C. in C to Gloucester / Cheltenham (Staverton) airfield, I heard from an ex R.A.F. colleague, Bert Lane, that his boss, Sir Derrick Bailey, who had acquired a Britten-Norman Islander aircraft, had agreed to start up an airline based in Alderney. This turned out to be Aurigny Air Services with Bert Lane as Chief Pilot.

I converted on to the first Islander, G-AVCN, whilst on leave in April 1968 and joined them in July after obtaining my Civil Instrument rating at Stansted on a Dove. During my time at R.A.F. Wyton I acquired a 50 c.c.Vespa scooter from the son of the Station Commander. This I decided would serve me well in Alderney so set off one very early morning from St. Ives, Huntingdonshire, as it then was, for Staverton, now Gloucester/Cheltenham airfield, where my Islander had been serviced.



Left -Doug Coxell and the Vespa that he used during his time on Alderney (Chris Unitt).

Right – Doug Coxell in 1986 when he retired as Aurigny Air Services' Chief Training Captain (Jan Coxell).



Initially based in Alderney, I obtained my Type Rating and Instrument Rating Examiner qualifications ending up as Chief Training Captain and in 1976 Flight Operations Manager. Our Engineering Base was with Anglo Normandy Aviation in Guernsey, an associate company of Aurigny and I moved there in 1976 becoming a Co-Director of Anglo Normandy.

After 18 years flying Islanders, Trislanders and Twin Otters around the Channel Islands and adjacent coasts of France and England, I was obliged to retire from Public Transport flying at the age of 65 plus on 21 December, 1986, due to a change in Aviation Law which came into effect that day. The age limit for single pilot Public Transport had now become 60.

In the early days of flying the Islander and Trislander there were no auto-pilots and this entailed real hands on flying; sometimes as many as 13 short sectors a day. Someone calculated that we did as many take offs and landings in a year than a long haul pilot would achieve in his whole career.

Thanks go to Jan Coxell for providing the extract from Doug Coxell's memoirs.

The popularity and instant success of the new Channel Islands Service was reported in several news items in the B-N publication Britten-Norman News.

Britten-Norman News-May/June 1968

ISLANDERS IN SERVICE

FIELD REPORT NUMBER ONE

THE CHANNEL ISLANDS

A RED and yellow aeroplane bearing the Alderney lion on its tail-plane is becoming a familiar sight in the Channel Islands. The plane — a Britten-Norman Islander — is on a scheduled service between the islands and by the end of the year four Islanders will be in service on the routes.

The operating company are Aurigny Air Services, an associate company of Glos-Air of Staverton, Gloucestershire, who ordered the first production Islander which was delivered last year.

Successful

Glos-Air formed Aurigny after a request from the people of the Channel Islands for an efficient inter-island service. Glos-Air were contacted because they were already successfully operating Islanders for charter work.

Within five weeks of the request, Glos-Air had formed Aurigny and were providing up to five round trips a day between Alderney and Guernsey. During the summer months the company hope to provide services between all the islands and also the French coast.

"There are some 80,000 passengers moving from island to island every year

and if they are all taken by our aircraft it would mean about 10,000 flights a year," said Mr. Charles Poole, Glos-Air's managing director. "At the moment the ticket and luggage facilities are being handled by a travel organisation on the Islands but we soon hope to have our own facilities."

A ground staff of three and a flying staff of two are employed on the service, and this will be enlarged when the company takes delivery of the other Islanders.

Servicing facilities are also planned in the Channel Islands, but at the moment all the aircraft will go back to the base at Staverton for overhauling on a strict rotation scheme.

The 35 to 40 mile trip between Alderney and Jersey takes 20 mins. and the trips between Alderney and Guernsey, and Jersey and Guernsey will take 15 mins. each. The cost of fares from Alderney to Guernsey is £2 single and £4 return.

"We have both tourists and local passengers travelling at the moment," said Mr. Poole. "In the summer months tourists using the flights will far outnumber the local people."

Glos-Air was formed in 1963 by Mr. Poole, Sir Derek Bailey, who is chairman, and Mr. Neville Wright. During its first months it operated as an aircraft engineering company. Charter

AURIGNY AIR SERVICES

work started soon afterwards and an order was placed with Britten-Norman for an Islander, although Glos-Air had not even had a trial flight at the time of placing the order.

"As soon as we saw them we knew they were the ideal



● Mr. Charles Poole

aircraft for our type of work," said Mr. Poole. "They are comparatively cheap and simple to operate and what is more important for the Channel Island service is that they need only a small runway for take-off and landing."

In addition to the four Islanders working the Channel Islands, the company will use one for charter work and keep one in reserve. "We can have six Islanders for the price of one similar aircraft doing the same job," said Mr. Poole, "and this is another reason why we chose the aircraft."

Britten-Norman News - June 1969

Aurigny Air Services Called in by BEA to Support Isles of Scilly Air Link

An Aurigny Air Services Britten-Norman Islander carried over 1,500 passengers between Penzance and the Isles of Scilly for British European Airways between January 8 and March 2, while their S-61N helicopter was out of action with gearbox casing trouble. It made more than 150 round trips over the 38-mile route. Only eight scheduled flights were missed in January because of bad weather, and in February there were a mere two cancellations.

The Islander was operating up to seven flights a day in each direction. The lone 26-seater helicopter on winter service would have been making two trips daily each way. It is nearly five years since helicopters replaced Rapides on the Penzance-Isles of Scilly service. The Islander operated out of Land's End Aerodrome at St. Just, from which the BEA Dragon Rapides used to fly.



*Aurigny Air Services Islander G-AWNR
being unloaded at St Mary's Airport,
Isles of Scilly
(BNAPS Archive Collection).*

This was an interesting exercise in view of the likelihood that BEA will revert to fixed wing planes to operate this service. The changeover could well come after October, when the coming summer schedule is completed.

In the interests of economy, BEA have initiated a feasibility study into the operation of STOL aircraft on the route. The Islander operation has obviously made a useful contribution to this study. I talked to BEA officials this week about the Islander's work on the route and was told that it had done "wonderfully well." It would therefore be very nice if I could report that it was the favourite STOL choice of BEA should they decide to revert to fixed wing aircraft on this route.

Unfortunately, it isn't. Its nine-passenger capacity, which has made it a winner in so many parts of the world, militates against it in BEA thinking to date. But, of course, the feasibility study is still in its early stages, so there is hope ...

Summer traffic is the key factor. The helicopters operate 13 flights a day in each direction at the height of the season, thus giving a passenger capacity of 650. It must also be remembered that holidaymakers tend to carry a lot of baggage. Traffic of these dimensions needs larger planes than Islanders, it is felt. But would the Islander be so unsuitable? I don't believe so.

On capacity, it would take three 20-seaters or six Islanders to do the work of two S-61Ns. Six fully equipped Islanders, at about £33,000 each, would cost just under £200,000. Three 20-seater turboprops would cost about £625,000 - or one and a half million hard-earned dollars. Half-a-dozen Islanders operating quarter-hourly services could cope with the summer traffic, and, I understand, could do it at a lower operating cost (including crews). When it comes to off-peak operations, the Islander, which breaks even with as little as three passengers, would have a definite edge over larger and more expensive machines.

One machine has just shown that it can handle winter traffic. Surplus Islanders could be put out for charter work. So, when the time comes, I think Britten-Norman might well make a case for the operation of their sturdy little plane on the Penzance-Scillies route.

And Mr. Wilson*, with balance of payments problems on his mind, might feel a little happier if he could travel to and from his holiday retreat in a British-made plane.

Reprinted from Southern Evening Echo

**Harold Wilson was UK Prime Minister at the time and had a holiday home on St Mary's*



By the end of August, 1969, Aurigny Air Services had carried more than 100,000 passengers in the 18 months since they started operating with Britten-Norman Islanders in March, 1968. In that time the five BN-2A Islanders have made more than 23,000 landings in 6,700 flying hours. In June, 1969, the Islanders carried over 10,000 passengers and 25 tons of freight.

In July, Aurigny were scheduling 76 sectors per day offering over 600 seats; running 27 return flights daily between Jersey and Guernsey, eight return flights between Alderney and Guernsey and three return flights daily on the Alderney to Jersey route.

On July 11, 331 passengers and 804 kilos of freight were carried on the Jersey to Guernsey route alone, and on July 30 the Islanders carried 632 passengers on all routes-a load factor of 93%.

Aurigny increased their schedules in August to 84 sectors offering a total of 672 seats daily, mainly on the Jersey-Guernsey route. During this month the five Britten-Norman Islanders were carrying an average of 500 passengers every day.

