



BNAPS News

September 2020

BNAPS News Vol 10 Iss 5 – September 2020

New Era for Islander G-AVCN – Moving to an Isle of Wight Museum to go on Public Display

BNAPS is now able to confirm that, subject to final agreement of loan terms, our restored Islander G-AVCN will be moved to the Wight Military and Heritage Museum at Northwood, on the outskirts of Cowes, Isle of Wight.

At present all essential “finishing off” restoration work is being pursued and G-AVCN will be dismantled and made ready for transportation to the museum over the next two months.

During the winter months the aircraft will be reassembled and prepared for exhibition, so that it will be ready for public display at a “grand unveiling” in April 2021.

The addition of Islander G-AVCN to the range of exhibits on show reflects the museum’s intention to broaden the scope of its attractions for visitors together with providing a safe and secure home for an important and unique example of our local and national aviation heritage.

Trislander First Flight 50th Celebrated at Duxford

Thanks to Bob Wright at Duxford Aviation Society when, on 11 September, Andy Clancey, Allan Wright, Tony Smart and Bob Wealthy, representing BNAPS and BN Historians, were able to make a joint BNAPS/BN Historians visit to Aurigny Air Services Trislander G-BEVT, now on show at Duxford as part of the superb and inspirational British Airliner Collection.

Trislander G-BEVT, is well cared for by Duxford Aviation Society. It is parked between the Monarch Bristol Britannia, G-AOVT, and the BEA Vickers Viscount, G-ALWF, and attracts much interest from visitors to Duxford.



From left to right – Andy Clancey, Tony Smart, Bob Wright (DAS) and Allan Wright with Trislander G-BEVT at Duxford on 11 September, 2020.

**In this issue of BNAPS News:
Trislander First Flight 50th Special Edition
VCN Restoration Progress**

Plus more news of Islanders and Trislanders around the World

BNAPS Chairman's Update – September 2020



Dear BNAPS Supporter,

With restoration work now continuing after the "lockdown", BNAPS Trustees have continued discussions that will hopefully lead to Islander G-AVCN being moved to a new location on the Isle of Wight where it can be on public display in 2021.

The search for a new home for VCN has been underway for some years. The possibility of accommodation in the hangar at Bembridge Airport where VCN was constructed was explored with the owners but the building is in use for other purposes and not available. The establishment of the Wight Aviation Museum at Sandown Airport has been followed with much interest. The existing hangar space is fully occupied and an adjacent hangar is potentially available but was not best suited to our needs and would mean a further continuing outlay for rental which, in any case, BNAPS is seeking to avoid.

Some 2 years ago contact was made with the Wight Military and Heritage Museum at Cowes, near the site of the old Somerton Aerodrome. Discussions have continued with the museum manager, Steve Taylor, and after initially identifying a way of increasing the display space at the museum the focus has now moved to space in part of the museum that is mainly a parking area for both running and static military vehicles. Initially this was considered as a possibility for storage of VCN in a dismantled state. Having looked more closely at the area, it was seen as perfectly feasible to re-assemble VCN at the museum and have it on public display.

Subject to satisfactory agreement on the terms of loan and some renovations to the floor together with additional lighting and electrical power, that will be undertaken by the museum, it is planned to dismantle VCN within the next 2 months and move it off the Brickfields site to the Wight Military and Heritage Museum. VCN would be re-assembled over the winter months ready to be unveiled for public display at Easter 2021.

Restoration team efforts are now directed towards completion of the red and black cheat lines on the fuselage and painting the engine cowlings. As a result of earlier experience with painting the cheat lines, these will be applied using vinyl stripes and shapes produced by a local specialist company, Indigo Graphics.

As all will appreciate this is a most exciting time for the project and it is thanks to all the support that has been forthcoming from BNAPS Supporters, friends of BNAPS and various organisations over the past years that our ambition to have Islander G-AVCN restored and to be on public display is now within sight of being realised.

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

G-AVCN Restoration Progress – July-September 2020

Restoration work has progressed well since re-starting on 9 July. Conditions in the workshop were causing problems during the short spell of very hot weather. The progress of the main activities undertaken are summarised below:

1 Wing stands now complete, just need painting. Paul Thomasson and Keith Winter have made good progress on wing profile boards for wing stands.

2 Port side of fuselage nose resprayed by Bill Mason on Friday 4 September.

3 One set of engine cowlings has been taken to Bill Mason's spray shop. Mark Porter will carry on with preparation of second set to follow. Transport courtesy of BNAPS supporter Jon Coleman.

4 The application of black and red cheat lines to the fuselage and engine cowlings is being pursued by Bob Wilson and Guy Palmer, a response from vinyl supplier Indigo Graphics has been received.

5 Paul Brook is making good progress with the installation of interior trim in the cockpit area.

6 Steve Cooley, Maurice Dyer, Bernie Coleman Charles Shiveral and Bob Ward are working on repair, rubbing down, painting and fitting doors to the fuselage section for the flight simulator together with refurbishment of its wheeled support frame.

7 During the lockdown period a thick layer of dust settled on the aircraft. Top surfaces of the wings, tail plane and fuselage were all cleaned by Bob Wilson, Guy Palmer and Patrick Gallagher. Following the cleaning exercise covers were placed over these surfaces to avoid further dust accumulation.



View of the port side showing the wing covered to prevent dust accumulation (Clynt Perrot).

8 The missing parts list has been updated and the search for these has been continued by Bryan Groves.

G-AVCN Restoration Progress – July-September 2020 (continued)



The tyres had not lost much pressure during the 4 months of lockdown. Bernie Coleman is seen here with the foot pump in action.



Bill Mason, centre, visited the workshop to discuss the area of the nose that needed to be resprayed after the initial black line painting had not worked out as envisaged.

Apart from the curved surface of the nose cone, the red and black lining will be applied using adhesive backed Vinyl.



Thanks to Paul Thomasson's efforts the new wing stands were constructed. Here Bob Ward and Paul Thomasson are installing the wheels.

G-AVCN Restoration Progress – July-September 2020 (continued)



Wing stands with wheels attached await installation of adjustment screw fittings.



One of the wing profile boards made by Keith Winter and Paul Thomasson. Two sets of profile boards have been made and these will be attached to the wing stands at a later stage.



Wing stands with height adjustment fittings installed.

G-AVCN Restoration Progress – July-September 2020 (continued)



Mark Porter has made reinforcing strips for the edges of one set of cowlings and prepared the surface ready to go to Bill Mason for spray painting.



The second set of engine cowlings ready for installation of reinforcing strips and surface preparation prior to spray painting.



Bryan Groves has checked the routing of the ignition harnesses and installed the correct "P" clips to secure the cables.

G-AVCN Restoration Progress – July-September 2020 (continued)



Port side nose section where earlier black lining had been painted was masked off and surface prepared ready for respraying.

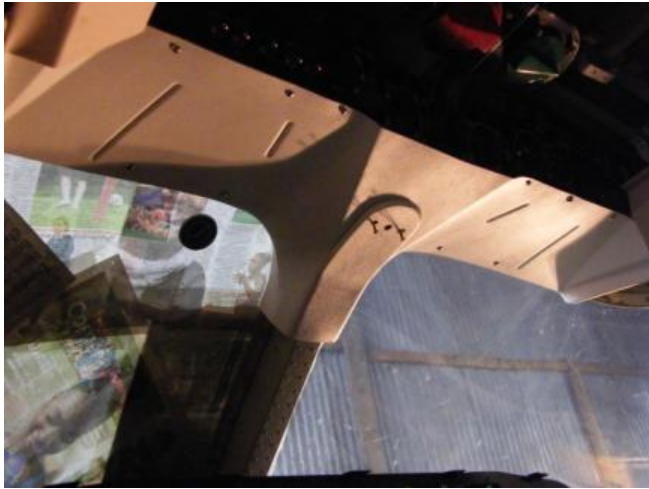


View of the Port side nose after being resprayed by Bill Mason



Close up view of the Port side nose section. Fuselage lining position will be marked out and the fuselage made ready for application of colour matched transfers. The lines around the curved nose cone will be spray painted.

