



# BNAPS News November 2021

BNAPS News Vol 11 Iss 6 – November 2021

## Islander G-AVCN's "New Look"

On 15 October Islander G-AVCN took on a "new look" when the black cheat line livery was applied to the fuselage by specialist company Indigo Graphics using a transfer system. At the next stage black areas of the nose cone will be masked and painted. The transfer system cannot be used due to the curved surfaces. Next in line are the red areas of the engine cowlings and adjacent wing top surface and black lining on the engine cowlings such that Islander G-AVCN will once more be in the colours of Aurigny Air Services.



*Islander G-AVCN with its "new look" fuselage cheat lines applied on 15 October 2021*

## BNAPS 2022 Desk Calendar Now Available

The 2022 BNAPS Desk Calendar features 12 selected images of Islanders in service with UK operators past and present. Calendars are priced at £5.00 plus £1.50 UK p&p. Overseas postage is charged at cost. Funds raised from calendar sales will help with the restoration and preservation of our historic Islander G-AVCN. To order your calendar please contact BNAPS

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

Calendars are also on sale at the Propeller Inn and in the Wight Military & Heritage Museum shop.



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**Plus more news of Islanders and Trislanders around the World**

## BNAPS Chairman's Update – November 2021



Dear BNAPS Supporter,

Another year has passed, and now with restoration of Islander G-AVCN very near completion, the big move on 17 December last year seems such a long time ago. Thanks to all involved who made the move a great success. However, pandemic restrictions meant that some of the kit had to remain in temporary storage at Brickfields for a while. Also access restrictions in force at the museum were such that re-assembly of the aircraft did not start until 29 April this year. However, good progress was made with the re-assembly work and as reported in this issue of BNAPS News Islander G-AVCN is at last emerging in the colours of Aurigny Air Services.

As the project moves from restoration to preservation, we now have to get on with the work to present the Islander G-AVCN for public display. This will involve deciding how best to position the aircraft for display and to identify various potential hazards to visitors and devising appropriate risk mitigation measures. Whilst Islander G-AVCN is interesting in its own right, and is seen as a tribute to John Britten and Desmond Norman and all who worked with them to make the Islander an outstanding success, it will be surrounded by supporting facilities to enable visitors to gain a full appreciation of the significance of the Islander and the Britten-Norman Company in respect of the Isle of Wight's industrial heritage and the UK's achievements in aviation.

BNAPS Trustees are assessing what is needed to prepare and fit out the exhibition space and devise a detailed implementation scheme. Costs of materials and specialist services, such as production of graphics/display panels, will be defined together with quotations for work to upgrade the surrounding floor surface, as a costed implementation plan. The plan will be phased to match the availability of funds.

The "official unveiling" of Islander G-AVCN is planned for 23 April 2022 and will be the launch event of the new era for BNAPS. Arrangements for the event will be drawn up and circulated and invitations sent out in early 2022.

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

Wishing all a very happy Christmas and a safe, peaceful and prosperous New Year,

Yours sincerely,

Bob Wealthy,

Britten-Norman Aircraft Preservation Society Chairman

### BNAPS News September 2021 Issue Clarification

The tribute to Bob Ward in the September 2021 issue of BNAPS News included a reference to sponsorship of G-AVCN's recovery by Airstream International. This did not do justice to the role of Airstream International and the people involved. The following presents some clarification of the situation at the time:

*Recovery of VCN was jointly managed by Peter Graham and fellow joint managing director of Airstream International, Peter Crutchfield. Airstream International was formed to pursue various business areas as an arranger of aircraft finance, manager of a fleet of commercial aircraft and advisor to the aircraft industry. Peter Graham was Commercial and Contracts Manager and later Overseas Production Manager at B-N prior to the formation of Airstream International.*

## **G-AVCN Restoration Progress September 2021 – November 2021**

### **Summary of Activities during the period:**

#### **1. General**

All the main component parts of the aircraft have now been re-assembled.

**2. Fuselage:** Indigo Graphics have applied the horizontal (Vinyl) Black Cheat Lines to the fuselage sides (not the nose cone). The transfers showing the word \*Islander" and the BN Logo are still to be applied. The Black on the Nose Cone can now be painted. It is hoped this can be completed before Christmas.

Fitting of the wing to fuselage fairings is complete.

Internal trim is progressing. The 2 missing internal door grab handles have been acquired.

The inside face of the baggage bay door has been cleaned up ready for painting..

**3. Wing, Ailerons, Flaps and Engines:** Propellers spinners and back plates are now painted and fitted.

Engine controls and hoses plus other engine "dressings" are in work for the Port Engine as this engine will be displayed periodically with the cowlings removed.

**4. Tail plane, Elevator and Elevator Tab:** Completed apart from installation of replacement "banjo" fairing between the fin and tail plane.

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

**6. Landing Gear:** Wheel trims for the main wheels are made but not yet fitted. Main Wheel Brake units now fitted, representative hydraulic hoses are being sought to make the installation look representative.

**7. Engine cowlings:** Fitting of the engine cowlings is complete. The cowlings need to have the black "Cheat Lines" applied. This is to be done by Indigo Graphics once masking of both upper and lower engine cowling sections is complete. Masking to get outlines that "look right" has proved a challenging and time consuming task with no dimensional information available, except trying to scale from old photographs, and where the surfaces are compound curves. The upper red band from the front of the engine cowling back across the wing chord is being masked up; finish for this area will be paint applied by roller and brush.

**8. Installation of Navigation Lights, Landing Lights, Strobe Light and ADF Aerial:**

Completed. Failed tail light bulb has been replaced.

**9. VQ-SAC Fuselage Section** Work has continued to fabricate suitable hinges for the pilot's door and starboard passenger door.

Installation of windows and window trims has continued. Suppliers of the window moulding that secure the Perspex windows have been contacted but material is too expensive so an alternative method of securing the windows is being devised.

**10. Missing Items List:** A replacement for the elevator/fin "banjo" fairing has been sourced and has been donated by Aeroplastics, Australia. Thanks go to Aeroplastics for donating the part and to Saywell International for helping with its shipment.

## G-AVCN Restoration September 2021 – November 2021

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



*View of starboard propeller after installation.*



*View of Islander G-AVCN with both propellers installed. Starboard propeller spinner was installed at a later stage.*



*Blown tail navigation light bulb was replaced by Paul Brook.*

## G-AVCN Restoration September 2021 – November 2021



*Fuselage side wall trim and window surrounds have been installed by Paul Thomasson.*



*Paul Thomasson installing the port passenger door trim panel that he had made.*



*View of port passenger door after installation of door trim panel.*

**G-AVCN Restoration September 2021 – November 2021**



*View of starboard propeller with spinner fitted.*



*Indigo Graphics technician positioning black cheat line transfers on starboard side.*



*Black cheat line graphics Transfer ready for next stage in the application process.*

## G-AVCN Restoration September 2021 – November 2021

Views of Islander G-AVCN after application of black fuselage cheat lines on Friday 15 October 2021. Photos 1-4 were taken on the day by Guy Palmer.



## G-AVCN Restoration September 2021 – November 2021



## G-AVCN Restoration September 2021 – November 2021



*View of Baggage Bay Door inside before being primed and painted.*



*Guy Palmer removed the baggage bay door and prepared the inside surface and applied several coats of primer ready for top coat painting.*



*left – View of the inside surface of the baggage bay door after it had been painted matt beige to match the interior fuselage trim.*

## G-AVCN Restoration September 2021 – November 2021



*"Banjo" fairing was primed and painted by Mark Porter as soon as it arrived.*



*View of the rudder and elevator after the "banjo" fairing had been installed by Mark Porter.*



*Close up view of the "banjo" fairing (Guy Palmer).*

## G-AVCN Restoration September 2021 – November 2021



*Bob Wilson spent much time and effort to mark out the black livery on the engine cowlings and the red livery on the top section of the engine cowling and adjacent top surface of the wing.*



*Maury Dyer has been working on the flight simulator fuselage section to install and fabricate door hinges. This view shows the pilot's door with hinges installed.*



*Bernie Coleman working on the fixings for starboard side window of the flight simulator fuselage section.*

## Work planned through to completion Q4 2021/Q1 2022

Work planned for the next 2- 3 month period to end Feb 2022

**1 General:** All major structural work is now complete with only minor finishing work to go. This includes the fairing between the fin leading edge and dorsal fin and between the wing droop leading edge and the inboard side of the engine upper engine cowling. Application of Aurigny livery to engine cowlings and top wing surfaces adjacent to the engines

### 2 Wing and Engines:

- 2.1 Complete Engine cowls black and red painting
- 2.2 Complete red painting of over wing chord wise band from cowlings aft to wing TE.