In addition, the Islanders are adding to their reputation for profitable versatility by regularly carrying more than 25 tons of freight every month. Fresh fruit and vegetables, tinned food, groceries, daily papers, machine parts, outboard motors, 9ft. surf boards, motor exhaust pipes, computer cards, etc., are all typical of the loads carried in the Islander's large 168.5 cu. ft. cabin.

The inter-Channel Island routes now operated by Aurigny with the BN-2A Islanders have previously proved uneconomical for other operators with a variety of larger and more costly aircraft.

With five of the ten-seat Britten-Norman Islanders, WHICH TOGETHER COST LESS THAN ONE 18-SEAT TURBO-PROP TWIN, the Aurigny formula of reliable high frequency schedules has proved to be not only a commercially viable answer but has also given the community a frequency of service which has generated a steady increase in traffic.

The style of Aurigny Air Services operations was captured by journalist Kenneth Owen in an article that appeared in The Times in 1969, titled "Channel Islanders":



Alderney is the other Channel Island. Jersey and Guernsey are where the action is, and where the people are. For those who prefer inaction and fewer people, Alderney is the place. Not that life has always been quiet on Alderney - or Aurigny, as it was formerly known.

Two hundred years ago the islanders were having a pretty wild time on board privateers fitted out by the governor, mixing it with the Spaniards, the French and Barbary pirates on the highly hazardous high seas.

Meanwhile, back on the island another profitable industry had grown up-the large-scale manufacture of small kegs to hold the duty free liquor which was purveyed to the entrepreneurs (known also as smugglers) who came regularly from England, did business on the island, and disappeared into the night.

Nowadays a different kind of Islander is bringing trade to Alderney -Britten-Norman's nine passenger, passenger, twin-engined feederliner, born on the Isle of Wight and now linking Alderney, Guernsey and Jersey in a near-continuous bus stop operation run by Aurigny Air Services. The aircraft is proving as well-suited to this mini haul, high-frequency service as its name is appropriate.

Aurigny Air Services was formed last year (1968) to keep open the inter-island air links when British United Airways pulled out of the Channel Islands. British United Island Airways still provides the main direct link from England to Alderney, flying Herons from Gatwick. Aurigny was formed as an associate company of Glos-Air of Staverton Airport, Cheltenham, with Charles Poole as managing director of both companies.

The single Islander with which Aurigny got off the ground, with flights to Guernsey on 1 March 1968, has now increased to a fleet of five. For most of that summer, the airline was operating three Islanders on scheduled services to Jersey, to Guernsey, between Jersey and Guernsey, and to Granville on the French coast. Busiest legs were those linking Alderney and Guernsey, and Guernsey and Jersey, on each of which an hourly service in each direction was maintained throughout most of the day. The island-hopping nature of the flights is indicated by the flight times involved - 15 minutes on the above two legs and 20 minutes from Alderney to Jersey.

What Aurigny was trying to do was to start a regular shuttle service around the islands; to cut out frills and red tape and run a country bus type of operation. The Islander proved ideal; its reliability during the first months was surprisingly good for a new type of aircraft. Major maintenance is done at Staverton.

As traffic builds up, Aurigny has no plan to acquire bigger aircraft. Carrying nine passengers, the Islander is a mini-bus rather than an omnibus, but it is exactly what this airline needs. More Islanders will give higher flight frequencies and more flexibility and this, Charles Poole is convinced, is what the passengers want.

Many people on Alderney retain an affection for the Dragon Rapide aircraft which served the island for years, both before and after the 1939-45 war, and in many ways the Islander is a worthy successor to the venerable biplane. I went along as a passenger to sample the Aurigny service round the islands.

It is nice, for a start, to get in as one gets in a car. It is nice for the ninth passenger to sit next to the pilot. And it is nice for the others to hear the captain's pre-flight comment ('Good morning, ladies and gentlemen, our flight time to Jersey is 20 minutes and the weather is good...') coming not from a remote public-address system but from the captain himself, as he turns round, leans over the back of his seat and just talks. '... We'll be flying at about 1,200 feet; I hope you'll have a pleasant flight,' the captain concludes. 'Thank you,' replies the polite old lady in the seat behind. In such a group this seems a perfectly natural reaction; we are a group of ten people travelling together, one of whom happens to be the pilot.

Alderney Airport is a quiet, basic sort of place. The passenger terminal is about the size of a modest holiday chalet; Aurigny's head office is a largish wooden garden shed. The runways are unpaved; the tower is on stilts. The staff are few, and friendly. As we taxi out for take-off, one other small aeroplane is half-filling the apron, or so it seems.

Twenty minutes later we are taxiing in at Jersey, past huge hangars and a bland, fat terminal, sharing the acres of concrete with One-Elevens, Vanguard's and the complicated bustle of a big-time airport. After only a week in Alderney, this strikes me as too busy, too noisy, too crude.

In the terminal, also, there are too many people, too many shouting advertisement hoardings, too much busyness. The captain has to be busy, checking in, through and out in about 15 minutes. We flight-plan in Air Traffic Control, next to a notice listing a French sailing boat which is missing. A quick look from the terminal roof, the noisy tarmac, the chew-view restaurant ... then ... out with the next clutch of passengers, into the Islander, to await take-off. And wait is the right expression, as Viscounts come and go.

Fifteen minutes after taking off and heading out across Jersey's many-bodied beaches, we are flying over the glinting glasshouses that cover Guernsey. In size and busyness its airport is midway between Jersey and Alderney.

In company with car spares, shellfish and newspapers I wait at the Aurigny desk for the Alderney flight. 'They have amusement arcades in Jersey,' the desk girl confides. 'They have discotheques. We don't have them here in Guernsey.'

What they don't have in Alderney would fill a book and, fifteen minutes later, it was good to be back. The no-fuss minibus service of Aurigny Air Services is a routine, unspectacular operation, and it works.

In its first year of operation, ending last 28 February, 1969, Aurigny carried almost 46,000 passengers and 440,000 lb. of cargo on a total of 9,300 flights. Last winter the company was flying at a higher rate than this -carrying 4,000 passengers a month - and its target for 1969-70 is 120,000 passengers.

This summer, Aurigny cut the red tape still further by simplifying booking arrangements to give what is virtually a walk-on service-and flights every half-hour from eight in the morning to nine-thirty at night-on the busiest legs. For the future, an expansion of the routes into France is planned, together with still more-frequent flights between the islands.

At the end of our family holiday in Alderney we half-filled an Islander and flew to Jersey to connect with a BEA Vanguard that would take us, and some 130 other souls, back to civilisation. Some months later I asked the children to write down what they thought about the Islander. Mark, the youngest, had no comment.

'I like the Islander because I could see the sea,' declared David. 'When we landed I had a funny feeling in my ears. The wing was over the fuselage and I could see the engine. The undercarriage hung out and we sat two by two. There was no hostess and even if they did have one they would be no use as it cannot fly as far as airliners can.'

'The Islander was rather noisy but I enjoyed it very much,' wrote Alison. 'I thought that the ride in the Islander was more pleasant than in the Vanguard because there were only nine people in the Islander and more than a hundred in the Vanguard.'

I must have a word with Des Norman and John Britten about hostesses sometime ...

B-N Islanders operated by Aurigny Air Services 1968 -1990

c/n 3 G-AVCN

Delivered to Glos-Air 13.8.67. Transferred to Aurigny 8.67.
Sold back to B-N 19.5.75
Subsequently exported to Guadeloupe 31.1.76.
Returned to UK 1.2000.
Restored for static display 2010 – 2020
Now awaiting re-assembly at Wight Military and Heritage Museum, Isle of Wight.



BNAPS Archive Collection

c/n 17 G-AWBY

Delivered to Glos-Air 15.3.68. Transferred to Aurigny 8.4.68
Sold back to B-N 3.11.71.
Exported to Italy for Avio Laco, registration I-LACO 15.9.72
Now in Florida as T7-IGF.



BNAPS Archive Collection

c/n 18 G-AWBZ

Delivered to Glos-Air 26.3.68. Transferred to Aurigny 8.4.68.
Sold back to B-N 24.1.72.
Exported to Australia 26.3.73, as VH-ISG
Written off in Tonga 3.12.75.



Ron Roberts Collection

c/n 30 G-AWNR

Delivered to Aurigny Air Services 29.10.68
Sold back to B-N 31.12.71
Sold to Loganair 28.6.72
Sold back to B-N 12.77
Exported to USA 4.2.78, as N30BN.
To Panama 16.5.85 as HP-1077KN, then Venezuela 1991 as YV-508C.
Written off in 1997.