**G-AVCN Restoration Progress – July-September 2020
(continued)**



Part of the cockpit interior trim undergoing installation by Paul Brook.



View of the port side window trim moulding installed by Paul Brook.



*View of cockpit interior showing trim section fitted over windscreen centre pillar.
The starboard side window trim moulding has now been sourced.*

VQ-SAC Fuselage Section Progress – July-September 2020



The fuselage section was detached from its handling trolley and laid on its side to allow the underside and roof to be rubbed down and etch primed



*View of the underside of the fuselage section.
Limited repair work was done by Steve Cooley and Charles Shiveral to secure access panels and to patch a small hole before surface preparation and etch priming.*



The handling trolley structure was inspected and found to be in reasonable condition apart from one wooden cross member that had started to rot.

VQ-SAC Fuselage Section Progress – July-September 2020 (continued)



*Steve Cooley fitted a replacement cross member to the base frame.
Bob Ward painted the metal frame.*

The base frame cross members were drilled so that the handling trolley could be secured to the fuselage section with two lengths of studding through the floor.



After an initial trial painting with spray cans it was decided that a more economical approach was to use emulsion paint applied by paint roller.

The underside was tidied up with limited repairs and after priming was painted with emulsion paint using a paint roller.



The roof and starboard side were painted with acceptable results and the fuselage section was re-fitted to the handling trolley.

G-AVCN Restoration Project Ongoing Work Items –

The work items are summarised below:

Islander G-AVCN Restoration Work Items

1 Wing and Engines:

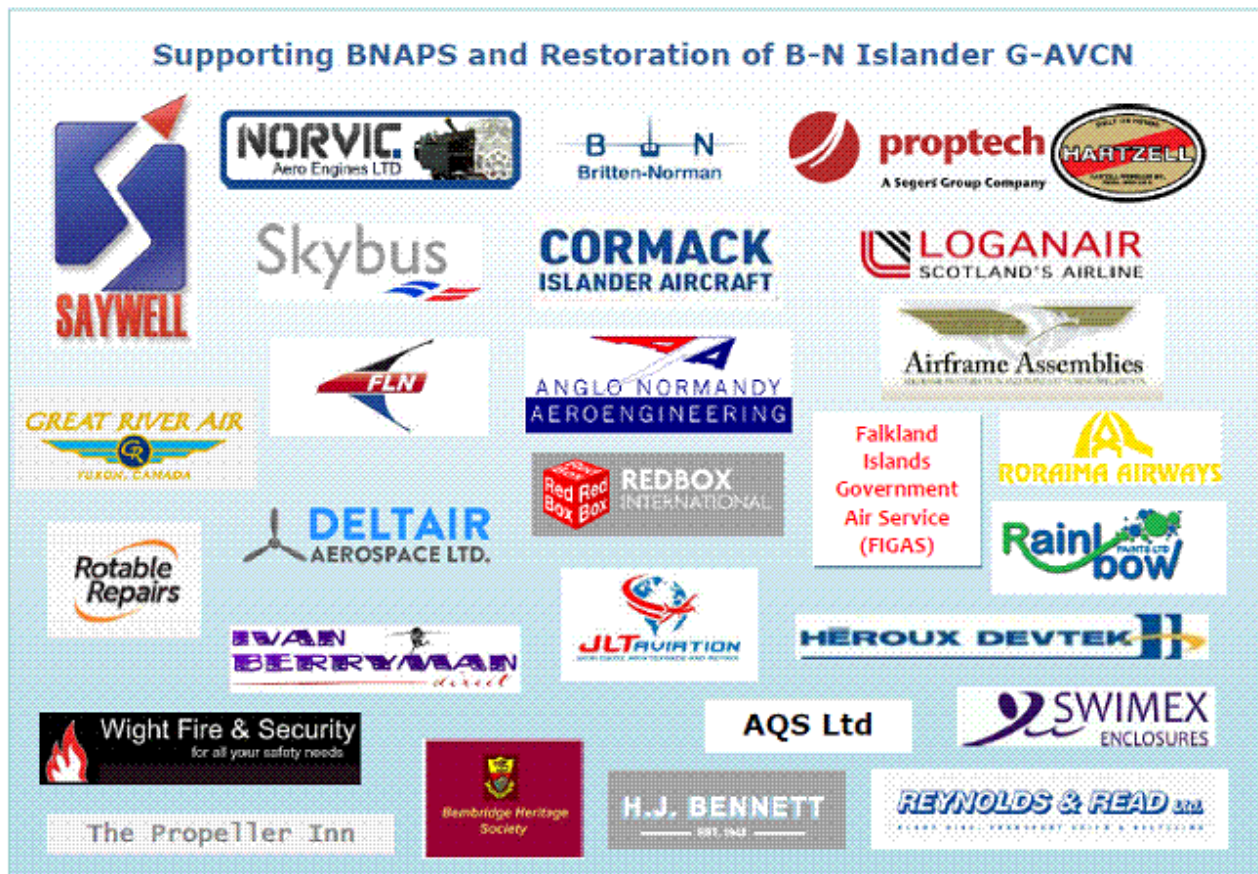
- 1.1 Complete the height adjustable wing support trestles including profile boards.
- 1.2 Complete engine dressing.
- 1.3 Fit propellers complete fitting of the engine cowlings and fairings ready for painting.
- 1.4 Paint engine cowlings and fairings.
- 1.5 Fabricate fairings that fit between the inboard side of the top engine cowlings and wing leading edge droop.

2 Fuselage:

- 2.1 Ongoing internal trimming work.
- 2.2 Continue application of the cheat lines.
- 2.3 Complete the wing to fuselage fairings temporary fit

Islander VQ-SAC Fuselage Section Work Items:

- 1 Prepare exterior surfaces and top coat painting and lining
- 2 Install windows in fuselage and doors
- 3 Fabricate door hinges and install doors
- 4 Fabricate and install door trim panels and sidewall trim
- 5 Install desktop flight simulator equipment
- 6 Install electrical earthing connection for fuselage structure
- 7 Commission flight simulator



11 September 1970 – First Flight of B-N Islander Mk.III G-ATWU

Introduction

Arrival of the previously unannounced Islander Mk.III at Farnborough on 11 September, 1970, caused something of a sensation there as nothing quite like it had been seen before. Also, it was clear evidence of the “can do” attitude at Britten-Norman in getting the aircraft to the show in what had seemed like an impossible timescale when work on the conversion of Islander G-ATWU had been given the go-ahead only a few months earlier.

The July 2020 issue of BNAPS News included an account of the build up to the first flight of the Islander Mk.III. At the time Britten-Norman had encountered cash flow problems, a frequent occurrence in the aircraft industry, and in July John Britten had made an appeal to his financiers that they should buy the Islander Mk.III so that funds could be made available to finish off the work. Details of how far this “boot strapping” approach was taken are not known but obviously somehow the money was found to continue.



Artist's impression of the B-N Islander Mk.III (B-N).

With the date of the Farnborough Air Show looming, and the intention of Britten-Norman and the team to get the Islander Mk.III to the show, attention was clearly focussed on the first flight. Doubts were expressed by many close to the project that it would not happen in time, that it would be difficult to fly because of its novel configuration and even that it lacked the structural integrity to stay in the air. In reality, the Islander Mk.III was “proof of concept” demonstrator, the company adopting the unofficial Trislander name not long after the first flight. The production prototype Trislander, the BN2A Mk.III-1, G-AYTU, c/n 245, took to the air at Bembridge Airport on 6 March 1971. Significantly this aircraft was in Aurigny Air Service markings although it was not to serve with the airline and was exported to Gabon on 2 March 1972.

