



BNAPS News September 2019

BNAPS News Vol 9 Iss 5 – September 2019

BNAPS Workshop Open Day 21 September, 2019

BNAPS restoration team members were out in force on Saturday 21 September when Islander G-AVCN was on show at the workshop open day. The event was held to support the Isle of Wight High Sheriff's "Isle of Wight Day" that involves the whole local community. Thanks to publicity courtesy of the Isle of Wight County Press and the use of social media there was an exceptional number of visitors and much interest in the dedication of the restoration team and their efforts over the past 10 years in bringing our historic Islander G-AVCN back from the brink of being scrapped to what it is today. BNAPS and our restoration team are so proud of this achievement and the opportunity to have the Islander on show is always very welcome.

Images from the workshop open day



Visitors get a close look at Islander G-AVCN and an opportunity to try the "driving seat"



*Left – view of the signing in area and displays
Right – Rita and Jeni poised in readiness.*



As well as the opportunity for visitors to get a close up look at Islander G-AVCN, there was a video show about the project, thanks to the efforts of BNAPS Supporter Clynt Perrot, and an Islander desk top flight simulator, thanks to friend of BNAPS, Brian Sharpe. Norman Hobbs brought along a selection of his collection of B-N Islander and Trislander postal covers that attracted considerable interest. The trim shop was set up as a shop for sale of BNAPS merchandise on the day.

Thanks go to all those involved in making the day such a success. Once again special thanks go to Rita Edgcumbe and Jeni Gallagher for all their efforts in setting up and running the ever popular tea, coffee and cakes operation.

Another successful BNAPS event – here's to the next time!

In this issue of BNAPS News:

G-AVCN final assembly progress;

Far East Islander Round Up

Plus more news of Islanders and Trislanders around the World

BNAPS Supporters Fund Raising Appeal – September 2019



Dear BNAPS Supporter,

As can be appreciated from progress reported in this issue of BNAPS News the restoration of our historic Islander G-AVCN is now well into final assembly. The question of where a long term home can be found on the Isle of Wight is naturally of increasing concern. At present it is planned to keep the aircraft in the Brickfields workshop beyond the end of 2019 while efforts continue to find suitable accommodation for the aircraft to go on public display.

We know that the aircraft must be dismantled at some stage in the near future and the present final assembly work is being organised to avoid nugatory work related to dismantling and re-assembly. The wing to fuselage and tail plane to fin/fuselage fairings and the wing centre section leading edge panel will be installed using temporary/ limited fixings. Flying control surfaces will not be fully connected and the fuselage ceiling panels will be trial fitted but not fully installed.

Regarding the search for a permanent home for Islander G-AVCN where it can be on public display, BNAPS is in discussion with a local heritage organisation that could result in suitable display space becoming available. The organisation involved is actively pursuing sources of funding and civil works design concepts that would allow an initial estimate of the cost of the works to be made. This is an ongoing process and more information will be circulated in the coming months when it is anticipated a definitive way ahead should emerge for the necessary work to go ahead.

If a situation should arise, for example if the tenancy at Brickfields has to be terminated and where a permanent home is not yet available, the aircraft would be dismantled and placed in secure storage for safekeeping and in turn minimising the rental outlay.

BNAPS offers grateful thanks to all BNAPS Supporters Club members. for their continuing support. The income from supporters' subscriptions goes some way towards covering the coast of keeping the project going. There is a continuing need for additional fund raising from merchandise sales, fund raising events and other sources Fundraising is a continuing activity and all donations large and small will be gratefully received..

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

Yours sincerely,

Bob Wealthy, Britten-Norman Aircraft Preservation Society Chairman

Isle of Wight Sandown Bay 50+ Club- Official Cheque Presentation to BNAPS

On the 1 August at the Britten-Norman Aircraft Preservation Society's restoration workshop Sandown Bay 50+ group member Cynthia James handed over a cheque for £750 raised from for a series of sponsored walks covering the coastal path around the island. Cynthia is seen here presenting the cheque to Norman Gedling who looks after the financial accounts for the restoration project. It was something of a reunion for Cynthia and Norman as at one time they both worked in the accounts dept. at Britten-Norman. Thanks go out again to the Sandown Bay 50+ Club and the enthusiastic walkers for their magnificent efforts in raising funds for BNAPS.



Dr William Gordon Watson 11 November 1929 – 7 July 2019
Managing Director of Britten-Norman (Bembridge) Ltd
1976 -1977

Our sincere and belated condolences go out the family and friends of Dr Gordon Watson who passed away on 7 July 2019 in Crieff, aged 89. Many of our readers will recall that Dr. Watson took up the position of Managing Director of Britten-Norman (Bembridge) Ltd after the Fairey Group had acquired the company.

Dr. Watson's lifetime involvement and contribution to aviation is well covered in an obituary that was published on 1 August, 2019, in "The Scotsman" that was written by Brian McGuire. An abridged version of this obituary follows:

Obituary: Dr William Gordon Watson,
Director of BAA's Scottish Airports, Fellow of the Royal Aeronautical Society

A Glasgow schoolboy who ultimately became Director of BAA's Scottish Airports, described his job as "the most satisfying part of my working life" – yet, modestly, saw himself as "a small cog in industry".

William Gordon Watson was born in Somerset Place, Glasgow and used to criss cross the city to visit relatives "by way of a two penny fare on one of the ubiquitous tramcars". His interest in flying started with model aircraft and plane spotting and he was evacuated during the Second World War, hardly remembering peacetime.

From Glasgow Academy (1935-47) he left with six highers and at Glasgow University's Faculty of Engineering (1947-55) graduated BSc (Hons) in mechanical engineering being awarded a PhD (1955) for research in fluid dynamics.

As a member of the university's air squadron, that formed a part of the RAF volunteer Reserve, (1947-55), Gordon's first solo flight was in a Tiger Moth. Music was another interest and he enjoyed piano "vamping" in a semi-professional Scottish country dance band. Car rallying was another favourite: as a driver or co-driver in the Scottish Sporting Car Club. National service in the RAF (1955-1957) saw him promoted to Flying Officer piloting Hastings aircraft, Chipmunks and Ansons.

He joined Scottish Aviation Ltd (1957-75) as Assistant, Aerodynamics and Flight Test Observer, and flew some 400 hours on Twin Pioneer flight tests. Then, as Deputy Chief Engineer he initiated four highly detailed design studies for new aircraft. "My team of design engineers were immensely skilled but level headed. This was as close as I ever got to being an aircraft designer"

When he became Head of the Project Department, work continued on the studies but his remit included a search for new projects and products for the company. By 1967, he was Chief Engineer, continuing to seek projects which might expand the company and deriving a corporate plan for what were the most desirable types of aviation work within which they should try to find their future and which would "exploit the very wide range of Scottish Aviation's abilities".

At that time, marketing was quite a new idea but there was praise from one of the directors of the Cammel-Laird Group, owners of the company who knew his work Gordon later resigned as he felt the holding company were imposing conditions "against my responsibilities to workforce, customers and local community."

In 1968, he undertook training at London Business School's executive development programme and in 1969, was made a Fellow of the Royal Aeronautical Society.

Six months' unemployment followed despite daily searches for work when, out of the blue came an approach in 1976 by the Fairey Company, inviting him to take on the role of managing director of the subsidiary Britten-Norman (Bembridge) based on the Isle of Wight.

Dr William Gordon Watson 11 November 1929 – 7 July 2019
Managing Director of Britten-Norman (Bembridge) Ltd
1976 -1977 (continued)

Compete aircraft – unfurnished, unpainted and without customer options – were built at Avions Fairey in Belgium and Romania and delivered to Bembridge for storage until customised and delivered. Dr Watson's tenure as managing director came to an end in the latter part of 1977 when the Fairey Group collapsed and the Britten-Norman company was once again offered for sale.

In 1978, BAA made him Director of Scottish Airports. "To my surprise and delight," he said, "I found BAA to be a very disciplined and tightly controlled organisation staffed by high quality professionals dedicated to running 'the best airport system in the world' and that is what was created." "My time with BAA was the most satisfying part of my working life," he said.

Divorced in 1987, he married Claire Campbell and they moved to Mauchline, Ayrshire. Gordon bought a boat that needed 'fitting out' to his requirements and provided great sailing.

