



# BNAPS News March 2023

BNAPS News Vol 12 Iss 2 – March 2023

## “Charlie November” Ready for Launch

The project to save Islander “Charlie November”, constructor’s number 3, G-AVCN, recognised the importance of the aircraft’s unique historical significance. It was the first production Islander and is the oldest of the type still extant. It was the first Islander to be delivered when it was handed over to Glos Air on 13 August 1967 and made the first scheduled passenger flight for the new Channel Islands operator Aurigny Air Services in 1968.

Now, 23 years since it was recovered to the UK from Puerto Rico, the restoration of “Charlie November” is complete and all is ready for the official unveiling at the “Saving Charlie November” launch event on Saturday 22 April 2023. Just over 55 years ago it was being made ready for a flight of significant historic importance - the inaugural flight of the newly formed Channel Islands scheduled air service operator Aurigny Air Services.



*Left - An image from early 1968 of Islander G-AVCN at Guernsey Airport in its original Glos Air livery at the start of Aurigny Air Services operations.*



*Right - In 2023 Islander G-AVCN went on public display at the Wight Military & Heritage Museum in the livery adopted by Aurigny Air Services with the heraldic lion emblem on the fin.*

The flight took place on 1 March 1968 when 9 passengers were flown from Alderney to Guernsey. This marked the beginning of a new era for Channel Islands air services. The passenger numbers carried exceeded all expectations such that more Islanders were needed to meet the increasing demand.

The “Saving Charlie November” launch event, see page 14, is an opportunity to express grateful thanks to all the people and organisations that have helped make the project a success. Visitors will have a chance to meet up with members of the restoration team and get a close up view of the high standard of workmanship and attention to detail that has produced a high quality finished result. The restored Islander is seen as a fitting tribute to John Britten and Desmond Norman and all who have contributed to its success and its importance in the context of the UK’s aviation industrial heritage.

**In this issue of BNAPS News  
Islander G-AVCN progress, “Saving Charlie November” and launch event  
briefing, Tracking down Islanders in New Zealand and Papua New Guinea  
Plus more news of Islanders and Trislanders around the World  
and recollections “From the Archive”**

## BNAPS Chairman's Update – March 2023



2010



2016



2023

Dear BNAPS Supporter,

Restoration work on Islander G-AVCN is now complete, with the exception of two small wing fairing items and a set of hydraulic brake pipes that are still on the missing parts list – the search for these items goes on. Attention is now focused on preparation of the museum space around the aircraft ready for the "Saving Charlie November" launch event on 22 April. There is an open invitation for all to attend, however, it would be much appreciated if those who plan to be there on the day could let the BNAPS' event team know well in advance by email – [bob@bnaps.org.uk](mailto:bob@bnaps.org.uk)

The launch event marks a major milestone in BNAPS existence as the restoration of Islander G-AVCN was the principal reason for its formation in 2000. The way ahead for BNAPS is under review and, as expressed in earlier issues of BNAPS News, one of the main concerns is to recruit new trustees to ensure that BNAPS can continue to serve its supporters in the medium to long term. BNAPS has a continuing responsibility for care and maintenance of Islander G-AVCN and there may well be ideas for further restoration projects. The possibility of setting up a Britten-Norman heritage archive is being actively explored.

From its inception BNAPS has worked in close cooperation with BN Historians and following recent discussions it is now planned that BNAPS News will move to a magazine style format titled BNAPS News Review and be issued quarterly. Allan Wright has agreed to be editor of the new publication. Allan will be well known to most BNAPS Supporters and many others from his involvement in bringing "Charlie November" back home and his work with BN Historians. It is believed that the new publication will fill a gap that was left when BN Historians Islander News publication ceased in 2006. BNAPS News Review will be published as the Summer 2023 issue in mid-June and will go out on the normal BNAPS News distribution. For subsequent issues of BNAPS News Review distribution will be to paid up and honorary members of the BNAPS Supporters Club.

Thanks go out to all who have supported BNAPS over the years and we hope to meet up with many faces old and new at the "Saving Charlie November" event where all will see what has been achieved in saving a unique and important part of the local and national aviation industry's heritage,

Yours sincerely,

Bob Wealthy,

Britten-Norman Aircraft Preservation Society Chairman

## John Freeman 1947 -2023

John Freeman, friend of BNAPS, Bembridge resident and bass guitarist, died unexpectedly on 22 January 2023. A celebration of John's life took place at the Propeller Inn on 25 February.

John kindly brought together the 1970s music group Pseudo Foot at BNAPS Islander 50 event for a re-enactment of the group's photo that had featured on the cover of their LP Islanders released in 1976. At Islander 50 the group played a few of their favourite numbers during the afternoon of 13 June 2015 – thanks John. Our condolences go to John's family and friends in respect of their loss.



*Pseudo Foot LP cover (left) and the re-enactment at Islander 50 with Islander G-AVCN. John Freeman is on the left in both images with the same line up of the other group members Ann Cave, Martin Cave and John Howarth (LP cover image and Islander 50 image courtesy of Brian Bradbury).*

*Pseudo Foot music group in action at Islander 50 (BNAPS)*

# G-AVCN Restoration January 2023 – March 2023

## Summary of Activities during the period:

### 1. General:

The museum space around the aircraft has been cleared to enable the remaining floor area to be covered with a layer of tarmac. Preparations have started to repaint the surrounding wall and put in place the fixings for two large banners that are being made to go on the end wall.

### 2. Fuselage:

Carpet has been fitted, cut outs made in the carpet for seat fixings and seats installed

### 3 Engines:

Work on these items is now complete.

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

Work on these items is now complete.

### 5. Landing Gear:

Wooden support plinths for the main landing gear wheels have been made and put in place.

The aircraft was raised to enable the main and nose landing gear wheels to be removed so that they could be sent away for the tyres to be foam filled. This was completed with good results and the wheels have now been refitted

Wheel trims for main landing gear wheels were found to need some detail fitting work and are now installed.

### 6. Engine Cowlings:

Supports for the suspended port engine cowling have been completed.

### 7. Simulator Fuselage Section:

Work on this item has continued with repair and installation of window surrounds and installation of side wall and ceiling trim panels.

### 8. Missing Items List:

Search is ongoing for wing to engine cowling fairings and set of main wheel brake caliper flexible hydraulic hoses.

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



*Bob Wilson and Guy Palmer setting up the wing stand ready to lift the aircraft for positioning of support plinths made by Bob*

## G-AVCN Restoration January 2023 – March 2023



*Wooden support plinth being placed in position under port main landing gear wheels by Bob Wilson and Guy Palmer.*



*Aircraft was lifted to allow landing gear wheels to be removed and sent away for foam filling the tyres. Landing gear axles were supported on wood blocks.*



*Mark Porter re-fitting main landing gear wheels after their return from the tyres being filled with foam off-site*

## G-AVCN Restoration January 2023 – March 2023



*As the aircraft had a tendency to move forward due to it being slightly nose down, temporary chocks were installed for the main landing gear wheels.*



*Bernie Coleman (right) and Paul Brook tilted the aircraft to enable the nose wheel to be re-fitted.*



*Mark Porter and Bryan Groves installing the nose wheel.*

## G-AVCN Restoration January 2023 – March 2023



*Mark Porter and Bryan Groves re-installed the brake calipers.*



*Bob Wilson made some wheel chocks. The chocks are seen here fixed to the wooden plinth.*



*Warning signs and labels have been put in place in the passenger cabin.*

## G-AVCN Restoration January 2023 – March 2023



*Warning signs and labels have been put in place on the doors.*



*Template for the passenger seat fixing cut outs in the carpet. The template was made by Bob Wilson*



*Once the carpet cut outs had been made Mark Porter and Paul Brook installed the pilot's seat.*

## G-AVCN Restoration January 2023 – March 2023



*Mark Porter and Paul Brook checking seat fixing locations during installation of the pilot's seat.*



*View of fuselage interior with pilot's seat installed*



*View of fuselage interior with passenger seats installed.*

**G-AVCN Restoration January 2023 – March 2023**



*View of fuselage interior looking forward.*



*View of fuselage interior looking aft.*

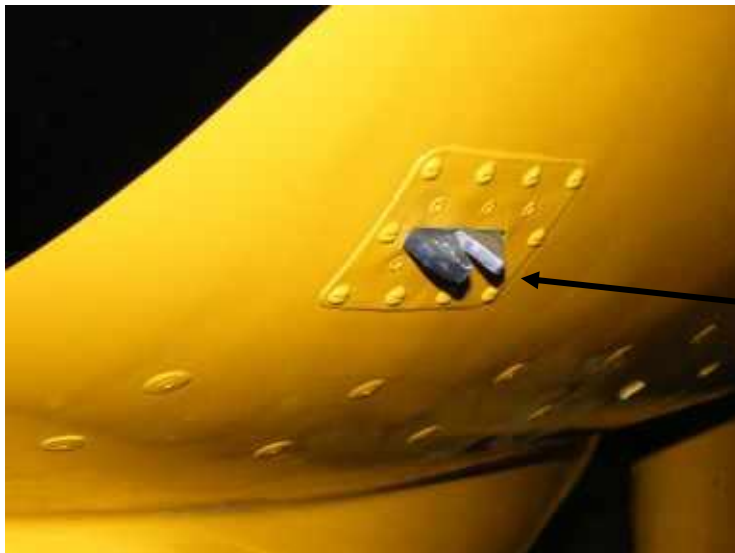


*View of fuselage interior showing last seat row and baggage bay.*

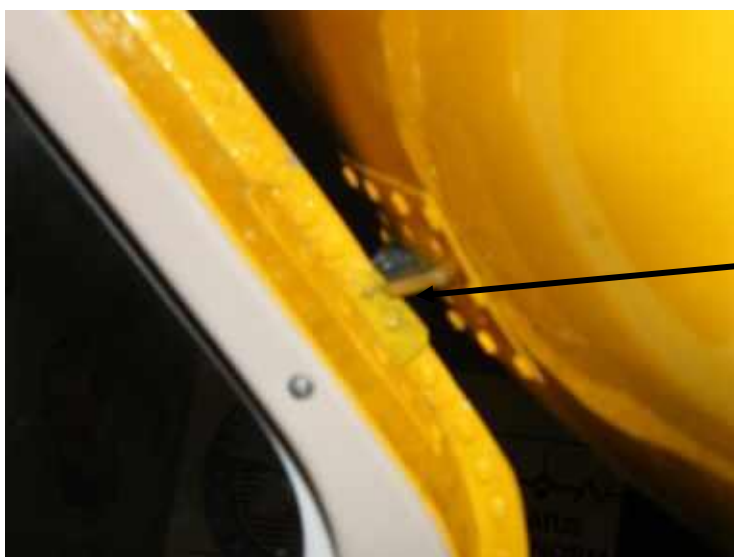
## G-AVCN Restoration January 2023 – March 2023



*Mark Porter's wife had made a souvenir G-AVCN shopping bag – this is now undergoing evaluation and durability testing.*



*It was found that the starboard passenger door frame edge did not engage with the retaining catch on the inboard side of the engine cowling.*



*To overcome the problem a small section of aluminium angle was riveted to the door frame to enable the retaining catch to operate as required.*

**G-AVCN Restoration January 2023 – March 2023**



*Wheel disc covers made by Keith Winter have been installed after threaded fixing holes in the wheels had been cleaned up by Bryan Groves*



*Guy Palmer and Bryan Groves use a small compressor to remove dust from brake calipers after re-installation*



*Mark Porter installed a replacement trim panel for the fuel cocks and rudder trim control wheel as the original item was not a good fit*

## G-AVCN Restoration January 2023 – March 2023



*View of the replacement trim panel after installation.*



*Bernie Coleman has made progress with fitting internal trim and carpets in the Islander Flight Sim fuselage section.*



*Preparation of the museum space for the 22 April "Saving Charlie November" got under way. New wall banners, were installed by Indigo Graphics, one depicting Islander G-AVCN taking off from Bembridge Airport and the other showing John Britten and Desmond Norman with an Islander.*

## Work planned through to mid 2023

### 1 Islander G-AVCN

#### 1.1 General:

- 1.1.1 Design and fabricate securing anchor fixings for nose leg so that tail support trestle is no longer needed.
- 1.1.2 Clean all external airframe surfaces

#### 1.2 Wing and Engines:

- 1.2.1 Fabricate fairing between port and starboard top cowling sections and inboard wing leading edges.