11 September 2020 marked the 50th anniversary of the first flight from Bembridge Airport of the BN-2A Islander Mk.III, later to be named as the Trislander. In 2017 Aurigny Air Services Trislander operations ceased, having first acquired the type in 1971. Aurigny Air Services operated its Trislander fleet on air links between the Channel Islands of Guernsey, Jersey and Alderney and the UK and French mainland but perhaps the type became best known for serving an essential air link between Alderney and Southampton.

In seeking to produce a higher capacity aircraft John Britten and Desmond Norman managed to create “a triumph of ingenuity” with their unique three engine layout yet still having around 80% commonality with the original BN-2 Islander design. The Trislander has proved exceptionally reliable and long-lived and for Aurigny Air Services it seemed at one time that the only Trislander replacement “is another Trislander”. Despite not being produced in large

numbers the Trislander has served a number of operators worldwide and of the 80 or so aircraft produced around 6 remain in use at present.

Origin of the Trislander - Islander Mk.III Built and Flown

Construction of the Islander Mk. III had been conducted behind closed doors and as far as is known Britten-Norman had issued little or no advanced publicity material or official announcements. Tribute must be paid to the team that was engaged on the work and managed to get it into the air so that it could get to the 1970 SBAC Farnborough Air Show in time.

Events surrounding first flight from Bembridge Airport on 11 September, 1970, and the surprise appearance of the Islander Mk.III at Farnborough were reported in Flight International's 17 September, 1970, issue:

"Trislander" Flies

Britten-Norman's new experimental Islander, the Mk.III, flew into Farnborough last Friday (11 September), the first SBAC Show public day. Fitted with a third Lycoming O-540 engine on a wider chord and squatter fin the aircraft also has a 90in. extension to the fuselage. After two preliminary hops last Monday evening (7 September) the first flight of the Mk 3 took place at 6.45 am on Friday with Desmond Norman and John Britten at the controls. The flight lasted an hour, during which most of the handling envelope was explored, including feathering and unfeathering the third engine.



The Islander Mk.III G-ATWU parked in the static line-up. Lack of sufficient flying hours prevented the aircraft flying at the display (BNAPS Archive Collection).

The Mk.III Islander, with its several doors and box-shaped fuselage, looks like a railway carriage and flies, according to Desmond Norman, "As if it were on rails." After refuelling, the aircraft went straight up for a second flight, followed by an ARB evaluation trip, after which it flew direct to Farnborough.

It is the second of the original prototypes, G-ATWU was built in 1966. Two years ago, it was modified with a 2ft. extension to produce a 14-seat version- now replaced by the 90in. extension to provide 17 seats.

Islander Mk.III's First Flight Photo Gallery

A record of the Islander Mk. III's roll out and first flight was captured in a number of images from various sources and a selection of these is presented below:



Members of the B-N team gather round the Islander Mk.III either at the roll out or after the first flight (Peter Gatrell Collection).



The Islander Mk.III in its bright yellow primer finish is seen here during pre-first flight engine run (Ivan Berryman).



The Islander Mk.III preparing for its first flight take-off with chase plane Islander G-51-90, c/n 190, alongside (Peter Gatrell Collection).



Islander Mk.III lifts its nose wheel in the early part of its take off run ready for taking to the air (BNAPS Archive Collection).



Islander Mk.III takes to the air after using less than half of the runway at Bembridge (Jack Griffin).



Islander Mk.III climbs away to make its one hour first flight (Peter Gatrell Collection).



*Islander Mk.III landing back at Bembridge after its first flight
(Jack Griffin).*

Islander Mk.III Arrives at Farnborough and Goes on Show

As mentioned earlier, no time was wasted in getting the Islander Mk.III to Farnborough on the day of its first flight. Categorised as "Experimental" in the static aircraft park, visitors were somewhat bemused by the novel configuration and looked at it with a measure of disbelief. The following images depict the Islander Mk.III's arrival at Farnborough and its subsequent display in the static aircraft park:



*Islander Mk.III G-ATWU on approach to Farnborough
11 September 1970 in typical Farnborough Show weather of
sunshine and heavy showers
(BNAPS Archive Collection)*



Islander Mk.III G-ATWU taxiing in after landing at Farnborough (BNAPS Archive Collection).



Farnborough Show visitors get a close up view of Islander Mk III G-ATWU in the static aircraft park (BNAPS Archive Collection).



Nose on view of Islander MK.III G-ATWU clearly shows its novel engine configuration (BNAPS Archive Collection).

Islander Mk.III Returns to Bembridge for Modification, Painting and Flight Testing

Following the excursion to Farnborough, the Islander Mk. III returned to Bembridge. Now generally referred to as the Tri or Trislander, the latter name was soon officially adopted. There had been some reluctance to depart from the Islander Mk.III reference as certification approval involved treating it as a BN-2 variant under the existing BN-2 type certification approval. By the end of September 1970, the Islander Mk.III had been painted in the B-N house colour scheme and made ready for flight testing and evaluation.



Islander Mk.III G-ATWU was painted in the B-N company style colour scheme soon after returning from Farnborough (Ivan Berryman).

Flight-testing of the prototype BN-2A Mk.III went ahead quickly in the hands of B-N's chief test pilot Jim Birnie. Early observations made before the first flight by some of B-N's engineers, that the Islander Mk.III's fin area was inadequate, were proved correct when a lack of directional stability was experienced during the early flights. This was soon overcome by the addition of a small fin extension and test flying of the hand-built prototype proceeded without undue difficulty.

Soon after the Islander Mk.III had made its appearance at the SBAC Farnborough Show, the 1 October, 1970, issue of Flight International included an article giving an initial appraisal of the project and its prospects. An adapted version of the article follows:

Islander Mk.III: simplified stretch by Hugh Field

Flight International 1 October 1970

The appearance of the prototype Islander Mk.III marks a major step in the growth of Britten-Norman. In aviation, no manufacturer can afford to rest on the laurels of one product, but the widespread reduction in world sales of general-aviation aircraft presented the company with a diversification problem. The Nymph has proved to be a perfectly satisfactory prototype but it would have been a rash move to set up production in the face of such a depressed market. However, at the upper end of the general aviation scale, there is still a healthy market for third-level aircraft capable of short sectors with up to 18 passengers. This has been an area of interest to the makers of sophisticated (even pressurised) turboprop aircraft, but the difficulties of the Jetstream (and similar reported problems with the Metro) are indicative of the narrow margin between success and failure in this class.

John Britten and Desmond Norman have for some time considered an enlarged Islander and a four-engined version, designated Mainlander, almost came to fruition. However, the more they studied the concept the more they became convinced that if two engines were not

enough, four were certainly too many. Three engines looked attractive, offering a 50 per cent increase of power without an exorbitant increase in first cost; but what turned the idea into a practical reality was the choice of the fin mounting for the third engine. A nose installation was not acceptable because of loss of vision, increased noise and inevitable raised loading level on the ground in order to achieve propeller clearance.

The outstanding advantage of the fin installation of the third engine is simplicity; virtually no changes are necessary to the standard 53ft-span Islander wing (incorporating tip tanks) and modifications to the fuselage arise from building-in the increased capacity afforded by the third engine rather than from the engine itself. The prototype fuselage was produced by "cut and fill" from a development BN-2 and early production aircraft will be made in the same way from production Islanders.