Ron Roberts Collection

c/n 48 G-AWVY

Delivered to Aurigny Air Services 6.3.69.
Sold back to B-N 26.1.72
Exported to USA 25.9.76 as N48BN.
Back to UK 1079 as G-AWVY, to Sweden 3.81 as SE-IIA.
To Estonia 2006 as ES-PNA,
Returned to UK 30.8.13, wfu and fuselage used as prop for Spectre film 2015.



BN Historians Collection

c/n 70 G-AXDH

Acquired by Aurigny Air Services from Skybird Parachute Club December 1987
To Montserrat as VP-LMG 10.9.90
Damaged in a hurricane 9.95, and reduced to spares.



BN Historians Collection

c/n 139 G-AXVR

Delivered to Aurigny Air Services 3.2.70
To Loganair 1.73
Exported to USA 12.4.78 as N139BN
To Honduras 12.86 as HR-LAR, then back to USA 5.91 as N139BT
To Israel 9.91 as 4X-CCO. Written off 17.8.95.



BN Historians Collection

c/n 147 G-AXWP

Delivered to Aurigny Air Services 27.2.70
To Isle of Scilly Skybus 20.6.88
Exported to Montserrat as VP-LMH 11.93
To Grenada as J3-GAI. WFU by 2000.



BN Historians Collection

c/n 149 G-AXWR

Delivered to Aurigny Air Services 27.2.70
To Isles of Scilly Skybus 17.5.89
Exported to Venezuela as YV-921C 1.95
Became YV1241 and may still be in use.



Barry Friend

Leased aircraft

c/n 9 G-AVUB

26 February 1968 – 31 March 1968



BN Historians Collection

c/n 134 G-AXXF

4 June 1970 – for a few days



BN Historians Collection

c/n 170 G-AYCV

22 May 1973 – August 1973



BN Historians Collection

Aurigny Air Services Islanders Phased Out as Trislanders Enter Service to Meet Increased Traffic Demands

By 1970 Aurigny Air Services had eight Islanders in operation serving all the inter-island routes together with links from Guernsey and Alderney to Cherbourg and Alderney to Southampton. A route to Granville that was set up in 1968 but was discontinued due to lack of demand. Aurigny Air Services had nineteen pilots and over fifty ground and handling staff. With yearly passenger numbers now at over 145,000, and increasing, together with further expansion, it was necessary to cater for the steady growth by acquiring more Islanders or to find a suitable larger capacity aircraft. It was estimated that twelve Islanders would be needed and something like thirty six pilots to fly them. This was not seen as a practical or economically viable way ahead for the airline.

Once again by happy coincidence, B-N had been examining various concepts for a larger capacity aircraft as a new design. However, funding was a major consideration and they had now focussed on what could be achieved by looking again at an expanded Islander concept. Sir Derrick Bailey discussed the need for a larger capacity aircraft with John Britten and Desmond Norman.

Ideas had already been circulated amongst the design team at B-N that resulted in a proposed 16 seat aircraft having a high degree of commonality with the Islander but with a third engine installed on a new tail section. The company already had a stretched Islander, the Islander Super G-ATWU, and this was used as the basis for the BN-2A Mk.III Islander proof of concept demonstrator that made its first flight on 11 September 1970. The success of initial flight trials led to construction of the production prototype BN-2A Mk.III, G-AYTU, now officially known as the Trislander, that was used to obtain certification of this new BN-2 variant.

Sir Derrick Bailey had signalled to B-N that it was his intention to order the Trislander as the larger capacity aircraft that suited Aurigny Air Services operations, whilst still retaining the rugged dependability and simplicity of the Islander that had proved to be so successful for his airline.

Aurigny Air Services first Trislander G-AYWI, c/n made its first flight on 29 April 1971 and was delivered to the Channel Islands on 29 June 1971. After a period of crew training, Trislander operations commenced on 1 October 1971. The Trislander type served Aurigny Air Services well for over 45 years, the last Trislander, G-BEVT, c/n 1057, being taken out of service on 31 May 2017.



View of Aurigny Service's first Trislander, G-AYWI, c/n 262, at Guernsey in the late 1970s with Islanders G-AXWR and G-AXWP during the period of mixed operation of the two types (BNAPS Archive Collection).

Aurigny Air Services Alderney to Cherbourg Inaugural Flight By Islander G-AWBZ 16 November 1970

On Monday 16 November 1970, despite torrential rain and a Force 6 gale, Captain P D Elliott took off from Alderney Airport in an Aurigny Islander, registration G-AWBZ, c/n 18, with seven passengers and landed on schedule at Cherbourg Airport. Perhaps it was fortuitous that one of the passengers was a priest. Being the inaugural flight, all but one of the passengers were either Aurigny people or local dignitaries. The sole fare paying passenger was a Channel Island businessman who welcomed this new service to Cherbourg.

People on the flight:

P D Elliott	Aurigny Pilot
George Baron	States of Alderney President
Arnie Brehault	Guernsey resident
E D Collas	States of Guernsey representative
Mrs J Cottam	Aurigny Sales Manager
L A Guillemette	Guernsey States Supervisor
Rev. Abbe Lecluze	Priest of French Roman Catholic Church in Guernsey
John Possnicker	Aurigny General Manager



Islander G-AWBZ at Eastleigh Airport in 1972 (Barry Friend).

To celebrate this event a number of postal covers were flown and subsequently franked and posted in both Alderney and France.



Inaugural flight first day covers were posted in Alderney and France (Norman Hobbs).

Signed cover by Aurigny pilot P D Elliott (via Tony Creasey).

The maiden flight of BN-2 Islander G-AWBZ, construction number 18, took place at Bembridge on 13 March 1968. After further flight tests and painting this aircraft was delivered to Glos-Air (a subsidiary of Brinsop Farms Limited) at Staverton on 26 March 1968. Another Brinsop Farms subsidiary (Aurigny Air Services) was formed to operate the Channel Island flights, Aurigny being the French word for Alderney. On 8 April 1968 G-AWBZ became the third Islander to join the Aurigny fleet. Soon after Trislander G-AZJA, c/n 305, entered service, Jarrold and Sons Limited of Norwich published an Alderney postcard depicting both aircraft.

As Aurigny replaced Islanders with Trislanders, G-AWBZ returned to Bembridge for refurbishment, repaint and an upgrade to a BN2A-8.

On 26 March 1973 G-AWBZ departed Bembridge, via Fair Oaks, to Bankstown Airport, near Sydney. The ferry pilot was Janet Ferguson of West London Air Charter. This was the twenty-seventh Islander to be delivered to Islander Aircraft Sales (BN's Australia distributor). At Bankstown registration VH-ISG was applied and this aircraft was used as a demonstrator, apart from a short term lease in May 1973 to Macair in Papua New Guinea. In September 1974 ownership transferred to Pacific Resorts, in Eastwood, NSW.

VH-ISG was written off near Du Motu, in Tonga, on 3 December 1975 but fortunately there were no casualties.



Alderney postcard depicting Islander G-AWBZ with Trislander G-AZJA (Norman Hobbs)



Islander c/n 18 as VH-ISG, Islander Aircraft Sales, Bankstown August 1973 (BN Historians)

Innovative Plan to Revive Channel Islands Air Services

Recent efforts by Air Alderney to revive the inter-island air services for the Channel Islands have been watched with great interest over the past 2 or 3 years. Despite several attempts to by Air Alderney to set up the service it seems that the company has been faced with one obstacle and another at every turn.

The opportunity presented by the adoption of electric power for commuter type third level operations and aircraft has inspired the creation of GreenAir by Mark Harrisson. BNAPS was contacted by Mark a few weeks ago and he has kindly put together a brief for BNAPS News about GreenAir, its aims and purpose and the direction in which it is heading.

GreenAir News Brief March 2021 by Mark Harrisson, GreenAir CEO

GreenAir CEO Mark Harrisson has had a long association with Islanders. A 1968 summer job with Fairoaks Aviation Services Ltd. (then UK Sales agents for BN) made the first link with the Islander and with G-AXDH. Onwards via Bristows, FIGAS, Aurigny (again linking up with G-AXDH) and Channel Islands Air Search...many years, many operators, many Islanders.



Mark Harrisson GreenAir CEO



Trained as an aeronautical engineer by Rolls-Royce in the 1970s Mark went on to become a Licenced Aircraft Engineer and then an Airline Transport Helicopter Pilot with Bristow

Helicopters. His fascination with electric aviation started 35 years ago when he realised beyond doubt that this was the future.

In 2018 Cranfield Aerospace Solutions Ltd selected the Islander as the aircraft for UK Government backed **Project Fresson**. Mark immediately became deeply involved with that project and its development of the Electric Islander. Teaming up with David Hayler, another aviation engineer / helicopter pilot / Electric Aviation businessman, both began detailed planning for GreenAir

GreenAir expects to be the launch operator of the Electric Islander in 2024 providing inter Channel Island passenger transport. Operations will start this year with piston Islanders and replicate the model so successfully run by Aurigny from 1968 using up to eight Islanders. The routes are the same, the need is the same and the business model well proven. When the Electric Islander becomes certified GreenAir's existing fleet will be modified one by one. GreenAir aims to be the world's first Carbon Zero operator.