#### 1.3 Landing gear

- 1.3.1 Acquire and install a set of flexible hydraulic brake hoses

### 2 Islander Simulator Fuselage Section Work Items:

- 2.1 Fabricate door hinges and door catches.
- 2.2 Paint external surfaces, nose cone and doors and apply fuselage lining.
- 2.3 Install doors, windows and trim.
- 2.4 Install carpet and seats.
- 2.5 Install electrical earthing connection for fuselage structure.
- 2.6 Install and commission Stage 1 flight sim equipment.

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

- 3.1 Complete tidying up, dispose of unwanted items and generally sort out the area around the aircraft ready for the "Official Unveiling" and public display.
- 3.2 Prepare and implement scheme for aircraft accessibility and display to take account of visitor access and safety.
- 3.3 Develop and implement schemes for surrounding exhibition space content and layout.



# "Saving Charlie November" Launch Event Saturday 22 April 2023

All are welcome to attend. Museum entry is free on the day. It would be appreciated if those attending could notify the BNAPS event team well in advance by email; [bob@bnaps.org](mailto:bob@bnaps.org) or Text: 07840036216

## 1 Event Summary

Date: Saturday 22 April 2023

Location: Wight Military & Heritage Museum. Northwood, Near Cowes, Isle of Wight, PO31 8QU. Museum telephone number is: 01983 305555.

Schedule:

11.00 - arrival and check in at BNAPS reception desk on first floor

11.45 - visitors start assembling around Islander G-AVCN on ground floor

12.00 noon - Islander G-AVCN launch ceremony starts

12.30 - 1430 - viewing of aircraft and museum, socialising etc

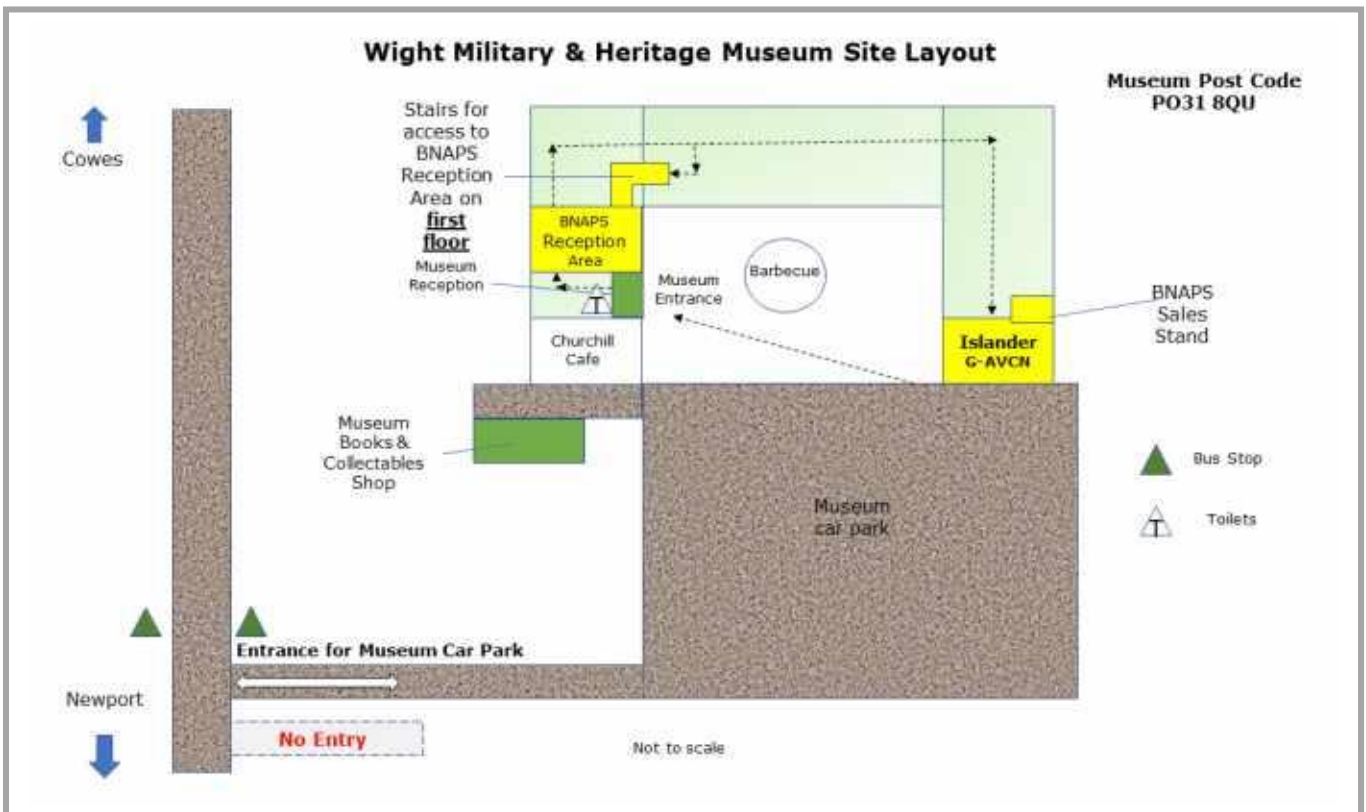
15.00 event closes

16.00 Museum site closed and gates locked

## 2 Museum Access and Layout

By Road - entrance from main A3020 Newport to Cowes Road to museum car park

By Bus - Southern Vectis Service 1 bus stops by museum entrance. Frequent bus service every 10 minutes, ask for "County Showground" stop - take care when crossing busy road  
All visitors to use museum entrance where there will be direction signs to BNAPS reception area and the Islander, see site layout below



## 3 BNAPS Reception Area and Check-in

Please check in at the BNAPS reception area.

Tea, coffee and biscuits will be available in the BNAPS Reception area - all donations will be gratefully received - seating will be available in the reception area.

## 4 Museum refreshment facilities

The museum's Churchill Café will be serving food and drinks, order at the museum reception desk by the ground floor museum entrance.

The museum plan to run a barbecue in the entrance forecourt during the day.

## B-N Islander number 3 - 1967 to 2023



*Early April 1967 - preparation of Islander c/n 3, G-AVCN, under way for the maiden flight at Bembridge Airport on 24 April 1967 (BNAPS Archive Collection)*



*June 1967 - at the Paris Air Show (Denis Calvert)*

*August 1967 - delivered to Glos Air, Staverton, (BNAPS Archive Collection)*



*September 1968 - in Aurigny Air Services colours with the Alderney lion logo on the fin at Southampton Airport (Barry Friend)*

*September 1975 - back with B-N at Bembridge Airport as the amphibious Islander mock up (B-N)*



## To the Caribbean January 1976



*January 1976 Islander c/n 3  
at Bembridge in Air Sport  
colours now as F-OGHG ready  
to depart for St Jean, St  
Barthelemy  
(BNAPS Archive Collection)*

*In Air Caraibes colours  
as F-OGHG  
Pointe-a-Pitre,  
Guadeloupe  
(Simon Hayot)*



*In Vieques Air Link colours  
as N290VL Vieques,  
Puerto Rico  
(Peter Smithson)*

August 1991 – Vieques Air Link, Vieques, Puerto Rico

August 1992 - Depto Recursos Naturales, San Juan, Puerto Rico.

May 1998 - Flamenco Airways, Culebra, Puerto Rico.

1999 - Air Charter, Carolina, Puerto Rico. Withdrawn from use and left in a semi derelict state at Isla Grande Airport, Puerto Rico.



*January 2000 Islander c/n 3 N290VL at Isla Grande Airport,  
Puerto Rico (BN Historians)*

January 2000 – Acquired by Airstream International Group, Guildford, Surrey, dismantled for return to UK.

**Arrived Back Home – March 2000**  
**Saved and Restored 2000 - 2023**

*This issue of BNAPS News presents an outline of how the process of "Saving Charlie November" was enabled over a 23 year period. Parts of this process have been covered in earlier issues of BNAPS News as follows:*

*Recovery to the UK – July 2019, Systems Restoration – May 2022, Airframe Restoration Parts 1, 2, 3 and 4 - August 2022, September 2022, November 2022, and January 2023.*

## **Saving Islander G-AVCN – Enabling the Project**

### **Introduction**

The start of saving Islander G-AVCN began in 1999 when BN Historians realised that the oldest Islander in existence might be in danger of being scrapped. Thanks to sponsorship by Airstream International Group's co-directors Peter Graham and Peter Crutchfield a plan was born to rescue G-AVCN. In early January 2000 a recovery team was set up to go to Isla Grande Airport in Puerto Rico where the historic Islander was lying semi derelict. After an intensive 10 day effort by the recovery team, the aircraft was dismantled and packed in a 40ft freight container for shipment to the UK, arriving at Bembridge in March 2000.

Britten-Norman Aircraft Preservation Society (BNAPS) was formed as part of the plan to restore Islander G-AVCN to flying condition. The work was to be undertaken in the B-N factory at Bembridge where the company would make skilled aircraft technicians available to the project and BNAPS would fund the required parts and materials and recruit volunteers to work on the aircraft. Early on in the project BNAPS was registered as a charity in England and Wales, number 1100735.

Early work included dismantling and surveying the condition of the aircraft parts and discussions related to CAA requirements for the project. After much useful work had been done, by the beginning of 2005 the work, for various reasons, had been curtailed and the airframe components eventually moved into open storage.

Subsequently, in recognition of the historic importance of Islander G-AVCN and the fact that it was considered "at risk", action was initiated by interested parties to restart the work to save the aircraft. This led to the aircraft components being moved in July 2010 from the B-N site into safekeeping to a workshop building near Bembridge Harbour where restoration work was undertaken by BNAPS from late 2011 to early 2016. By this time a larger workshop space was needed and the project then moved to Brickfields near Ryde. Work continued there until late 2020 when the aircraft was moved to the Wight Military & Heritage Museum at Northwood, near Cowes, for completion of detailed restoration work and the aircraft and museum space prepared to go on public display as a high quality museum exhibit.

BNAPS acknowledges the support given by BNAPS Supporters Club members and individual donors, awards from several trusts and supply of parts, materials and services from a number of organisations.

The following sections outline how the process of saving Islander G-AVCN was enabled by means of voluntary effort, funding from awards and donations and the acquisition of parts and services needed.

### **Restoration Progress Reporting**

From January 2011 BNAPS Supporters and others have been kept informed of progress with the restoration through the medium of the BNAPS News publication. From its original 4 page format it has now expanded into a comprehensive magazine with additional content, currently with 6 issues a year..

### **Funding the Restoration Project**

BNAPS had some funds available from the earlier project work when the restoration work was re-started in 2010. From initial costings it was evident that significant funding would be needed to cover fitting out workshop space, purchase of materials and parts, consumables, workshop rental, insurance and transport.

The BNAPS Supporters Club was formed with various classes of membership and the annual subscriptions for membership provided a significant and regular income for the restoration project. BNAPS has also raised funds from the sale of a range of merchandise.

Donations have been received from individual BNAPS Supporters and from "Friends of BNAPS".

BNAPS also raised from the proceeds of donations and talks, sales at workshop open days, special events and workshop visits from various groups and organisations.

BNAPS has applied for a number of grants to support the restoration work and to equip the museum space exhibition area. It was most gratifying that BNAPS has been favoured with awards from The Transport Trust, WightAid and the Daisie Rich Trust.

## **Provision of Parts, Materials, Consumables and Services.**

From the initial survey of the dismantled parts of the aircraft in March 2010 it was evident that a large part of the restoration work would be to identify missing parts needed and to seek out sources of supply. In addition, significant quantities of various materials and consumables would be required in the course of the restoration work.

## **Recovery Team**

In the beginning the initiative for saving the historic Islander G-AVCN was down to the dedicated efforts of those that recognised the need to do something to recover the aircraft from its resting place in Puerto Rico back to the UK

The recovery activity was sponsored by Airstream International Group in association with BN Historians. In early January 2000 the recovery team set off to Isla Grande Airport in Puerto Rico with the task of dismantling the aircraft that was lying in a semi-derelict state and bearing its local registration mark N290VL.