After retirement he was a Counsellor with Enterprise Initiative, a government scheme to encourage small businesses and he took on some 80 cases "The great majority were straightforward but I also had the privilege of meeting about half a dozen people or couples of outstanding character and drive." The Initiative ceased, as planned, around 1993/4.

Interested in the National Museum of Flight, East Fortune, and its "excellent collection of old aeroplanes", Gordon complained to the National Museums of Scotland that they were presented in what he called a very ad hoc manner "In vain I urged them to realise that aviation was one of the incredible stories of the 20th century and that with their marvellous collection of models, a few explanatory leaflets and maybe the odd short video, they could excite public imagination about the amazing technical advances and courage of the pioneers and developers. I got nowhere."

Even the treatment of Concorde, he claimed, was similar. "No story of the concept, technological masterpiece that was created and – little understood – the dramatic effect Concorde had on the world wide civil aircraft industry. Despite this "total failure" he became involved in the Aircraft Preservation Society of Scotland, serving as chairman for seven years.

Chairmanship of Argyll and Bute Young Enterprise Scotland for five years saw him encouraging fifth and sixth year secondary school pupils to form companies to find or invent a product, then trade and account for their actions and results to "shareholders". With 12 grandchildren, boats were a great interest though he continued designing model gliders – something that had begun on his first day of retirement – as well as two, full sized boats, one of them taking eight years before it was right.

Footnote: Inspired by reading the book by Derek Kay that tells the story of his time with Britten-Norman, "The Last Grand Adventure in British Aviation", and the fact that his contribution to B-N got two brief mentions, Dr Watson contacted BNAPS in 2015 and asked if we would like to see his memoirs about his time as managing director of Britten-Norman (Bembridge) Ltd when it was part of the Fairey Group.

The memoirs are Dr Watson's frank and honest account of the situation he found himself in and his insight into the flaws of the Fairey Group's management that inevitably led to the demise of the Fairey Group and his somewhat curt dismissal when he was made redundant in late 1977.

Dr Watson's memoirs of his time with B-N will be included in the November issue of BNAPS News with the kind permission of Dr Watson's family.

G-AVCN Restoration Progress Report July 2019 – September 2019

- 1. Wing and Fuselage:** The port and starboard wing leading edges have been painted where they could not be completely spray painted when the wing was in the vertical stands. Fuselage tail cone has been installed.
- 2. Installation and Rigging of Ailerons:** Installed and control cable bell cranks positioned but aileron controls will not be connected at this stage.
- 3. Installation of Tail Plane and Elevator:** Installed, elevator and elevator trim tab controls will not be connected at this stage
- 4. Installation of Fin and Rudder:** Installed, rudder control and rudder trim cables will not be connected at this stage.
- 5. Installation of Flaps and Flap Actuator Drive Motor:** Port and starboard flaps have been installed. Installation of the flap actuator is awaiting a minor structural modification to accommodate the later spec actuator that is now available.
- 6. Installation of Navigation Lights and Strobe Light:** Electrical wiring for the navigation lights and the strobe light has been connected following the joining of the fuselage and wing. The strobe light has been installed temporarily to check it is functioning. Navigation lights will be installed at a later stage of final assembly.
- 7. Engines and Mounting Frames:** Port and starboard engines have been installed. Engine cooling air baffles have been installed together with carburettors and air filter boxes.
- 8. Construction of Wing profile boards and wing stands:** The set of profile boards is complete. A pair of adjustable wing stands are being made and are expected to be delivered in the next few weeks
- 9. Missing Items List:** The list has been maintained by Bryan Groves and the updated list circulated as necessary.
- 10. Parts Donations:** Thanks go to Anglo Normandy Aero Engineering and Graham Gilbert for donation of an air filter box and several engine air baffle parts, see photo below:



Air filter box donated by Anglo Normandy Aero Engineering, Guernsey. This item was delivered to BNAPS by Graham Gilbert when he was on a trip to Solent Airport with the new Channel Islands Air Search Islander.

G-AVCN Restoration Progress Report July 2019-September 2019 (continued)

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



Picture 1

The fuselage was tilted nose up to allow access for installation of the fin and rudder



Picture 2

View of the inner port wing leading edge that had been spray painted where these areas were not accessible when the wing was spray painted in the vertical stands



Picture 3

View of the outer section of the port wing leading edge that had been spray painted..

G-AVCN Restoration Progress Report July 2019-September 2019 (continued)



Picture 4

Bob Ward (right), Bernie Coleman (centre) and Mark Porter are seen here installing the fin. The Aurigny logo was covered for protection.



Picture 5

Mark Porter is checking the fixings after the fin had been successfully installed



Picture 6

Fin after installation with the Aurigny lion logo uncovered.

G-AVCN Restoration Progress Report July 2019-September 2019 (continued)



Picture 7

*Close up view of the
Aurigny lion logo.*



Picture 8

*Bob Wilson started work on
setting out the red painted
areas around the nose and
the black cheat lines along
the fuselage*



Picture 9

*General view of the
workshop.*

**G-AVCN Restoration Progress Report
July 2019-September 2019 (continued)**



Picture 10

*General view of G-AVCN
looking forward.*



Picture 11

*View of the tail section
after the fin, rudder, tail
plane and elevator had
been installed*



Picture 12

*Port engine being
prepared for lifting*

G-AVCN Restoration Progress Report July 2019-September 2019 (continued)



Picture 13

Team effort to lift the Port engine and get it installed



Picture 14

Port engine lift in progress



Picture 15

View of the Port engine after installation.

**G-AVCN Restoration Progress Report
July 2019-September 2019 (continued)**



Picture 16

*View of the Port engine
after installation*



Picture 17

*Bryan Groves, Guy Palmer
and Mark Porter preparing
the Starboard engine
mounting frame.*



Picture 18

*Starboard engine ready for
installation*

**G-AVCN Restoration Progress Report
July 2019-September 2019 (continued)**



Picture 19

Starboard engine after installation and with engine cooling air baffles being installed.



Picture 20

Guy Palmer is seen here checking the fit of one of the Starboard engine cooling air baffles.



Picture 21

Steve Cooley installed the Port engine cooling air baffles.

**G-AVCN Restoration Progress Report
July 2019-September 2019 (continued)**



Picture 22

View of the port engine with cooling air baffles installed.



Picture 23

Engine cooling air baffles were installed. Here the Starboard engine is receiving attention.



Picture 24

Air filter boxes have been made ready for installation.

**G-AVCN Restoration Progress Report
July 2019-September 2019 (continued)**



Picture 25

Tail cone now installed.



Picture 26

Starboard main landing gear leg fairing was installed by Steve Cooley and Mark Porter



Picture 27

View of the Starboard main landing gear leg fairing after installation

G-AVCN Restoration Progress Report July 2019-September 2019 (continued)



Picture 28

*Steve Cooley and
Patrick Gallagher
preparing the Port main
landing gear leg fairing
for installation*