### 3 Fuselage:

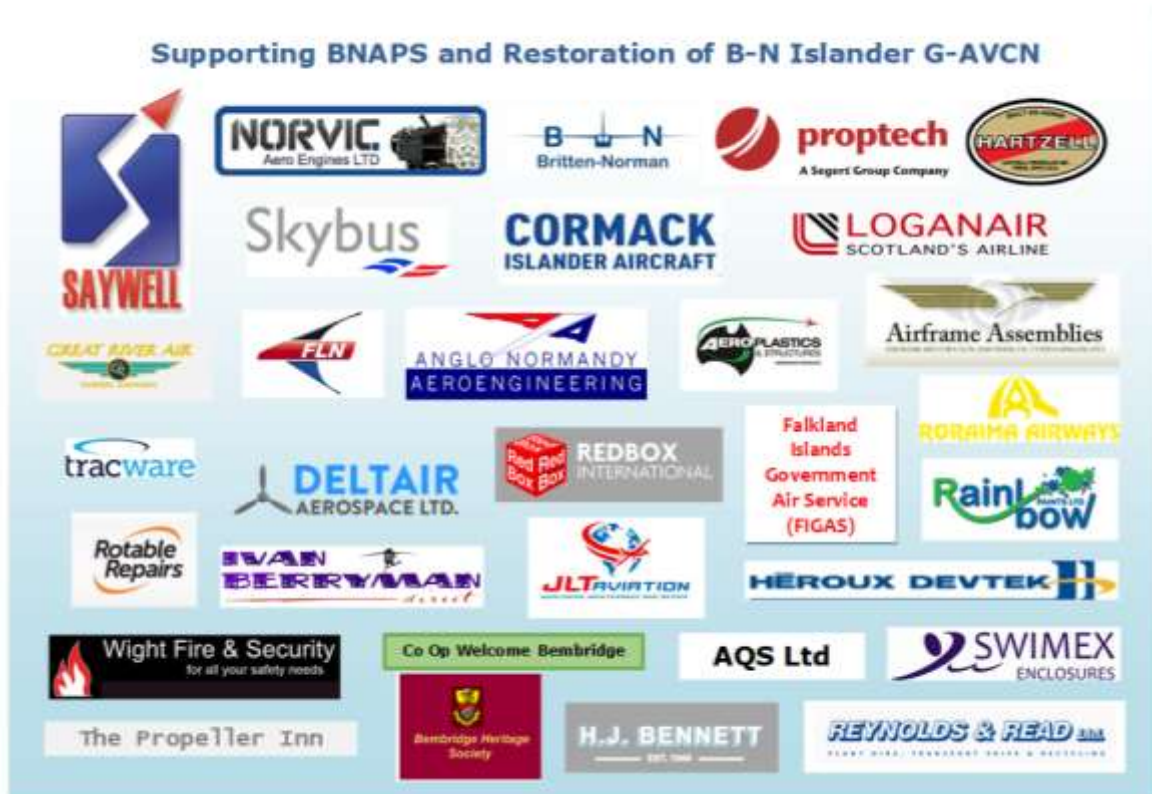
- 3.1 Internal trimming work in particular floor carpet and roof lining.
- 3.2 Apply transfers for the word "Islander" and the BN Logo to each side of the forward fuselage.
- 3.3 Spray black areas of nose cone

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

- 4.1 Fabricate door hinges and door catches and install doors and windows and trim.
- 4.2 Install electrical earthing connection for fuselage structure

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

- 5.1 Complete tidying up, get rid of unwanted items and generally sort out the area for satisfactory working and storage and display.
- 5.2 Agree how to treat the floor surface, in particular for final display
- 5.3 Raise the aircraft by approximately 12 inches to increase head clearance and improved visitor visibility.
- 5.4 Some gust locks still required.
- 5.5 Pitot Head protection to safeguard against personnel collision

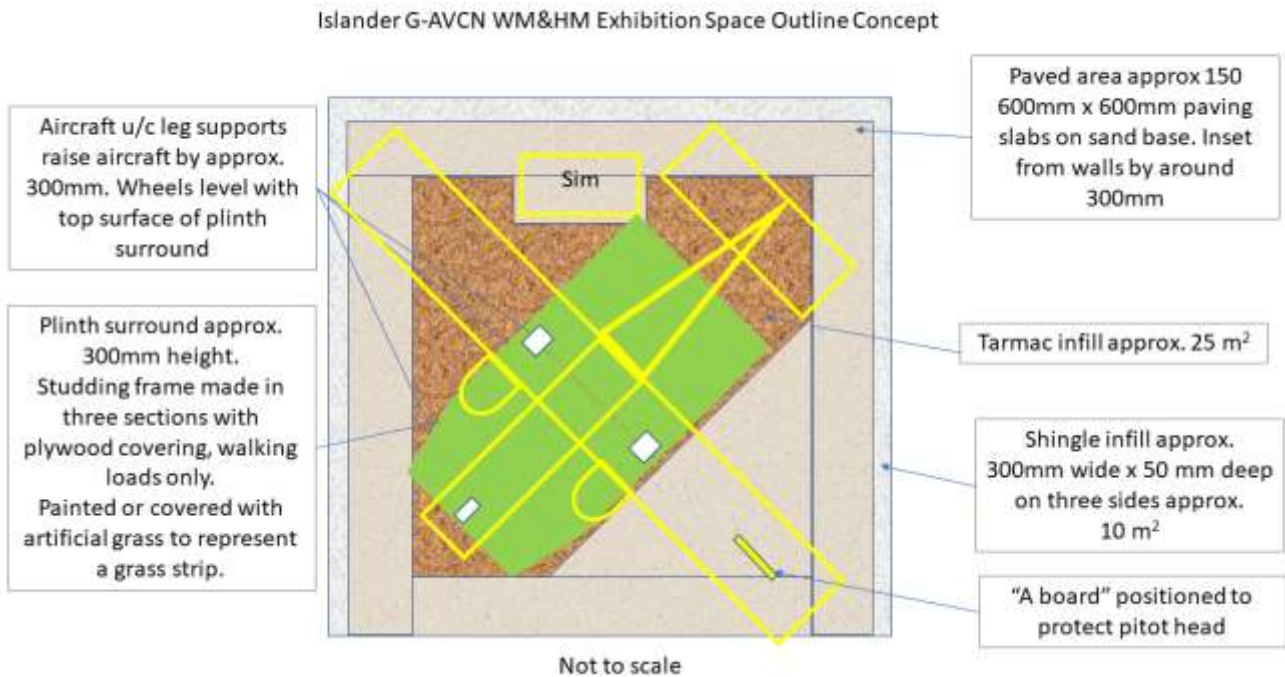


## Islander G-AVCN Exhibition Space Concept

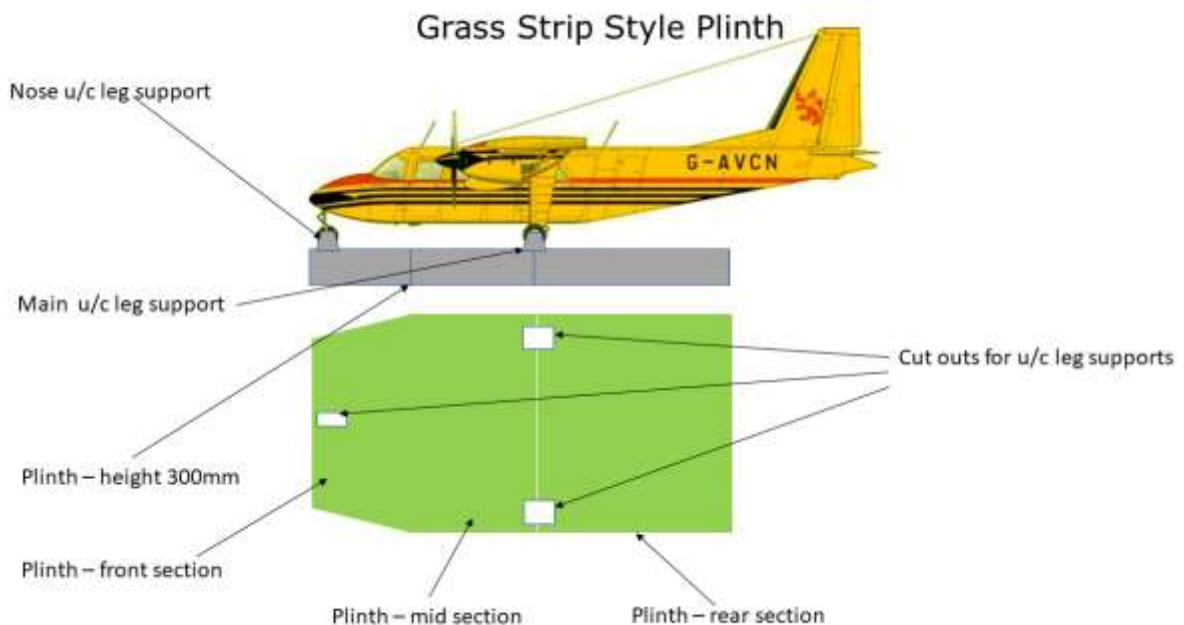
Initial ideas have been put forward for discussion about the way in which the exhibition space could be arranged for displaying Islander G-AVCN, as outlined below. Decisions must be made regarding the flooring surface and how the aircraft is presented for visitor access that is both effective and safe.

Supporting exhibits and facilities can then be specified and organised to provide visitors with an opportunity to learn more about the Islander, its origins and its place in Britain's aviation heritage, both locally and nationally.

### Exhibition Space Layout – Concept for Discussion



### Islander Display Configuration – Concept for Discussion



## Supporting Displays and Facilities

1 B-N History "How it all Began" (wall mounted display panels)

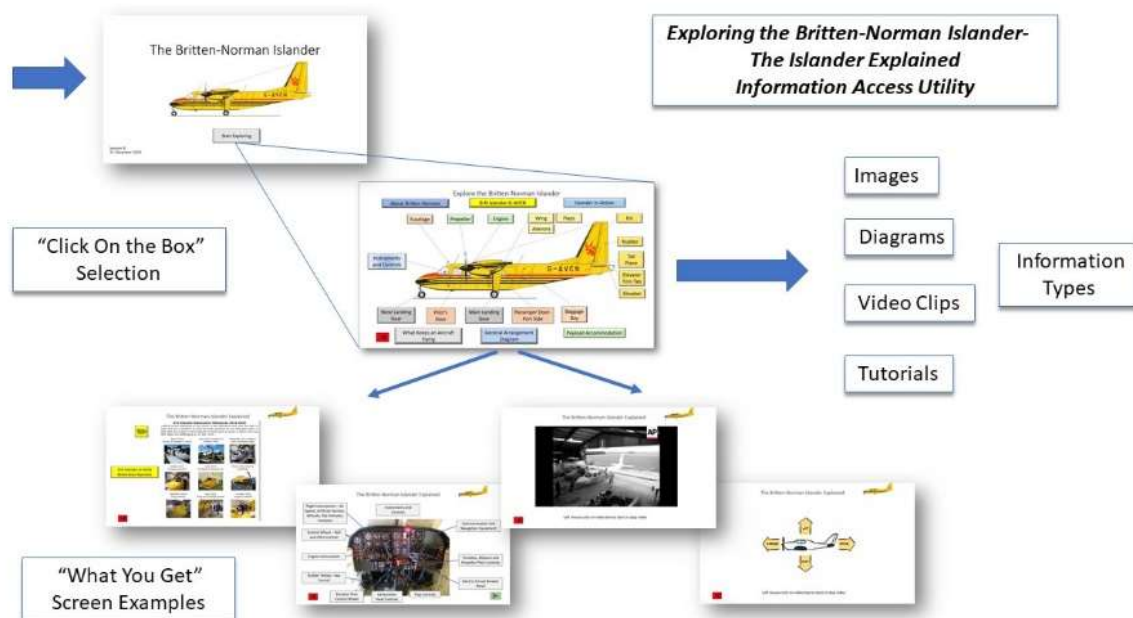
- BN-1F
- BN-2 1965 - present day
- B-N company milestones and events