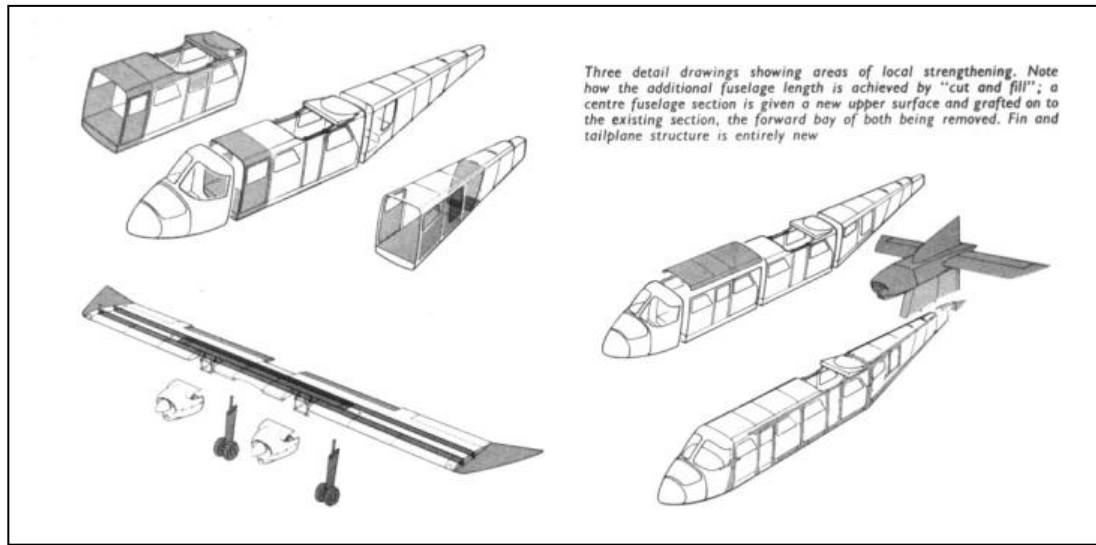


Diagram showing "cut and fill" technique for construction of the Islander Mk.III (Flight)



Islander Mk.III G-ATWU on an early test flight poses for the camera (BNAPS Archive Collection)

Fin and rudder design was, to quote John Britten, "a bit cheeky." With the 90in extension in the forward fuselage, there was obviously a need to recover directional stability by increasing vertical area at the rear. The engine nacelle itself was designed to contribute but the extent of any end-plate effect was uncertain; additional fin area, which has been added above the

engine since the aircraft appeared at Farnborough, has proved to be enough to overcome an initial lack of directional stability. Any future changes are likely to be made in the interest of appearance rather than of performance.

The Islander Mk.III is not the result of wind-tunnel testing: the prototype was intended to be experimental and amounted to a full-size model which would confirm or disprove the slide rule. Because the high-mounted third engine seemed likely to introduce power on/power off pitching moments. it was decided to introduce a variable-incidence tail plane operated by a simple screw jack, but flight trials to date have shown that trim changes are in fact less than those encountered on the basic Islander. The range of movement of the tail plane has proved to be more than enough and may be reduced by two degrees for production.



Islander Mk.III G-ATWU in flight. In this view the third engine and angled wing tips can be seen together with its Islander origins (B-N).

Flight testing the Islander Mk 3 is going ahead quickly in the hands of Jim Bernie and qualitative stability assessments at aft c.g. are complete. Because of the speed with which the prototype was built it is not instrumented for automatic recording and the flight-test observers are key men in the provision of data. The stalling programme is due to start as this issue appears. In the meantime, in the design office, a definitive cockpit layout has been schemed and detail design (to production standard) of controls and fuel lines to the rear engine is well advanced.

After starting as an experiment, the Islander Mk 3 is now seen as a production aircraft and the company is aiming for certification as soon as possible. Although there seems to be little to hinder the airworthiness certification, the idea of a 17-passenger aircraft without a centre aisle, and thus without provision for cabin staff, is contrary to thinking of some operating authorities. Britten-Norman claim that the aircraft has so many entrance doors that emergency evacuation is simple and obvious; the assistance of cabin staff is considered unlikely to be necessary. It is hoped that the aircraft will be cleared for single-crew IFR operation which will make it unusually economical for third-level operators.

Because there has been no slackening in worldwide demand for the BN-2, the company's turnover is expected to rise sharply when deliveries of the Mk 3 begin. In the financial year 1969-70 (beginning June 1) the sale of 100 BN-2s generated a turnover of £3.5 million and,

as the first deliveries of the Mk.III are anticipated to be made before June 1971, an increase to £6 million is expected in the current year. With production of the Islander Mk 3 in full swing, turnover in the financial year 1971-72 should reach £8 million.

Islander production, the foundation of Bembridge prosperity, is running at 12 per month, sufficiently ahead of the order book to allow delivery almost off the shelf. With airframe No 235 in assembly, the initial contract with British Hovercraft Corporation is almost complete and it is an encouraging indication for the future that a further 134 major sub-assemblies have just been commissioned. The sales organisation has been strengthened by the setting up of a London office to cater for overseas sales and by the appointment of Fair Oaks Aviation as United Kingdom distributor. On present showing, both these outlets can look forward to a large volume of business from the Mk. III - and perhaps sooner than even they expected.

Islander Mk.III G-ATWU Becomes a Structural Test Rig

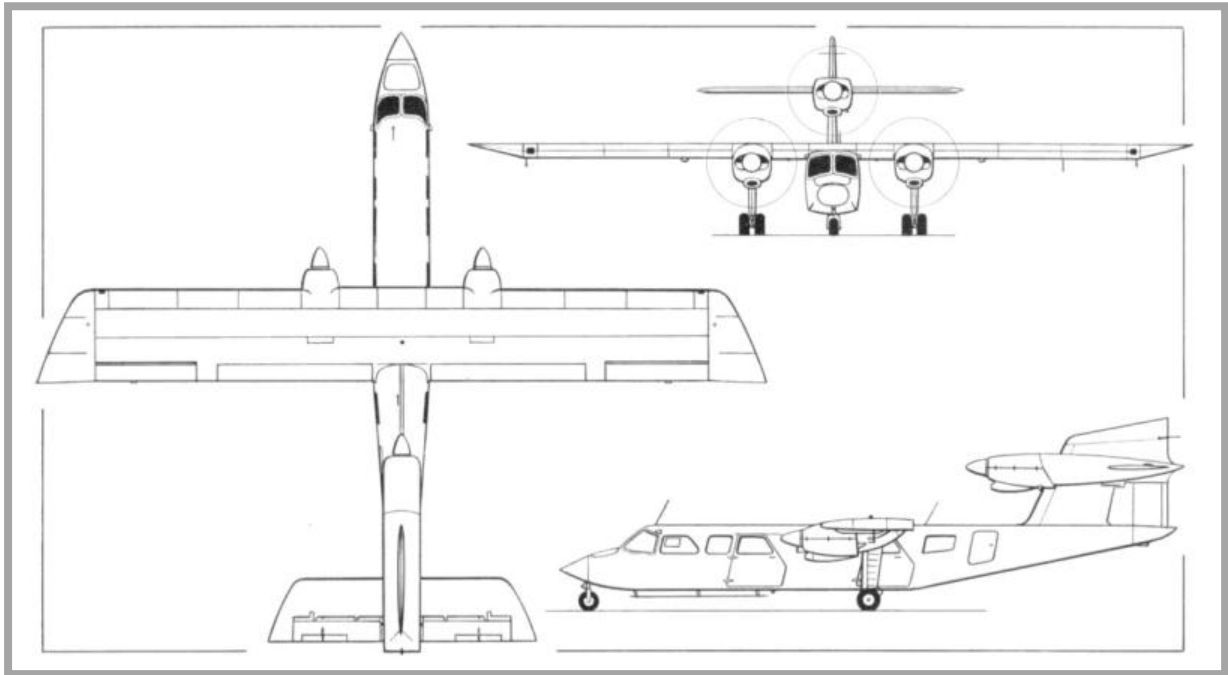
After the first phase of flight trials had proved the viability of the basic concept and evolved a necessary fin area increase, the prototype was grounded to become a structural test item. The main area of concern was that of a critical failure condition that could arise in the event of a heavy landing where the inertia of the top engine installation would impose a severe bending moment on the fuselage. It was necessary to test to destruction to evaluate this condition. In the event the fuselage structure failed at 105% of the ultimate design load, the failure taking the form of skin corrugation rather than fracture.