Picture 29

*View of the Port main
landing gear leg fairing
after installation*

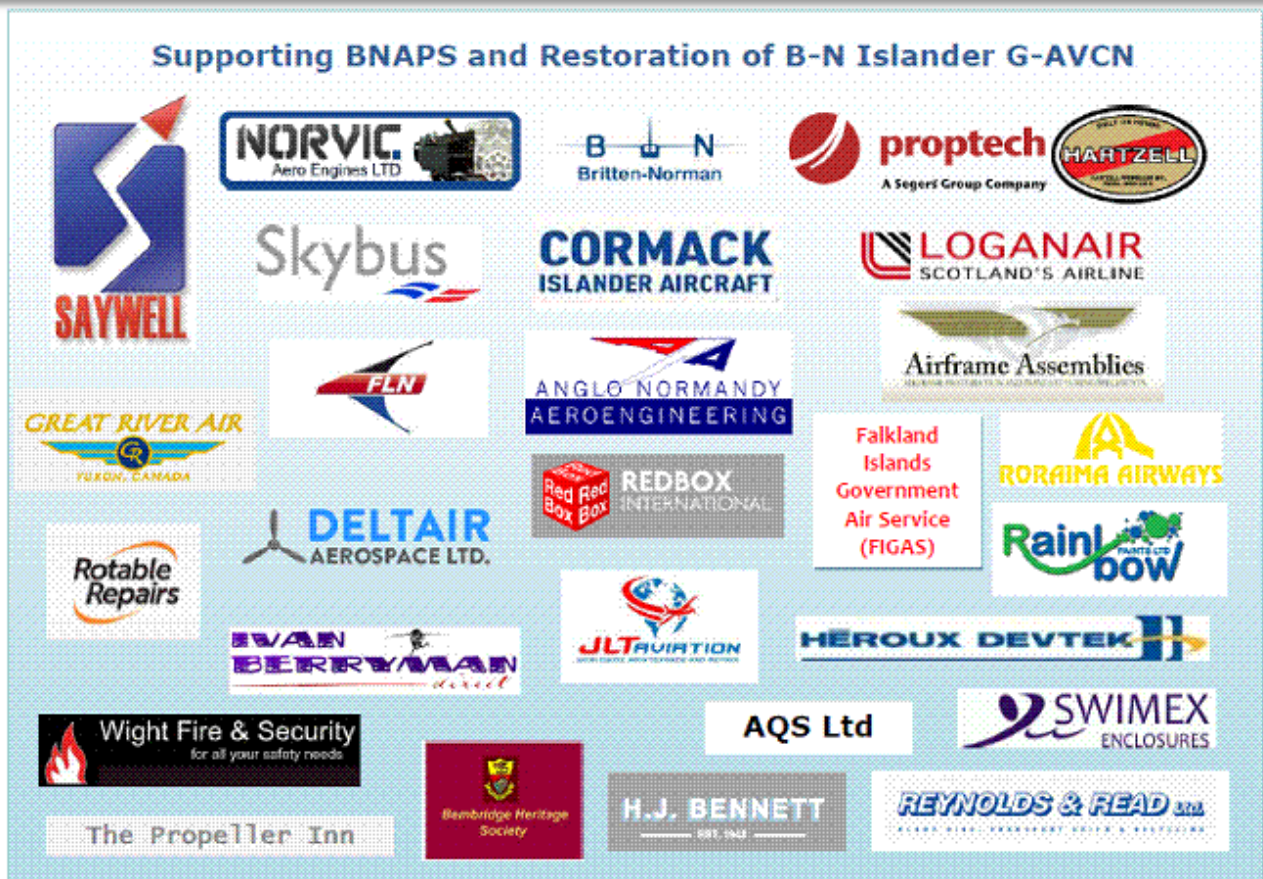


Picture 30

*Engine cowlings ready
for trial fit prior to
painting*

Work planned for October to the end of 2019

1. Fit the wing to fuselage fairings (temporary fit only at this stage)– In work
2. Inspect the fuselage for all paint damage and repair plus local spray.
3. Fit the fin, rudder and rudder tab – connect controls – Controls not connected
4. Fit the tail plane, elevator and elevator tab – connect controls- Controls not connected
5. Install flap actuator structural mod to enable installation of the 1628T100 Flap Actuator Unit
6. Fit ailerons – connect controls – In work
7. Dress installed engines and fit ancillaries – In work.
8. Locate replacement starter rings and fit
8. Fit propellers.
9. Finalise missing parts list and locate/make/purchase these items
10. Fit engine cowlings and rear nacelle fairings. Once fitted remove of for spraying and the addition of the cheat lines
11. Mask off fuselage for cheat-lines, nose area spraying and roller paint of the fuselage sides – In work.
12. Complete interior trim – In work
13. Acquire and fit fuselage floor carpet.
14. Install all seats.
15. Procure wing trestles (moveable). When fitted with extended wing profile boards the wing trestles will be used to support and move the wing when removed for transport to the final display location. – In work
16. Design and make gust locks for ailerons, elevator and rudder - In work
17. Install navigation lights, landing lights, strobe light and associated electrical cabling, overall electrical check.
18. Fit Perspex navigation light covers and landing light covers
19. Overall total aircraft inspection to ensure all parts fitted and all repairs/restoration is complete. Reassess the missing parts situation.



Far East Islanders Round Up

April 2019

Whilst on vacation in the Far East a BNAPS Supporters Club member visited several countries in the Far East and met owners and operators of B-N Islanders and Trislanders. The following article gives an illustrated account of the places visited and the airframes located during the trip.

Thailand 3 April

A visit to The Golden Jubilee Museum of Agriculture, Khlong Luang, should have located Islander "501" on display, but the airframe had been removed by road some months previously to an unknown destination. I was advised to visit the offices of the Department of Royal Rainmaking And Agricultural Aviation at Kasetsart University, Khet Chatuchak, Bangkok. Being a government department I was informed that written permissions would be required to divulge information on the Islander's new location and process visiting permits, this could take months to organise. Two employees named Ms Husnee and Ms Kwang were most helpful in making numerous telephone calls to government departments, and two days later I was instructed to contact Mr Mod, the manager of Nakhon Sawan Agricultural Airport, who would kindly accompany me on the eight hour return journey from Bangkok.

Thailand 6 April

Mr Mod met me at my hotel at 0600; we travelled four hours, arrived at Nakhon Sawan Agricultural Airport, cleared security, and accessed the aircraft museum that has been recently established to commemorate all aspects of governmental agricultural aviation. Islander 501 has been repainted and is proudly displayed as the centrepiece of this newly commissioned museum area.

Number 26, an early build airframe, was test flown as G-AWID in August 1968, and purchased by the Royal Thai Air Force for the sum of 2,600,000 Thai Baht, departed Bembridge in October 1968, entering active military Royal Rainmaking and transport duties on 14 October 1968.

501 was later seconded to a period of civilian use on air taxi services with an overseas construction company, Thai operated and registered as HS-SKB with Sahakol Air.



Islander c/n 26 on show at Nakhon Sawan Agricultural Airport

By 1979 number 26 had reverted to government duties, and resumed a further 13 years of cloud seeding and transport duties with the Thai Ministry Of Agriculture, finally being struck off charge in 1992.

The Islander was put on display at The Golden Jubilee Museum of Agriculture, Khlong Luang where many years of external storage resulted in exposure damage the airframe.

In 2019 the decision was made to dismantle the Islander and move it by road to Nakhon Sawan Agricultural Airport, where the airframe was renovated and exhibited in the agricultural aviation museum. This aircraft is highly treasured and respected by the government for the many years of reliable service it has given to the Thai nation.

Cambodia 9 April

I flew into Phnom Penh International Airport at 0930, and met my guide Mr Yuan Rithy, who flies as an A320 first officer with Bassaka Air. I had no idea what to expect in Cambodia, there were potentially two Royal Cambodian Air Force Islanders located at this airport, but without any recent reports it was best to adopt an open minded attitude. Prior to commercial operations Mr Yuan Rithy had piloted the Cambodian Government/Royal Cambodian Air Force/VIP Flight Islanders XU-MLA, XU-MLB and XU-MLC in the closing years of the Khmer Rouge civil war, he stated that he had amassed an impressive 4000 hours,

many of these on Islanders, operating from rough fields in marginal weather conditions on flights of 5½ hours duration, often arriving back at his Seam Reap base with fuel reserves critically exhausted! After clearing the civil airport security gate we approached an apron where a sun bleached, unmarked and very tired looking Islander sat on deflated tyres.



Guide for the visit to Phnom Penh International Airport, Mr Yuan Rithy.

two switches marked "left and right guns". He stated that he had not personally used this set up, but preferred to use a waist mounted gun which was manually operated, hung from the port rear luggage door. He explained that he had carried three persons in the rear luggage compartment!



Internal view of Islander XU-MLC/ML501. Switches for the guns have been added on a small floor mounted console.



Former Royal Cambodian Air Force Islander XU-MLC/ML501.

Mr Yuan Rithy was uncertain of which Islander we were inspecting, but knew its individual cockpit layout by sight, stating that this particular airframe had never been force landed and had given faultless service when flown by him. (Luckily the Islander's previous owners, the Muscat And Oman Air Force, had left the dymo-taped aircraft identification tab "301" fastened to the instrument panel, and realised that 301 was allocated the RCAF serial XU-MLC/ML501).



Gun mounting attachment points on the wing underside of Islander XU-MLC/ML501.