The environmental, economic and social benefits of GreenAir's initiative in introducing the electric Islander into scheduled passenger service within the Channel Islands are seen as:

Environmental

- Achieve a carbon neutral Inter-Island Air Service
- Demonstrate to the world the Channel Islands' positive willingness to tackle global warming
- Reduce overall energy and material consumption

Economic

- Reduce aircraft operational and maintenance costs
- Reduce ticket cost
- Create a stable and sustainable financial model

Social

- Improve connectivity frequency and regularity
- Simplify check-in and security requirements
- Create a seamless, rapid and affordable transport system

For more information go to:

<https://www.alderneyairlinks.com/alderney>

<https://mh-spirit-of-electric-aviation.com/>

Reference to the following link gives an idea of where the Project Fresson was 18 months ago:

<https://www.cranfield.ac.uk/press/news-2019/cranfield-announces-uk-government-grant-for-the-development-of-electric-flight>

Massive steps have been successfully achieved since then with important press releases. More are due imminently. Look out for them, they are well worth reading. Similarly, GreenAir expects to be issuing important updates soon after this article is published and will be delighted to provide a series of updates to BNAPS in the coming months. Exciting times!

Islander c/n 531 C6-LDC - Ferry Flight from Bembridge to Fort Lauderdale in 2010 and back to Roskilde in 2015

BNAPS' Facebook member Dirk Verdonck has recently posted an interesting tale of his ferry of Islander C6-LDC (c/n 531) from sunny Florida to Denmark. For those of you not on Facebook we relate the story here, and a newly discovered account of the ferry out to the Bahamas.

C6-LDC was one the 6 former Belgian Army Defenders that were bought by B-N in 2006. Restored to G-BDZI, c/n 531 arrived at Bembridge 25.10.06. The Belgian Army had upgraded the Islander to a BN-2B-21, but during the demilitarization by B-N, the aircraft reverted to a BN-2A-21 in September 2009 – however keeping the tail top nav light indicative of the BN-2B series. It was not until October 2010 that the sale to Lindroth Development Company, Great Abaco, Bahamas (operated by Schooner Bay Concierge Air Travel.) was agreed. The aircraft left Bembridge as G-BDZI 24.11.10. The registration was changed prior to arrival in the Bahamas 2.1.11 as C6-LDC.



Islander c/n 531 at Bembridge in October/November 2006 in Belgian Army colours but now registered as G-BDZI

At the end of November, 2010, the aircraft was ferried to the Bahamas by Maurice Hynett, Deputy Chairman of B-N. Here is Maurice's rousing account of the delivery that appeared in Bahamas Weekly:

I set off- all alone – from the Isle of Wight to Stornoway, (Hebrides, Scotland) on Wednesday 24 November, 2020, with a night stop in Reykjavik (Iceland). There were headwinds all the way, and I flew for more than 9 hours that day. Bear in mind that I had no autopilot.

On Thursday, I refuelled at Kulusuk, in Greenland. Once I had climbed out of the bad weather at Kulusuk, the flying conditions were magnificent. I flew low level over the Greenland Ice Cap, which rises as high as 10,000 ft. I flew for 2 hours at between 8 and 9,000 ft in glorious sunshine with the ice close below me, brilliant white in all directions. I was talking to no-one and there was nothing man-made in sight.

After refuelling again at Kangerlussuaq (still Greenland), I made a night stop at Iqaluit (Baffin Island – Canada's North West Territories), where I had landed at night in 1 mile visibility and 300ft cloud base, in heavy snow, after flying for more than 9.5 hours in the day.

On Friday, I only got as far as the south coast of the entrance to Hudson Bay – Kuujjuaq. Here they refused to refuel me, although they agreed to sell me AVGAS in 200 litre barrels. I had to leave the airport to buy a hand pump, a funnel and a jerry can. With these "tools", I managed to refuel the aircraft all by myself. It took me over 3 hours to do the job, so I couldn't press on that day because I'd missed the weather, which had closed in as I worked.

The next day I made Sept Iles (Quebec – on the St Lawrence Seaway), having refuelled and de-iced at Wabush (Labrador and Newfoundland). I'd been carrying so much ice out of

Kuujuuaq that I was losing about 25 knots of airspeed on my flight to Wabush – hence the need to refuel there. After a spray with warm glycol, most of the ice disappeared and my performance into Sept Iles improved significantly. Throughout my time in Quebec, I had needed to speak French – most Quebecois genuinely do not speak English.

On Sunday morning, US Customs processing at Bangor (Maine) was swift and entirely courteous. It didn't do any harm at all that the senior Customs Officer (born and bred a US citizen) went to the "royal" school in Scotland, Gordonstoun – where, as I explained to him, both my son and my grandson did their time. Instant rapport! Of course, it helped that all the required documentation was completed and in place for the temporary importation of the aircraft into USA for avionics work in Florida.

Immediately after Customs clearance, I took off for a 4.5 hour flight to Virginia Beach, where my friends at the Fighter Factory pumped nitrogen into the nose-wheel oleo. The flat oleo had been the only unserviceability suffered on the journey through the Arctic. It had been caused by temperatures down to minus 20°C, so a repeat of the problem in the Bahamas is not anticipated!

I took a morning off at Virginia Beach to fly – purely for pleasure - my friend's de Havilland Rapide, a veteran bi-plane mini-airliner. By lunch time I was on my way south again, not really knowing where I would spend the night. I decided to fly until sunset or until the fuel state demanded a landing, and then touch down at a convenient airfield.

And so it was that on Sunday 28 November, 2010, I landed at St. Simons Island, a luxury golf resort in Georgia, where the aircraft was very much admired by all at the FBO, both staff and visiting pilots. In fact, the aircraft had been admired pretty well all the way from Scotland, and its performance lived up to its good looks.

I handed the aircraft over to Avionics Masters the following day in Fort Lauderdale. As always in ferry flying, the aircraft becomes a friend. I was sorry to part with it.



Concierge
AIR TRAVEL SERVICES

Offered to Schooner Bay Village Residents, Family & Guests – Effective 12th April 2013
Aboard C6-LDC... A 6-seater, Twin Engine, Britten-Norman Islander Aircraft

SCHEDULE

<p>FRIDAYS</p> <p>Depart Nassau – 9:00AM Arrive Sandy Point – 9:30AM</p> <p>Depart Sandy Point – 5:00PM Arrive Nassau – 5:30PM</p>		<p>MONDAYS</p> <p>Depart Nassau – 8:00AM Arrive Sandy Point – 8:30AM</p> <p>Depart Sandy Point – 9:00AM Arrive Nassau – 9:30AM</p>
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- Each Passenger is allowed 45 pounds of baggage. Children over 2 yrs of age require a seat (car seat). Pets are not allowed.
- Fractional Seat Cost (FSC) of Fuel, Pilot, Scheduled Maintenance & Aircraft Upkeep & Fees is \$135.00 per person each way. This includes free parking at Odyssey FBO, 15-min check-in.
- VIP plane access, transportation to/from Sandy Pt. – Schooner Bay
- Payment to pilot or DSB representative is required before or at time of boarding. Cash or Check only. Payable to LDC.
- Books of six (6) Fractional Seat Cost (FSC) coupons may be purchased for \$720.00 each.
- Please book by direct email to DSB (james.malcolm@schoonerbaybahamas.com) or call 242-366-2044
- Cancellation less than 48 hours before scheduled departure time will result in full penalty (FSC of \$135.00 pp.)

Schooner Bay Harbour Village
Emory A. Crane Highway
PO Box 88, 20016
South Abaco, The Bahamas

Call 1-242-366-2044 or 1-242-374-9858
Email james.malcolm@schoonerbaybahamas.com
www.dsbbahamas.com




Islander c/n 531 was given its Schooner Bay paint scheme before departing from Ft Lauderdale for the Bahamas. It also took up its new registration mark, C6-LDC.

Schooner Bay brochure for Concierge Air Travel Services operated with Islander C6-LDC.

Islander c/n 531 Makes the return Journey Across the Atlantic in 2015

In 2014 CAE Aviation purchased Islander, c/n 531, and, as C6-LDC, it came back to Europe to eventually join up with the Royal Danish Air Force Home Guard (RDAFHG). It was noted at Lelystad 17.7.15 in Lindroth Development Company colours undergoing work to be converted back to a Defender.