The fuselage of Islander Mk.III G-ATWU when it was used as a structural test specimen at Bembridge in late 1970 (BNAPS Archive Collection).

BN-2A Mk.III Trislander Production Prototype is Built and Flown

Now officially named as the BN-2A Mk.III Trislander, the definitive production prototype example, G-AYTU, c/n 245, was built by converting an existing Islander airframe using the same "cut and fill" conversion approach adopted for the prototype. Trislander G-AYTU was painted in the Aurigny Air Services colour scheme and became the vehicle for certification of the aircraft type after a first flight in early 1971, although it was not a true demonstration aircraft as it had to accommodate control movement instrumentation and ballast stowage for test purposes. Around this time the B-N design team gained a Queen's Award for Industry for the innovative Trislander three-engined configuration.



Above: BN-2A Mk.III Trislander GA drawing (B-N)

Left: Trislander c/n 245 under construction in the B-N factory (Jon Orme).

Below: Trislander c/n 245 now complete and in primer ready for roll out and painting (Jon Orme).





Trislander G-AYTU at Bembridge in early 1971 now painted in Aurigny Air Services colours and fitted with nose mounted test instrumentation probe (BNAPS Archive Collection)



Trislander G-AYTU is seen here on a local flight over RAF Thorney Island, Emsworth, Hampshire (B-N)

Trislander c/n 245, registration mark G-51-245, was built at Bembridge and made its first flight as a BN-2A Mk.III on 6 March 1971. Registered as G-AYTU on 9 March 1971 it then undertook the required certification test flights over the next few months.

It was delivered to Air Gabon, Port Gentil Gabon, on 2 March 1972 and registered as TR-LQL and later served with Air Inter in Gabon. In October 1984 it was sold to Douglas Airways, Port Moresby, Papua New Guinea registered as P2-DNN and was withdrawn from use in July 1990.

The model designation for the early short nose version of the Trislander was later assigned as BN-2A Mk.III-1 due to the production of the -2 long nose variant.

Delivery of Aurigny Air Services First Trislander

A major step forward for the Trislander was the delivery to Aurigny Air Services of their first Trislander, c/n 262, G-AYWI on 29 June 1971. As is well known, Aurigny Air Services' success in operating the Islander had led to their realisation that a larger capacity aircraft was needed to cope with the demand. As a result, B-N was approached by Aurigny Air Services Chairman, Sir Derrick Bailey, and asked what could be done. This resulted in formulation of a concept that was realised as the Trislander – the type going on to serve the Channel Islands airline for nearly 46 years.

B-N Trislander c/n 262 was hand built at Bembridge as the first production example of the BN-2A Mk. III type. It made its first flight on 29 April, 1971. First registered as G-51-262 it was allocated the registration G-AYWI. Prior to its delivery on 29 June, 1971, it appeared at the 1971 Paris Air Show.



*BN-2A Mk.III Trislander G-AYWI at the Paris Air Show early June 1971
(BNAPS Archive Collection)*

After a few months of crew training and familiarisation with the type, Aurigny Air Services first Trislander service was operated on 1 October, 1971. Later on, in 1973, G-AYWI was converted to a BN-2A Mk. III-1 to enable operation at a higher gross weight. Initially Alderney residents expressed some concern over the decision to operate "large" aircraft into the island, but these fears were shown to be groundless and the popularity of the Trislander went from strength to strength.

The Trislander fitted in well with Aurigny's unwritten motto of "simplicity with efficiency" and quickly became established as part of the Channel Islands scene. Aircraft reliability, the ability to operate from small airstrips and to sustain operations in adverse weather conditions with a quick turnaround between sectors are all features of the Trislander.

The inter-island services were used like a walk-on walk-off "bus" service with direct ticketing using a simple card index for flight bookings. During the early 1970s Aurigny employed 88 support and administration staff and 23 pilots. Pilots have come to enjoy flying with Aurigny as they can usually be back home every night, and with the short sector times the pilots get plenty of take-off and landing practice; some pilots completing as many as 20 during a day's duty. The inter-island sectors were only of 10 or 15 minutes duration while "longer haul" routes flown by the Trislander were to Dinard and the 45 minute trip from Alderney to Southampton.

The early short nose Trislanders operated by Aurigny Air Services were superseded by the long nose BN-2A Mk.III-2 variant and in October 1984, G-AYWI was sold to Aviation West based in Bristol. It adopted a new registration mark as G-OCME on 14 May, 1986. Whilst returning from the Isle of Man to Liverpool on 9 February, 1987, it made a forced landing at Hale Cheshire due to a lack of fuel. Damage was such that the aircraft was written off and the remains returned to Liverpool for spares recovery.

Aurigny Air Services continued to build up its fleet and in turn its Islander fleet was reduced. The Trislander became a symbolic feature of the airline's operations and over the period from 1971 to 2017 a total of 18 examples of the Trislander had been operated with a fleet size of 8 Trislanders at any one time.

B-N's 1973 Trislander brochure emphasised the aircraft's economical operation and load carrying capability. The latest model Trislander, designated as a BN-2A Mk. III-2 is featured the comprehensive B-N brochure produced in the early 1970s that follows:

**Made to make money -
colour it GOLD**

Britten-Norman
Trislander

For more Trislander information contact:

Britten-Norman
Bembridge Airport
Bembridge
Isle of Wight PO35 5PR
England
Tel: 2511 Telex: 86277 Cable: BRITNOR BEMBRIDGE

The statements made herein are not conditions of sale. They are based on the information shown and are intended to show facts. Where the supporting grounds for these statements are not shown, the Company will be pleased to furnish the facts thereof on request. To avoid unnecessary misunderstanding of any product, the Company reserves the right to change performance, specifications and other technical details. Some restrictions apply to certain equipment.

The three-engined money maker - colour it GOLD

Trislander

Trislander: Providing for commuter airlines what the tri-jets have done for the major carriers by focusing on **low initial cost, reliability, low cost of operation and ease of maintenance**

Trislander Technical Data

| | |
|---|--------------------------|
| Maximum All Up Weight | 10,000 lb |
| Maximum Landing Weight | 10,000 lb |
| Wing Zero Fuel Weight | 9,700 lb |
| Empty Weight with standard equipment | 5,843 lb |
| Wing Span | 53 ft |
| Wing Area | 337 ft ² |
| Wing Loading | 29.67 lb/ft ² |
| Total Cabin Volume (incl. nose baggage bay) | 339.00 cu. ft |
| Maximum Seating Capacity | 18 |

3 Lycoming O-540 6-cylinder engines, normally aspirated, rated at 260 hp each.
Hartzell 2-blade 80" diameter constant speed fully feathering propellers.