The team members were;

Peter Graham – Airstream International,  
Allan Wright, Andy Clancey – BN Historians  
Tim Barton – B-N service engineer

Peter Ward and Jack Griffin supported the recovery activities but remained in the UK.

Other organisations sponsored transportation of the aircraft, now accommodated in a 40 foot freight container:  
Zebedee Balloons  
Wightlink.



*Left to right, Peter Graham, Andy Clancey and Tim Barton at Isle Grande Airport Puerto Rico - January 2000 (Allan Wright)*



*The shipping container being off-loaded at Bembridge Airport, March 2000*

Having arrived in the UK by sea freight and brought by road to Bembridge, the dismantled parts of the aircraft were taken into B-N works where a designated work area had been set aside. BNAPS volunteers worked alongside assigned engineers from B-N to progress the work.

Team members engaged on this activity included: Peter Ward, Jack Griffin, David Hill, Don Sutherland, Harry Perry, Tony Smart.

However, the original plan of campaign was curtailed, mainly due to changes in B-N's business operations and priorities, that resulted in the historic aircraft being "at risk" in open storage.

## **Restoration Team**

The restoration team was formed as a result of the informal meetings held at the Bembridge Heritage Centre in 2010. Initially Paul Thomasson, Keith Winter and Peter Gatrell constructed a fuselage support

frame and vertical support stands for the wing in anticipation of moving the airframe components to the Harbour Farm workshop near Bembridge Harbour.



*Some of those involved taking a break after the move, 10 July 2010 – left to right Ken Hicks, Deidre Hicks, Peter Gatrell, Tim Barton, Bob Wilson, Norman Hobbs and John Kenyon*

Bob Wilson took up the team lead role, supported by Guy Palmer, and as work progressed and additional team members joined such that a comprehensive range of skills, experience and knowledge became available to the project. It was decided early on that the team would get together every Thursday as the main restoration work day. On these occasions there was usually around 8 to 12 team members engaged on various aspects of the restoration work, although the number of people working at any one time tapered off as the project neared completion.

During the period from March 2010 to date a number of people have given up their time as volunteers and thus provided their invaluable contribution to the success of the restoration project:

- Bob Wilson
- Guy Palmer
- Paul Thomasson
- Keith Winter
- Peter Gatrell
- Roger Young
- Charles Shiveral
- Patrick Gallagher
- Jeni Gallagher
- Marguerite Edgcumbe
- Bob Wealthy
- John Kenyon
- Norman Hobbs
- Bryan Groves
- Maury Dyer
- Dickie Cox
- Paul Brook
- Bob Ward
- Andy Stuart
- Steve Cooley
- Mark Porter
- Phil Slater
- Mike Smythe
- Dave Lister
- Clynt Perrott
- Tim Barton



*Some of the team with the aircraft at the Spring Viewing Day, 23 April 2022  
Left to right Norman Hobbs, Bryan Groves, Jeni Gallagher, Bob Wealthy, Paul Brook, Mark Porter, Andy Clancey, Maury Dyer, Allan Wright, Guy Palmer, Patrick Gallagher, Clynt Perrott*

## **BNAPS Supporters Club members**

BNAPS Supporter Club membership was opened at an inaugural meeting held at the Propeller Inn, Bembridge Airport, in March 2011. Membership numbers increased steadily to around 100 and this level has been maintained throughout the restoration project. Sadly, several of our members have passed away including Peter Ward, Bob Ward, Mike Smythe, David Owens, Peter Benniman and Ron Valentine.

## **Donations and support from individual people**

BNAPS has received much help from a number of people, including individual BNAPS Supporters Club members and those who are friends of BNAPS, who have kindly made donations to support the restoration work, their generosity is very much appreciated and has made a significant contribution to the project's success.

## **Major Funding Awards**

BNAPS has received awards to help fund the restoration work from the following organisations:

- Isle of Wight High Sheriff's Trust Fund
- Norsk Luftfarts Museum;
- National Transport Trust
- WightAid
- Daisy Rich Trust

BNAPS Trustees are most grateful for the restoration work being favoured by these awards that have made a vital contribution to the restoration work and the project's success.

## **Organisations that have donated parts and supplied parts, materials and services:**

Identification of missing parts was a key part of the restoration project. BNAPS is indebted to the many and varied companies and organisations, both large and small, that have helped with the supply of parts and materials in the course of the restoration work as summarised below:

- Saywell International - corporate sponsorship, supply of various non-flight/surplus parts, wing former parts, ADF loop, ADF sense, VHF navigation and marker antennae components;
- Cormack Islander Aircraft - donation of non-flight parts, propeller and internal fuselage trim;
- Isles of Scilly Skybus - donation of non-flight parts
- Proptech - build/refurbishment of non-flight Islander propeller assembly set
- Norvic Aero Engines - build of non-functional Lycoming O-540 engine set
- Airframe Assemblies - access to specialised workshop tools and repair work, forming of replacement wing skin section;
- APPH/Heroux Devtek - donation of undercarriage parts;
- FLN/ Flugzeug Service Friesland GmbH - donation of nose landing gear leg;
- Loganair - donation of Lycoming engine cylinder;
- Anglo Normandy Aero Engineering; non-flight parts, radio/navigation avionics unit
- Deltair - donation of Lycoming engine cylinders;
- Pallot Steam and Motor Museum Guernsey; - donation of Lycoming engine cylinder;
- Falkland Islands Government Air Service - donation of alternators, ring gears, flap drive motor, flap position indicator, exhaust system components and other engine related parts;
- Roraima Airways - landing gear parts;
- JLT Aviation - detail parts
- B-N Group - donation of non-flight parts, loan of wing stands;
- Aeroplastics - windscreen trim and fairing;
- Kedek Ltd - aluminium sheet supply and cut to templates
- H.R. Smith (Technical Developments) Ltd - donation of VHF communications antennae
- Cobham Antenna Systems/Chelton Antenna Systems - donation of special wire for ADF sense antenna;
- Indigo Graphics - application of Aurigny Air Services livery;
- Rainbow Paints- supply of primer, undercoat and top coat paint. Paint stripper, masking tape;
- Bill Mason and Son - spray painting of all airframe components;
- H J Bennett - lifting and transport of airframe from B-N works;
- Reynolds and Read - transport of airframe from Harbour Farm to Brickfields and from Brickfields to the Wight Military & Heritage Museum at Northwood, Cowes
- Wight Military & Heritage Museum - museum space and support

## **Organisations that have provided publicity, event support and donations**

BNAPS has received publicity through local and national media together with talks given to a number of local societies and other organisations that in most cases have resulted in donations to BNAPS funds as summarized below:

- The Propeller Inn – support for BNAPS social events and Islander 50
- Bembridge Heritage Society – assistance with restarting the project, sales of books;
- BBC Radio Solent Community Chest – donation for purchase of storage shelving;
- Tracware – donation;
- Swimex: Enclosures - donation;
- Ivan Berryman – donation of artworks and prints, website support for BNAPS;
- BVBA Zenaida – donation of seats for simulator;
- Great River Air – donation of GRA clothing and books for sale;
- AQS Ltd - donation;
- Isle of Wight County Press – event publicity, feature articles;
- Island Business magazine – BNAPS publicity;
- Island Life magazine – BNAPS publicity
- Wight Events website – BNAPS events publicity;
- Tollgate Café – sale of BNAPS books;
- Co Op Welcome Lane End Bembridge – donation;
- Aeroplane magazine – publicity and news reports;
- Flyer magazine – publicity;
- Bembridge Guide – aviation heritage features and BNAPS publicity;
- Solent Sky Aviation Museum – sale of books and support for special events;
- Air Britain (London Branch) – talk donation;
- Bishop’s Waltham Aviation Group - talk donation;
- Christchurch Aviation Society - talk donation;
- Milton Keynes Aviation Society - talk donation;
- New Forest Aviation Group - talk donation;
- Wickham Heritage Society - talk donation;
- Gosport Aviation Society - talk donation;
- Bembridge Heritage Society - talk donation;
- Ventnor Heritage Society - talk donation;
- South Hampshire Historic Aircraft Society - talk donation;
- Portsmouth PROBUS Group - talk donation;
- Spalding Gentlemen’s Society - talk donation;
- Ryde Heritage Society - talk donation;
- Portsmouth IET- talk donation;
- Aces High - donation for parts supplied by BNAPS for “Spectre” exhibit;
- Portsmouth Aircrew Association - talk donation;
- Frank Matthews – donation of partially restored fuselage section of Islander VQ-SAC and parts;
- Benchmark Kitchens & Joinery – provision of box van for transporting fuselage section from East Preston, West Sussex, to Lee-on-Solent and from Lee-on-Solent to Brickfields;
- Red Funnel – sponsorship of Southampton to Cowes ferry crossing for vehicle and occupants when fuselage section of VQ-SAC moved from Hovercraft Museum;
- Hovercraft Museum - talk donation and storage of Islander simulator fuselage section;
- Boscombe Down Aircraft Collection - talk donation;
- Pilot magazine – publicity;
- Airliner World magazine – publicity;
- IoW Austin 7 Owners Club – donation from workshop visit;
- Vectis Historic Car Club – donation from workshop visit;
- British Airways Retired Employees Association IoW Branch – donation from workshop visit;
- Petersfield U3A Group – talk donation;
- Sandown Bay Walkers Club – donation from sponsored walks;
- IoW Branch Royal Aeronautical Society - talk donation.

## Social Meetings, Special Events and Workshop Open Days

Since 2010 BNAPS has organized a number of special events and workshop open days to show BNAPS Supporters Club members how the restoration work was progressing, to increase awareness of BNAPS and its activities and, on most occasions, to help with fund raising.

As the "spiritual home" of B-N it was natural that BNAPS should centre its social activities and events at Bembridge Airport and the Propeller Inn. Thanks to support from Helen Blake and Dave Edwards (The Hobbit) at the Propeller Inn BNAPS was able to hold a number of meetings and celebratory events at Bembridge Airport. An inaugural meeting was held on 16 March 2011 to present BNAPS and the restoration project to those in attendance and to recruit members for the supporters club.

A number of BNAPS supporters club social meetings were held in the restaurant facilities at the Propeller Inn during the time when Helen and Dave held the tenancy. The meetings presented an opportunity to recruit new supporters club members, to report on restoration work progress, present talks and occasionally hold a quiz night.

The Propeller Inn tenancy changed at the end of 2015 and new tenants, Chris and Annie Parsons, took over. They undertook a major refresh of the Propeller Inn and BNAPS was pleased to help by providing photographs and archive material depicting the local aviation heritage. As the restaurant had become very busy, it was difficult to make the area available to BNAPS for social meetings and all day events. Thanks to support from Chris and Annie, BNAPS was able to use the restaurant facilities for a limited time to support two events. It was decided that BNAPS should focus attention on workshop open days and hosting group workshop visits, that have proved very successful.