2 B-N Islander G-AVCN (wall mounted display panels)

- Islander G-AVCN history 1967 -1999
- Islander G-AVCN Recovery, restoration and preservation key events/milestones

3 Video(s) running related to 1 and 2 above

4 "Islander Explained" - touchscreen interactive terminal



5 "Islander Experience" Flight Simulator - Islander VQ-SAC fuselage section will be used to accommodate an "off the shelf" flight simulator to provide a basic Stage 1 facility.



It is envisaged that the flight simulator would be upgraded to a Stage 2 configuration with representative control wheel, rudder pedals and throttles together with enhanced graphics displays, subject to availability of technical support and funding

## 6 How an Aircraft Flies

Involves the use of explanatory graphics in conjunction with RC Islander model (as demonstrated on 25<sup>th</sup> September Preview Day).

Live demonstration of Islander G-AVCN flight controls for visiting groups by arrangement



7 How an Aircraft is Constructed/Tools of the Trade - Explanatory graphic + examples of sheet metal fabrications + examples of tools used, types of fixings .

8 Selection of BN-2 models in display case.

9 Selection of framed B-N related prints.

10 Aircraft instruments and parts as used on the Islander.

11 Placards about companies and organisations that have supported the restoration project.

12 Sales stand for BNAPS merchandise, cards etc.

## Collaboration Announced for Isles of Scilly Hydrogen Electric Aircraft Flights

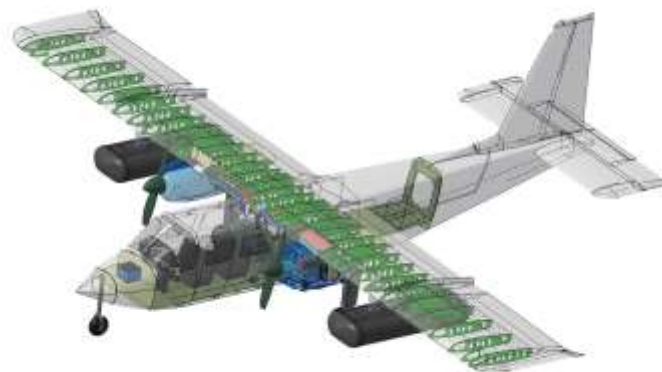
From a recent press release issued by Business Live on 28 October 2021.....

Isles of Scilly Steamship Group (ISSG), Cranfield Aerospace Solutions (CAeS) and Britten-Norman (B-N) have signed a Letter of Intent for introduction of Hydrogen-powered flights between the mainland and the Isles of Scilly after the three companies agreed to work together on Project Fresson, the project to bring zero-carbon aviation closer to being a reality.



*Hydrogen Islander graphic (Project Fresson).*

Utilising Britten-Norman's expertise as the original equipment manufacturer for the BN-2 Islander, one of the world's most successful low-cost, short take-off and landing, short-sector aircraft, CAeS is leading the collaboration under Project Fresson that is already engaged on integrating hydrogen fuel cell technology into the Islander aircraft.



*Hydrogen Islander cutaway diagram (Project Fresson).*

ISSG, has operated the Islander on its Skybus service from Land's End Airport to the Isles of Scilly for many years and has recently sold one of its aircraft to CAeS as part of Project Fresson. ISSG will further support Project Fresson by providing expertise gained from its own operations and its understanding of infrastructure requirements.

The Isles of Scilly attract more than 100,000 visitors a year. The uniqueness of the islands has been recognised by the entire archipelago being defined as a protected landscape and are designated as an Area of Outstanding Natural Beauty, a Heritage Coast and a Special Protection Area. Operation of the hydrogen-electric powered Islander will allow ISSG to help safeguard the protected Isles of Scilly region.

The original concept for a zero-carbon aircraft led CAeS and B-N to consider battery power. It soon became apparent that the impact of weight, charge time and charging infrastructure made a battery-only solution impractical. Moving to a hydrogen-electric fuel cell option provides operators with greater flexibility, higher passenger load and improvements to the

bottom line through a potential 50% reduction in powertrain maintenance cost and a 40-50% reduction in variable costs.

Green hydrogen can be produced locally using renewable energy. It can also be stored at an operating base with relative ease and without the need to provide complex charging networks. Turn-around times between sectors are similar to those achieved with fossil fuels, providing greater resilience to operations.



*Project Fresson Islander with planned new colour scheme and intended registration G-HYUK (CAeS).*

Stuart Reid, chief executive of the ISSG, recently stated that:

“This is an exciting development in the project, and one which we are proud to be a part of. The Letter of Intent for hydrogen aircraft really shows our commitment towards a zero-emission aviation industry and to become an early adopter of this cutting-edge technology. The Isles of Scilly is a special and extraordinary place and we take our environmental policy very seriously, as well as our responsibility towards meeting the Government’s objectives of the decarbonisation of transport.”

Paul Hutton, chief executive of CAeS, emphasised the importance of the collaboration in the following terms:

“It is incredibly important for the future of our planet that we deliver emission-free aircraft and I am delighted to see the Isles of Scilly Steamship Group’s commitment to this outcome. I would encourage contact from airlines of all sizes who would like to find out how these aircraft can be part of their future.”

An earlier news release on 22 October 2021 announced that Reaction Engines would be part of the Project Fresson team.....

### **Reaction Engines brings thermal management technology to Project Fresson**

Reaction Engines has joined the Project Fresson consortium to provide its thermal management technology for Hydrogen fuel cell cooling. With Reaction Engines’ expertise gained through developing novel thermal management technology on the SABRE (Synergetic Air Breathing Rocket Engine) programme and for applications in the motorsport, energy, and aerospace industries, the company is well-placed to develop an innovative solution and act as a key enabler of hydrogen fuel cell technology. Reaction Engines will develop a bespoke ultra-low drag heat rejection system to deliver the project’s fuel cell cooling requirements that will enable integration of hydrogen fuel cell technology into the project’s B-N Islander aircraft.

Rob Marsh, Project Fresson Chief Engineer said “Reaction Engines bring to Project Fresson their world-leading thermal management technology, which is critical to our hydrogen propulsion development; in return, Cranfield Aerospace Solutions and Project Fresson provide a credible and quick route to flight demonstration and certification of this exciting technology.”

Reaction Engines has been at the forefront of engineering innovation for more than 30 years, principally developing SABRE, a new class of aerospace propulsion. The company is supported by the UK Space Agency and European Space Agency and the US team is working with DARPA, US Air Force and leading industry partners. In addition to private capital funding, in recent years Reaction Engines has received investment from BAE Systems, Rolls-Royce and Boeing HorizonX.

## **Air Alderney Announces Go Ahead for Channel Islands Services**

Following on from several recent route proving flights with Islander G-BLNI, c/n 2188, between Brighton City Airport (Shoreham) and Alderney, on 8 November 2021 Air Alderney announced on its Facebook page that it has now received an Air Operator's Certificate (AOC) for the following air services:

Alderney/ Shoreham (passengers and freight)

Alderney/ Guernsey (freight)

Alderney/Jersey (passengers and freight)



*Air Alderney's Islander G-BLNI on the ramp at Alderney Airport on 6 October 2021. In the background is a reminder of Channel Islands air services in times past in the form of Trislander G-BDTN, c/n 1026, now consigned to Alderney Airport fire service for training (Air Alderney).*

After overcoming many obstacles along the way, the Air Alderney team is now in the final process of setting in place the agreements necessary for scheduled air services needed to support Alderney, its residents, businesses and visitors. The services will start in the new year with return flights to Shoreham from Alderney. Services to Solent Airport have been ruled out as the airport is not currently equipped with the necessary infrastructure and facilities mandated for scheduled flight operations.



*On arrival from Alderney passengers will be greeted with this airside view of Brighton City Airport's terminal building.*

## Shoreham Airport and Air Alderney

Shoreham Airport, now known as Brighton City Airport is the UK's oldest licenced airport. Its origins can be traced back to 1910 when a former student of Lancing College, called Harold Piffard decided to create a flying base on a piece of grazing land, located nearby the river that runs between Lancing and Shoreham. Piffard was the first person to fly from Shoreham airfield in 1910. Piffard, who came equipped with his Humming Bird aircraft, was only at Shoreham for a few months, but towards the end of 1910 the site had become much more popular with other flying enthusiasts, including the Pashley brothers. This was when the airport became locally known as Shoreham Airfield. On the 4 July 1911 the airfield was the starting point for the first recorded cargo flight.

In the 1930s the airfield became an airport for the adjacent towns of Brighton, Hove and Worthing. It was officially opened on 13 June 1936 under the name Brighton Hove and Worthing Joint Municipal Airport. The new terminal building was designed by Stavers Tiltman in the Art Deco style. This is now a Grade II\* listed building that retains many of its original fixtures including the Whispering Gallery on the first floor and the main window design above the main entrance.