Trislander

Trislander

Designed for Economy

| Direct Operating Cost Per Hour ... | | 800 hrs | 1000 hrs | 1500 hrs | 2000 hrs |
|---|--|----------------|----------------|----------------|----------------|
| Miles/Year | | 125,600 | 157,000 | 235,500 | 314,000 |
| | | \$ | \$ | \$ | \$ |
| 1. Fuel | | 34.20 | 34.20 | 34.20 | 34.20 |
| 2. Oil | | 1.50 | 1.50 | 1.50 | 1.50 |
| 3. Maintenance, Inspection and Propeller Overhaul | | 30.00 | 30.00 | 30.00 | 30.00 |
| 4. Engine Overhaul | | 8.30 | 8.30 | 8.30 | 8.30 |
| Total Direct Operational Cost Per Hour | | \$74.00 | \$74.00 | \$74.00 | \$74.00 |

Indirect Operating Costs

| | | | | | |
|---|--|----------------|----------------|----------------|----------------|
| 5. Hangar Rental | | 7.81 | 6.25 | 4.17 | 3.13 |
| 6. Storage Away from Base @ 50 cents per hour | | 0.50 | 0.50 | 0.50 | 0.50 |
| 7. Insurance | | 14.06 | 11.25 | 7.50 | 5.62 |
| Total Indirect Operating Cost Per Hour | | \$22.37 | \$18.00 | \$12.17 | \$9.25 |
| Total Operating Cost Per Hour | | \$96.37 | \$92.00 | \$86.17 | \$83.25 |

Cost Per Mile

| | | | | | |
|-----------------------|--|---------|---------|---------|---------|
| 8. Cost per mile | | 0.61 | 0.59 | 0.55 | 0.53 |
| 9. Cost per seat mile | | \$0.036 | \$0.034 | \$0.032 | \$0.031 |

Computation of Estimated Costs

1. **Fuel:**
Fuel consumption is based on 38 US gal ph at 8,000 ft. Average price 90 cents per US gallon.
 2. **Oil:**
Oil change and top-up.
 3. **Inspection, Maintenance and Propellor Overhaul:**
This reserve based on all inspection, miscellaneous repairs including unscheduled parts and labour.
 4. **Engine Overhaul Allowance:**
This reserve fund includes overhaul at 2,000 hour TBO. Overhaul cost to zero time is \$ 5,500
 5. **Hangar Rental:**
This cost is based on a US national average of \$ 6,250 per year.
 7. **Insurance:**
Coverage consists of full hull, passenger and third party liability at current rates. Aircraft valuation is \$410,000 US.
 8. **Operating Cost per Mile:**
Operating cost per mile is based on an average speed of 157 mph.
 8. **Cost per Seat Mile:**
Cost per seat mile is based on 17 passengers.
- nb. Crew salaries are not included due to wide variation dependent on the number of crew members and individual company policies. Depreciation allowance for tax purposes should be determined after consultation with your financial adviser.

Trislander Designed for Reliability

Engineering and Design Features

Practical simplicity is the keynote of Trislander's engineering. A direct follow through of the sound design principles on which the Islander is based. The multi-load airframe, built of corrosion resistant L72 aluminum-clad alloy, is paint sealed all over on assembly. All important structure is fail-safe in design. Safe-life principles are used for hinge points and other key areas. Vendor equipment is selected for its ready "off-the-shelf" availability anywhere in the world.

Flying Controls

Conventional mass-balanced elevator, rudder and ailerons are worked by simple push-rod and cable systems. Elevator and rudder trim is screw-jack operated. Layout ensures easy access and minimum maintenance throughout. Co-pilot flying controls and brake system are optional.

Instrumentation

43" panel width allows the most comprehensive instrument fit, while neat layout ensures fast, accurate reading. Full blind flying instrumentation and duplicated engine-driven vacuum systems for gyro instruments are standard.

De-Icing

Optional airframe de-icing incorporates B. F. Goodrich type pneumatic expanding rubber boots on leading edges of the wing and tailplane, activated by engine-driven pumps. Propeller and windshield de-icing is electrically operated.

Electrics

Supply from two 24V D.C. 50 amp alternators driven by each wing mounted engine via controls to main busbar and circuit breaker assembly in nosebay. Emergency busbar with automatic change-over provides a secondary route for essential services. Heavy duty lead-acid battery for independent operation. Ground-power plug-in point is standard. Indicators show main busbar loading and generator/battery output or discharge.

Avionics

The avionics compartment in the nose is readily accessible and provides accommodation for a comprehensive range of equipment. A choice of full IFR avionics, plus space for optional extras including HF, Radar, DME, Transponders and Auto-Pilot.

Powerplants

At the centre of the Trislander's exceptional economy are 3 dependable direct-drive Lycoming piston engines, among the most rugged and widely used of all aircraft power units. Impulse coupling on one magneto ensures immediate start. Two-piece cowlings are quickly removable. The engines drive Hartzell constant-speed two-blade fully feathering propellers. High wing propeller clearance reduces blade damage.

Landing Gear

Simple, long stroke oleo pneumatic suspension. Twin main wheels and large tyres for security and low footprint loading, with tyres and seals common to main and nosegear. Heavy duty Cleveland hydraulic brakes on all four main wheels.

Cabin Features

Wide main doors on either side of the fuselage provide direct access to all seat rows. Seats are removable in minutes and may be carried in the rear luggage bay which is also served by a separate door. Individual pilot seats are fully adjustable, passenger seats are correctly postured and set at proper pitch for maximum comfort.

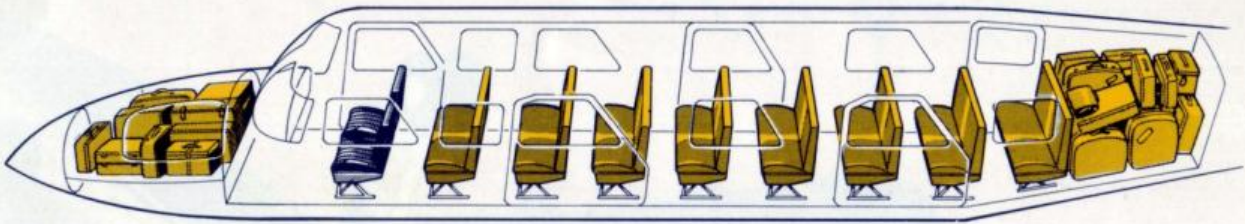
A 45,000 BTU Stewart Warner combustion unit on the port side of the nose with circulating fan provides hot air for the windshield de-misting slots and the cabin. An optional heater of similar output can be fitted to the starboard side of the nose for use in cold climates. Fresh air, boosted by propeller slipstream, is ducted to every seating position.

Fuel System

Integral wing tanks feature multiple access panels. Total usable fuel capacity 185 USG. External drain sumps minimise unusable fuel. Mechanical fuel cocks incorporate fool-proof crossfeed. Electrical fuel gauges are calibrated to the nearest gallon.

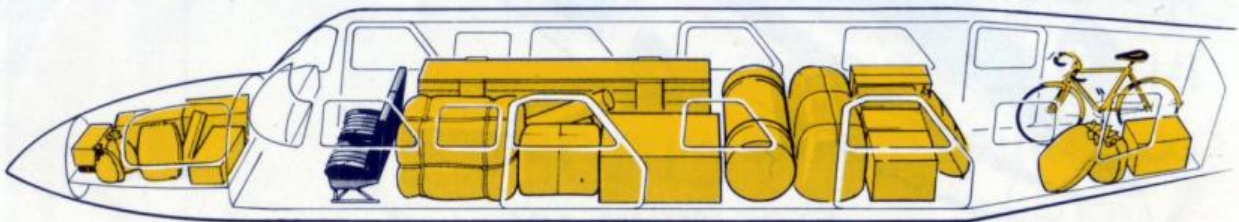


Trislander Designed for Commuter Comfort



Commuter

Up to seventeen passengers can be carried in comfort using limousine style seats. Passengers board through five large doors giving easy access and speeding turnrounds. Each seat row has personal lighting, forced draught fresh air and passengers have good views through large cabin windows. In addition to a large rear baggage bay there is additional baggage space in the nose compartment.



Cargo

The Trislander has 24 ft. of unobstructed cargo space. Seats are easily removable and may be stored in the rear, if desired. Large doors on either side of the aircraft give direct access over the entire fuselage length, and permit total flexibility without inconvenience to passengers in the various mixed passenger/cargo configurations. Seat fixing points double for cargo tie-downs, and floor protector boards are available for oversize loads.

Trislander

Designed for World-Wide Operations

Loganair in Scotland operate Trislanders: "An aircraft really has to be tough to stand up under our kind of weather and schedule" said Capt. Duncan McIntosh, Managing Director of Loganair.



Air Liberia bought Trislanders. "Cost was only one factor in our decision to purchase the Trislander" said Claude A. Hutt, President of Air Liberia.