Some of the BNAPS events that have taken place at the Propeller Inn and elsewhere over the period from 2010 to 2022:

### Trislander 40<sup>th</sup> at the Propeller Inn 11 September 2010



*BNAPS held a social meeting to celebrate the 40<sup>th</sup> anniversary of the B-N Trislander's first flight as Islander Mk III, G-ATWU. There was a good turnout of former B-N employees with a group photo at the end of the day.*

### BN-1F Print Signing November 2012 at the Propeller Inn



*BNAPS set up the restaurant area of the Propeller Inn for the new artwork by Ivan Berryman depicting the BN-1F "Finibee" aircraft. Copies of the artwork were signed by Peter Gatrell, B-N's first employee who was recruited to build the aircraft in 1950. A number of other artworks by Ivan were on show together with information about BNAPS, the BN-1F and Islander G-AVCN.*

**Ivan Berryman Painting Presentation at Saywell International 2 May 2013**



*BNAPS arranged one of the Trust's meeting to be held at Saywell International's premises at Worthing. Ivan Berryman was present to hand over a painting depicting Islander G-AXXJ that Managing Director Peter Saywell had, at one time, operated from Shoreham Airport.*

**BNAPS Auction and Vintage Aircraft Club Fly-in Bembridge Airport 20/21 July 2013**



*Left – BNAPS auction in progress      Right – BNAPS information display set up for the day*



*Vintage Aircraft Club Tiger Moth and one of several vintage cars in attendance*

**Harbour Farm Workshop Open Days 26/27 July 2014**



*Left – BNAPS information displays were set up in the workshop  
Right – Some of BNAPS helpers pose for a photo after a busy day*

**BNAPS Islander 50 Celebration at Bembridge Airport 13 – 21 June 2015**



*Restored fuselage of Islander G-AVCN was moved to Bembridge Airport for the event*



*Bob Wilson (left) met up with George Bacon (centre) and Major General Sir Martin White*



*BNAPS sales stand helped raise funds*



*A selection of B-N aircraft models was on show*



*B-N kindly routed their Islander 50 formation flypast over Bembridge on the day*



*George Cormack brought Islander G-BUBP down from Scotland and re-enacted the Islander prototype G-ATCT's maiden flight*



*Islander G-AVCN fuselage was unveiled by Ann Medley. Ann's father, Peter Ward, led the restoration project after the aircraft returned to the UK in 2000*



*BNAPS produced a plaque to commemorate the maiden flight of the Islander*

**BNAPS Supports Isle of Wight Day at the Propeller Inn 23 September 2016**



*Visitors were able to view the first showing of a video about the restoration project*



*BNAPS Chairman presented the Islander 50 plaque to Chris Parsons so that it could be on show in the Propeller Inn restaurant*

**Islander G-AVCN 50<sup>th</sup> at the Propeller Inn and Brickfields Workshop Visit 22 April 2017**



*In the morning a BNAPS draw was held for the original Ivan Berryman painting of Islander G-ATCT and was won by Philip Jewell*



*Visitors had time to spend socialising before departing by mini bus for the workshop tour.*



*A model of Islander G-AVCN was on show together with recent press reports.*



*Rita Edgcombe and Jeni Gallagher looked after BNAPS reception and sales stand.*



*At the workshop visitors were able to get a close look at work in progress*



*BNAPS restoration team member Bob Ward (centre) with workshop visitors*

**Isle of Wight Day 23 September 2017 at Brickfields Workshop**



*BNAPS set up a display of prints and aircraft models in a reception area courtesy of site owners Reynolds and Read Ltd.*



*Visitors taking an interest in landing gear components refurbished by BNAPS restoration team member Bryan Groves*

**Aurigny Air Services 50<sup>th</sup> Celebration 7 April 2018 at Brickfields Workshop**



*BNAPS restoration team member Patrick Gallagher (centre) with visitors in the reception area*



*Visitors were able to see that the wing rebuild was progressing well.*

**Isle of Wight Day 22 September 2018 at Brickfields Workshop**



*Allan Wright helped out by running the BNAPS sales stand*



*Annie, Rita, Jeni and Yvette provided a plentiful supply of cakes, teas and coffee*



*On show in the workshop was a selection of restored aircraft parts*



*Visitor with BNAPS Trustee Guy Palmer (centre) and BNAPS supporter Richard Wade (right)*

**Open Day 29 June 2019 at Brickfields Workshop**



*Rita and Jeni once again organised refreshments, on this occasion in the workshop*



*BNAPS was pleased to welcome John Ayers, formerly B-N's Chief Test Pilot, who re-acquainted himself with the Islander.*

**Isle of Wight Day 21 September 2019 at Brickfields Workshop**



*BNAPS supporter Norman Hobbs had a sample selection of B-N postal covers on show from his collection*



*Visitors took great interest in what had been achieved now that the aircraft was assembled and on its wheels*



*Renowned Isle of Wight engineer, John Ackroyd, paid a visit and tried out the Islander's cockpit.*



*Adrian and Ann Medley also tried out the Islander's cockpit.*



*Bryan Groves and Paul Brook had the aircraft electrics powered up for the day*



*An Islander flight simulator was a popular item during the day*

**Preview Day 25 September 2021 at Wight Military & Heritage Museum**



*BNAPS set up various displays, a sales stand, video and flight simulator in the museum's Mess Bar facility*



*The day was a photo opportunity for ex B-N employees with Islander G-AVCN, Geoff Toms, Len Hill and Leo Hill.*

**Spring Viewing Day 23 April 2022 at Wight Military & Heritage Museum**



*At this event Islander G-AVCN made a first appearance in its full Aurigny Air Services livery and continued to attract much interest from visitors.*



**Autumn Viewing Day 24 September 2022 at Wight Military & Heritage Museum**



*Visitors got a close look at Islander G-AVCN and were able to meet members of the restoration team*



*Passenger seats were temporarily installed for the event.*



*Norman Hobbs ran the BNAPS sales stand alongside the aircraft on this occasion*



*Clynt Perrott (right) set up the Islander flight simulator kit for the event.*

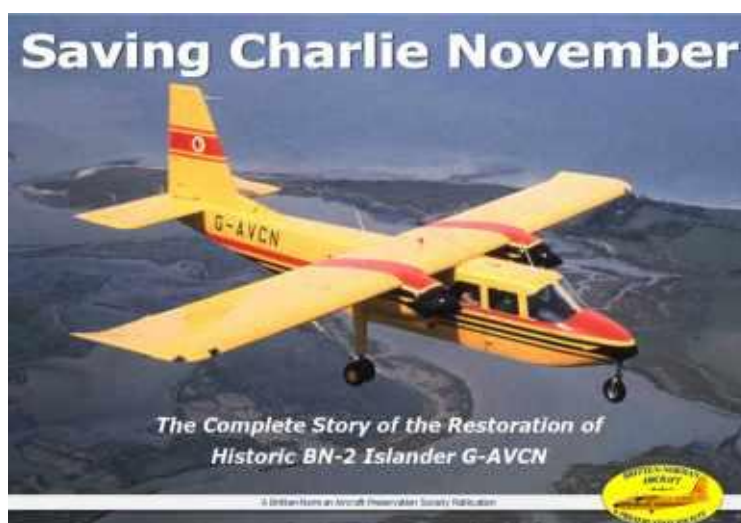
## BNAPS Restoration Team March 2022

As Islander G-AVCN had recently had its full Aurigny Air Services livery applied, a group photo session was arranged on 24 March 2022 for the restoration team. Fortunately, most of the team members were able to be at the museum on the day.



## “Saving Charlie November” book

The full story of how B-N Islander constructor's number 3, G-AVCN was saved will be available in a new book to be published in mid - 2023. The book provides a detailed and fully illustrated account of what was undertaken from 2000 to 2023 to recover and restore this historic aircraft.



The book is hardback, A4 landscape format, in full colour, approximately 150 pages and is anticipated to be priced at less than £30, with a discounted price for BNAPS Supporters Club Members..

The book will be a limited edition - to ensure that you get a copy of the book please place your advance order without delay, advance order contact email: [sales@bnaps.org.uk](mailto:sales@bnaps.org.uk)

Orders placed before the end of May 2023 will benefit from free UK p&p.

## Islander Tracking in New Zealand and Papua New Guinea

Thanks go to our much travelled roving reporter, who prefers to remain anonymous, for providing BNAPS News with an account of his recent travels to track down operational and non-operational/abandoned Islanders at various locations in New Zealand and Papua New Guinea.

### Monday 3 October 2022.

A holiday in New Zealand gave me the opportunity to search out Islander activity in the South Island. First stop was Invercargill Airport to photograph the Stewart Island Flights Islanders. The fleet is unique, as all their airframes are early build. However Stewart Island's impressive maintenance standards are equalled by the strikingly colourful white, blue and green cosmetic presentation of these senior airframes, which belies their age and impressive service records. Stewart Island Flights, as their name implies, operate three scheduled return services to Stewart Island's Ryan's Creek Aerodrome seven days per week, summer and winter timetables being timed slightly differently, but the frequency remains the same. Extra flights to the schedule can be organised at short notice, subject to passenger numbers, as was the situation when I arrived on the apron to photograph ZK-FWZ (c/n 52), and ZK-FXE (c/n 110), which were busily engaged in twenty minute turnarounds to meet demand.



Stewart Island Flights Islanders ZK-FWZ and ZK-FXE on the ramp at Invercargill.



Ryan's Creek is a typical Islander aerodrome. Owned by Stewart Island Flights, it is described as "a challenging chip-sealed strip, featuring an interesting slope with unusual wind shear combinations and differing wind directions", so ideal Islander territory then!

The youngest member of the fleet, ZK-FFL, (c/n 614), was resting in the hangar, enduring a long and protracted rebuild back to airworthiness.



Stripped down fuselage of Islander ZK-FFL in the hangar at Invercargill.

It was evident that there has been some progress. The fuselage has been taken down from the hangar wall and mounted on trestles, but the airframe is substantially stripped down and will require many hours of work to return it to flying condition.



View of stripped out instrument panel and controls of Islander ZK-FFL.

Extensive corrosion has been found in FFL's wing. However, a replacement wing has been donated from a dismantled and parted out Islander ZK-EVT.



Replacement wing for Islander ZK-FFL.

**c/n 52**

First flight 15 February 1969 as F-OCMO.  
F-OCMO.....Air Tahiti 31 March 1969.  
ZK-FWZ.....Southern Air September 1990.  
T3-ATH.....Air Tungaru September 1994.  
ZK-FWZ.....Southern Air.  
South East Air June 1995.  
Stewart Island Flights.

**c/n 110**

First flight 6 September 1969 as F-OCFR  
F-OCFR.....Air Caledonie 23 October 1969.  
ZK-FXE.....Southern Air June 1991.  
Stewart Island Flights.

**c/n 614.**

First flight 30 June 1970 as G-AYAY  
Islander Aircraft Sales 30 October 1970.  
VQ-FBP.....Air Pacific January 1971.  
DQ-FBP.....Fiji Air Services October 1971..  
VH-BRQ.....Barrier Reef Airways October 1980.  
ZK-FFL.....Southern Airways 16 June 1983.  
ZK-FFL.....Southern Airways December 1999.  
Southern Air  
Stewart Island Flights.

**Tuesday 4 October 2022.**

I had received information that an ex Aspiring Air Islander ZK-EVT, (c/n 152) was stored dismantled on a farm in Waikoikoi village. There are half a dozen farm holdings in this remote area, so the task to locate EVT was not too difficult. I contacted Mr Craig Dowden, a sheep farmer in the locality, who confirmed that the Islander was stored in a hay barn on his property.



*Former Aspiring Air Islander ZK-EVT fuselage stored in a farm building at Waikoikoi village, South Island.*



The farm was off road and difficult to find, but the unmistakable sight of an Islander rear fuselage poking out from the rear of a barn

confirmed that I had eventually found the correct location.



*View of the interior of ZK-EVT.*



*Islander ZK-EVT manufacturer's construction plate confirms its identity as c/n 152.*

Stewart Island Flights approached Craig for the wing and avionics which were stripped out and transferred to Invercargill to replace the corroded wing of ZK-FFL. Despite numerous offers from salvage yards Craig had acquired a sentimental attachment to the airframe and has refused numerous approaches from the aluminium smelters. Stewart Island Flights have also made offers for the fuselage, but Craig would prefer the Islander to enter preservation with an aircraft museum.

**c/n 152**

First flight 22 January 1970 as G-51-152.  
G-AXWS.....Islander Aircraft Sales February 1970.  
VH-RTV.....Murchison Air Service 1970.  
F.A.S.T. Hunter Shuttle 1979.  
Wilton Parachute Centre September 1981.  
DQ-FEA.....Sunflower Airlines 21 February 1985.  
YJ-RV19.....Dovair August 1987.  
ZK-EVT.....Aspiring Air April 1990.  
Withdrawn from use and cancelled from NZ register 20 January 2015.

**Wednesday 2 November 2022.**

Moving on from New Zealand I revisited Papua New Guinea to find and photograph Islander locations which the local Port Moresby aviation community had divulged to me on my previous visit in August 2019.