On exiting the aircraft I informed Mr Yuan Rithy of the Islander's identity, he responded "how many persons can you fit in an Islander?" I replied "usually ten to twelve including the pilot" he responded "I have carried 16 to 18 persons in XU-MLC on many occasions when evacuating people from attacking Khmer Rouge forces, these flight conditions were very marginal and dangerous". I considered that XU-MLC was one very worn out airframe, and there was not much you could teach Mr Yuan Rithy about flying an Islander beyond its operational limits. My attention was immediately drawn to the leading edges of both propellers which exhibited large amounts of wear, presumably from dirt and stones thrown up in operations from unmade airstrips and rough field landings.

Yuan pointed to bolt holes in the underside of both wings and explained that these were gun mountings, he then pointed out a small floor mounted console on which were



View of the eroded edge of the starboard propeller of Islander XU-MLC/ML501.

Further enquiries were made about XU-MLA, which had been observed dismantled at Pochentong Air Base in November 2005. Mr Yuan Rithy stated that we could visit the Air Base and make further enquiries. The Base commander stated that when the Pochentong hangars were recently dismantled and rebuilt, he gave permission to the demolition contractors to remove the Islander with the scrap metal. Therefore Islander XU-MLA was removed from Pochentong Air Base to an unknown fate, and is presently lost without trace.

Malaysia 11 April

I landed at Alor Setar (Sultan Abdul Halim) Airport at 0810 and introduced myself to the airport operations manager. Mr Uziani Izzat, manager of the Kedah Flying Club had given me permission to visit their shade hangar to photograph Islander 9M-JPC, c/n 379.



Kedah Flying Club Islander 9M-JPC.

Prior to my visit he had advised me that club was non-operational due to its aircraft suffering water damaged in serious floods which had inundated the airport. As we approached the hangar I observed that the Islander had been severely damaged, tyres

were flat, the engines had been removed, the nose cone absent and the interior completely stripped out.



Kedah Flying Club Islander 9M-JPC, c/n 379, ID plate.

The only hint of humour in this sad and tragic scene was a birds nest which an enterprising avian had built on the port engine mounting. Let us all wish for better times for this airframe and SAL Bulldog trainers, as and when funds become available to restore the Kedah Flying Club to operational status.



Bird's nest in the port engine mounting of Islander 9M-JPC.



View of Islander 9M-JPC instrument panel and controls.

Islander 379 first flew on 22 January 1974 as G-BBUC, it was delivered as 9M-ATS to the Malaysian Department of Civil Aviation Flying Unit in February 1975, later re-registered as 9M-JPC and donated to the Kedah Aero Club in February 2004.

Indonesia 21 April

Destination Sepinggan (Sultan Aji Muhammad Sulaiman) Airport, Balikpapan, landing at 1735 in the final hour of daylight. I had been unable to secure permission to view Islander PK-WBA, as Indonesian airport authorities and security staff are generally uncooperative and occasionally hostile towards alien nationals. Unsurprisingly no response was received for information and photographic permission from the airport director, and I was reliant on finding the Islanders location by resorting to Google Earth images! (Prior to arrival PK-WBA had given me the slip, it had been stored for five years on a derelict area of rough ground, utilised as an aircraft scrapping area. The month prior to my departure on vacation it disappeared, presumed scrapped, but was found re-located on a nearby apron two days before my departure to Asia).

As the Lion Air A330 taxied past the apron I was ready with a camera for my only photographic opportunity, but to my horror found the Islander gone, and replaced by two Twin Otter aircraft!

My reservation at the local airport hotel specified a room on the top floor with an airside view. In the last minutes of daylight I entered the room, surveyed the entire airport perimeter and in the gloom picked out what I thought might be the rough silhouette of an Islander.



Islander PK-WBA was not accessible for photography. Thanks go to Mr Radzi Desa for his kind permission to use his image of PK-WBA.

Next morning I woke at 0400 before the Asian heat haze made long distance viewing impossible. There was an Islander, parked outside the Fire Brigade building on the south side of the airport, the Kalimantan colour scheme was correct but the registration was painted in minute letters

on the tail fin and difficult to read. With the aid of a high powered telescope and a steady hand, its identity was confirmed as PK-WBA! I sensed that this "wandering star" had found its final resting place, hopefully as a non-destructive training aid with the airport fire authorities.

Islander c/n 727, G-BCHE, made its test flight on 11 November 1974, delivered via Heli-Orient to P.T.Georgia Pacific Indonesia on 6 March 1975 as PK-WBA, sold to final owners The Kalimantan Group in 2004.

Philippines 29 April

On arrival at Mactan-Cebu International airport general aviation area I was made welcome at the office of Far East Aviation Services by CEO Mr Warren A Lao. BN Islander RP-C2138, c/n 445, was parked on their apron, but had not flown since March due to an ongoing recruitment search for an Islander pilot.



Far East Aviation Services Islander RP-C2138 at Mactan-Cebu International Airport



View of instrument panel and controls of Islander RP-C2138.

Captain Lao kindly instructed his maintenance team to move the Islander from the crowded confines of the apron to allow better access for photography; the team are pictured gathered in front of RP-C2138, their chief engineer is located on far

right of the photograph. RP-C2138 is in an excellent state of repair mechanically and cosmetically, considering the fact that this aircraft is permanently externally parked in the extremes of Philippine weather.



Far East Aviation Services maintenance team with Islander RP-C2138, c/n 445, ID plate.

Islander c/n 445 was test flown as G-BCZW on 21 May 1975, delivered to undisclosed private owners in the Philippines on 30 June 1975, sold to Pacific Airways (Pacifair) in March 1988, then to J.R. Sanchez 13 April 2010, B.J. Salvador on 4 November 2010.



Islander RP-C2138, c/n 445, ID plate.

Since 2010 the Islanders status had been undocumented and doubts remained about its existence, however it seems to have never wandered far from its Cebu base and quietly continued to provide revenue earning service to its interim owners. Far East Aviation Services provide air taxi, VIP Charter, corporate charter, cloud seeding, air ambulance, sight-seeing, aerial survey and cargo operations, which all fit within the operational remit of the Islanders capabilities.

Philippines 30 April

I initially approached the Philippine Defence and Armed Forces Attaché, Colonel Harold

Anthony Pascua regarding a diplomatic request to enter Heracleo Alano Naval Air Base, Sangley Point, for permission to photograph the Philippine Naval Air Group (PNAG) BN Islander BNI310, for inclusion in BNAPS News. He kindly forwarded my request to Captain Alan Javier and Ms Luve Abraham for consideration. I gratefully complied with their requests for background checks and security clearance documentation which after due consideration resulted in admiralty permission being granted to visit the naval establishment on the afternoon of Thursday 2 May. I owe a great debt of gratitude to the Philippine Armed Forces, who were refreshingly enlightened and open minded, to kindly grant a foreign citizen access into this active Naval Air Base.



Philippine Naval Air Group logo.

Two days prior to my arrival at Sangley Point I received a message from Ms Luve Abraham stating that BNI310 had been selected to participate in a shared military exercise with the Indonesian Navy at Davao Naval Air Base, Mindanao, would it be possible to re-arrange my visit to arrive on 29 April. I explained that the earliest I could get there was early afternoon on 30 April, driving to the Sangley Point straight from arrival at Manila International Airport.



Philippine Naval Air Group Islander BNI310.

Within 24 hours, in an amazing display of co-operation and generosity by the PNAG, the decision was made to hold Islander BNI310 back from departure until 1 May, allowing me to visit on the Tuesday afternoon!

On arrival at Heracleo Alano Naval Air Base I was assigned Captain Jimbo S Villamor PN (M) as my guide. He explained that the opportunity had been taken to carry out some airframe and engine maintenance on BNI310 and that the aircraft would be air tested within the hour.

First I was introduced to Captain Villamor's commanding officer who presented me with a "Naval Air Group Philippine Fleet" coffee mug, and formally welcomed me onto the Air Base. Next we visited the ramp and hangar, BNI310 was sat out on the ramp having just finished inspection, with the engine cowlings being refitted. 310 was finished in the latest "sea mist" grey satin paint and looked beautifully presented, fresh from a recent full rebuild by Fliteline Aviation at Plaridel Airfield.

It was interesting to note the contrast of old and new paint schemes BNI312 in the earlier blue scheme, and BNI320 displaying the new "sea mist" grey finish. Both Islanders were in the final stages of maintenance, being prepared for transporting ballot boxes in the forthcoming general elections on 13 May 2019.