*Below Left – Brighton City Airport Terminal.*

*Below Right – Air Alderney Check-in Facility*



*Left - Air Alderney's flagship aircraft, Islander G-BLNI, parked on the ramp at Brighton City Airport (Air Alderney)*



*Above – Views of the main concourse area at Brighton City Airport*

Brighton City Airport is at the forefront of General Aviation in the UK. It is a major base for flying activities on the South Coast and offers a range of facilities and services for modern aviation including executive and business travel, flight instruction and pleasure flights, as well as excellent conference and meeting facilities together with the recently refurbished Humming Bird restaurant.

After successfully launching Air Alderney's initial operation, attention will be focussed on implementing a second route to operate scheduled flights between Alderney and Jersey. Air Alderney believes these two routes together will offer the best options for onward journeys, connecting family and friends, business, and much more.

Best wishes go to Air Alderney for a successful re-introduction of the type of air service operation that seems best suited to the needs of the Channel Islands – as was the case when Aurigny Air Services started its service with Islander G-AVCN on 1 March 1968.

## Islanders Deployed to Japan in July 2021 for Tokyo 2020 Olympics

As reported in the July issue of BNAPS News Islander G-AWNT, c/n 32, had been seen operating in Japan at the time of the Tokyo 2020 Olympics. It was later determined that the SAS Pixair Survey company based at Rouen in France had been undertaking flights to relay TV coverage of Olympic events. Thanks go to Jean Jerome Houdaille, the pilot of Islander G-AWNT, for kindly providing an account of the outbound flight from Rouen to Matsumoto

### Rouen - Matsumoto in a Nutshell

by Jean Jerome Houdaille SAS Pixair Survey

On 11 July 2021, SAS Pixair Survey B-N Islanders G-AWNT (c/n 32) and F-HSUR (former G-XAXA s/n 530) took off from France, setting their course to Japan to cover the radio relay for Tokyo 2020 Olympics. Our adventure took us 6 days from leaving Rouen Vallée de Seine (LFOP) to our arrival at Matsumoto Airport (RJAF) on 17 July 2021.



*Islander G-AWNT at Matsumoto Airport  
(Jean Jerome Houdaille).*



*Islander F-HSUR at Matsumoto Airport  
(Aria H Kanzaki).*

Thanks to additional fuel tanks bringing our total quantity of AVGAS up to 310 USG we crossed Northern Europe in a single day, landing in Kaunas airport (EYKA) in Lithuania. The next morning, we hopped on the other side of the eastern border of the Baltic States, setting foot in Russia at Pskov Airport (ULOO). Once cleared of customs formalities, we got back in our respective aircraft for the second flight of the day, getting us to Cheboksary (UWKS). That was a 10 hours flight day!



*Actual route compared to Great Circle  
(Jean Jerome Houdaille).*

From there, the next three days brought us to the eastern border of the biggest country in the world though Omsk (UNOO), Bratsk (UIBB) and Blagoveshensk (UHBB). This was possible by flying eight hours a day, flown by a single pilot in both aircraft. On each of the flights the aircraft were operated between flight level 80 and 130, with temperatures varying from 35°C on the ground all the way down to -15°C in flight. Even though we sometimes had to fight our way through some rather bumpy clouds and icing conditions, the weather generally was good.

From Blagoveshensk, we flew to Japan, five days after leaving France. We landed at New Chitose (RJCC). and spent the night there. Being among few foreigners allowed in Japan during the Olympics, the customs formalities took more than two hours. The following day marked the end of our outbound trip as we flew to Matsumoto in only four hours, the shortest flight of our trip.



*Islanders G-AWNT and F-HSUR operating radio relay flights over Tokyo  
(Jean Jerome Houdaille).*



*View from Islander G-AWNT during flight over Fuji Speedway over  
Tokyo*

## My Hebridean Air Services Flights by Tony Dann

A couple of months or so back I was chatting to BNAPS Chairman Bob Wealthy about his unfortunate trip to Oban where the weather defeated his scenic flight.

I had never flown in an Islander and so I took upon it to try and do similar but without the consequences of returning without an Islander flight. So I went on the Hebridean Air Services site and booked myself a ticket.

They have quite a restricted timetable with the majority of flights being only on a Wednesday or Thursday. I picked to go on a Wednesday so in case of weather issues I could then try for the Thursday.

They do scenic flights as well as scheduled ones. A scenic flight lasts for about thirty minutes and the price is £80 but for the same price you can also fly a round trip on a scheduled route like Oban to Coll to Tiree and return to Oban. So it was a bit of a no brainer as to what flight I picked! I picked the 08:40 departure out of Oban for Wednesday 13 October.



*Hebridean Air Services Islander G-HEBS on the ramp at Oban Airport on 13 October (Tony Dann).*



*Oban Airport (Airfields of Great Britain).*



*Coll Airport (Airfields of Great Britain).*



*Tiree Airport (Airfields of Great Britain).*

The weather forecast for the day was light winds and light cloud. On the day it was slightly breezy and overcast so I was a bit worried on leaving the hotel that, having made the very long journey from the south coast of England to Oban, the flight wouldn't happen. I arrived at the Oban terminal where four more passengers were to join me on the flight.

Our pilot, Yakupcan Tuna (Yak), met us in the waiting area where we had to fill in a form with regards to the present COVID regulations and then we'd be on our way. Great news! Just unfortunate that due to COVID the seat next to the pilot was not allowed.

## My Hebridean Air Services Flights by Tony Dann (continued)

So we boarded BN-2B Islander G-HEBS and taxied out to Oban's runway 19 where we got airborne at 08:43 with then a right turn to overfly the Isle of Mull before landing at our first destination Coll a distance of 48 miles. Landing on Coll's runway 20 at 09:10 the cloud had become thicker and on parking outside the terminal area it started drizzling. One passenger got off and I was allowed to walk around the aircraft to take some photos in the darkening sky.

I hopped back on board when the rain became heavier and was wondering if we'd get airborne soon. Fortunately the rain went back to drizzle and the two Lycomings burst into action and we proceeded to taxi out for a departure off runway 20. Getting airborne at 09:27 we set course for Tiree, this would be a short leg as Tiree is only 12 miles away. This leg only lasted 6 minutes with the weather transforming to blue sky and sunshine.



*On the way to Tiree from Coll (Tony Dann).*



*Islander G-HEBS at Coll Airport (Tony Dann).*



*Departing Tiree for Oban (Tony Dann).*



*Road bridge and weir near Oban Airport (Hebridean Air Services).*

On looking down at the beaches and sea below you be easily mistaken for being in the Caribbean. We landed at 09:33 on runway 29 at Tiree and taxied to the terminal. Here the other passengers alighted and I moved seat for a different angle on the way back. Unfortunately as a Loganair Twin Otter was due imminently I was not allowed to walk on the ramp for photographs this time. On gaining one passenger here we taxied out to runway 23 where we got airborne at 09:52 and set course for the 56 miles to Oban. The blue sky and sunshine were left behind with overcast weather ahead but nothing to trouble us on our return.

After 25 minutes we descended into Oban to land on runway 01 and proceed to the terminal. So it was mission accomplished, three flights in an Islander totalling 58 minutes. A big thank you to Yak for being my pilot for the morning and to Bob for putting the crazy idea in my head. Crazy in the fact that I drove from Southampton to Oban, yes you did read that correctly, I drove!

*Thanks go to Tony Dann for sharing his experience of Hebridean Air Services flights with BNAPS News.*

## More About Hebridean Air Services and Scenic Flights

Hebridean Air Services unique operation, based at Oban Airport with its Islander G-HEBS, offers the best of both worlds with the opportunity to take a flight in Britain's most successful aircraft in its class, the Islander and to enjoy the experience of spectacular scenic views of the west coast of Scotland.

### Scenic Flights from Oban Airport

Hebridean Air Services are to commence 30 minute scenic flights from Oban Airport every Wednesday and Thursday morning commencing 26th June through to 26th September 2019. Bookings for up to 7 passengers are accepted.

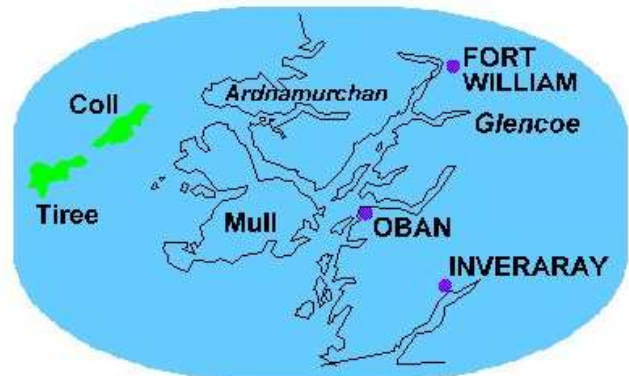
Departing Oban Airport at 1100 the flight itinerary\* includes:  
**Dunstaffnage Castle, Oban Town, Loch Spelve, Torosay Castle, Duart Castle, Lismore Light, Lismore Island, Castle Stalker, Eriska, Tralee Bay Holiday Park and North Ledaig Caravan Park**

The 30 minute flight costs £75.00 per passenger and gift vouchers are available.

Flights are subject to suitable weather conditions on the day.

To book your seat or for more information please contact us on **0845 805 7465** or email us at **enquiries@hebrideanair.com**

\* Subject to weather conditions on the day the route may be reversed.



Above – Map of region around Oban

Below – Scenic views from Islander G-HEBS thanks to Hebridean Air Services pilot Yakupcan Tuna.



## Channel Islands Air Search News

Channel Islands Air Search (CIAS) is a voluntary service, currently equipped with Islander 2-CIAS, c/n 2314, providing a rapid response search capability in the 4,000 square miles of water surrounding the Channel Islands and the adjacent French coast.