On arrival, as I taxied past the National Aviation Services hangar at Port Moresby Jacksons Airport (code POM AYPY) and observed their two externally stored derelict Islanders c/n 124 P2-ALM and c/n 76 P2-NAM (2) still bleaching out on the ramp.

The Islanders had been joined by c/n 100 P2-NAJ, which had been evicted from the NAC hangar and donated to the Acatech Aviation College, who were the new tenants of the ex-NAS hangar it had once sheltered in. It was sad to observe this once multi-million dollar company's assets left abandoned. NAC CEO Ted Diro, had dissolved the company in the three year interim period, sadly this once proud pioneering PNG flagship airline is gone. Ted, who is a sentimentalist at heart, still pays their expensive ramp storage fees, and refuses to hand the airframes over to the metal smelters! I stiffened my resolve to visit and photograph the two remaining NAC Islanders which had been left abandoned at other remote PNG airstrips.

#### **Friday 4 November 2022.**

A few days of rest, then off to the domestic terminal to board an Air Niugini flight to Tabubil Airport (code TBG AYTB), a gravel surfaced gold and gas producing frontier mining town situated high in the PNG highlands, owned by the "OK Tedi Mining Limited". No ILS, only NDB-DME facilities and a highly difficult and hazardous approach route, instantly changeable weather and daily violent thunder storms make this one hell of a place to visit, you HAVE to treat this location with respect! If you can't see the runway threshold from one mile out, overshoot, make a few further attempts and then divert elsewhere! We were in luck, my last flight to Tabubil had been cancelled due to weather, this time we were lucky to make a straight in powered descent and approach, arriving in a cloud of red runway dust.

I was here to solve the mystery surrounding a derelict and abandoned Islander P2-BAY, allegedly build number 620. She had been previously registered as VH-BAY under Bougainville ownership, and had been reportedly been shot down on 24 January 2000, peppered with gunfire on arrival at Wakunai Airport, and burnt out by rebels on the ground. Another Islander managed to depart minutes before the arrival of the rebels, and in the resulting confusion the identities of the Islanders had possibly become confused. There were rumours that P2-BAY was a different airframe with a counterfeit construction plate fitted, or at worst no plate at all.

I met up with Titus Oaeko, an engineer with Heavylift Helicopters, who had organised permission for us to visit the Islander, which was dumped on waste ground to the left of runway 14 threshold. The sight that confronted

me was one of total dereliction, the airframe had to be seen to be believed.



*Abandoned Mountain Air Islander c/n 620 P2-BAY at Tabubil Airport, Papua New Guinea*



An airport employee told me that P2-BAY had arrived perfectly serviceable, having been purchased by two local businessmen for community passenger and freight charters to local highland villages. They had been unable to make the operation profitable, parked the Islander up in 1996 and abandoned the airframe to its fate! Through the thick black mould that covered the aircraft, the small tail fin registration P2-BAY and "Mountain Air" titles could be discerned on the fuselage.

Sodden remnants of the interior seats remained, framed by a totally stripped out instrument panel, representing a scene of total desolation. The port engine was minus its cowling and propeller, the starboard engine had been removed, the smashed remnants of the cowling slowly disappearing into the mud.



*View of stripped out instrument panel and controls of P2-BAY.*



*View of the fuselage interior of P2-BAY.*



*View of port engine of P2-BAY, the starboard engine has been removed.*

Titus had informed me that he had attempted to open the pilot's door to read off the construction plate, but the locking mechanism was seized solid. We borrowed some tools from the Heavilift workshop, and I set about removing the nuts from the hinge pins, drifted out the pins with a hammer and used a lever to prise the front edge of the door out of the fuselage casing, the door could then be moved forward, enabling its extraction. We eagerly looked for the construction plate, it was in position and looked to be un-tampered with and correctly stamped. The construction number was read off as 620, perfectly correct for this airframe.



*Islander P2-BAY manufacturer's construction plate confirms its identity as c/n 620.*

Curiosity satisfied and the mystery solved I departed back to Port Moresby on the Monday morning flight.

#### **c/n 620**

First flight 10 September 1970 as G-AYGJ. Delivered to Islander Aircraft Sales, Lakemba NSW, Australia October 1971.

VH-BAY.....MAF Air Services Papua New Guinea 7 October 1971.

VH-BAY.....Bougainville Air Services 6 May 1974, became P2-BAY December 1974.

Bougair/North Solomons Air Services.

Heli Niugini 1991, Mountain Air 1994.

#### **Tuesday 8 November 2022**

c/n 758 P2-ISA (2).

An early 06.30 start was made from Port Moresby to ensure a generous margin of safety regarding a volatile and unpredictable weather conditions forecast for the afternoon, flying VFR into the highlands to locate a couple of Islanders abandoned at remote bush airstrips.

First stop was Bapi Airstrip (code BPD AYBP), stated to be operational, but on arrival obviously overgrown and disused, where the sad remains of P2-ISA (2), fuselage number 758 met a violent end on 29 April 2000. As we flew over the airstrip we noticed the Islander tail protruding from a patch of dense bush adjacent to the threshold of runway 32.

Billy, our pilot landed in dense grassland (the runway) nearby, to be greeted by around 75 local tribes-people running towards the helicopter, many carrying machetes. The loadmaster Simon, who spoke the local language, warned us that the airstrip is considered tribal lands, and that the village elders would not take kindly to our unannounced arrival. He suggested that we give him 200 Kina as a gesture of goodwill, which he would give to the elders to donate to tribal funds, and to stay in the helicopter until instructed to get out!

Once negotiations were underway, and our presence explained, the atmosphere improved and people started to smile and wave at us, and we disembarked. Simon explained that the elders had instructed the machete men to cut a trail to the Islander, and then uncover the remains of P2-ISA(2) from the grip of the dense jungle. The machetes were lethally sharp, as demonstrated by one owner, with a smile on his face, who allowed a leaf to fall across the blade, which was promptly severed into two pieces!



*The remains of Islander P2-ISA(2) were uncovered with the help of local tribe-people.*



*After clearance of thick undergrowth the fin of Islander P2-ISA(2) was revealed bearing the North Coast Aviation logo.*



The Islander was slowly uncovered from the jungle, but this activity disturbed a nest of angry honey bees, which stung Simon four times and myself twice. Simon had fallen unconscious from an allergic reaction to the bee-sting. The tribal people chewed local plants and applied this to the stings. Simon regained consciousness fifteen minutes later and awoke very confused and frightened and stated that whilst unconscious he had met the souls of the four persons who died in the crash! He was carried back to the helicopter, and had fully regained his composure half an hour later.

It became apparent that the crash had been serious, all the fuselage forward of the tail section had been consumed by fire, the port wing had fell off and was still extant, the starboard wing had been half consumed, with the engine mounting and undercarriage oleo found nearby.

A tribal elder explained the circumstances of the crash. The Islander, owned by North Coast Aviation, had landed safely into wind, carrying a pilot, five passengers and cargo. Two passengers disembarked, and the pilot, rather than taxi down the full length of the runway and depart into the wind, elected to take off downwind. The aircraft limped into the air at the very end of the runway, but struggled to maintain height, stalled and crashed into the adjacent tree line, slewed round through 180 degrees and burst into flames, killing the pilot and three remaining passengers in the resulting inferno. Their remains are buried in Bapi village

cemetery. PNG bush flying is not for the faint hearted, there are no margins of error, simple mistakes and misjudgement are punished severely, pilot emphasis must strictly err on the side of caution, 100% concentration, and adherence to local terrain and weather conditions.

That evening I focused my thoughts upon the four souls who lost their lives, the remains of Islander P2-ISA(2) lie abandoned in the bush as their memorial to this tragic incident, and were regarded with deep respect by all persons who visited this crash site.

### **c/n 758**

First flight 25 September 1975 as G-BCZC.  
 G-BCZC.....Hawker De Havilland 13 November 1975  
 VH-MET.....Thorpes Transport Pty Ltd 27 January 1976.  
 Monarch Aviation 1990.  
 P2-SWB.....Southwest Airlines 14 August 1992.  
 P2-ISA(2).....North Coast Aviation February 1997.  
 Fatal crash and destroyed by fire at Bapi Airstrip 29 April 2000.

### **Tuesday 8 November.**

c/n 36 P2-NAS.

We departed Bapi at 09.30 for Hawabango Airstrip. (code HWA AYHU). On route cumulus clouds were already beginning to form rapidly, as we weaved around them, threading our way through steep valleys with trees close on both sides. Half an hour later we approached the airstrip and Billy assessed the best approach pattern to set us down on an area to the side of the runway. Once again a large crowd of tribes-people ran down the airstrip to meet us, no machetes were observed on this visit! Simon explained that the people here were very friendly, but he still observed the necessary formalities before instructing us to depart from the helicopter.



*Aerial view of Hawabango airstrip*

Hawabango is listed as a closed airstrip, due to the poor state of the runway surface, from what I observed the surface was reasonably flat and the grass short cropped, adequately maintained and perfectly usable in my opinion.

Not far from the end of the runway sat the sad remains of P2-NAS (c/n 36), a National Air Services Islander that had suffered a hard landing at Hawabango, and had been abandoned when assessed as beyond economical repair. As can be observed from the photographs, the port wing was totally destroyed when the undercarriage oleo was driven through to top wing surface.



*Islander P2-NAS near the end of the Hawabango airstrip runway after suffering severe damage in a hard landing.*

The village chief saw the accident, and stated that the Islander approached the airstrip from the river, rather than its usual pattern around the mountain. As the aircraft cleared the threshold it reared up (presumably stalled) dropped its port wing, sank hard onto the port undercarriage and slewed off the runway to the left. When I inspected the undercarriage I found the nosewheel and starboard oleo to be undamaged, which confirms what the chief had explained.

P2-NAS is now heavily corroded and utterly beyond economic repair, the port propeller is seriously damaged and the engine is seized. However the starboard engine is free, and may be useful to repair or exchange for a factory serviceable unit.



*View of damaged port wing and main landing gear of P2-NAS.*



*View of starboard wing and engine of P2-NAS.*



*View of port engine of P2-NAS*



*View of stripped out fuselage interior of P2-NAS.*



*Placard in P2-NAS reference GPS use restriction.*

Nobody seemed to remember who stripped out the avionics, interior trim and seats. Looking down the length of the fuselage, you could observe that the fuselage had been visibly twisted in the accident. There are no roads to Hawabango village, so presumably NAC sent

another aircraft to strip the aircraft of spares and took them back to Port Moresby.

We departed for Port Moresby via Kerema airport to hand pump fuel from a cache of barrels, on route the cumulus cloud was thickening rapidly, prompting the statement from Billy that the route would cease to be VFR by early afternoon. We arrived safely back at Port Moresby around 12.30, the decision to depart at 06.00 had been a wise and safe choice!

### **c/n 36**

First flight 8 November 1968 as VH-ATS.  
VH-ATS.....Aerial Tours Ltd 25 November 1968.  
P2-ATS.....Aerial Tours 8 May 1974.  
Douglas Airways March 1976.  
Sundaun Airways 1993.  
Sundaun Airlines.  
P2-ALC.....Airlink....June 1995.  
P2-NAS.....National Air Services 14 July 2004.

### **Thursday 10 November 2022.**

I departed Port Moresby, destination Vanimo Airport (code VAI AYVN), situated in the north of Papua New Guinea, adjacent to the border with Indonesia.

I arrived in a heavy rainstorm in the early evening, and as we taxied in managed to observe Islander P2-NAV (c/n 81). I returned in the morning in bright sunshine, the Islander looked reasonably presentable, but was beginning to show signs of long term external storage.



*Islander P2-NAV parked at Vanimo Airport*



*Islander P2-NAV manufacturer's construction plate confirms its identity as c/n 81.*

P2-NAV had arrived at Vanimo fully airworthy around 2015, inexplicably the aircraft was abandoned by its Australian pilot, who went

walkabout and was never seen again. At the time National Air Services were experiencing cash flow problems, and could not finance sending a replacement ferry pilot to Vanimo, nor finance filling the fuel tanks for the long return journey to Port Moresby. As frequently happens in PNG, matters were left to slide, months of storage turned into years, storage fees remained unpaid, NAS fell further into decline the Islander lapsed into semi-dereliction.