Now over to Dirk to tell his story of the journey back to Europe:

First some of the history of Islander C6-LDC, c/n 531. It was built as a BN-2A-21 Defender in 1976 as B-08 or OT-ALH for the Belgian Army Light Aviation Corps (BALAC).



Defender c/n 531 as B-08 at Brasschaat, Belgium, home of the BALAC

It was sold back to B-N in 2006 where it was reregistered as G-BDZI and prepared for a civilian career. The Instrument panel was civilianised, and all de-icing and anti-icing gear was removed!! In 2010 it was sold to a property developer in the Bahamas and registered as C6-LDC. It was used for island hopping in the Bahamas with clients of the company.

In 2014 C6-LDC was sold to CAE Aviation Luxembourg to be operated on the Danish register on behalf of the Royal Danish Air Force Home Guard (RDAFHG). After arrival in Roskilde in 2015, C6-LDC was re-registered as OY-FHB and work to transform it into an ISR platform was carried out by Copenhagen Air Transport, CAT, Danish Aircraft Owners, DAO and CAE Aviation at Roskilde airport.



Islander C6-LDC at Fort Lauderdale where it was sunny and hot but things changed in the coming days.

So back to the ferry flight of C6-LDC - after performing the Annual at Fort Lauderdale, we set off on 4 November, 2014, heading North via Myrtle Beach, Kennedy Space Center and Charleston Exec for a stop-over where the RH alternator was replaced, and the voltage regulator adjusted.



View of Kennedy Space Center at the start of the ferry flight.

Then further on to Reading and Wilkes Barre where we picked up an experienced ferry pilot for the 'Cold and Wet' part of the journey. During this part of the journey, the cabin heater was tested several times and performed satisfactorily! (This would soon change) Side note: The closer we came to the Canadian Border, ATC began to reply with 'Canadian LDC' which we repeated from there on as the Northern controllers were apparently used to talk to Canadian aircraft. The C6 prefix must have inspired them to presume we were Canadian as they might have never talked to a Bahamas registered aircraft before.



Stopover in Quebec was the first encounter with snowy weather

Next hurdle was getting into Canada. The flight into Quebec was the first into snowy weather and the cabin heater failed for the first time! After some delay due to a snow shower, we landed half an hour later than planned which must have upset Customs. When they finally arrived at the aircraft, my co-pilot had already gone to the restroom which nearly led to our arrest! You're not supposed to leave the aircraft before being cleared by Customs and you're not supposed to land later than your flight plan ETA. After a while, the Customs Officers finally calmed down and we were allowed to refuel and continue to Sept-Iles for an overnight stop.

After the first night in freezing conditions in Sept-Iles, there was a nice layer of ice on the wings and fuselage which took several hours to remove inside a heated hangar. The cooling

air inlets in the engine cowlings were reduced in size by adding duct tape and the oil breather pipes were drilled inside the cowlings to avoid pressurizing the crankcase in case the breather tubes clogged up.



During the stopover at Sept-Iles duct tape was used to reduce the size of the cooling air inlets in the engine cowlings.



Hot air blower in use to warm up engines of the aircraft after a cold night outside in snowy conditions at Sept-Iles

Next leg to Schefferville went uneventful and after an extremely cold snowy night, we cleared all snow easily with brooms in the morning as it didn't stick to the metal because of the very low temps. Flight planning became more weather planning from there on as we did not have de-icing boots, prop de-icing nor windshield de-ice. Luckily the pitot heat worked great, but the cabin heater always failed in sub-zero temperatures. We found out later that water had accumulated in the fuel feed system to the heater and as water freezes at 0°C, you can imagine the result.

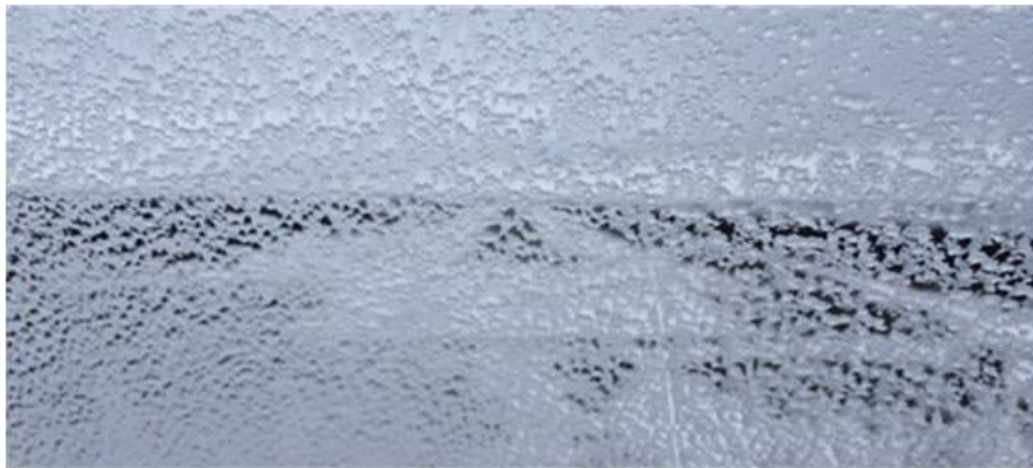
Anyway, the fuel consumption of the heater is rather high, about 4 USG per hour and that fuel was needed anyway for the longer legs to come. By then we had a plan to make good use of all fuel aboard; depart on the mains until the engines starve of fuel, switch on the fuel booster pumps and switch to the tip tanks for the remainder of the flight. As the fuel gauges were not very accurate, this was the only way to use all available fuel on board. (This was tested over land and in the vicinity of an airport before using the procedure over water)

After leaving Shefferville CYKL, we discovered that summer was definitively over! Navigating through blue skies was a necessity to avoid any ice build-up but the leg to Goose Bay went uneventful. The landing at Goose Bay CYR was a bit of a challenge due to a firm 90° crosswind with some blowing snow. From there on we carried 6 jerrycans of AVGAS on board to cater for any unforeseen landing at a strip without fuel. At Goose, the RH engine oil pressure was adjusted and the failed RH CHT probe fixed repaired.

The next leg brought us to Kuujuaq, CYVP, the flight itself in sub-zero temps in fair weather but the temps at CYVP were just above zero with light drizzle. During the descent below 2000 ft, the whole airframe started to accumulate clear ice as well as the windscreen which made for an interesting approach. Keep the localiser needle centred, have both cockpit crew members look sideways, limit the descent rate to about 250ft/min and wait for the wheels to touch the tarmac and then zig-zag to the apron. As they didn't have 100LL, we topped up from our jerrycans. The propellers, spinners, wing leading edges and windscreen were de-iced with a mix of hot tea and de-icing fluid. We set off again, heading for Iquluit, CYFB, this time where we arrived after sun set.



View on the approach to Kuujuaq



Airframe and windows iced up on the approach to Kuujuaq

At a certain moment during the approach something felt not right as we saw the lights on the shoreline at a very shallow angle although the glide slope was kept centred. Some extra power and a very flat approach made up for the failing glide slope indicator. Refuelling over there was a bit of a challenge. Temps 15°C below zero with a nice breeze and taking the fuel from cold soaked barrels. You can only buy fuel per barrel so after topping up, we again filled up the jerrycans so not a great deal of fuel was to be left behind. Every top-up in the North was between 800 and 1000\$! Departure from Iqaluit with OAT of -16°C which needed quite a bit of preheat before starting but no ice on the airframe!

The next leg brought us to Sondre Stromfjord (Kangerlussuaq), BGSF in Greenland. This was the first time we donned our survival suits as quite a bit of the days leg went over chilled water. The flight and landing were uneventful as the weather was fair that day. After the formalities, we went for the Met Office and have a long talk with the forecaster after which we were left with only one option: leave the aircraft over there, go home and return in 10 days time for more favourable weather. The Islander was taxied to the Danish Air Force Base across the runway where it would stay in a heated hangar until we could continue the ferry. Tickets were bought with Air Greenland for the enforced return trip home to Kopenhagen.



Islander C6-LDC in the heated Danish Air Force hangar at Sondre Stomfiord, Greenland

During our stay at home, we regularly checked with the Met Office to have updates on the Northern weather system so we could decide on which day to return to Greenland. (The Air Force Base at Kangerlussuaq was initially established during the war by the USAAF to serve as refuelling station to ferry aircraft from the US to the UK). After nearly two weeks we were back in Sondrefjord to finish the job of ferrying the aircraft to its new base in Roskilde, Denmark.