The service operates on a 24 hour, 365 day basis in all weathers and supports the rescue centres of the Channel Islands, the French CROSSMA and CROSSCO centres on the adjoining French coast and, on occasions, the English Coastguards.

CIAS was founded in 1980 with a Piper Aztec aircraft. Subsequently, CIAS acquired an Islander aircraft, G-CIAS, c/n 2162, in August 1991. Following installation of CIAS designed and specified equipment by Anglo Normandy Aero Engineering, it entered service in 1993. This aircraft was replaced by a new state of the art SAR equipped Islander, 2-CIAS, that entered service in 2019.

### CIAS 40<sup>th</sup> Celebrations

CIAS recently celebrated its 40<sup>th</sup> year of operation with a special commemorative event that took place in the CIAS hangar at Guernsey Airport on 15 November, 2021.

Delayed by covid and then affected by covid, the 40th anniversary celebration of Channel Islands Air Search (CIAS) took place, with its Guernsey Patron, His Excellency Sir Ian Corder, making his final public appearance before retiring as Lieutenant Governor.

He was joined, over Zoom, by Jersey's Lieutenant Governor and Patron of CIAS, Air Chief Marshal Sir Stephen Dalton who was unable to make the journey to Guernsey having been contact traced.



*CIAS 40<sup>th</sup> commemorative event attendees in CIAS hangar with Islander 2-CIAS (CIAS).*

### New Immersion Suits for CIAS

The Lions Clubs of both Guernsey and Jersey provided all the crew of Channel Islands Air Search with new immersion suits, last replaced over 20 years ago.

*Right – Lions Club officials with CIAS crew members in the CIAS hangar after receiving their new immersion suits (CIAS).*

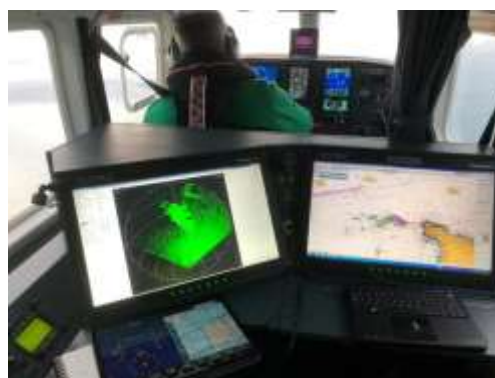


### CIAS Islander's Thermal Camera Assists Casualty Recovery

Islander 2-CIAS is equipped with the Wescam MX10 thermal camera and the AIMS-HD mission management mapping system. This equipment provides images that enable an accurate position for the casualty to be maintained to assist the SAR boat crews to recover them quickly.



*Thermal camera image of a recent SAR mission supported by CIAS (CIAS).*



*View of on-board mission equipment display screens (CIAS).*

To find out more about Channel Islands Air Search visit <https://www.ci-airsearch.com>

## Army Flying Museum Zeiss Camera Exhibit

In early September this year Colonel Ed Butterworth and Major Charlie Gillson presented the Museum CEO and Curator with two Zeiss aerial survey cameras on behalf of 651 Sqn Army Air Corps.

The Zeiss cameras use wet film and are the type that was fitted to Army Air Corps Islander AL.1s and used extensively in Northern Ireland. The cameras are seen as an excellent addition to the Museum collection along with the museum's preserved Islander AL.1 ZG993.

For more about the Army Flying Museum go to: [www.armyflying.com](http://www.armyflying.com)



## Army Air Corps Islander AL.1 and Defender AL.2 Painting

WATCHERS OVER DUNLUCE - by Chris French FGAvA

The painting depicts a BN-2T Islander AL.1 and a BN-2T-4S Defender AL.2 of 651 Squadron in flight over Dunluce Castle on the North coast of Northern Ireland. These Army Air Corps aircraft conducted continuous operations in Northern Ireland from March 1989 until June 2021.

IMAGE SIZE: 17" x 11.25" (432mm x 286mm)  
OVERALL SIZE: 20" x 14.5" (506mm x 362mm)

Prints available from Hansen Fine Art: [www.hansenfineart.co.uk/collections/aviation-art](http://www.hansenfineart.co.uk/collections/aviation-art)



## Upgrade of Armed Forces Malta Islander AS9819

B-N have recently announced that work is well underway servicing The Armed Forces of Malta's turbine Islander c/n 2156 registration AS9819. This aircraft was delivered to Luqa in September 1998. It is used for rescue missions and littoral patrols of Malta and Gozo. As reported in the last issue of BNAPS News, AS9819 arrived at Solent Airport on 7 September.



*Views of Armed Forces Malta BN-2T AS9819 in the process of deep maintenance and upgrading in B-N's Hangar 5/6 facility at Solent Airport (B-N).*



The work involves B-N Technicians performing deep maintenance and a significant upgrade that will see the flight deck fitted with state-of-the-art Garmin glass cockpit technology. Also the cabin interior is being entirely replaced.

## Britten-Norman Hangar Open Day at Solent Airport

B-N announced recently that it will be hosting a Hangar Open Day at Solent Airport on Thursday 9 December 2021. Attendance is by invitation only. It is planned to include a report about the open day in the January 2022 issue of BNAPS News.

*Right – Aerial view of B-N's Hangar 5/6 flight test and assembly base at Solent Airport (Ian Haskell)*



## Crop Spraying Islander G-BVSG

Islander G-BVSG, c/n 2283, has made several test flights recently and is understood to be destined for Croatia and will be used for aerial crop spraying

*Right –view of Islander G-BVSG showing the under wing spray bar installation (Tony Dann)*



## B-N Seeks Pre-owned Islanders

B-N has just announced on Facebook that it is currently seeking to acquire pre-owned piston Islander aircraft -any model, condition and location will be considered.

If anyone has any leads please contact [sales@britten-norman.com](mailto:sales@britten-norman.com)



## From the Archive

### The Sheriff SA-1

#### Introduction

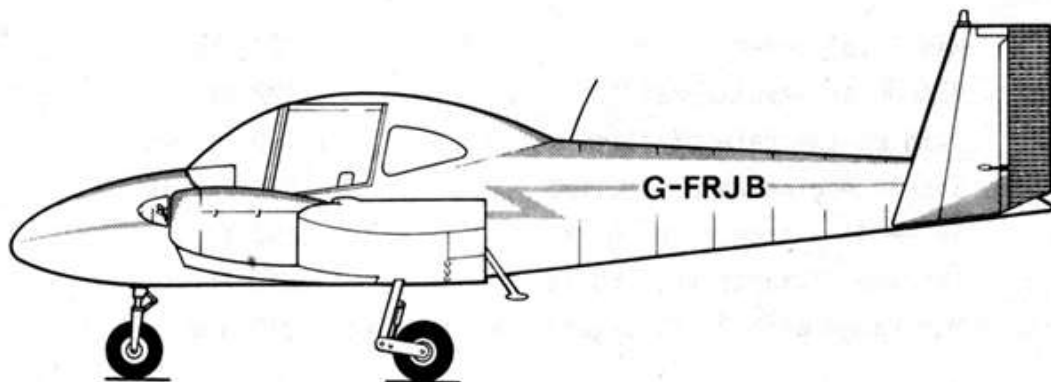
The Sheriff SA-1 light twin aircraft was the last aircraft design project undertaken by Mr. F R J Britten, known as John Britten, before his sudden death on 7 July 1977 at the age of 49. John Britten in his final years with the Fairey Group had been anxious to get on with a design to meet with what he considered, "along with some others", a gap in the light aircraft field. A design concept and the specification for the new aircraft formed in his mind and soon a General Arrangement drawing and design manual were available. Performance figures were released at the 1977 Paris Air Show and John named the aircraft the Sheriff in recognition of his appointment as High Sheriff of the Isle of Wight in 1976, a position that he had only recently relinquished. Arrangements were completed with Micronair Ltd of Bembridge to undertake the construction of the prototype.

#### Origins of the Project

The Sheriff is believed to have originated from an idea for a low cost twin engine light aircraft powered by converted Volkswagen engines. Inspired jointly by John Britten and Denis Berryman, the concept no doubt owed much to the Miles Gemini, examples of which had been owned by Britten-Norman (B-N) in the 1950s, and to Denis Berryman's design work on light aircraft during the earlier part of his career with Miles Aircraft and Beagle Aircraft at Shoreham. The name Sheriff was derived from the fact that John Britten was former High Sheriff of the Isle of Wight.

Having spent much time and effort on the BN-3 Nymph light aircraft in 1968/69 it was a great disappointment that the BN-3 did not get beyond the prototype stage. The design included innovative concepts for standardised construction techniques and low cost manufacturing processes to suit overseas licensed manufacture. The Nymph design work was led by Denis Berryman who later diverted his attention to supervising design and construction of the prototype Trislander in a record breaking 9 months of intensive work from late 1969 to September 1970.

The idea of a light twin had been developed by John Britten and Denis Berryman sometime after the upheaval of the change of ownership for B-N in 1972 and, by 1976, a definitive Sheriff design concept had emerged at a time when B-N was experiencing another period of uncertainty due to financial collapse of the Fairey Group. Around this time John Britten and Desmond Norman chose to pursue their own separate interests, both still retaining a consultancy connection for the time being with B-N; this role continued after the company came under Pilatus Group ownership.



*Sheriff SA-1 light twin training and touring aircraft*

As conceived by John Britten and Denis Berryman the Sheriff was a new British aircraft aimed initially at the lower end of the light twin requirement. Market research at the time showed a worldwide need for an aircraft capable of significantly reducing the costs of twin engine training. Designed for rugged operation and simple maintenance with minimal facilities, the Sheriff was aimed at meeting this requirement. At a basic list price of £31,700 (\$58,650), the Sheriff avoided direct competition with any of the current twin engine models in production and was intended to be equipped with sufficient avionics for club training etc. This version of the Sheriff was expected to show a saving of some \$25,000 on other light twin aircraft.