On further inspection, the airframe may still possibly be repairable, subject to a full corrosion survey. The port aileron is missing, the yokes have full and free movement, but the rudder pedal assembly is seized and currently non-operational. The panel has one missing instrument, but the others look to be capable of use. The interior is dry and the internal panelling is intact, but the internal seating has been removed, the doors open and shut nicely, and the Perspex glazing is in serviceable condition. The port engine is seized (possibly dried out cylinder pots), and the starboard engine is free with some compression. There seems to be little external corrosion, but the airframe would require an immediate full internal and external inspection. I reckon a further two years of external storage would render P2-NAV beyond economical repair. Possibly salvageable and capable of a ferry flight, subject to a full engineer's survey and port engine repairs! However, outstanding debts regarding airport parking fees would need to be settled, so I doubt if any remedial work will ever be undertaken, and the airframe will lapse into total dereliction.

### **c/n 81**

First flight 11 June 1969 as G-51-22.  
G-AXSN.....Hon Hugh Astor 11 December 1969.  
VH-ROV.....Port Augusta Air Services 11 January 1970.  
P2-ROV.....Airfast Helicopter Utilities Pty Ltd June 1974.  
P2-PAA.....Crowley Airways November 1975.  
P2-ISM (1).....Talair August 1977.  
YJ-RV6 (2).....Vanair January 1990.  
VH-CSU.....Coral Sea Airlines 24 October 1997.  
Aero Tropics June 2003.  
Regional Pacific Airlines Pty Ltd 14 March 2008.  
Regional Aviation Pty Ltd 16 January 2009.  
P2-NAV.....National Aviation Services 2 April 2009.

### **Islander c/n 81's Claim to Fame**

Islander c/n 81 was entered in the 1969 London to Sydney Air Race as G-AXSN, race number 68, piloted by Hon Hugh Astor, Sir William Dugdale and Mr Marian Jankiewicz, and achieved a creditable 7th placing on arrival in Australia.



*Islander c/n 81 as G-AXSN in the 1969 London to Sydney Air Race taking off from Parafield Airfield, Adelaide (Peter Rye).*



*Instrument panel of Islander P2-SBB is in an original, as delivered, configuration.*

**P2-SBB c/n 880 Sunbird Aviation Turbine Islander.**

As I returned to the terminal I observed a Turbine Islander in a hangar. The owner Mr Gaiam Magon kindly invited me inside to view his aircraft.



*View of the interior of Islander P2-SBB..*



*Sunbird Aviation BN-2T Turbine Islander P2-SBB awaiting sale in a hangar at Port Moresby Jackson's Airport.*



*Starboard engine of P2-SBB*



*Port engine of P2-SBB*

Sunbird Aviation has now ceased operation. At one time the fleet comprised three Islanders, however, Islander P2-SBA (c/n 2138) was written off after it undershot the runway, ditching on approach to Vanimo on 11 February 2012, Islander P2-SBC (c/n 3010) was destroyed in a crash short of the runway at Kiunga on 13 April 2016.



Sunbird Aviation tail fin and rudder emblem on Islander P2-SBB



Islander P2-SBB manufacturer's construction plate confirms its identity as c/n 880.

Mr Magon has retired from aviation, and informed me that P2-SBB is for sale at 1.5 million Kinas (roughly £350,000.00). The Allison turbine engines are run every month, the airframe has a total time of just 3784 hours, paintwork and interior are in good order.

**c/n 880**

First flight 30 March 1979 as G-BFNX.  
 G-BFNX...Jonas Aircraft September 1981.  
 N413JA.....Jonas Aircraft & Arms Company Inc July 1982.  
 Shenandoah Aerolease December 1983.  
 N73413.....Shenandoah Aerolease September 1986.  
 Seaboard Aviation October 1987.  
 N5079R.....Seaboard Aviation November 1987.  
 88-0916.....US Army, converted to a BN-2T July 1990.  
 N200LQ.....Dynamic Aviation Group Inc 8 November 1999.  
 Swiftair Inc 26 April 2002.  
 N121MT.....Swiftair Inc 17 February 2003.  
 P2-SBB.....Sunbird Aviation 10 June 2011.

**POSTAL HISTORY  
 PAPUA NEW GUINEA B-N ISLANDER STAMP  
 Compiled by Norman Hobbs**

On 11 November 1987 the Papua New Guinea postal authority issued a 35 toea stamp (Stanley Gibbons ref: SG 568) featuring Britten-Norman Islander c/n 36 flying over Hombrum Bluff. As part of a set of four PNG aircraft, the Islander is depicted in Douglas Airways livery, with the registration P2-ATS.



Postcard and stamp featuring B-N Islander c/n 36 with registration P2-ATS (Norman Hobbs collection).



PNG first day cover featuring Britten-Norman Islander P2-ATS (Norman Hobbs collection).

## Project Fresson Update

*An article in The Herald by Senior Features Writer Vicky Allan on 5 March gave an account of Loganair's perspective on a zero emissions aviation future.....*

### **Zero-emissions flights by 2030 - Loganair pioneers future flight**

Scotland's largest regional airline says it expects the first small zero-emission commercial flights to be operating across the country by the end of the decade. By 2040, the airline's goal is for all its fleet to be zero-emissions aircraft. But, more important than that, it expects to have played a globally-significant role in the development of a new wave of aviation that is emissions free. A revolution that is starting in Kirkwall Airport in Orkney.

The Sustainable Aviation Test Environment (SATE) project is nothing short of the development of a total system for zero-emissions flights: a testing site for aircraft, operating alongside an airline keen to design, trial and certificate new technology. A key element in that revolution is the Islander, which has been in use by Loganair since 1967 – and which could well be, in its retrofitted form, the first zero-emissions commercial aircraft in Scotland.

Loganair is an active partner in three future flight projects taking place out of this site. Project Fresson is being led by Cranfield Aerospace Solutions to convert Islander aircraft used on the Orkney inter-isles air services to hydrogen fuel cell power, ZeroAvia's hydrogen-powered aircraft development, and Ampaire electrical-powered aircraft.

These small aircraft are, according to Loganair head of sustainability strategy Andy Smith, just the start.



*ZeroAvia's hydrogen-powered aircraft*

He said: "We'll see a commercial zero-emissions aircraft flying in the UK before the end of this decade. The quicker the smaller aircraft convert, the quicker the larger aircraft convert. Airbus have made some big commitments to hydrogen. They're saying 2035 or earlier to have a hydrogen-powered airliner flying, which would be impressive."

What is happening in Orkney is, according to one of its architects, unique in the world. Professor Andrew Rae of the University of the Highlands and Islands said: "Our corner of Scotland is doing things that haven't happened anywhere before.

"They're developing infrastructure as well as the technology. And it's not just the airport, it's the airspace as well. It's people looking at new ways to manage the air above our heads so that these things can fly safely, and not conflict with other users of airspace."

### **Aviation threat**

It is also vital, as a 2021 study found aviation is responsible for 4 per cent of human-induced global warming. If aviation growth was to continue at its current rate, it could contribute 0.1 degree Celsius to global warming by 2050.

## **Zero-emissions flights by 2030 - Loganair pioneers future flight (continued)**

There are reasons this remote island site is taking such a key role in the testing and development of the systems supporting low emissions flight. "If you look at the south of England, airspace is very congested," Mr Smith said.

"It's not as good a place to be trying to work out trials. The fact that Orkney is a long way from anywhere is its advantage. You can test and you are not causing any issues with other airspace users". All three of Loganair's partner projects are showing strong progress. In January, ZeroAvia did its maiden flight of a hydrogen fuel cell aircraft. Mr Smith added: "That's a big milestone. But there's a long way to go to having a certified product. "Based on what we're being told by people who are developing these technologies, we're going for 2040 for zero-emissions on all our fleet.

"It's an ambitious target, but we felt that we needed ambition." Currently, he said, Loganair is open to all zero-emissions technologies – which chiefly, for short-haul, revolve around hydrogen and electric. Increasingly, however, hydrogen is being seen as the frontrunner.

"Hydrogen is currently looking like the most effective solution for us," said Mr Smith. "Sustainable aviation fuels, which can be either biofuels or synthetic fuels, are very important for a global industry level and long-haul flights which are going to find it harder to decarbonise via hydrogen.

"But we see that we can probably move quicker to net zero on our core operations by going down the hydrogen route. And that's just a feature of the fact that the aircraft we operate are bit smaller and fly shorter distances."



*Islander c/n 2198 G-BPCA  
delivered to Loganair in  
February 1988, still in  
service.*

## **Hydrogen issues**

One of the problems with hydrogen, Mr Smith added, is its large volume. He said: "To carry the same energy content as a jet fuel, you need to carry three times the volume, and that's of liquid hydrogen at cryogenic temperatures – if it's gaseous you're looking at six to seven times."

Another is that it leaks. As Professor Rae put it: "Hydrogen is tricky stuff to keep a hold of because it's a single atom molecule. It will leak from everything. We will need to deal with those leaks, so they don't become dangerous."

Nevertheless, developers are confident about conquering these challenges and even long-haul flights are looking to hydrogen. A FlyZero study, published by the Aerospace Technology Institute, concluded that green liquid hydrogen is the optimum fuel for zero-carbon emissions flights and could power a midsize aircraft with 280 passengers from London to San Francisco.

Among the big challenges, Mr Smith said, is the supply of hydrogen: "There are a lot of industries out there that are saying the only rational route for their decarbonisation is via hydrogen, and everybody needs a bit of the chain for them to move."

Energy supply is likely to represent the biggest challenge, whatever the source and technology. Professor Rae said: "Whether it's electricity or sustainable aviation fuels (SAF) or hydrogen, production volumes will not be sufficient currently to cope with aviation demand. There has to be significant infrastructure to generate hydrogen.

"With electricity, aviation is already competing against electric vehicles. Projected demand for hydrogen, especially if it's competing with domestic heating, is orders of magnitude more than we have current capability for."

Among Loganair's partners is Cranfield Aerospace Solutions, whose Project Fresson is taking the Islander, already in regular use for small island hops, and installing hydrogen technology. Cranfield Aerospace is converting the aircraft to run on a fuel cell with gaseous hydrogen. Jennifer Kavanagh, its chief strategy officer, described 2023 as a "big year" for Project Fresson. "We are hoping to fly by the end of the year."

## The Varied Life of B-N Islander c/n 2272

Islander c/n 2272 has had a remarkable operational life and is now even more so since its most recent adoption as the electric propulsion system demonstrator aircraft developed for certification as the first phase of "Project Fresson" managed by Cranfield Aerospace.

Islander c/n 2272 was built in Romania and first flown as G-BUBP on 11 April 1994. Following a period in storage it arrived in the UK on 14 October 1994 and was again in storage until being exported to ITC Aerospace, Tokyo, Japan on 29 July 1995 where it took up the registration JA5321. It was delivered to operator Kyokushin, Niigata, Japan in August 1995.



*B-N publicity image of c/n 2272 as G-BUBP prior to delivery to Japan in its special livery that represented a Japanese Ibis bird  
(Image is available as a postcard from BNAPS)*

In January 2009 c/n 2272 returned to Europe after being acquired by German operator LFH based at Harle and registered as D-ILFC.



*c/n 2272 retained its special Japanese livery when owned by LFH as D-ILFC*

The next change of ownership took place on 14 October 2014 when c/n 2272 was acquired by Islander Aircraft based at Cumbernauld, Scotland. It now reverted to its original UK registration G-BUBP. In 2015 c/n 2272 took on a starring role in the James Bond film

"Spectre". For this purpose it was given a new colour scheme and temporarily marked with an Austrian registration, OE-FZO, under special arrangements, for filming purposes only.



*c/n 2272 in "Spectre" colours but still with its UK registration.*



*At the end of filming the "Spectre" paint was washed off.*

The next starring role for c/n 2272 was its appearance at the "Islander 50" celebrations held at Bembridge Airport on 13 June 2015. On this occasion George Cormack, the owner of Islander Aircraft, brought the Islander down from Scotland and kindly made a 50<sup>th</sup> anniversary re-enactment flight at the same time of day as the maiden flight of the BN-2 Islander prototype G-ATCT that took place on 13 June 1965.