Aurigny Airlines
Channel Islands—UK:
Chairman, Sir Derrick Bailey, said
"From the first, the Trislander proved
to be all we had hoped for".



Rudy Mantel, Managing Director
of Trans Jamaican Airlines, said
"Among the reasons we bought the
Trislander was the fact that three
Trislander engines cost less than
half as much as one turbine engine
in aircraft of similar capacity".



"New Build" Trislander for Aurigny Air Services

Aurigny Air Services' associated company, Anglo Normandy Aero Engineering (ANAE), was responsible for maintenance, repair and overhaul of the airline's fleet of Islander and Trislander aircraft, together with other types such as the Twin Otter, SAAB 340 and Shorts 360.

The Trislander wing is lifed at 30,000 hours of flight or 70,000 cycles of operation whichever comes up first. ANAE had re-lifed Trislanders on a number of occasions by installing a new wing. In 1996 ANAE broke new ground when it constructed the first "new" Trislander since production ceased in 1984. This involved acquisition of an unbuilt Trislander kit, c/n 1065 from Florida, USA, taking the unused wings and fuselage from the kit, together with parts donated from Trislander c/n 0359, to produce a "new" aircraft that met with CAA approval.



Anglo Normandy Aero Engineering hangar during the rebuild of Trislander G-BAXD, c/n 359. After being painted in Aurigny Air Services livery, it was registered as G-XTOR (Dave Obyrne).

B-N Approach Magazine Spring 1996 Issue – "First new Trislander for 12 years takes to the air".

The first 'new' Trislander for 12 years (production stopped in 1984) flew in March and is now carrying passengers between the Channel Islands and to France. It was a proud moment in Trislander history when G-XTOR lifted off from Guernsey Airport on 29 March. PBN chief test pilot John Ayers and flight test observer Kim Kirby flew for 90 minutes examining the aircraft's handling, instrumentation, stall and maximum speed capabilities. The Trislander performed faultlessly on this and on a second flight that day with full payload. Since then it has been flown by Aurigny crews in normal service.

The new airframe is zero timed with full CAA agreement. Aurigny now has a substantially new aircraft which should see years of service on its French and Channel Islands routes.

Anglo Normandy had few problems with the long-stored kit. "There were no instructions and a modicum of remedial work was needed, but thanks to superb help and co-operation from Pilatus Britten-Norman, we had little difficulty in assembling the aircraft;" general manager Don Graham told Approach.

Aurigny's new aircraft gives the operator the extra flexibility of the long-nosed variant across its entire nine-strong Trislander fleet. The aircraft has the quieter three bladed Hartzell propellers on the wing engines, together with new interior and enhanced trim, insulation and carpeting.



Don Graham, Anglo Normandy Aero Engineering general manager (left) hands over new Trislander G-XTOR to Aurigny Air Service's operations director John Codoret, and managing director Craig Alexander (right) (B-N).

Trislander Operations Worldwide

Despite the limited production run, Trislanders have seen service with a variety of operators all around the world. Examples include Aurigny Air Services - UK, Rockhopper – UK, Air Sarnia - UK, LyddAir - UK, Loganair - UK, Douglas Airways - Papua New Guinea, Air Pacific - Fiji, Unity Airlines – Vanuatu, Air Seychelles – Seychelles, Vieques Air Links – Puerto Rico, Air Flamenco – Puerto Rico, Great Barrier Airlines – New Zealand, Bush Pilots Airways – Australia, Roraima Airways - Guyana and more.

Thanks go to Allan Wright/BN Historians for researching the Trislanders that are believed to remain in service as identified in the report that follows.

Trislander Survivors September 2020 –

Allan Wright BN Historians

c/n 1023 8R-GRF Roraima Airways – Guyana



Roraima Airways

First flight as G-BDOM 10.3.76 at Gosselies, Belgium, as a BN-2A Mk. III-2. To UK 18.3.76. To Loganair, Scotland., delivered 18.6.76. To Prop Jet, Stansted. 20.12.82. Converted to a BN-2A Mk. III-3, for sale in USA; routed Glasgow-Reykjavik 23.12.82. To Wings Airways, Pennsylvania, 5.83 as N411WA. To Wills Air, Massachusetts 7.84. To Ridder Air, Michigan 7.5.87. To Martin Air, California, leased 1988. To Temsco Airlines, Alaska 3.90. Leased to Travelair, Costa Rica, 1991. Back to Temsco by 1992. To Mountain High Aviation, Washington 1.94. Leased to McCall Air, Idaho summer 2007. Sold to Great Barrier Air, New Zealand 11.08. Ferry flight did not commence late 2009. Re-reg YJ-LGF, on the Vanuatu Register so it could be ferried from the USA to Vanuatu and then to New Zealand. Routed St John's - Santa Maria 12.11, Malaga 13.11, Malta/Luqa 14.11 en route Vanuatu. Continued ferry Penang-Denpasar-Darwin-Townsville-Port Vila-Norfolk Island-Auckland 20.11-26.11.09. Re-reg ZK-LGF 16.2.10. Withdrawn from use 2.15, then dismantled for shipping to Guyana. Rebuilt 6.16 as 8R-GRF.

c/n 1034 YV1416 Chapi Air – Venezuela (*current operational status not confirmed*)



BNAPS Archive Collection

First flight as G-BDWU 21.8.76 at Gosselies, Belgium, as a BN-2A Mk. III-2. To UK 25.8.76. Stored at Thorney Island from May to July 77. To Heli Orient, Singapore, handed over 7.7.77. Noted in Singapore 10.77. Returned to UK 20.12.81, to Prop Jet, Stansted 12.81. Converted to a BN-2A Mk. III-3, for sale

in USA; routed Prestwick-Reykjavik-Goose Bay 1.1.82. To Wings Airways, Pennsylvania, 20.1.82 as N414WA. Leased to Travelair, Costa Rica, 1991. To El Sol de America CA, Venezuela. 6.98 as YV-872C. To Bluestar Airlines, Venezuela as YV1416 31.12.06. To Chapi Air by 6.10. Last noted at Los Roques 18.11.18.

c/n 1039 8R-GRD Roraima Airways – Guyana



Roraima Airways

First flight as G-BEDP 29.10.76 at Gosselies, Belgium, as a BN-2A Mk. III-2. To UK 5.11.76. To Jonas Aircraft, New York delivered 11.10.77 as N401JA. Bembridge-Bournemouth-Shannon 11.10.77, - Reykjavik 29.10.77. To Air North, Alaska 1.80 as N1FY. To Tri-Air, Florida 8.85. Re-reg. N902TA 4.88. To Skyferry, New Zealand. Arrived in Auckland 3.11.89. N902TA cancelled 11.89, but operated in US markings, re-registered ZK-SFG 25.1.90. Withdrawn from use and stored at Woodbourne 1991. Cancelled 23.12.92. Dismantled for shipping to UK 3.93. To Cormack Aircraft Services, Scotland. 24.3.93. First flight following rebuilt 30.1.94. Leased to Air Sinclair, Scotland. 25.5.94 to 31.1.95, and Keenair, Liverpool Aug-Dec 1996. To Sky Trek Airways, Lydd 12.96. Re-named Lydd Air 11.01. To Rockhopper, Alderney 14.2.05. renamed Blue Islands. 2.3.06. Withdrawn from use 4.12.11. Stored at Exeter 16.1.12. To Golden Arrow Airways, Georgetown, Guyana 13.8.13 as 8R-GGB. To Roraima Airways as 8R-GRD 1.16.

c/n 1040 N928MJ Airojet Parts – USA (current operational status not confirmed)