*A 1/10 scale model of the Sheriff made by E.J. Sanders of Bristol University's Aeronautical Engineering Department and exhibited on the Spoonair stand at Farnborough in 1978 (Ivan Berryman).*

In 1978 John Fricker of Aviation Advisory Services was commissioned to conduct a Sheriff market survey for Robin Britten. The market survey report concluded that the Sheriff could capture some 10% of the civil market for light twin piston engine aircraft. This equated to a Sheriff production rate of up to 200 aircraft per year for the first 5 years of production. The world market was seen as growing at 9% per year, although it was pointed out that in 1976 of the 2,120 light twins of all types produced in the USA only 669 went to export customers. Penetration of this market would be a challenge for the Sheriff, although the design appeared to offer significant cost advantages and prospects were encouraging.

In the summer of 1977 John Britten announced a new twin engine light aircraft, the Sheriff, which he had designed in conjunction with Denis Berryman Tragically, on 7 July 1977 John was suddenly taken ill at his home in Bembridge and died. From that date the Sheriff project was quietly continued by a highly experienced team, many of whom were originally involved in the Islander, and were able to spend time on the project by working in the evenings and weekends. Denis Berryman and Robin Britten, John Britten's brother, jointly led the Sheriff project team and John Britten's nephew, James Morton, who was responsible for the technical draughting work and production drawings.

The Sheriff concept made provision for model growth and development as an inherent feature of the basic club trainer design. It was envisaged that later versions with 160hp engines and optional undercarriage retraction could produce a sophisticated four seat touring variant of Sheriff at still significantly lower costs than other twin engine types.

### **Sheriff Project and the Formation of Aircraft Designs (Bembridge) Limited**

A combination of the untimely death of John Britten, the desire to progress the Sheriff project, together with the difficult situation surrounding the Britten-Norman company at this time, resulted in formation in 1977 of a new company, Aircraft Designs (Bembridge) Ltd. The new company was incorporated as a design organisation on 28 July 1977 staffed by a number of key B-N design team members experienced in the design and construction of light aircraft.

The Aircraft Designs (Bembridge) Ltd. company was jointly owned by Air Bembridge Ltd. and Crop Culture (Aerial) Ltd., the parent company of the Isle of Wight based firm, Micronair (Aerial) Ltd, itself being a spin-off from the early B-N days.

The Chairman was Robin Britten and Directors J.M. McMahon, N.J.R. James and F.H. Mann, with Denis Berryman as Technical Director. Maurice Brennan, formerly the chief designer at Saunders-Roe on the Isle of Wight in the 1950s, acted as technical advisor to the company. The main technical appointments included:

Ron Dack	Chief Engineer
Bob Wilson	Chief Aerodynamicist and Chief Airworthiness Engineer
Andy O'Connell	Chief Systems Designer
James Morton	Technical Drawing Manager
Nick Sibley	Aerodynamics and Stress

G.D. Parker  
Tim Sander

Design Draughtsman  
Design Draughtsman

Jim McMahon was a major driving force behind the new company. Born in Victoria, Australia, Jim had become a keen aviator at an early age. His engineering experience in the Royal Australian Air Force and later, as a leading light in the aerial crop spraying business in New Zealand, was to prove invaluable when he came to England in 1950 and met with John Britten and Desmond Norman. They soon became staunch friends and close business associates resulting in formation of the Crop Culture (Aerial) Ltd. company in the early fifties by Jim McMahon, Frank Mann, John Britten and Desmond Norman, who had also been instrumental in founding Britten-Norman Ltd around the same time.

However, in 1967, with the rapidly accelerating Islander programme and Cushioncraft (hovercraft) projects under way, it was felt wiser to separate the businesses financially and allow Jim McMahon and Frank Mann to concentrate on crop-spraying and on other ideas that they wished to develop. Accordingly Crop Culture moved its operations up to Bembridge Fort, near Sandown, Isle of Wight, and by 1978 had become wholly owned by Jim McMahon and Frank Mann.

With Jim's well deserved reputation for combining imagination and hard work, and as a true entrepreneur in every sense of the word, the prospects of Crop Culture (Aerial) Ltd. joining together with Air Bembridge Ltd. to found Aircraft Designs (Bembridge) Ltd was a very exciting prospect at the time.

Formation of the new company and its involvement with the Sheriff project was described in a press release for the 1978 Farnborough Air Show that quoted Jim McMahon as follows;

"We were delighted to receive an invitation from Robin Britten to join forces and found Aircraft Designs (Bembridge) Ltd. where we feel our background and facilities at Bembridge Fort could be invaluable in helping in the design and building of the prototype Sheriff.

"Being continually involved in light aircraft, I have watched with dismay the gradual disintegration of this industry in the United Kingdom and welcome the opportunity to assist in keeping what appears to be one of the country's finest design teams intact.

"Having spent many exciting years working with John Britten and Desmond Norman I sometimes feel that, except for a chance introduction to these two progressive individuals in 1950, it is quite possible that I should still be flying and applying fertilizer in New Zealand.

"It is pleasing to note that Desmond is now well advanced with his Firecracker aerobatic trainer. When I consider the contribution that John Britten also made to our present business and anything that Frank and I can do to ensure the success of the Sheriff project we shall do.

"It will give me great pleasure to see the name of Britten in parallel with Norman continue in the light aircraft industry of this country for many years to come."

On the strength of the contract placed by Sheriff Aerospace to undertake the Sheriff design work, Aircraft Designs (Bembridge) Ltd applied for and was granted approval as a Group E1 aircraft design organisation.

On 18 May 1981 the Civil Aviation Authority (CAA) allocated registration G-FRJB to the prototype Sheriff SA-1. Air Bembridge (IoW) Limited was recorded as the registered owner and Aircraft Designs Limited as the manufacturer. (*The CAA GINFO database still shows Air Bembridge (IoW) Limited as the registered owner with the owner's address as St Denis, High Street, Bembridge, the Britten family home*).

In September 1981 Robin Britten held a press briefing at Sandown Airport where he reported that with two airframes under construction, one as the prototype and the other for structural strength testing, he was looking forward to a first flight for the Sheriff in March 1982. The expectation at this time was that 30 Sheriffs would be built in the first year of production, 40 in the second year and then 100 a year with the first production aircraft being available in 1983. The first order had been received from the USA and the governments of Romania and two other European countries had an interest in building the Sheriff under licence. The expected Sheriff selling price was £47,000, some £5,000 cheaper than its nearest rival. It was anticipated that only the first batch of 10 or 12 aircraft might be built on the Isle of Wight. Robin Britten said that he had raised £250,000 towards setting up a new company Britten Aviation (Technical Services). At this time around 20 people were employed on the Sheriff project and it was hoped that a further 15 jobs would be created when production got underway in earnest. To round off the press briefing a radio controlled 1/6 scale model of the Sheriff of over 5ft wingspan was demonstrated by Peter Price, a maths teacher at Cowes High School.

Ken Mills had joined the company from Pilatus B-N in 1979 to take up a position as Managing Director of the Sheriff Project alongside the Sheriff Project Technical Director, Denis Berryman. During the latter part of 1981 suitable premises became available at Sandown Airport on lease from Britten Aviation (Technical Services) thus providing the opportunity to consolidate both the design and manufacturing elements. Transfer of staff to the new premises was completed by January 1982 at which time the company applied to the CAA for BCAR Sub-section A8 as an approved Group A1 company. In addition to the Sheriff work the company had successfully completed a number of other contracts for studies of advanced aircraft concepts and participation in a UK Government wind energy programme with responsibility for the rotor component. In March 1982, Britten Aviation Ltd. acquired the independent shareholding to become sole owner of Aircraft Designs (Bembridge) Ltd.



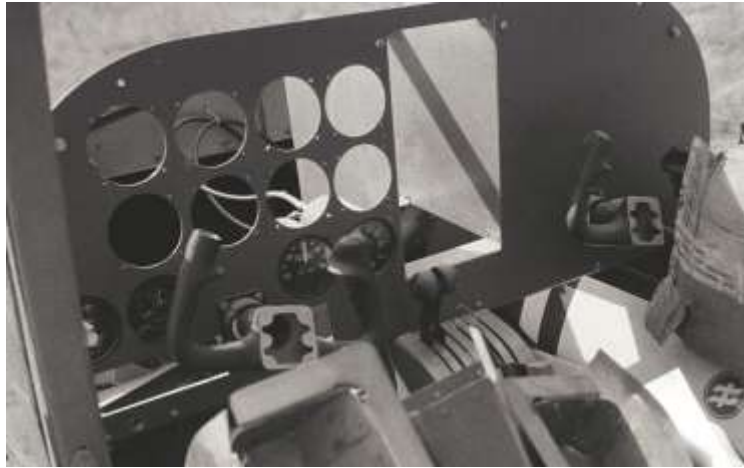
*Some of the team that built the Sheriff (Mich Mills).*

By early 1983 the prototype Sheriff had been assembled at the Sandown Airport works and was reckoned to be about 3 months away from the first flight. Unfortunately financial support for the Sheriff work was unexpectedly terminated and with barely six weeks to go to the planned first flight and with two more fuselages and a number of wing sets in an advanced state of construction by Wight Aviation as a sub-contractor to Britten Aviation, the project came to a halt. By early 1984 Robin Britten announced that the receiver Thornton Baker had been called in at Aircraft Designs (Bembridge) Ltd. As a result of spiralling costs the company had run out of money after spending almost £1,000,000 during 6 years of work on the project.

Despite the fact that work on the four-seat Sheriff prototype was more than 90% complete, and the marketing prospects remained positive, no buyer was found. The Sheriff prototype was stripped of its engines and useful components and the bare airframe left in the open at Sandown. Airframe components intended for another Sheriff, for which the registration G-BPOP had been allocated, were similarly left in the open. The serial number was quoted as number 3, with Aircraft Designs Limited as the manufacturer and Sheriff Aerospace Limited, Embassy Way, Sandown Airport as the registered owner.