I was introduced to the pilot and maintenance teams, who were assembled in front of Islander BNI310.



Philippine Air Group crew and maintenance officers, left to right, AD1 Dave C Donayre, ADC Dennis R Valenzuela,, Lt Arjin Armedilla (maintenance officer), AD2 Roy Aldous P Narne, ADC Ronaldo M Verdejo, F2AD Richard M Penetrante with Islander BNI310.



All hands are seen here pushing Islander BNI310 to the flight ramp

We were allowed to stand close to the runway to experience this sight close up. 310 disappeared off on an extended test flight and we returned to the hangars to view two Islanders under maintenance.



Philippine Naval Air Group pilots, left to right, Lt Gemma G Hong, L Cdr Abelardo Beato Manuel G Ginete Jr, Cdr Zyril S Villacorta, Lt Jake C Taguinod, Lt Glenn M De Luna and Capt Jimbo S Villamor with Islander BNI310.



*PNAG Islander BN1320 in a new "sea mist" grey finish.
Below, PNG Islander BNI312 in the earlier blue colour scheme.*



PNG Islander BNI312 in the earlier blue colour scheme.

Captain Villamor explained that a fourth Islander had been decommissioned and removed from service, but this was absent the hangar, and understood to be BNI304. The PNAG Islanders are used on reconnaissance missions, patrol and surveillance sorties at sea, with potentially an 874 miles range of two to three hours in duration. They protect and ensure that no foreign intruders will infringe the Philippines vast and rich territorial waters. I am most grateful to all officers and ranks of the PNAG who allowed BNAPS members a rare insight into the operational procedures at Sangley Point. Islander BNI310, c/n 430, first flight as G-BCUE on 4 March 1975, delivered as RP-C2133 to PADC on 27 March 1975, sold to Ministry of Defence as RP-2133 in 1976, to the Philippine Air Force as "430", transferred to PNAG as NAVY310 in 1996. Total airframe time 7273 hours. Islander BNI312, c/n 567, made a first flight as G-BEGJ 4 January 1977, via PADC, to Philippine Air Force as "567", transferred to PNAG as NAVY312 in 1996. Total airframe time is 6670 hours. Islander BNI320, c/n 552, 22nd kit for PADC as RP-C2148, to Philippine Air Force as "552", transferred to PNAG as NAVY320 on 21 August 1993. Total airframe time is 9143 hours.

Philippines 1 May

I arrived at Barradas Airstrip, Tanuan City, the private residence and airstrip of Mr Manny Barradas, owner of Chemtrad Aviation, founded in 1978. Chemtrad's hard working fleet of six colourful red and white Islanders were once a regular sight at their Manila maintenance base, operating charter services between the numerous remotely located island

communities within the Philippines. Chemtrad ceased Islander operations some years ago, however two flightless airframes were rumoured to be stored at Barradas Airstrip, hopefully my visit would clarify matters. After ten minutes searching I located a gentleman, who introduced himself as Mr Manny Barradas. He explained that Chemtrad was not currently operational, as his two sons had emigrated from the Philippines and chosen not to continue the business. Until recently there were two Islanders stored at the airstrip, but he had sold RP-C2141 c/n 452 to Flightline Aviation, Plaridel Airport. One Islander remained but was a stripped insurance write-off stored in a nearby field, he would be happy to show me the airframe. Islander RP-C1262 looked one very derelict, stripped and sun bleached wreck, totally beyond economic repair.



Mr Manny Barradas with Islander RP-C1262.



Remains of Islander RP-C1262. At Barradas airstrip, Tanuan City.



Faded fuselage markings are a reminder of Islander RP-C1262's past service life.



Stripped out instrument panel of Islander RP-C1262.

Islander c/n 408 first flew as G-BCLE on 27 September 1974, delivered to Heli-Orient on 9 October 1974, sold to RSB Farms as RP-C1262 in November 1974. Chemtrad purchased the Islander in December 1995, which was noted in service at Manila on 1 April 1996. It is the sole remaining airframe of their once impressive Islander fleet.

Philippines 3 May

The northern maintenance area of Manila (Nino Aquino) International airport was once a busy area for the construction, overhaul, maintenance and operation of BN Islanders. Activities have been greatly scaled down, but four organisations still remain, some thriving, others marginally operational.

Philippines Coast Guard Aviation Group

I entered the maintenance area located off the extremely busy Domestic Road, through gate D. Security was extremely strict, with individual passes required for persons and vehicles, however I was most grateful that the Commanding Officer of the Coast Guard Air Group (CGAG) Captain Tito Alvin Andal had organised my security clearance to visit the CGAG Eagles hangar,

located in this thriving general aviation and maintenance area.



Philippine Coast Guard logo

The CGAG operate two Islanders: PCG-251, c/n 3002, first flight 27 October 1981, delivered to Philippine National Oil Company as RP-C251 on 4 February 1982, transferred to CGAG on 22 January 1999, overhauled and commissioned into active service on 26 June 1999.



Philippine Coast Guard Islander PCG-251, c/n 3002.

PCG-684, c/n 723, first flight 27 September 1974 as G-BCHA, delivered to Marinduque Mining & Industrial Co on 6 November 1974, sold to Pacific Airways 1988, to Southern Air Transport 1991, transferred to CGAG in 2000, fully overhauled and commissioned into active service June 2002.



Philippine Coast Guard Islander PCG-684, c/n 723.

Both Islanders are immaculate in appearance, with flawless paintwork and beautifully maintained, PCG-251 arrived and taxied in whilst we were inspecting PCG-684, which is currently out of service and stored in the hangar. The total airframe time of PCG-251 and PCG-684 are 778+40 as of 18 March 2019 and 1556+20 as of 22 March 2018 respectively.



Instrument panel and controls of Philippine Coast Guard Islander PCG-251.

Captain Andal has kindly provided the following information for the benefit of BNAPS members:-

To ensure the safety and airworthiness of every mission, our BN Islanders are maintained and inspected every 50, 100, and 1,000 hours.

In support to the PCG's mission, vision and functions, this unit participated in various activities of PCG, AFP, other law enforcement agencies, government entities and non-government organizations. Despite its ageing air assets, we continuously fulfil our tasks and continued to serve and bring about accomplishments for the service and for the nation.

Maritime Security and Law Enforcement

In response to President Duterte's order to the Philippine Air Force, Philippine Navy and Philippine Coast Guard during a cabinet meeting on 05 February 2018 to intensify presence of Philippine authorities in the disputed waters of the country, the Coast Guard Aviation Force regularly conducts Maritime Domain Awareness Flights over Bajo De Masinloc and Batanes Areas.

Down to the western part of the country, our fixed wing aircrafts also conducts monitoring, surveillance and Maritime Domain Awareness flights over Puerto

Princesa City and Kalayaan Group of Islands in Palawan.

Maritime Search and Rescue

For more than 21 years we have continued to live with the axiom, "Maritime Guardians in the Sky". While most aircrafts choose to stay in the ground on unfavorable weather conditions, your coast guard aviators are embedded with high spirit to hustle gusting winds and stormy skies when called to respond during maritime emergencies. For over two decades, the officers and men of Coast Guard Aviation Force are proud to have reached a record of 7,671 accident free days. These numbers did not just popped up from nowhere but a product of the diligence, hard work and remarkable skill of our crew from the maintenance department who tirelessly maintained our aircrafts' airworthiness.

Maritime Safety Administration

In assisting the command for the delivery of various services to its frontline units and accomplishing time bounded tasks and aerial survey of lighthouses, ports and other vital government installations, our islanders have flown routes from Manila to Caticlan, Mactan Cebu, Subic, Ternate, Puerto Princesa, Kalayaan Group of Islands, Cuyo Island, Baler Aurora, Mindoro and Pampanga (aerial surveillance and station visit flights).



Philippine Coast Guard Islander pilots and personnel, left to right, Petty Officer 2nd Class Rosendo S Victoria Jr, Lt Junior Grade Mikhail Ronald Desuasido, Capt Tito Alvin Andal, Capt Phillips Y Soria and Lt Julius Caesar N Angeles with Islander PCG-684.

I am most grateful to Captain Andal and his team for imparting such detailed and comprehensive information on CGAG duties they provide to the Philippine nation.