*c/n 2272, again as G-BUBP, returning to Bembridge Airport at the completion of the re-enactment flight on 13 June 2015.*

After its appearance at Bembridge c/n 2272 did not return to Scotland but made its way to the paint shop of Airborne Colours at Bournemouth where it was repainted in the colours of a new owner, Isles of Scilly Skybus. Ownership of c/n 2272 was transferred on 21 July 2015.



*c/n 2272 in its Isle of Scilly Skybus colours  
(Image is available as a postcard from BNAPS)*

The most recent change of ownership for c/n 2272 came about as a result of "Project Fresson" that was set up under an initiative to develop new forms of propulsion for aircraft, principally the development of an electric propulsion system with electrical power generated from hydrogen fuel cells. The project is managed by Cranfield Aerospace together with several key players. Phase 1 of the project is to develop and certificate a hydrogen fuel cell based electrical propulsion retrofit kit specifically for the Islander. Cranfield Aerospace acquired Islander c/n 2272 from Isles of Scilly Skybus in September 2021 and was granted a new registration of G-HYUK in December 2021.



*c/n 2272 in new colours as G-HYUK for its role as a demonstrator for the hydrogen fuel cell electric propulsion system under Project Fresson*



*c/n 2272, G-HYUK, undergoing preparatory work at Cranfield for conversion from piston engines power to hydrogen fuel cell electrical propulsion.*

## Stewart Island Flights: The tiny airline named the 'most loved' in New Zealand

Alan Granville 6 March 2023 Stuff Travel



*Stewart Island Flights B-N Islander baggage loading in progress (Brock Sabin).*

"Pretty cool", that was the reaction of Stewart Island Flights CEO and Chief Pilot Leon Bax when he found out his tiny airline had been named the "most loved" in New Zealand.

A survey from Australian foreign exchange company S Money measured the reactions of thousands of tweets from airlines, or mentions and hashtags about them, to come up with the world's most favourite companies, as well as the not-so-well-liked. Only airlines with scheduled services were included in the poll.

The overall most loved airline was Canada's Bearskin Airlines with more positive tweets about it than anyone else. In our part of the world, tiny Stewart Island Flights was top in New Zealand and eighth in the Asia/Pacific region. At the other end of the table, Air New Zealand found themselves bottom here in Aotearoa.

Stewart Island Flights operates around 16 daily return trips from Invercargill to Oban and has a fleet of two Britten-Norman Islanders, with another one ordered, one Piper Cherokee Six and a Cessna 185.

Having started flying in 2000, Bax said the small company, which employs about 20, has gone from strength to strength. "We're doing sort of record numbers at the moment, even just after the first lockdown, we've been super busy," Bax told *Stuff Travel*.



*Stewart Island Flights B-N Islander ZK-FWZ.  
The airline flies around 16 daily return trips from Invercargill to Oban.*

"Kiwis were travelling within New Zealand but they're going to bucket list destinations, and places like the normal tourist routes of Queenstown and Te Anau were really struggling, and for some reason everyone wanted to go to Stewart Island and we were flat out." Bax puts the company's success down to its ability to keep everything local. "We really focus on the community down here, that's what we do. You know we don't try and overextend or over capitalise on other routes and other sectors. That's what I think we do really well."



*A young passenger enjoying the Stewart Island Flights experience in an Islander.*

Don't expect the airline to be targetting services to any of the big centres of Auckland and Sydney anytime soon. "No plans whatsoever," laughed Bax. "I think in the 10 years I've been down here I've gone north of Invercargill maybe twice in our planes, in charters to Queenstown or Milford which is very rare. "We really do just focus on Stewart Island because we do all the remote beach landings as well, so we're flat out."

### **Dismantled Islander Spotted at Tauranga**

A recent report about some parts of an unidentified Islander, seen at the Classic Flyer NZ open day on 4 February 2023 at Tauranga, North Island, New Zealand, was posted on BNAPS Facebook by Chris Berden. Subsequent investigation revealed that the parts are those of Islander c/n 759, ZK-KTR. Used as a spares source by Great Barrier Airlines, it is destined to be an exhibit in the Classic Flyers NZ collection.

For more about Islander c/n 759 go to: [3rd Level New Zealand: What Islander is this?](#)



*Dismantled airframe parts of Islander c/n 759 at the Classic Flyers NZ Open Day  
(Chris Berden)*

## Islander c/n 7 Changes Ownership and Gets a New PTT switch

In the July 2022 issue of BNAPS News the author of the feature article about Islanders in the Yukon and Manitoba met up with the then owner of Alair Islander c/n 7, C-GSAD, Alan Hadland, and was taken up for a flight in May 2022. During the flight it was noted that the control wheel PTT (Push to Transmit) push button switch was missing. BNAPS was asked to help obtain a replacement switch as a modest thank you to Alan for the flight. With help from Saywell International a switch was located and put in the post to Alair in Manitoba, Canada.



*Islander C-GSAD refuelling at Geraldton (CYGQ) Ontario on its way to Neuville, Quebec, arriving there on 8 December 2022 (Eric Bolduc)*



*Control wheel of C-GSAD showing missing PTT switch*

Soon after the flight took place it was heard that Islander c/n 7 was up for sale. It is now with Aviation Structural/Structural Aviation based in St Augustin, Quebec and is at present undergoing refurbishment. BNAPS has been in touch with the new owner, Eric Bolduc, Directeur de Maintenance at Structural Aviation. Eric says that the aircraft will be used as a commuter aircraft on the east side of Quebec.

It is planned to get Islander c/n 7 back in the air this spring. One propeller has just come back from overhaul. Avionics will be upgraded with a new audio control panel, a Garmin GNS 530 GPS/Nav/Com WAAS/TAWS, a GNS 420 VHF Transceiver WAAS and a GTX 327 Mode C Transponder. Engine instrumentation will be replaced by two new GI 275 Engine Indication System units. All the seats have been repaired with new leather. The aircraft may be re-painted next year.

As for the PTT switch, it came with the aircraft but has not yet been fitted. Eric will keep BNAPS informed about the progress of the work and the return of Islander c/n 7 to flight in due course.

WAAS – Wide Area Augmentation System TAWS – Terrain Awareness Warning System

## Garda Air Support Unit BN-2T-4S serial 254

Garda BN-2T-4S Defender 4000 254, c/n 4008, returned to Solent Airport from re-painting at Biggin Hill on 28 February 2023. Although believed to be up for sale, the aircraft in its new grey and white colour scheme still carries Garda insignia and markings.



*Garda 254 about to land at Solent Airport on its return from Biggin Hill (Tony Dann)*

## Flight to the Needles in BN-2T G-JSAT

On 24 March Fareham Borough Council's Executive Leader, Councillor Sean Woodward, was taken on a local flight from Solent Airport in BN-2T G-JSAT, c/n 2277, over to the Isle of Wight as far as the Needles. The flight, courtesy of B-N at Solent Airport, took place in blustery wind conditions, but the visibility was excellent. A number of images of the flight were posted on EGHF Facebook. Thanks to permission given by Sean Woodward, BNAPS News presents a selection of the images below:



*Sean Woodward with B-N's Head of Training, Capt. Vince Jones (right) with BN-2T G-JSAT at Solent Airport.*



*BN-2T G-JSAT is fully equipped with latest digital instrumentation and avionics.*



*View of the coast towards the Titchfield nature reserve as the flight departs Solent Airport.*



*View of the Needles and Needles lighthouse.*

The aircraft has been modified with some form of radar equipment installed with the original pointed nose cone replaced by a nose radome.

## Limited Edition B-N Stickers on sale

Britten-Norman are promoting new limited edition stickers for sale. The specially designed stickers are produced in the UK by Britten-Norman's graphic-art department - ideal for toolboxes, windows, suitcases and offices.



Special introductory price offer, for details go to <https://britten-norman.com/store/>

## From the Archive

*Following on from the Flight article about the Sunbird Charter Trislander c/n 320, 5Y-AOY, in the January 2023 issue of BNAPS News, more information about the acquisition of the Trislander and its African safari flight operations became available when a 1974 publicity brief fortuitously turned up on Ebay. Also another brochure about Wing Safari, dating from 1972 was found which gives more information about the Trislander's luxury accommodation and the Sunbird Charter pilots that flew the aircraft. The publicity brief and brochure are presented below:*



### BY SUNBIRD TO THE MOON (and half way back again)

Twenty months ago, Viscount Andrew Cole, Chief Pilot and Managing Director of Sunbird Charters Limited, took off from Wilson Airport, Nairobi, with Lindblad Travel and Tony Irwin's Wing Safari No. 233, and thus introduced into the East African sky the Britten-Norman Trislander.

By the end of March 1974, and 143 Wing Safaris later, the Trislander had clocked up 2,300 hours and flown some 370,000 miles, all the way to the moon and half way back again. This was part of the story that Andrew Cole told Britten-Norman's Annual Sales Conference in London recently and none of the scores of delegates present from all corners of the world was in a better position to talk about the operational pros and cons of Trislander flying, as utilisation figures prove.

The story of the Wing Safari Trislander goes back to the Farnborough Air Show in 1970 when it was first demonstrated in public. It was then seen by John Williams, Wilkenair's founder chairman, who immediately recognised its potential and contacted Wing Safari Operator, Tony Irwin in Nairobi. Within a couple of months, Irwin called into the Britten-Norman factory in the Isle of Wight to look at the aircraft for himself only to find that it was in the hands of the 'wreckers' who were tearing it apart in search of stresses and strains.

There followed a year of negotiations between Lindblad Travel and Tony Irwin (EA) Limited on the one hand, and many aircraft manufacturing firms including Britten-Norman on the other, whilst the former searched the world for not only the most suitable aircraft for its arduous daily Wing Safari programme in and out of short bush strips in East Africa, but also for a light air charter company to handle the flying side. By Christmas 1971 the decision had been made. The Britten-Norman Trislander and Kenya's Sunbird Charter Company would come together to operate Irwin's Wing Safaris.

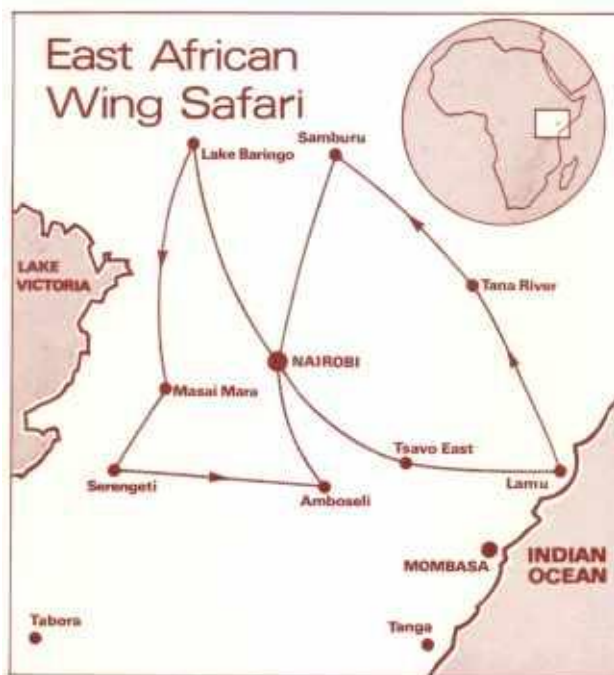
Although the Trislander is normally an eighteen seat aircraft, this cuts across the East African charter licensing regulations which preclude any charter aircraft other than the national airline operating internal services with more than ten passenger seats. Happily, this regulation conformed with Tony Irwin's requirements of a comfortable, near luxury configuration for his Wing Safari clients, and after a day long search amongst the stores and hangars at Bembridge, Isle of Wight - which meant coats off for Desmond Norman, John Britten and Tony Irwin and others - a number of special deluxe seats originally designed for VIP use were found and today Sunbird's Trislander, with its ten seat, pullman configuration, has become the most frequent visitor of many of the scores of light aircraft operating in Kenya to the popular game parks of East Africa.