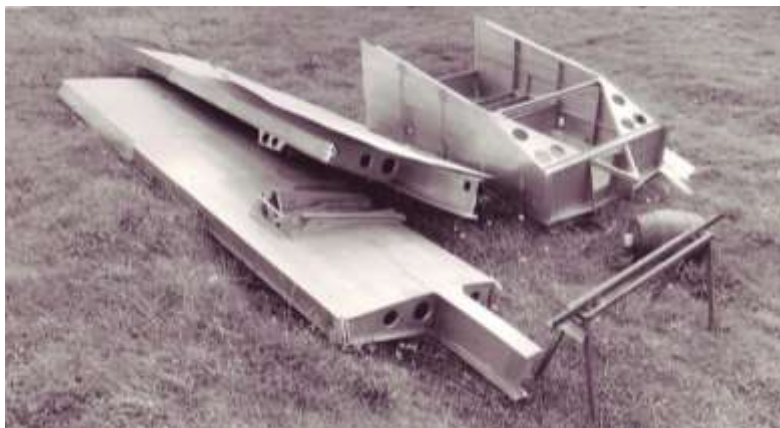
*Prototype Sheriff G-FRJB at Sandown Airport in early 1983 (Mike Hooks).*



*View of the instrument panel of Sheriff G-FRJB after useful parts had been removed (Chris Michel).*



*Sheriff G-FRJB after the engines had been removed as left outside the works at Sandown (Chris Michel).*



*Wing and fuselage sections of Sheriff c/n 3, G-BPOP, left outside the works at Sandown (Chris Michel).*

By the time the receiver had been called in there were only 3 full time employees. A number of the Sheriff design team were recruited by ARV Aviation, another aircraft company that had been formed at Sandown Airport to work on the ARV Super 2 light aircraft under the overall direction of Richard Noble of Thrust 2 fame. Financial problems had once again thwarted the efforts of all involved and another

promising British light aircraft project came to a sad end. The incomplete Sheriff aircraft languished in the open at Sandown for several years until it was acquired for the East Midlands Aeropark Museum sometime in late 1988/early 89. Having survived in open storage for a few years the aircraft was taken from Sandown Airport to the museum site at East Midlands Airport by ferry and road.



*Sheriff G-FRJB at East Midlands Aeropark in 1986 (Stephen John Rendle).*

### **East Midlands Aeropark Restores Sheriff Prototype**

Once at the museum the Sheriff was displayed in an open area as part of the museum collection. The aircraft as received had no instrument panel or instruments, seats were fitted but the only controls that remained were the rudder pedals and the aileron and elevator chain drive linkages. Some of the exterior panels were dented and there was some corrosion but this did not appear to be serious. In 2002 there was a review of restoration programmes at the Aeropark which resulted in a decision to make the Sheriff the subject of a long-term restoration project. The plan was to complete the restoration to a stage where the Sheriff would be suitable to go on static display. The Sheriff restoration work was undertaken by a dedicated team of Aeropark volunteers in their main workshop area at the Aeropark.



*The restored Sheriff Prototype G-FRJB at East Midlands Aeropark in 2020 (BNAPS Archive Collection).*

Sheriff G-FRJB, complete with mock up engines, is at present on show at the Aeropark. The Sheriff is an important part of the Isle of Wight's aviation heritage and it is fortunate that, due to the efforts of the Aeropark team, it has been restored for public display. However, it is situated a long way from its Isle of Wight home and perhaps somewhat out of place amongst a collection of mostly military aircraft.

## From the Archive

### Dowty Propulsor Project Islander G-FANS at Bembridge

Several images of the experimental Dowty Propulsor Islander G-FANS, c/n 251, at Bembridge Airport have come to light from B-N memorabilia donated by the late Danny Daniels family. It appears from the images that G-FANS could have come to Bembridge for attention by B-N engineers. The installation of the Dowty Propulsors was undertaken by Miles Dufon at Shoreham. Flight testing started on 10 June 1977 with Neville Duke as the test pilot.

If anyone has any information about the date and reason for G-FANS visit to Bembridge or possibly can name some of the engineers in the images below this would be of much interest.

Although the project demonstrated the low noise level of the Islander equipped with the Dowty Propulsors it did not lead to production. The story of Islander G-FANS and the Dowty Propulsor Project is planned to be the subject of a feature article in the January 2022 issue of BNAPS News



*Views of the Dowty Propulsor Islander G-FANS at Bembridge, possibly in the summer of 1977  
(Danny Daniels)*



Islander c/n 251 made a first flight at Bembridge as a BN-2A-3 on 1 January 1971 as G-51-251. It left Bembridge on 12 February and was flown, via Gatwick, to Kenya and registered as 5Y-AMU. It returned to the UK on 23 February 1977 for Miles Dufon and on 13 April 1977 was registered as G-FANS and ownership assigned to Dowty Rotol, Staverton, Gloucestershire. Some years after completion of flight testing, on 25 August 1983, Pilatus Britten-Norman took ownership and in October 1983 it was converted to a standard BN-2A -27 configuration.

Re-registered as G-HGPC on 17 November 1983. it subsequently served with the Halfpenny Green Parachute Club from 17 March 1984. In April 1989 it was sold to Express Air Service, Georgetown, Guyana and registered as 8R-GGU. It was rebuilt in 1993 written off after an accident in September 1994.



*BN-2A-27 Islander c/n 251 after conversion in October 1983. It then became G-HGPC and served with the Halfpenny Green Parachute Club from November 1983 until April 1989  
(BNAPS Archive Collection)*

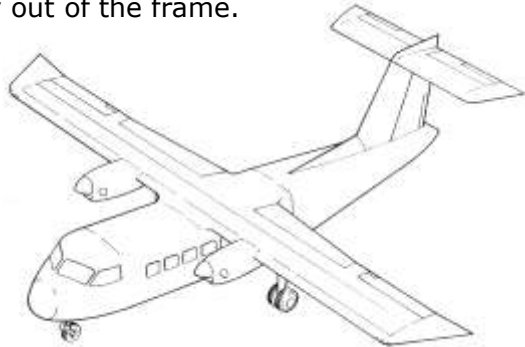
## From the Archive

### What might have been in 1976 – the BN-4

In 1976 B-N produced a design proposal for a 21 seat multi role utility aircraft. This was given the designation BN-4, not to be confused with the projected BN-4 Mainlander tactical transport proposed around 1972.

The aircraft was based on the proven design principles adopted for the Islander but was aimed at the market sector dominated by the Twin Otter at the time.

However, the BN-4 did not get past the proposal stage. At the time B-N was part of the Fairey Group. The company's prime concern was to maintain production of Islanders and Trislanders to keep its Gosselies factory in work. The design, development and certification of a new aircraft type was really out of the frame.



*BN-4 overall configuration (B-N).*

#### **BN-4 Outline Specification**

Engines: PT6A-27 rated at 620 – 680 shp  
 Propellers: Hartzell HC-B3TN-3D 93 in dia., 3-blade metal, rev. pitch fully feathering.

#### Performance

Take-off dist. to 50 ft : S. L .1,700 ft, 10,000 ft      2,400 ft  
 Landing dist. from 50 ft: S.L. 1,700 ft, 10,000 ft      2,300 ft

#### Cruise (True Air Speed)

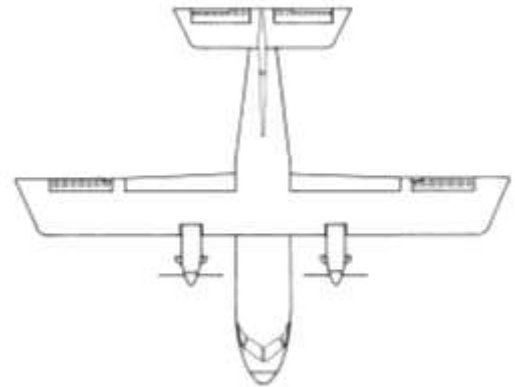
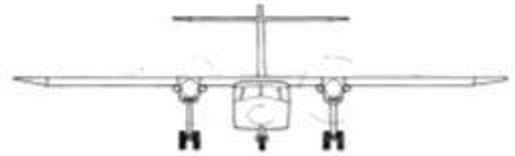
Max cruise power: S.L. 180 kts, 10,000 ft 184 kts  
 60% cruise power: S.L. 142 kts, 10,000 ft 151 kts  
 Range Up to 600nm

#### External dimensions

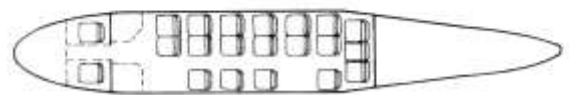
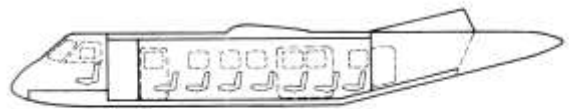
Wing span                                      18.3 m (60 ft)  
 Length overall                                14.10 m (46 ft 3 in)  
 Height overall                                 5.23 m (17 ft 2in)

#### Weights

Maximum take of weight    5330 kg (11,750 lb)  
 Maximum landing weight    5330 kg (11,750 lb)  
 Empty weight                                 3014 kg (6,644 lb)



*BN-4 3-view general arrangement (B-N).*



*BN-4 Commuter cabin layout - Pilot, 19 passengers and cabin attendant (B-N).*

The BN-4 was projected as a simple aircraft for reliable low cost operation. It incorporated an adaptation of the well-proven Defender 4000 wing and gained the benefits of accelerated fatigue testing of the basic wing and proven in service operations. Utilization of this component would have made a considerable reduction in development costs and time scale.

The fuselage was designed to support a wide variety of roles and is unpressurised in the interests of simplicity. The cabin area was of parallel form to provide for future "stretching" from existing detail components.

The empennage was conventional, employing the tail-plane, elevator, trim tabs and control system originally designed for the Trislander. In the interests of low cost maintenance, the undercarriage was fixed, rugged and reliable.