Congressman Prospero Pichay Jr. (Pichay Hangar)

Prospero pilot Mr Jerry Havalera kindly arranged my permission to visit their hangar. No work was currently being undertaken on Islander/Trislander overhauls, but two Islanders and three Trislanders are stored awaiting full overhauls to airworthy status.



Stored fuselage of Islander RP-C1047, c/n 654.

RP-C1047 c/n 654, first flight 6 August 1971 as G-AYXF, delivered to ALAR Portugal on 29 June 1972, to Textil Manuel Concalves as CS-AGH on 24 August 1972, to Geometrics as VH-UWV on 16 October 1977, to Western Pacific Air Service as H4-WPB in October 1987, to Paradise Air Service as RP-C1047 in 1991. The Islander ditched off Suba-Basbas on 7 February 2007 and moved to the Pichay hangar by December 2009. There is confusion about the true identity of this airframe, I photographed the ID and c/n plates. The ID plate states a past registration of H4-WPB which is proper to c/n 654, but the c/n plate (mounted crooked) states c/n 500, which is roughly stamped.



Islander RP-C1047, c/n 500, ID plate, possibly incorrect.

BN always mounted plates in line with the door casing, the crooked installation is unusual. (c/n 500 wore registrations RP-C2154, VH-SBD and RP-C1048; note that

RP-C1047 and RP-C1048 were both owned by Paradise Air Services.

The Islander fuselage is stored on trestles in the hangar, with its wing stored nearby. The detached tail is marked as RP-C1047 with an identically faded and matching colour scheme to the fuselage.

(Author's note: The reader will have his own personal opinion of the true identity of RP-C1047 based on information given, I am unable to reveal my personal decision in print to avoid legal repercussions and prejudicing other persons opinions!)

(See BN Historians comment on page 28)



Stored fuselage of Islander RP-C1323, c/n 502.

RP-C1323 c/n 502, PADC 10th kit, as RP-C2155 on 26 March 1976, transferred to Philippine Air Force as "502" in 1977, to Pacificair as RP-C1323 in 1996. This derelict Islander fuselage is externally stored in the side passageway of the Pichay hangar, controversially the c/n plate is blank. However, the wings are stored nearby and marked as RP-C1323.



Stored fuselage of Islander RP-C1323, c/n 502.

Three Trislanders are parked outside: C-GOXZ (painted out) c/n 361, test flown as G-BBWP, to N29JA, sold to Air Sattelite as C-GOXZ on 3 July 1990, ferried to Manila for Pinoy Air 19 November 2008.



Pinoy Trislander C-GOXZ, c/n 361.

Trislander G-BDOT, c/n 1025, test flown as G-BDOT, to VH-BPB, N3850K, N903GD, N900TA, ZK-SFF, to Hebridian Air Services as G-BDOT on 8 September 1995, Keenair Charter December 1996, Atlantic Bridge Aviation in March 1997, to Lydd Air 1 January 2002, ferried to Manila for Pinoy Air 28 April 2009.



Pinoy Trislander G-BDOT, c/n 1025.



Pinoy Trislander G-OJAV, c/n 1024.

Trislander G-OJAV (unmarked) c/n 1024, test flown as G-BDOS, 4X-CCI, G-BDOS, sold to Willowair as G-OJAV in 1995, to Sky-Trek Airlines in December 1996, to Atlantic Bridge Aviation 17 July 2001, to Lydd Air on 15 November 2002, leased to Rockhopper on 17 October 2005, returned to Lydd Air 25 September 2006, ferried to Manila for Pinoy Air 11 January 2010.

PADC Hangar

The Philippine Aerospace Development Corporation (PADC) Hangar was very quiet, there are serious economic and managerial problems afflicting the current operation of this state owned company. One complete Islander airframe, engineless, totally stripped, and painted in dark green primer was representative of a stalled rebuild, due to PADC's inability to source the necessary spares to progress work. The overall atmosphere in this hangar was tense and edgy, with a strict photographic ban placed on all its airframes, however I was given permission to briefly view the c/n plate (c/n 538 (BNI311) PNAG). This showed that it was the 17th kit for PADC, registered as RP-C2132 in 1978, to the Philippine Air Force as "538" in 1978. It was transferred to PNAG as NAVY311 in 1996.

Olympic Aviation

I contacted the owner Mr Manny Cortez for permission to access the Olympic Aviation apron. This proud historic Islander maintenance organisation can trace its history back to 1968. However, an unsettling general state of inactivity and dereliction pervaded its hangars and apron. The sad remnants of past Islander operators' derelict and dismantled fleets amounted to a mere 2½ airframes, scoured by the weather and sun bleached. These were identified by accessing the c/n plates. It is unlikely these airframes will ever attain airworthiness again!

One of the airframes was Islander c/n 443 made its first flight as G-BCZU on 14 May 1975, sold to National Irrigation Authority as RP-C2137 on 11 June 1975, to Pacific Airways Corporation (renamed Pacificair) in March 1988, certificate of airworthiness expired on 23 November 2000.



Fuselage of Islander RP-C2137, c/n 443 in open storage.



PADC registered owner plate on Islander G-BCZU/RP-2137, c/n 443 fuselage.



Islander RP-2137, c/n 443, ID plate



Islander RP-2137, c/n 505, ID plate



Fuselage of Islander RP-C2157, c/n 505 in open storage.

Also seen at the Olympic Aviation apron were an unidentified rear fuselage and a mangled forward fuselage of possibly another ex Pacificair Islander.

[Comment from B-N Historians regarding Islander registered as HS-SKB, see page 26: This conflicts with information that BN Historians have in their database. The registration HS-SKB was indeed held by an Islander operating for Sahakol Air, but this is recorded as c/n 75 which was operated in Thailand between July 1969 and 1978. Further ratification of this conflict is being researched by BN Historians]

Thanks go to the writer of the above account of his extensive tour of the Far East and admiration for his ability to gain access to various Islander operators past and present together with abandoned Islander examples. The Philippines remains an active Islander location with the Philippines Coast Guard and Philippines Navy. In the mid-1970s plans were laid for large scale local production of the Islander by the Philippines Aerospace Development Corporation (PADC) in conjunction with B-N. Sixty-seven Islander aircraft were assembled in country under a licensing agreement with Pilatus Britten Norman. It is hoped that some of the story behind the Islander's involvement with the PADC will be the subject of a feature article in a future issue of BNAPS News.



PADC Islander assembly facility c1977 (PADC)

The Philippine Aerospace Development Corporation (PADC) was established in 1973 as the government's arm for the development of the Philippine Aviation Industry. For more about PADC go to: www.padc.ph

Islander LN-MAF - Norske Luftfartsmuseum, Bodo, Norway.

BNAPS editor recently made a short visit to Norway with the city of Bodo on the itinerary which presented the opportunity to visit the Norske Luftfartsmuseum to see the new Norwegian Civil Aviation gallery and, in particular, to take a look at B-N Islander, c/n 441, LN-MAF, that is on show there (see photos below). Back in 2016 BNAPS was in touch with Mike Loftus, Senior Conservator at the museum, and was able to help with the rebuild of their Islander by supplying some parts.

During the recent visit Mike Loftus gave a guided tour and explained more of the background to the rebuild of Islander LN-MAF. There is more work involved as the aircraft needs a pair of representative ailerons, pilots' seats, passenger service units and mounting panels, internal fuselage trim and a pair of engines.



A Brief Look at Islander Operator Norving's History

Formed in 1959, Varangfly regional airline connected Norwegians throughout Northern Norway. Based in Kirkenes in Finnmark, Varangfly was also one of the many smaller regional airlines that flew ambulance services. The company was formed by three aviation enthusiasts – Bjarne Zakariassen, Bjorn Rist and Odd Bentzen. In the early 1970s, the company merged with Nor-Eings and Nordlands Fly to become Norving. Martha Johnson was one of the first pilots employed after the merger.

As a self-starter company with no subsidy from government, Norving found it difficult to win concessions for domestic routes and instead concentrated on offering Line Taxi services. Chief pilot Hans Petter Grammaes and Odd Bentzen also travelled around the Finnmark county securing political and financial support so that Norving could operate ambulance services effectively. From 1970s Norving built up a fleet of Islanders. A total of eight Islanders have been operated by Norving over the period from April 1970 through to May 1992, although it is likely that the fleet did not exceed four examples in use at any one time.