Every other day throughout the busy eight months tourist season, "Sunbird One" takes off at 9 o'clock from Nairobi's Wilson Airport with ten first class clients and drops them at Baringo, one of the chain of Rift Valley lakes, 160 miles to the northwest, where another ten are boarded and flown to the Mara Game Reserve, an hour and a half southwest across the Rift Valley and the 9, 000 foot Mau Forest.

The Trislander lands on the grass strip amongst herds of wildebeest, zebra and antelope at Mara to pick up another ten passengers for the flight south into the famed Serengeti where after another quick changeover of passengers, it takes off and flies southeast for Ngorongoro Crater in northern Tanzania.

The last leg of the day brings the fifth group of ten from the Crater and Manyara northwards across the Tanzania/Kenya border for an hour's flight back to Nairobi's Wilson Airport at 5 o'clock in the evening where once the passengers are off loaded, the aircraft is taken in at Wilken Aviation for equalised night maintenance.

The next day it sets off again at 10 o'clock with ten more 'Wingers' and flies southeast about 160 miles to land them on the earth strip at Cottars Camp which lies on the banks of the Athi River, in the eastern section of the Tsavo National Park, picks up another ten and flies due east to Lamu Island via Malindi, 225 miles away.



At Lamu another party is waiting to be flown 320 miles northwest to the Samburu Game Lodge and after a quick changeover there, flies 60 miles southwest to land on the 7,000 foot Mount Kenya Safari Club airstrip and thence flies 100 miles south to Nairobi, landing at 5 o'clock for another night's maintenance check. The following morning it is Baringo, Mara, Crater, Nairobi all over again.

Day in, day out, for months on end - and if there are still any doubters left as to whether Andrew Cole and Tony Lutyens of Sunbird Charters or Tony Irwin, the Wing Safari man, picked the right aircraft, the following record should prove otherwise.

Since Wing 233 in June 1972, the Trislander has flown over 2,300 hours, totalled approximately 2,400 take offs and landings, and averaged almost five landings and take offs in a day. Her nose wheel tyre was changed after 1,850 hours of use and she has averaged 416 hours of 68,500 miles on one set of spark plugs. Add to this the final proof positive - on not one occasion throughout the 550 days of Wing Safari flying from June 1972 to March 1974 has "Sunbird One" failed to complete her day's schedule due to any mechanical failure.

These remarkable figures have not gone unnoticed by others interested in viable and reliable aircraft. Sierra Leone Airways recently placed an order for two Trislanders at a cost of £250,000 and thus becomes the third African country, after Kenya and Gabon, to purchase the aircraft. The Trislander is also in service in the Channel Islands, the Western Isles, Australasia, Canada and the Caribbean.

For further information please contact

TONY IRWIN,

Lindblad Travel & Tony Irwin (EA) Ltd., P.O. Box 48559,  
Nairobi,  
Kenya.

VISCOUNT ANDREW COLE, Sunbird Charters Ltd., P. O. Box 912, Nakuru,  
Kenya.

BRIAN BENNETT,  
Britten-Norman (Bembridge) Ltd., Bembridge Airport, Bembridge,  
Isle, of Wight,  
England.



This 1972 Wings Safari brochure was issued by Lindblad Travel and describes the Trislander's VIP style interior and what the Wings Safari operation offers for tourists. The aircraft was operated by Sunbird Charter for Lindblad Travel.

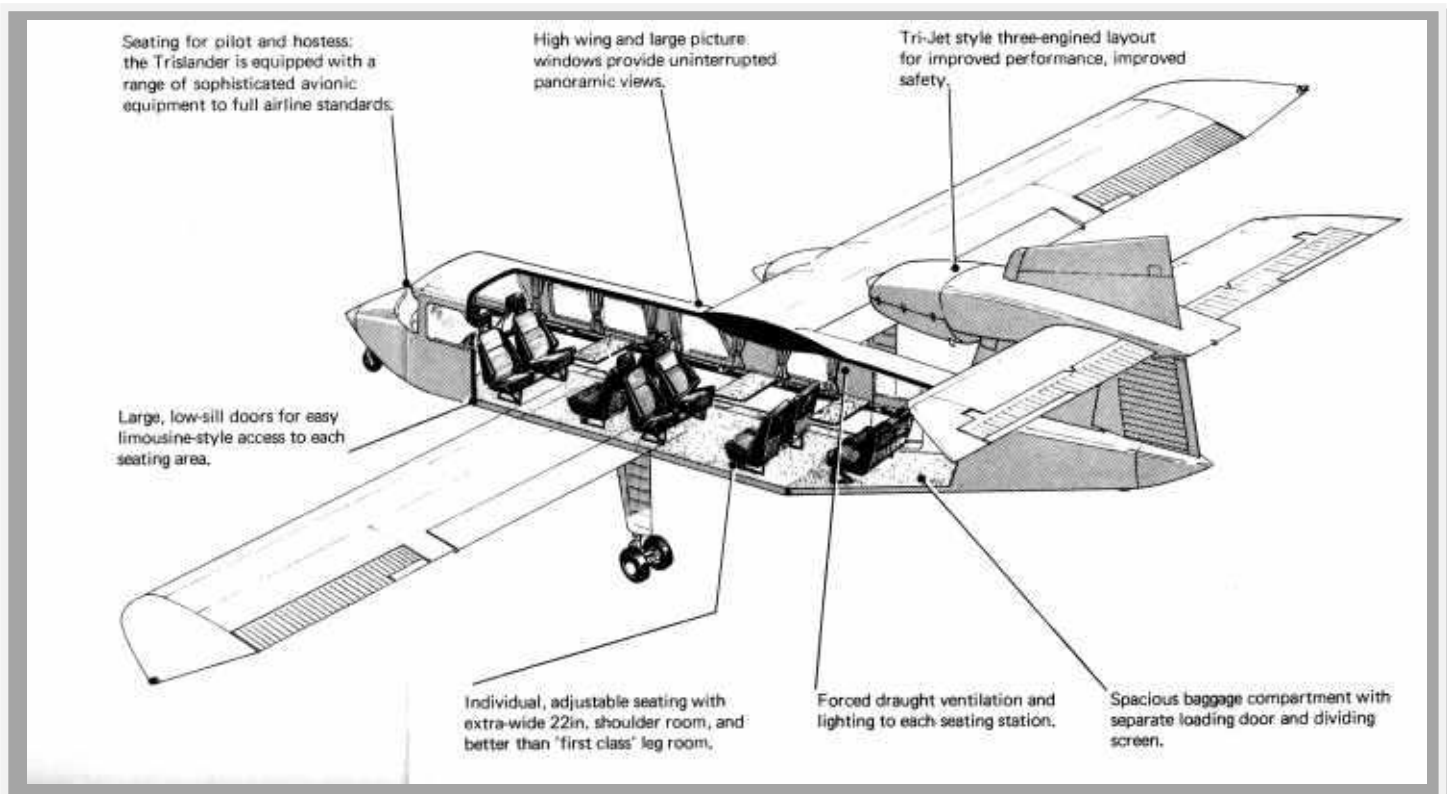


Yet another FIRST for LINDBLAD TRAVEL is the introduction of a new British aircraft to the "Wing Safari" scene.

The 'Trislander' is a straightforward development of Britten-Norman's world famous twin-engined Islander, now in service in 58 countries.

The smooth flying qualities of the Islander and its wide range of passenger comforts are all incorporated into the new Trislander, already in full commercial service as an eighteen-place commuter airliner.

A de-luxe, VIP style interior, specially designed for Lindblad Travel, makes full use of the Trislander's large cabin volume, and provides a really spacious and comfortable seating arrangement for ten passengers.



## WING SAFARI – a new concept for tourism

It was during the summer of 1964 when the first "Wing Safari" took off from Nairobi carrying 7 passengers and a pilot/courier, thereby introducing a totally new concept of tourism within East Africa.

The "Safari" landed at Keekorok, where managers Jan and Lasse Allen prepared the meals in their bathroom, since the kitchen had yet to be built; it landed at Samburu, and encountered a couple of other hardy travellers; at Loyangalani on the south-eastern shores of Lake Rudolf, where, apart from the El Molo tribesmen, it met no-one; at the Mt. Kenya Safari Club, which was otherwise empty.

That all seems a very long time past, but in many places the roads we fly over from Park to Park, and Lodge to Lodge, are just as dusty, bumpy and uncomfortable for the landborne, as they were 8 years ago.

Since that date we have moved from single-engine Comanches and 5-seat Aztecs through to more than 3 years of operation with the De Havilland Twin Otter. Today we introduce the first Britten-Norman 3-engined Trislander ever to be sold into Africa, an 18-seat aircraft which has been specially fitted to give maximum comfort to ten "Wing Safari" passengers.

We still go to Keekorok and Samburu and will be returning to the Mt. Kenya Safari Club after a lapse of one year. We have replaced Lake Rudolf on our itinerary with the Tana River Camp and Seronera Lodge by Fort Ikoma, and Paraa Lodge by Kateer, which is new and more attractively situated for the Murchison Falls river trip. Our pilots are now assisted by full time, trained hostess/couriers.

The Trislander, will be operated by Sunbird Charters on our behalf and in June, when it comes into operation, will be carrying the 250th "Wing Safari" to have left Nairobi for the Game Parks of East Africa.

### SUNBIRD CHARTER PILOTS

#### Anthony Lutyens

Age 42, married with 4 children, Managing Director of Sunbird Charters, which he formed in 1967, having had 10 years' experience of light aircraft flying in East Africa. He has a large farm in Mau Narok - sheep and pyrethrum - and his hobbies are mountaineering, chess, reading and tennis.



#### Roy Marsh

Age 47, married with 4 children - flying since 1943 with the R.A.F. - flying commercially in East Africa since 1948 - 11,000 flying hours all over Africa - joined Sunbird May 1971 - hobbies are swimming, tennis and golf.



#### Viscount Andrew Cole

Age 29, married with 3 children, Andrew Cole's parents first came to Kenya in 1902 amongst the earliest rancher settlers. Educated in England, Andrew Cole served for 6 years with the British Army, where he first learned to fly. With 3,000 hours flying experience in East Africa he joined Sunbird Charters in 1969.



#### ITINERARY-JUNE/DECEMBER, 1972

**ROUTING: NAIROBI KATEER LODGE (MURCHISON FALLS) KEEKOROK FORT IKOMA  
CRATER LODGE LAMU TANA RIVER SAMBURU MT. KENYA SAFARI CLUB NAIROBI  
(OPTIONAL: TREETOPS ARK MOUNTAIN LODGE)**

## **BNAPS Merchandise - Thank You**

BNAPS thank the many individuals and organisations who have purchased merchandise which has helped raise funds for "**Charlie November**".

In particular, thanks go to the following postcard stockists: Army Flying Museum, Channel Islands Air Search, Duxford Aviation Society, Hebridean Air Services, Isle of Wight Traders, Seaview Deli, Solent Sky Museum, Wight Aviation Museum, Wight Knuckle Brewery and Wight Originals.

For information about BNAPS cards please contact BNAPS [norman@bnaps.org.uk](mailto:norman@bnaps.org.uk)

### **B-N Caps now Available**

BNAPS has just re-stocked B-N caps. Caps are dark blue with the original style B-N logo in yellow.



Caps are priced at £10.00 plus £2.50 UK p&p.

### **BNAPS Saving Charlie November Sticker**



**Available from 22 April 2023**

### **BNAPS Sales**

Please contact BNAPS at [sales@bnaps.org.uk](mailto:sales@bnaps.org.uk) if there are any questions regarding stock items and availability.

**BNAPS on the Internet -** information and back issues of BNAPS News go to [www.bnaps.org.uk](http://www.bnaps.org.uk)  
Also take a look at BNAPS Facebook page.

### **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.

### **More BNAPS Supporters Needed**

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

The principal aims of the BNAPS Supporters Club are:  
"to assist BNAPS to preserve the history and aircraft of Britten-Norman through member donations and to provide assistance with the day-to-day operations of the charity"

Anyone with an interest in local aviation heritage is welcome.  
As a point of clarification, whilst BNAPS has contact with Britten-Norman from time to time, as a charitable trust BNAPS is an independent organisation.

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

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

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

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