Ready for departure from Sondre Stromfjord

The weather was OK on the 29 November for the trip to Kulusuk, BIKF, on the East side of Greenland. This meant we were to cross the icecap and not go all the way around the South of Greenland via the coast. OAT at departure time was -26°C with clear skies and fortunately the temps only descended another 6°C during the flight at 14,000ft. After T/O, you turn left

in the first fjord and climb parallel with the glacier all the way up to about 9000ft and then a further climb to cruise altitude. Unfortunately, the cap was covered in cloud, so we didn't enjoy the magnificent views. As the cabin temps were close to OAT, the iPad used as a secondary means of navigation gave up with a warning: 'Overtemp' I presume Apple did not foresee any use at those temps anyway.

Approaching Kulusuk, tower informed us about a snow storm which would last for at least another hour so we descended to 500ft above the Atlantic to wait for weather to clear and enjoy the mini icebergs that were scattered around. After half an hour of circling, tower announced the end of the snow showers and Schooner Bay settled down gently on the snow covered runway. When slowed down at the opposite end, the 180° turn to backtrack to the apron proved to be difficult as apparently the left brake calliper had developed a leak, the O-ring had given up due to the extreme cold. The next day was 24 hrs of snow, we spent the day inside with the airport staff at their lodging a mile away. The next day, after clearing snow and preheating, we left for Iceland with no brakes, impossible to repair on site.

After a full day of snow in Kulusuk, the weather cleared, and heavy equipment was needed to clear the runway and apron and the aircraft was cleared of snow whilst hot air blowers woke up the engine rooms of Schooner Bay. Taxiing to the threshold required bursts of differential thrust as the brakes were still u/s.



Heavy equipment was needed to clear the runway and apron before departure from Kulusuk

Take off and the subsequent flight to Iceland were uneventful in clear blue skies until we got in contact with Keflavik who announced delayed traffic due to snow showers and heavy winds. After circling for over 20 mins over Reykjavik town we were cleared for the runway into the wind.



View of the crew during the final stage of the flight

A Follow-Me car waited for us to lead us to a maintenance facility we contacted before leaving to fix the brake problems. The driver of that van must have thought I was drunk as the aircraft swerved over the taxiways! During the night, the brakes were fixed whilst I enjoyed a short trip to the Blue Lagoon, not to be missed during a first visit to Iceland.

The next day, strong but favourable winds were forecasted as we left for Scotland. Stornoway was our destination, but as we neared the coast, we had not yet emptied the mains so decided to continue to the alternate, Glasgow EGPF, a total of 730 nm in just under 5 hrs.



On final approach to Glasgow Airport

The last leg was to Roskilde, Denmark for c/n 531 and its complete transformation into an ISR platform. Departing Eastwards into a nice winter sunshine, the North Sea crossing went like a breeze and again, things changed as we neared the West Coast. The shoreline was all we saw until we broke out of clouds at short final to RWY 03 at EKRK, arriving there on 3 December, 2014, after 36 flying hours - Job done!

In the next weeks, the aircraft was reregistered as OY-FHB and the transformation work could begin. All de-icing and anti-icing equipment was reinstalled, extra cabin windows added, the instrument panel was completely upgraded with digital instrumentation and information displays and communication equipment was added.



View of the upgraded instrument panel of c/n 531, now designated as a Defender and registered as OY-FHB for service with the RDAF Home Guard.

Companies involved in this rebuild were CAE Aviation, Luxembourg, owner of the aircraft for the surveillance kit, DAO or Danish Air Owners for the cockpit and communication installations and CAT or Copenhagen Air Transport for the airframe and systems overhaul.

This job took over six months to complete after which the aircraft entered service with the Royal Danish Air Force Home Guard (RDAFHG) on a five year contract with CAE Aviation. At the same time, another former Belgian Army aircraft, c/n 523 was bought in Germany (D-ISLE from Air Hamburg, formerly B-07, and G-BDVX/G-OBNL) and underwent the same transformation in Roskilde and was re-registered as OY-FHA to serve under the same contract with the RDAFHG. Both aircraft are still in service with the RDAFHG.



Danish Home Guard Defenders OY-FHA and OY-FHB at Aalborg Flyvestation Denmark (Luc Andoore).

During the lease period in 2019, the RDAF Home Guard Defenders were fitted with 4 bladed propellers and exhaust mufflers to minimise the noise impact of their operations. Anotec Engineering based in Spain was contracted to obtain the noise certificate for this modification in accordance with ICAO Annex 16, Chapter 10. A flight test campaign was performed at Roskilde airport, where a mobile flight test lab was deployed. Anotec's pilot guidance system was installed in the aircraft and test data analysed with Anotec's approved analysis software CEDRA and results reported to EASA. The noise certificate was obtained from EASA a month after the flight tests.



View of RDAFHG Defender OY-FHB with 4 bladed propellers installed.

All images are courtesy of Dirk Verdonck unless otherwise stated

Focus on Roraima Airways Trislander Operations

Roraima Airways Trislander operations continue to demonstrate the effectiveness and utility of the type that, sadly, can no longer be seen in UK skies. Recent posts on BNAPS Facebook page by Learie Constantine Barclay keep us all well informed about Roraima Airways. A couple of images recently posted on BNAPS Facebook page illustrate some of the locations served by Roraima Airways fleet of Trislanders.

Roraima Airways Trislander 8R-GRF, c/n 1023, on final approach to land at Piarco Airport, Trinidad, after a flight from Ogle, Guyana (Jetstream T&T).



Roraima Airways Trislander 8R-GRF on an air transport flight unloading at Port Kaituma, Guyana, (Learie Constantine Barclay).

Roraima Airways Trislander 8R-GRE made its first visit to Aircheng, Region 7, Guyana. The airstrip at Aircheng is 2,000 ft in length, of which 1.400 ft is unprepared (Learie Constantine Barclay).



View of the 2,000 ft airstrip at Aircheng (Learie Constantine Barclay).



Roraima Airways Islander 8R-GRB and Trislander 8R-GRE at Aircheng (Learie Constantine Barclay).

FIGAS Delivers Vaccines to Island Outposts

FIGAS Islanders serve in a variety of roles and are essential in keeping the Falklands and some of its more remote communities connected. In addition to commuting flights, regular missions include air ambulance, postal carrier, freight, environmental monitoring and scenic flights.

Recently FIGAS Islander VP-FBR took on another unique role when it was used for delivering the Oxford Vaccine to the outer islands in the Falklands. The photos below show the mobile vaccine team with Islander VP-FBM at Bleaker Island.



FIGAS BN-2B-26 Islander VP-FBR, c/n 2252, made its first flight on 24 October 1991 as G-BTLX. It was delivered to the Falkland Islands in early 1992 and took up the registration VP-FBR in March 1992. Over the past 30 years, Islander VP-FBM has accumulated over 15,000 flying hours and 34,000 cycles of operation.

Long Serving Mosquito Control Islander in Louisiana

Thanks got to Ed Foster for providing BNAPS News with a brief history of long serving Islander c/n 828 that is operated by the New Orleans Mosquito Control Board where he is aviation supervisor;

BN-2A-21 Islander, formerly G-BELK and registered in the USA as N50693, was acquired in 1983 to replace the Douglas DC-3/C-47 and augment the existing Grumman AgCat. After acquisition, the wing stores pylon modification was installed in house along with the Micronair spray pod system.

N50693 was the first Islander placed into mosquito control service in Louisiana and as far as I know, the first in North America. Other Mosquito Control Agencies in Louisiana have since incorporated Islanders into their operations, Calcasieu Parish, East Baton Rouge Parish, St. Bernard Parish and St. Tammany Parish. This department also installed the wing stores mod and Micronair spray pod system on the St. Tammany Parish BN-2T. Extensive research led to modifications which removed the rotary atomisers and installed spray booms and nozzles as well as a redesign of the chemical pumping system.



Islander N50693 with spray booms installed in place of Micronair rotary atomisers (Ed Foster).

The New Orleans Mosquito Control Board air operation is based at New Orleans Lakefront Airport, KNEW. Hurricane Katrina dealt us a severe blow (2005). While the Islander was evacuated prior to the arrival of the storm, the AgCat and much of the ground equipment were destroyed by the wall of water pushed ahead of the storm.

Evacuation of the Islander remains part of our regular drill during hurricane season (June 1 - Nov 30). While our Islander has been very reliable and performed admirably. At 44 years old, and after 38 years of Mosquito Control duty, it is showing its age and the board is currently evaluating replacement options.

Air Flamenco Trislander In Action

This action shot of Air Flamenco Trislander N920GD, c/n 1044, was recently posted on BNAPS facebook page by Julio A. Fuentes. Trislander N920GD is kept very busy with Flamenco Cargo on regular cargo flights between San Juan, Culebra, Vieques, St. Thomas, Tortola, Virgin Gorda, Dominican Republic and other islands in the Caribbean.