Norving lost almost all of its ambulance flight concessions in 1987. By 1988, Norving had ceased all operations in Southern Norway and was only operating in Finnmark. In January 1989 there were only four aircraft, two bases and a dozen employees. In the early 1990s, the company was still struggling unsuccessfully with Wideroe for route concessions and Norving went bankrupt in 1993.

B-N Islanders Operated by Norving

BN-2A, c/n 142, Del'd 26/4/70, LN-RTO, sold 6/77;

BN-2A, c/n 179, Del'd 10/7/70, LN-VIW, ditched in a fjord 14/3/71, rebuilt as a BN-2A-7, on lease in Iceland late 1977, sold 2/79;

BN-2A-8, c/n 386, Del'd 8/5/74, LN-VIV, converted to BN-2A-21 in 1978, sold 4/88;

BN-2A-21, c/n 431, Del'd 12/4/75, LN-MAC, on lease to Norway 9/90, sold 5/92;

BN-2A-21, c/n 441, Del'd 29/5/75, LN-MAF, written off 17/2/83, now in Norske Luftfartsmuseum, Bodo;

BN-2A-21, c/n 760, Del'd 29/3/76, LN-MAG, on lease Denmark 7/82, sold 4/88;

BN-2A-8, c/n 188, Del'd in country 1/10/76, LN-BNI, to Fairey Surveys 14/2/80;

BN-2A-21, c/n 807, Del'd 4/7/77, LN-MAY, sold 4/88.

Unity Airlines Islander c/n 316 Returned to the Air

On 28 July 2018 Unity Airlines Vanuatu based Islander YJ-009 was damaged beyond repair when it was struck by an ATR 72 that had veered off the runway due to engine problems. The ever resourceful Tony Deamer acquired a replacement aircraft from New Zealand and Islander ZK-FVD, c/n 316, was delivered to Vanuatu on 6 August 2018. Since that time the Islander has undergone an SB190 check and a complete overhaul.



Left: Floor and fuselage under side skin removed for full SB190 inspection.



Above: View of the wing to fuselage fairing and right, the pointed nose cone that, together, offer a modest increase in performance.



Islander c/n 316 refurbished instrument panel and control position.



Islander c/n 316 nearing completion of its overhaul.



Islander c/n 316 in the air again.



Islander c/n 316 now with registration mark YJ-005 and Unity Airlines decals.

Latest news from Tony Deamer at Unity Airlines is that Islander c/n 316 (ex ZK-FVD) is nearing completion. Islander c/n 316 does not have an official YJ- registration mark as yet but YJ-005 has been reserved for it. Most of the avionics equipment items are now sorted. There is still a need to fit the Sunair 500 that was taken out of Trislander YJ-0019 when it was left in Anguilla after its delivery flight earlier this year. Islander c/n 316 is now fitted with a pointed nose and wing fairings which give a 4 kts. speed increase in the cruise or a 5 litre/hour fuel saving.

Islander c/n 316 has just done its proving flight and all went well. No flight control adjustments needed, it flies straight and level stays flat. The auto pilot holds heading and altitude well and it reaches maximum speed with no vibrations. The Sunair 500 kit refused to tune but that was about the only snag. Now all that needed it for Vanuatu Civil Aviation Authority to approve all the paper work and grant a C of A and it will be ready to go back into service.

Islander MRO Facility on the Falkland Islands

The Falkland Islands Government Air Service (FIGAS) has a fleet of five Islanders, soon to be increased when the two new build Islanders are delivered in 2019 and 2020. Over the years of Islander operation FIGAS has built up a significant capability for the servicing, maintenance, repair and overhaul of their Islanders. The images below of the FIGAS hangar at Port Stanley give a good indication of the extent of the work undertaken to keep the FIGAS Islanders in the air. All photos are courtesy of Mark Spruce.



View of the FIGAS maintenance hangar with two Islanders in work.



View of the FIGAS maintenance hangar with Islander VP-FBD undergoing an engine change.



Elevator control rod and surrounding structure access with tail cone removed.



Close up view of Islander VP-FBD starboard engine bay.



*Above: Engines after being removed from VP-FBD.
Right: View of Islander VP-FBD during engine change/overhaul work.*



Cape Air News

Cape Air is about to receive the first of its new Tecnam P2012 Travellers from an initial order for 20 of the type. The Traveller is a replacement for Cape Air's large fleet of Cessna 402s.

Meanwhile Cape Air's fleet of four Islanders continue to serve routes in the Caribbean, mainly from San Juan to Culebra.



Tecnam P2012 Traveller I-PDVF, c/n 3, for Cape Air (Tecnam)

The Tecnam P2012 Traveller received both EASA and FAA approval in 2018. It will be interesting to see how the Traveller settles down in service.

In some ways the Islander can be seen as complementary to the Traveller since it appears to be more suited to the "rough and tumble" of operation in remote areas and in extreme conditions.

The Islander's "no frills" style and "quick change" capability, from carrying passengers to transporting freight or bulky supplies, offers a significant benefit for operators.



Cape Air Islander N510BN on Culebra (Cape Air).

Mosquito Control Islanders in Florida

The Islander has proved well suited to mosquito control in several parts of the USA. Two BN-2T Islanders are operated by the Florida Keys Mosquito Control District (FKMCD), N700FK, c/n 2201, and N770FK, c/n 2144, specially equipped with under wing tanks and spray gear. Mosquito control spraying missions usually take place at night and the Islander's relatively quiet turbine engines are of great benefit in minimising the disturbance to local communities.

When mosquito populations are high and cover a large area, the FKMCD employs its aircraft to spray for adult mosquitoes. The aircraft are equipped with ULV (ultra-low volume) spray systems that are designed to distribute insecticides over large areas. Aerial missions are conducted only during optimal weather conditions. Flights are conducted at an altitude of 100 to 150 ft. when winds are less than 15mph on the ground.

It is understood that the FKMCD has recently reviewed the age and running costs of its fleet of helicopters and fixed wing aircraft and may soon be looking for some replacements.



FKMCD BN-2T Islanders, N770FK and N700FK (B-N)



FKMCD BN-2T Islander, N700FK, in its hangar at Marathon Airport, Florida (Rob Beardon)

Britten-Norman Islander G-BEXJ Sold to Michigan-based Great Lakes Air

In late August B-N announced that B-N's regional office in Miami had completed the sale of BN-2A-26 Piston Islander G-BEXJ, c/n 2020, to Great Lakes Air based in Michigan USA. The aircraft is to be operated under FAR 135 regulations and will keep passengers and freight on the move during winter months.

The Islander has recently been upgraded and is now fitted with a Garmin G600 GTN glass cockpit suite following its recent return to B-N after completing a period of operation with Channel Islands Air Search in Guernsey.



Left: Islander c/n 2020, G-BEXJ, over Portsmouth Harbour (B-N).



Above: View of Mackinac Island Airport from the air (Mackinac Island Airport).

Right: View of the Mackinac Island waterfront area (City of Mackinac Island).



Great Lakes Air is a Fixed-base Operator and charter airline based in Mackinac County Airport in St. Ignace, Alpena, and Rogers City Michigan. Great Lakes Air began its air charter service from Mackinac County Airport serving various destinations throughout the State.

During the winter months, between mid-December and April, the lakes are frozen, cutting off Mackinac Island and Bois Blanc Island and preventing workers from reaching houses and tourist attractions in need of winter repairs, as well as stopping mail and freight. During those four months, Great Lakes Air operates a six-minute flight from 6.30am to 6.00pm that also delivers post and other essentials; in the winter of 2018/19 it moved around 12,000 lbs of freight.

President of Great Lakes Air, Brad Shriner, was impressed by the Islander's capabilities when he visited another FBO, Island Airways, across State: "The Islander is a fantastic aircraft – it can carry a higher number of passengers and larger amount of freight than the aircraft we have currently – and with greater fuel economy. It is going to be a great addition to our fleet and is ideal for our mission."

Islander G-ATCT Group Photo – Can You Help?

On the right is an image of a group of people at Bembridge Airport alongside the prototype Islander G-ATCT.

The image was posted on the Isle of Wight Heritage facebook page by Jane Harland whose father, Charles Stannett, is on the extreme right of the group.

Can anyone help identify some of the other people there please?