The PT-6 power-plant was chosen on the basis of a reliable history, longest time between overhaul of any of the present range of small turbines and proven product support back-up.

The BN-4 is another of the "might have beens" which under better circumstances could well have been a success. It is interesting to note that the present day Textron Skycourier and the BN-4 look very similar, although the two types are not directly comparable.

## Fort Lauderdale Islander Round Up

Mark Griffiths posted a number of images of Islanders at Fort Lauderdale Executive Airport, Florida, USA. Fort Lauderdale has seen Islanders come and go for many years, together with resident aircraft, and the airport is often the first port of call for Islanders and Trislanders on ferry flights to the USA and beyond. The longest serving Islander seen by Mark at Fort Lauderdale during his recent visit was Islander N200MU, c/n 78.

A selection of the images is presented below courtesy of Mark Griffiths:



*Tropic Air Islander N296TA, c/n 384.*



*Tropic Air Islander N131JL, c/n 225.*



*Tropic Air Islander N297TA, c/n 741.*



*Island Air Charters Islander N779KS, c/n 779.*



*Islander N6788CC, c/n 858.*



*Island Air Charters Islander N908GD, c/n 2040.*

### Corrections to September BNAPS News Item – Abandoned Islander PT-FBV in Brazil

Text para 2, line 4 GAYXD to read G-AYXD

Text para 3, line 3 PTFBV to read PT-FBV

Text para 5 line 5 Reais to read Reals

Text para 6 line 1 PTFBU to read PT-FBU

Text para 6 Delete last sentence, insert:

This Islander was recently seen in a fully repaired state, in external storage, at Santa Genoviva Airport, Goiania on 31 May 2018.

Top image caption G-AYDO to read G-AYXD

Third image down caption 2919 to read 2019

Thanks go to David McCartney for alerting BNAPS to the above errors

## Trislander G-BEVT at Southampton May 2017

Aurigny Air Services operated a number of "last Trislander flights" before the type was withdrawn from service. Several flights were operated from Southampton Airport with funds raised going to designated charities. The flights were oversubscribed but Oliver Nowell was one of the lucky ones and has kindly shared some images when he made his flight in Trislander G-BEVT, c/n 1057, from Southampton Airport on 6 May 2017. Trislander G-BEVT retired from service on 31 May 2017.



*Arrival at Southampton*



*On the ramp at Southampton*



*Trislander G-BEVT takes to the air*



*In flight views from Trislander G-BEVT – over the M27 and then the Needles*



*Trislander G-BEVT back on the ramp at Southampton.*



*Trislander G-BEVT at its new home with Duxford Aviation Society (DAS).*

## Britten-Norman, Bembridge Airport and the Propeller Inn

The Propeller Inn has been a familiar sight at Bembridge Airport for many years and has strong associations with the early days of Britten-Norman as the company's premises, along with the adjacent hangar. A selection of images is presented below that illustrate some of the history of the Propeller Inn, its origin, as a club room for the local flying club in the late 1940s, and its uses through to the present day:



*John Britten (right) with test pilot of BN-1F aircraft Geoffrey Alington 1951 with the building in the background.*



BEMBRIDGE AIRPORT

*Above – The building that became part of the Propeller Inn was originally used by the Bembridge and Sandown Aero Club as seen on the club's Christmas card c1950*



*Left – Building in use for assembly of Micronair rotary atomisers and as a workshop for B-N c1955*



*View of the building, hangar and petrol pumps at Bembridge Airport before the building was extended and used by B-N c1955*



*B-N Islander prototype G-ATCT making a short take-off alongside the building in 1966*

The Propeller Inn is a popular family run public house and restaurant at Bembridge Airport. In July 2021 new proprietors, Roxanne (Roxy) Nicholson and Rick (the chef) acquired the Propeller Inn lease.

The new tenants are searching for old photographs of the interior of the "Prop", as it is usually called by the locals. Also if you have any fascinating stories regarding the history of the building, please can you help by email to: [roxanne.nicholson@outlook.com](mailto:roxanne.nicholson@outlook.com) or phone the Propeller Inn on 01983 873611. Roxy and Rick are eager to hear your stories. Thank you

The "Prop" will be the subject of a feature article about its history in a future issue of BNAPS News.

To see what the "Prop" has to offer go to: [www.propellerinn.com](http://www.propellerinn.com)



*The Propeller Inn as it looks today*

## **“Those Were the Days My Friends” according to the B-N Design Office c1966**

1. Once upon a time there was an Air Show, Held in Paris, France in 65,  
Just nine months before, it was decided,  
To get an aircraft there - then came the drive.

Chorus-

Those were the days my friend we thought they'd never end, all worked from dawn till dusk and then some more  
We gave up holidays, and worked on in a daze, but then, those were the good old days of yore.

2. In May of 1965 she got there,  
Named the "Britten-Norman" Islander,  
Built in record time so as to get there,  
Conceived and born in three quarters of a year.

Chorus

3. Back from Paris came our new born baby, Parental pride was evident all around,  
Let's reproduce some more said John' Desmond,  
Let's get another aircraft off the ground.

Chorus

4. On pastures new they built another hangar, While at the 'port work started once again,  
Production No.1, a wing for testing,  
The steps were out for B-N's second plane,

Chorus

5. Twice upon a time there was an airshow, Farnborough, September 66,  
Let's get two there said somebody to someone,  
The thought damn nearly made us wet our nicks.

Chorus

6. Yet they got to Farnb'oro in September, All the lads and lasses went as well,  
Tired but happy, full of fun and beer,  
Proud and piddled, heaven after hell

Chorus

7. Back to work, the Farnboro' show is over, Fill the hangar up with Islanders,  
Push them thro' the door faster than ever we must build 200 in two years.

Chorus

8. Shortages and Moils and works concessions, D.Q.F's and changes at the top,  
Busy are the corridors of power,  
Politics as usual at the op

Chorus

9. Soon there came the time to look things over, Aircraft sold outnumbered aircraft built,  
Something must be done to right this matter,  
No use crying now the milk is spilt.

Chorus

10. B.H.C. will sub assemble parts now, Send us wings and fuselages too, C.F. Taylor,  
empennage etc,  
And all the while the Sales Dept. grew.

Chorus

11. Nearly all the old lads are in exile, Working still on parts they once held dear,  
Down at Falcon yard they languish weekly,  
Thinking of the days before last year.

Chorus

12. Still we cannot meet the growing orders, Build some in Romania to help out,  
Sub contract the ops and paint them elsewhere,  
So confusing - what's it all about.

Chorus

13. Now the wheel has turned almost full circle, B-N take back final assembly, Tho' its not the same, we must recapture,  
The spirit that went out with Charlie T.

Chorus

*B.H.C. - British Hovercraft Corporation;*

*TCT - BN-2 Islander prototype G-ATCT*

*D.Q.F. - Drawing Query Form*

*Recently BNAPS was given some B-N memorabilia in the form of the late Taffy Lloyd's papers donated by Elly Lloyd and family. The papers included some amusing rhymes plus a couple of songs about the trials and tribulations of B-N when TCT was under way. This was one way of helping the team keep things in perspective at a time when there was extreme pressure to create designs and incorporate modifications against the clock.*

*The verses above are sung to the tune of the Mary Hopkin number "Those were the days". It is not known whether the words were by "Taffy" Lloyd or others in the B-N Design Office.*

*If you don't know the tune, or maybe it has faded into the mists of time, then this link might help: [https://www.youtube.com/watch?v=dIYPGjXy\\_LA](https://www.youtube.com/watch?v=dIYPGjXy_LA)*

### **VCN Preview Day News Item in Aeroplane Magazine**



#### **ISLANDER PREVIEWED ON IOW**

The Britten-Norman Aircraft Preservation Society held a preview day of first production Islander G-AVCN on 25 September in conjunction with the Wight Military and Heritage Museum's open day, providing the first real opportunity for the public to see the aircraft after 10 years of restoration work. It is due to be officially unveiled in late April 2022.

### **BNAPS CARDS**

As well as an extensive range of postcards depicting Islanders, Defenders and Trislanders, BNAPS is publishing a few Christmas cards depicting Britten-Norman Islander aircraft in the snow.

For further details of postcards and Christmas cards available, please email:

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

### **BNAPS 2022 Calendar**

Just a reminder that the 2022 BNAPS Desk Calendar is now in stock. Availability is limited so best not to delay placing an order. Calendars are priced at £5.00 plus £1.50 UK p&p. Overseas postage is charged at cost.

To order your calendar please contact BNAPS Sales:  
[sales@bnaps.org.uk](mailto:sales@bnaps.org.uk)

Calendars are also on sale at the Propeller Inn and in the Wight Military & Heritage Museum shop.

### **BNAPS Sales**

Please contact BNAPS at [sales@bnaps.org.uk](mailto:sales@bnaps.org.uk) if there are any questions regarding stock items and availability. A revised stock list and sales catalogue will be available in the near future.

**BNAPS on the Internet** - information and back issues of BNAPS News go to [www.bnaps.org.uk](http://www.bnaps.org.uk)  
**Facebook** - Look out for latest posts and news on the BNAPS Facebook page

### **More BNAPS Supporters Needed**

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

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

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

### **BNAPS**

BNAPS is a Registered Charity, No. 1100735, set up to "preserve the history and aircraft of Britten-Norman with the support of members' subscriptions, sponsorship and donations"

BNAPS registered address is:  
7, William Close  
FAREHAM,  
Hampshire,  
PO14 2PQ

Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy.  
Bob Wealthy is currently the Trust Chairman.

### **Forthcoming BNAPS Events**

**The "Official Unveiling" is now scheduled for  
Saturday 23 April 2022 from 10.30 to 16.00  
-details to be advised nearer the time**

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

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

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

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

**Telephone:** 01329 315561

### **Post:**

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