The service is supported by three aircraft types - Shorts SD 360 with 7,500 pounds capacity, Trislander with 3,000 pounds capacity and Islander with 1,500 pounds capacity. Flamenco Cargo specialist staff work closely with customers to define the most cost-effective aircraft for their needs and any special provisions that may be needed.



Trislander N920GD's distinctive configuration of is well displayed in this view.

Belgian Army Defender Survivor

These images of the hard landing incident at Brasschact on 14 February 2003 involving Belgian Army Defender B-03, c/n 476, came to light thanks to a recent BNAPS Facebook post by Donald Maertens.

Precise details of the incident are not known, but it appears that the full landing load was taken on the nose leg with the inevitable result. Following the incident, Defender L03 was declared damaged beyond repair and it was thought that it was destined to be stripped for parts and the rest of the aircraft scrapped.



Defender B-03 on the runway at Brasschact after the hard landing.



Views of the fuselage damage and the nose landing gear caused by the hard landing.



Subsequently, the damaged Defender B-03 was acquired by Cormack Islander Aircraft on 8 August 2006. It was re-registered as G-BDJV and rebuilt as a BN-2A-26 Islander in 2009.

In February 2011, Islander G-BDJV, c/n 476, was sold to Hawk Adventure Air in Pakistan where it was registered as AP-BJJ and put into service supporting the company's adventure holiday business operations.



Islander G-BDJV on approach to Luqa Airport, Malta, on its delivery flight (Jonathan Mifsud).

Thanks go to Allan Wright/BN Historians for preparing this comprehensive report on all known BN-2s in various states and stages of preservation around the world.

Preserved BN-2s

With the BN-2 series of aircraft rapidly approaching 60 years old, it is not surprising that a handful have ended up on display in museums or elsewhere. Here is a rundown of the BN-2 aircraft that we are aware are preserved, some in better condition than others.

c/n 3 – G-AVCN Wight Military and Heritage Museum, Northwood, Cowes. Much has been written about "our" Islander elsewhere in this publication. Hopefully it will soon become the second Islander on display in the UK. G-AVCN is unique in being the oldest surviving BN-2 and it is fitting that she will open to public view.



G-AVCN seen at the Brickfields Workshop, prior to moving to the Wight Military and Heritage Museum

c/n 26 – 501 Museum of Agriculture, Nakhon Sawan Agricultural Airport, Thailand. Delivered new to Thai Ministry of Agriculture in October 1968, 501 served with the Thai Government until the end of the millennium and was refurbished for display in 2003.



c/n 107 – 4X-FMA/001 Israeli Defence Force/Air Force Museum, Hatzerim Air Base, Israel. One of 4 Islanders operated by the IDF/AF, was retired in June 1978 with a meagre 6000 hrs. The Islander is known as the "Ankor" (translated as "sparrow") under the IDFAF designation system.



c/n 130 – 130 Museum of Aviation, Otopeni, Bucharest, Romania. Delivered to the Romanian Air Force as YR-BND in December 1969, 130 served with the RomAF until the early 1990s. After a period of use with government agencies as YR-BND, it was withdrawn from use and prepared for display in 1993, returning to its military guise as 130.



c/n 153 – G-AXZK Britten-Norman, Solent Airport. Apprentice Training Airframe. G-AXZK is a 1970 Islander and spent the first part of its life in the Caribbean with LIAT in Antigua as VP-LAD. It returned to the UK in 1987, and was used by several operators until acquired by B-N in 2006. It appeared around the time of the release of the James Bond film Spectre (2015) at Solent painted all black with James Bond logo 007 on sides. It is still believed to be at Bembridge.



c/n 285 – 4X-FMD/004 Israeli Defence Force/Air Force Museum, Hatzerim Air Base, Israel. Remarkably, two of the IDF/AF Islanders are on display at the same museum in Israel. 004 was put on display in 1982, 4 years after sister ship 001.



c/n 287 – VQ-SAC forward fuselage at Wight Military & Heritage Museum, Cowes. VQ-SAC was written off in the Seychelles in September 1976. The remains were shipped to the UK and was used by Chelsea College, Shoreham, West Sussex until 1990. The front fuselage was acquired by the late Frank Matthews in 1995 for a private restoration project. Shortly before Frank's death it was donated to BNAPS 4.14 and moved to temporary storage at the Hovercraft Museum, Lee-on-Solent 24.1.15. Moved to Brickfields, Ryde, Isle of Wight. 11.1.20, and moved again to Wight Military & Heritage Museum 7.1.21.



c/n 441 – LN-MAF Norwegian Aviation Museum, Bodø, Norway. After 8 years of service with A/S Norvings, LN-MAF suffered an accident 17.2.83, and it was decided not to repair. It was obtained by the Flyhistorisk Museum, Sola, Norway in 1985 and it was kept in storage. The Norwegian Aviation Museum, Bodø, Norway, acquired the aircraft in 11.13, and it was painstakingly restored for display.



c/n 446 – 4X-AYH Israeli Aviation and Space Museum, Rishon Le-Zion. Another Islander in Israel, 4X-AYH has been in Israel since 1975. The last operator Neshar Aviation & Tourism, Herzlia, Israel. Withdrew the aircraft from use in 2014. It has been preserved in the yard of the Israeli Aviation and Space Museum, Rishon Le-Zion since 2018.



c/n 453 – 302 Philippine Navy, Danilo Atienza Air Base. c/n 453 was the first Philippine assembled Islander from a BN supplied kit. Now retired from active service the Islander is preserved at Danilo Atienza Air Base.



c/n 457 – (N115DW) Restaurante Aviones, Barranquitas, Puerto Rico. After many years' service in Puerto Rico with several operators, N115DW was retired in the early 2000s and is now on display at the entrance to a restaurant complex with many other aircraft, several serving as dining areas. The Islander now carries Air Flamenco titles, and the odd-looking props thankfully removed!



c/n 501 – B-05 - Dike Farm Paintball Games, Sevenumsedijk 1A, 5993 NK Maasbree, Netherlands. This aircraft was one of the former Belgian Army Defenders and suffered damage by fire 23.11.88 whilst hangered at Butzweilerhof, West Germany. Remains initially used for ground instruction at Saffraanberg Technical School, and then Stored at Bierset from 1.96. Sold by auction 5.2.07, and was acquired by PS Aero, Baarlo, Netherlands. It was never displayed and was moved to the PS Aero storage site at Kessel by 12.11. It was first reported at the Paintball Games park in 6.19.



c/n 510 – B-06 National Aeronautics Museum, Brussels. This Defender was also damaged by fire 23.11.88 whilst hangered at Butzweilerhof, West Germany. Repaired for static display at the National Aeronautics Museum, Brussels 4.89.



c/n 528 – 528 Philippine Air Force Museum, Manila. Withdrawn from use and preserved Philippine Air Force Museum, Manila. 2.97. It is not known if the Defender is still on display.

c/n 549 - B-11 Beauvechain 1 Wing Historical Centre, Belgium. Withdrawn from use 16.3.04, on display near gate at Liege Bierset from 8.9.05. Moved to Beauvechain 1 Wing Historical Centre by 2012.



c/n 623 – EC-FIP Fundacio Parc Aeronautic de Catalunya, Sabadel, Spain. This 1970s vintage Islander spent its early years in Portugal, before returning to the UK in 1984 as G-AYJE. After several operators, G-AYJE was sold in Spain in 1991 and withdrawn from use in 2009. It was donated by its last owner to the Aeronautical Park in 2016.



c/n 797 – 2454 Angolan Air Force – Bucharest, Romania. After only 138 hours the Defender crashed when under fire in Angola. The wreck recovered and intended for rebuild by Romaero at Banaesa. Fuselage delivered to Banaesa circa 1981, remainder never arrived. Fuselage noted at Banaesa 4.91, in an area showing several aircraft remains in store or display.



c/n 823 – G-BELF Museum of Flight, East Fortune, Scotland. c/n 823 went to Germany as D-IBRA in 1977 but returned to the UK 10 years later. After use by several operators, predominately parachute clubs, 'LF was retired at Cumbernauld in 2001. It was donated to the Museum of Flight by Cormack Aircraft Services in 2005. It represents the two Loganair Islanders, G-BLNW (2197) and G-BPCA (2198) which operated in these colours for the Scottish Ambulance Service from 1993 to 2001. G-BELF was never used by the Scottish Ambulance Service.



c/n 1008 – G-RLON Solent Sky Museum, stored at Solent Airport. This is one of three complete Trislanders on display in the UK. 1008 was delivered new to Air Pacific as DQ-FCF in June 1975. In 1980 it was sold to Cayman Airways as VR-CAA, and then in returned to the UK as G-OCTA in 1987. After a spell with GB Airways, G-OCTA became part of the Aurigny fleet in 1991, and was re-registered G-ITEX in 2000, and G-RLON in 2002. It was withdrawn from use on 28.2.17 and made a final flight to Solent Airport 5.4.17 for storage at B-N's facility pending a move to Solent Sky in Southampton.