(Photo credit B-N/Jane Harland)



LAPC Multi-purpose STOL Light Transport Aircraft Project

Over the past 50 years a number of aircraft projects have emerged with similar aims as the B-N Islander. Most of these projects did not progress much past the brochure/mock up stage.

One project that nearly made it to the prototype stage was the Indonesian LAPC* XT-400 STOL light transport aircraft. Work on the prototype commenced in 1977, with a first flight anticipated in 1980. This however did not happen and the XT-400 project was cancelled in 1981 with the prototype still unfinished. Images below are from the Aviation History of Indonesia website:

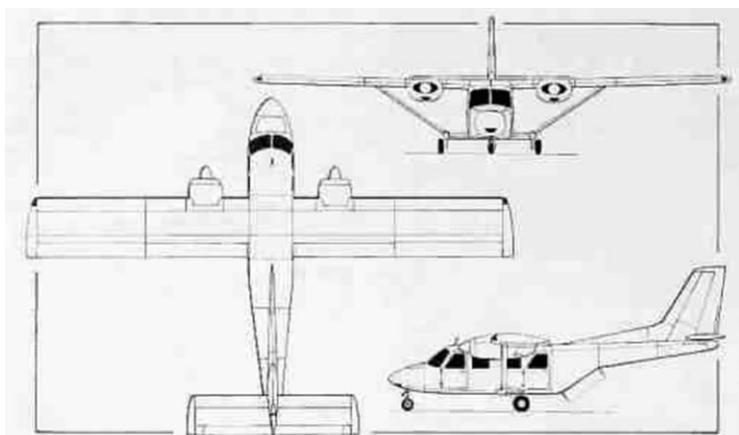
<https://aviahistoria.com/2017/08/24/lapan-xt-400-kakak-tiri-n219-yang-terlupakan/>



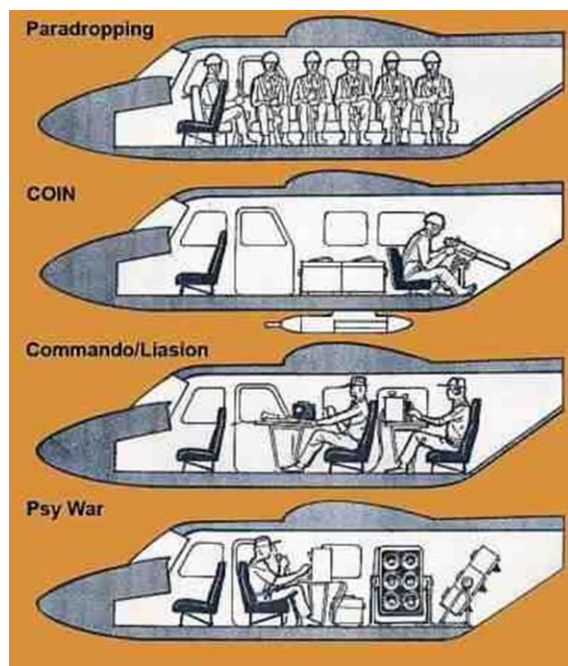
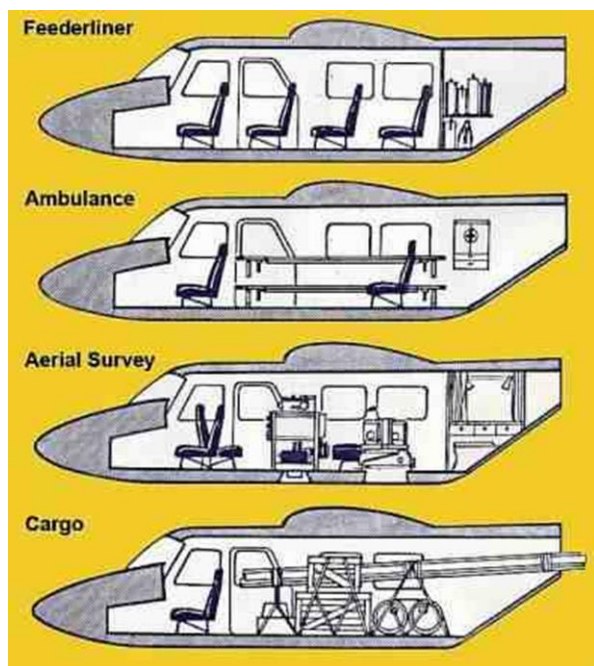
XT-400 artist's impression



XT-400 mock up



XT-400 general arrangement diagram.



Civil and military XT-400 mission configurations schemes were devised. A stretched version of the XT-400 was also envisaged.

*LAPC – Lembya Penebangan Dan Antaiksa Nasional (National Aeronautics and Space Institute)

B-N Postal Covers – Air Samoa Islander 5W-FAF

BNAPS Supporter, Norman Hobbs, has offered to provide BNAPS News with a write up about selected postal covers featuring B-N aircraft from his comprehensive collection. For this issue of BNAPS News Norman has selected an Air Samoa postal cover from July 1970.

At 1500 hrs on 12 September 1969 BN's Chief Test Pilot, Jim Birnie, accompanied by Bob Wilson, took off from Bembridge in BN-2A Islander c/n 109, 5W-FAF. This maiden flight lasted 40 minutes. After further flight tests and painting, on 8 October 1969 5W-FAF left Bembridge, via Blackbushe, en route to Air Samoa, based in Apia, Western Samoa.



Above – B-N Islander 5W-FAQ

On 27 July 1970 the Western Samoan postal authorities released a set of four aircraft stamps and the 30 Sene stamp depicted 5W-FAF (Stanley Gibbons ref: SG 348). This was the first time a stamp had been issued featuring an Islander.

Islander Study Group postal cover carried in Islander 5W-FAF.



To celebrate this event the Islander Study Group produced a first day issue flight cover that was flown in 5W-FAF between Apia and Asau, a distance of 100 km. Also the Western Samoa Post Office issued an official first day cover featuring all four stamps.

Aviation stamp set issued by West Samoan postal authorities, one of the stamps depicting Islander 5W-FAF



Air Samoa was absorbed into Polynesian Airlines and 5W-FAF was named "Moana", the Samoan word for "Ocean". Subsequently they increased their fleet with two more Islanders (c/n 42, 5W-FAV and c/n 785, 5W-FAQ*).

On 20 August 1988 Islander 5W-FAF overran the runway on landing at Asau Airport and ended up in the sea. Fortunately there were no injuries sustained.

Since 1969 over 80 stamps featuring either the Islander or Trislander have been issued by at least 35 postal authorities.

*It has been confirmed that Islander c/n 785, ex 5W-FAQ, now ZK-EVO, is still flying in New Zealand with Fly My Sky as reported on page 30 in the January 2018 issue of BNAPS News.

Wight Aviation Museum

For latest information and more about the Wight Aviation Museum see the museum's facebook page or go to the museum's website: <http://www.wightaviationmuseum.org.uk/>

Wight Aviation Heritage Tours/Workshop Visits

National and social media advertising has not attracted sufficient interest so no Wight Aviation Heritage Tours are planned in what is left of 2019, under review for 2020 BNAPS workshop visits from interested groups are most welcome. Please contact BNAPS Chairman Bob Wealthy to make arrangements.

Valom 1:48 Scale Islander Model Kits Now Available from BNAPS

Valom 1:48 Islander model kits are available to order at £27.00 for BNAPS Supporters Club members and £30.00 for non-members, payment in advance. UK post and packing, first class signed for delivery is £5.00.

The following models are available:

48008 Islander- G-AVCN Aurigny Air Services colours;

48009 Islander- Israeli Air Force colours;

48010 Islander - Loganair, BA colours.;

48011 Islander - Belgian Army colours.

Please contact bob@bnaps.org.uk to place your order.



BNAPS Sales Catalogue 2019 Edition

Please contact Rita Edgcumbe at BNAPS Sales to if you would like to receive the latest catalogue by email: sales@bnaps.org.uk

BNAPS on the Internet - information and back issues of BNAPS News go to www.bnaps.org.uk

More BNAPS Supporters Needed

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

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

During the coming months there are opportunities for pre-arranged group visits to the workshop – please get in touch if interested

The BNAPS Christmas Meal will be at Fox's Restaurant, Bembridge on Saturday 14 December, 2019. Places are limited so please contact Rita Edgcumbe without delay to make a booking.

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

How to contact BNAPS:

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