c/n 1016 – G-JOEY Oatlands Village, Guernsey. Following the withdrawal of the Aurigny Trislanders, the famous G-JOEY was an obvious example to preserve. G-JOEY was withdrawn from use 30.6.15, and is hanging on display at Oaty and Joey’s Play Barn Oatlands Village, Family Retreat.



c/n 1036 – B-11112 Tai-Tung City Government, Tai-Tung, Taiwan. Delivered to Taiwan Aviation Corporation, Taipei, Taiwan, 4.79. Permanently withdrawn from use 6.93, time expired. Donated to Tai-Tung City for preservation, 1997



c/n 1053 – G-FTSE forward fuselage privately owned in Guernsey. This was used by Aurigny for promotional work after G-FTSE was withdrawn from use in August 2014.



c/n 1057 – G-BEVT Duxford Museum, part of British Airliner Collection. G-BEVT was delivered to Aurigny in July 1983 and was withdrawn from use 1.6.77, with the final flight to Duxford taking place on 22.6.17.



c/n 2135 – IN139 Indian Naval Aviation Museum, Goa, India. Delivered to the Indian Navy in September 1983, it is not clear when IN139 was put on display, but from the picture taken in November 2014, it is evident it has been there a while.



c/n 2202 – ZG993 Museum of Army Flying, Middle Wallop. ZG993 was one of the second batch of Islanders for the AAC and was delivered 14.3.90. After 20 years' service, including the Gulf War in 1990/1, ZG993 was withdrawn from use and stored at RAF Shawbury on 1.7.10. It was removed from storage and transported by road to Middle Wallop and displayed at the Museum of Army Flying in 2015.



c/n unknown – could be one of 6 airframes used in the Spectre film. Displayed at the James Bond experience in Sölden, Austria, on the Gaislachkogel at 3,050 m (10,000ft) above sea level.



Allan Wright, March 2021.

AAC/RAF Islander AL.1 ZG846 Moves On

At 0900 on 18 March, 2021, BN-2T Islander AL.1 ZG846 made its last flight in its military guise from Solent Airport when it departed for its delivery flight to Cumbernauld in Scotland.

B-N's ISTAR demonstrator aircraft, Defender 4000 G-WPNS, accompanied ZG846 on the flight and would bring the crew back from Scotland.

Islander AL.1 ZG846, along with other examples of this type in AAC/RAF service, had been regular visitors to B-N's works at Solent Airport under the maintenance, repair, overhaul and modification support contract for the Ministry of Defence.

Islander c/n 2195 was built in Romania as a BN-2B-27, piston engine powered variant, and made its first flight on 31 January, 1987. It was registered as G-BLNU and arrived in the UK on 31 March, 1987.

As part of an order from the British Army for 8 Islander AL.1s, under a direct purchase contract, c/n 2195 was converted to a BN-2T Islander AL.1 and made a first flight in this form on 17 January, 1989. BN-2T Islander AL.1 c/n 2195, was given the serial ZG846 and delivered to the Army Air Corps at Middle Wallop on 11 March, 1989. Much of its 32 years of service life was spent in Northern Ireland.



ZG846 and G-WPNS taxi out to the main runway at Solent Airport (Kieran Self).

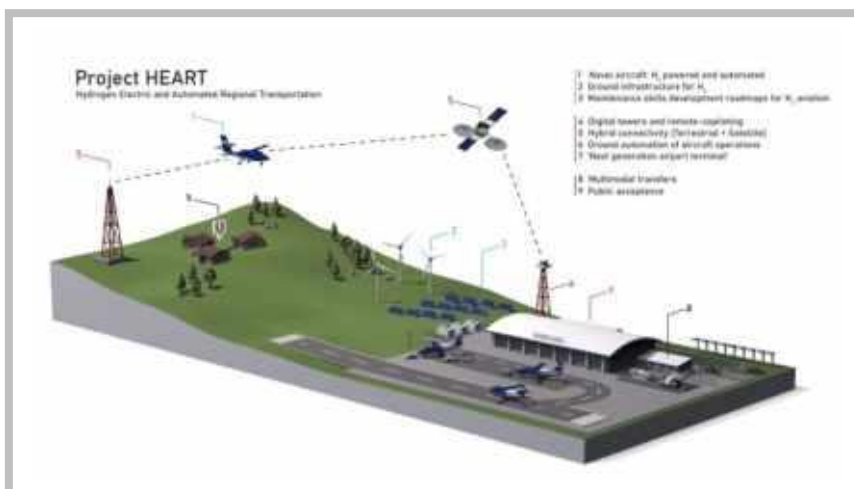


ZG846 and G-WPNS lined up ready for take-off from runway 05 (Kieran Self).

B-N and the Islander and Project HEART

Alongside the Project Fresson initiative, another UK project is underway. Project HEART (Hydrogen-Electric and Automated Regional Transportation) initiative is being undertaken by a consortium of UK companies to create a "fully sustainable and scalable commercial aviation network that could connect the whole of the UK".

The project is led by Blue Bear Systems and Britten-Norman, working together to automate the BN-2 Islander as a demonstrator for the new propulsion technology and operating techniques. The first milestone is to demonstrate single-pilot operations with an autonomous co-pilot. Overall, the intent is to create zero-carbon regional aircraft that can offer high-frequency air services to help regional air transport to compete with traditional ground services. Other organisations involved include:



- Hydrogen-electric powertrain developers ZeroAvia;
- Green hydrogen experts Protium Green Solutions;
- Satcom provider Inmarsat;
- Regional airline Loganair;
- Highlands and Islands Airports;
- Architect Weston Williams and Partners;
- Hire company Fleetondemand;
- Edinburgh Napier University.

Each project member will focus on a specific issue including cutting carbon emissions to zero, reducing costs to operators and passengers, expanding regional airports and increasing service frequency.

Guernsey Stamp Set features Toby Dixon's Aviation Paintings

Guernsey Post have issued a set of six stamps featuring some the aviation oil paintings of BNAPS Supporter Toby Dixon including three commissioned works.

The First Day Cover features an image of Aurigny Trislander G-JOEY taken from a painting and the silhouette of this image is also used in the post mark.

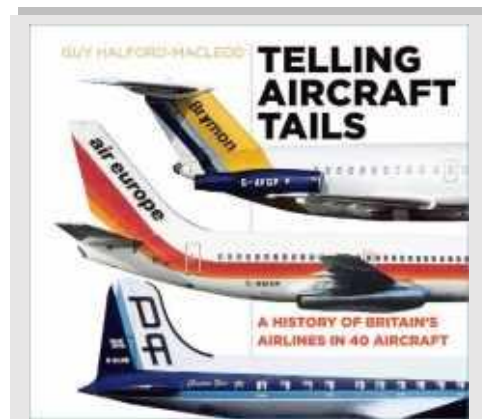


The six images used are a FlyBe Dash 8-Q400, a Guernsey Airlines Shorts 330, a Jersey European Airways Dash 8-200, a British Midland Airways Vickers Viscount, a Blue Islands ATR-72 and the Aurigny Embraer 195.

The stamp set is available from the Guernsey Post website. The set includes the basic six stamps, the First Day Cover and a special presentation pack with extra artwork.

New Book by Guy Halford-McCleod "Telling Aircraft Tails"

The registration letters painted on an aircraft's tail are like its number plate: they can reveal the story of an individual aircraft and its different roles during its working life. Inspired by this novel way of looking at aviation history, BNAPS Supporter Guy Halford-MacLeod, follows the chequered and multi-faceted careers of forty different airliners to present a compelling insight into the wider story of British aviation: larger-than-life characters, politics, the aircraft manufacturers, the state-owned corporations, the independent airlines, some unwilling buyers, a lot of coercion, big financial losses, cheap holiday charters and, inevitably, going bust – the full story of Britain's airlines and the aircraft they used.



This fully illustrated book delves into the tales of a fascinating selection of 40 aircraft, that includes the B-N Islander, and have served a wide variety of British airline operators, to present the development of Britain's airline industry in the post WW2 era.

ISBN: 9780750970129 available from Amazon at £21.99

BNAPS Sales

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

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

BNAPS on the Internet - information and back issues of BNAPS News go to www.bnaps.org.uk
Facebook - Look out for latest posts and news on the BNAPS Facebook page

More BNAPS Supporters Needed

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

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:
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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

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

The "official unveiling" of Islander G-AVCN is provisionally scheduled for September 25 2021

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

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