BNH Collection

First flight as G-BEDR 10.11.76 at Gosselies, Belgium, as a BN-2A Mk. III-2. To UK 30.11.76. Used as a demonstrator by BN. To Air Ecosse, Scotland delivered 4.12.78. To Prop Jet, Stansted. 1.7.81. Converted to a BN-2A Mk. III-3, for sale in USA. To Wings Airways, Pennsylvania, 27.7.81 as N420WA. To Travelair, Costa Rica 9.92. To 800 Charter SA, Venezuela. 3.98. To El Sol de America CA, Venezuela. 8.98 as YV-943C. To Transaven - Transporte Aereo Venezuela CA, Venezuela. 2001. To Aerolamsa, México. 7.04 as XA-TYU. To Aeroferinco, México. To Vision Air Haiti, Haiti. 18.9.09 as HH-RPL. To GECA Servicios Aereos, Dominican Republic. 5.14 as HI962. To Airojet Parts, Florida. 24.10.19 as N928MJ.

c/n 1042 8R-GRE Roraima Airways – Guyana



Roraima Airways

First flight as G-BEFP 15.12.76 at Gosselies, Belgium, as a BN-2A Mk. III-2. Stored at Gosselies, to UK 26.6.79. To Kyoei International, Japan. D/D 19.10.79. To Nihon Naigai Air Ways, Japan. 12.79 as JA6401. To Wells Aircraft, Kansas. 1.85 as N30WA. To Air Investments, Florida 3.85. To Wills Air, Massachusetts 6.85. To Kondair, Stansted, Essex. 18.9.86 as G-BEFP. Leased to Aviation West 1987-1988. Sale to Canari Airlines, Israel as 4X-CCL was not consummated 12.88. To Air Samia, Channel Islands. 15.6.89. Ceased operations 9.90. To Air & General Aviation, Biggin Hill 23.4.91 for resale. To Air Zanzibar, Tanzania. 19.3.92 as 5H-AZD. To Woodgate Executive Air Charter, Northern Ireland. 24.12.94 as G-WEAC. To B-N Group, Bembridge 11.03 for rebuild as G-RHOP Rockhopper, Alderney, delivered 22.3.04. Re-named Blue Islands 14.2.06. Sold to Great Barrier Airlines in New Zealand. The sale was finalised and the registration transferred on 27.3.08 and it left Jersey 29.3.08 on the ferry flight to the other side of the world, with the first stop in Nice. Four crew on board and lots of fuel in ferry tanks - the longest over-water sector was between Australia and NZ. G-RHOP has arrived at Lord Howe Island from Rockhampton 11.4.08, then to Auckland 12.4.08. G-RHOP cancelled 30.5.08. Noted reg. "CJS" [ZK-CJS] at North Shore 23.7.08 with Great Barrier Titles. Not officially registered, became ZK-LGC 2.10.08. To Roraima Airways, Guyana, dismantled 6.16. Rebuild complete 12.16.

c/n 1044 N920GD Air Flamenco – Puerto Rico



BNH Collection

First flight as G-BEGY 18.1.77 at Gosselies, Belgium, as a BN-2A Mk. III-2. Stored at Gosselies, to UK 31.8.79. To Southern Aviation, Transvaal, delivered 23.11.79. To Magnum Airlines, South Africa 12.79 as ZS-KME. To Airmore International, Elstree, Hertfordshire. 10.5.84, reverting to G-BEGY. To National

Airways, Elstree, late 1984. To Wills Air, Massachusetts 6.85 as N511WA. Routed Elstree-Glasgow 10.6.85, -Reykjavik 11.6.85. To Martin Air, California. 5.6.87. To Istmena de Aviacion SA, Panama.

2.89 as HP-1157T. To CAVE - Compania Aerea Viajes Expresos, Venezuela. 2.91 as YV-487C. Ceased operations 1995, withdrawn from use. To Transaven, Venezuela 2001 as YV-2523P. To Aerolamsa, México. 4.04 as XB-UBD. To Air Flamenco, Puerto Rico, 6.16 as N920GD.

c/n 1048 N869VL Vieques Air Link – Puerto Rico



BNH Collection

First flight as G-BEHD 11.3.77 at Gosselies, Belgium, as a BN-2A Mk. III-2. Stored at Gosselies, to UK 6.12.79. Intended for Interamerican Aviation Corp. as XA-HOI, but not delivered. To International Aviation Corp, Florida, delivered 18.2.82. Routed Oxford-Hurn-Reykjavik 24.2.82. Cancelled by the CAA 20.8.82, restored 6.1.83 to Adam and Harvey Ltd, London, but remained in USA. To Florida Airmotive, Florida. 9.7.85 as N905GD. Leased to Air South, Florida 1985/86. Vieques Air Link, Puerto Rico 11.89. Re-reg N906VL 11.96, and re-reg N869VL 3.17.

c/n 1055 VP-AJR Anguilla Air Services – Anguilla



K West

First flight as G-BEPK 10.6.77 at Gosselies, Belgium, as a BN-2A Mk. III-2. Stored at Gosselies, to UK 29.2.80. To Botswana Defence Force, Botswana. Carried dual marks as OE2, delivered 27.9.84. This was the last Trislander to be delivered by BN. Re-registered A2-AGY for ferry to Zimbabwe. To United Air Charters, Zimbabwe. 21.2.91, as Z-UTD. To Interisland Airways, Greece. 5.01 as SX-CPG. Not operated and stored at Sparti, Lakonia. To Unity Airlines, Vanuatu. 12.08 as YJ-OO19. Being prepared for flight to Vanuatu 28.12.08. Arrived in Port Vila 30.1.09, then stored. Flew again 4.3.12. To Anguilla Air Services, Anguilla. 22.1.19 as VP-AJR.

***Further aspects of the Trislander saga will be included in the November 2020 issue of BNAPS News including:
Aurigny Air Services Trislander fleet listing; Trislanders preserved and in museums;
Trislander flight tests and more on the Trislander kits in Florida.***

Trislanders on Postage Stamps and Postal Covers

Thanks go to BNAPS Supporter Norman Hobbs for compiling a selection of Trislander postal covers and postage stamps from his collection

Fiji
The first stamp depicting a B-N Trislander was issued by the Fiji Department of Posts and Telecommunications on 1 September 1976, six years after the maiden flight of the Trislander. This is comparable with the first Islander stamp (Stanley Gibbons ref: SG348) value 30 cent, issued on 29 July 1970 by the Western Samoan postal authorities, five years after the maiden flight of the Islander-as detailed in the September 2019 issue of BNAPS News. The Fiji set of four stamps were issued to celebrate 25 years of air services in the region and the 30 cent stamp (SG535) featured Air Pacific Trislander, registration DQ-FCC, c/n 391.

The maiden flight of this BN-2A Mk.III-2, with registration G-BCJX, took place at Bembridge on 18 August 1974 and the next month it was exhibited as a demonstrator at the SBAC Farnborough Air Show in Air Pacific livery.

A number of postal covers were flown on the delivery flight to Suva, undertaken by ferry company West London Air Charter Limited, leaving Bembridge on 25 October 1974-as detailed in the November 2018 issue of BNAPS News. In April 1978 ownership of c/n 391 transferred to Air Tungaru, based in Tarawa, Kiribati.



Seychelles

The Seychelles postal authorities featured both Trislanders operated by Air Seychelles. On 27 July 1981, to celebrate the 10th anniversary of the opening of Seychelles International Airport, the 2.25 Rupee stamp (SG515) depicted c/n 1026, registration S7-AAN.

The maiden flight of this aircraft, registration G-BDTN, took place at Gosselies on 14 April 1976 and it departed Bembridge, with registration VQ-SAN, on 24 October 1976 bound for Victoria in the Seychelles. Originally owned by Inter-Island Airways, in September 1977 it was transferred to Seychelles Airlines with registration S7-AAN. Air Seychelles took over in March 1979 and Trislander S7-AAN remained in the Seychelles until April 1987 to join the Aurigun Air Services fleet.

On 22 May 1986, to celebrate the opening of the International Philatelic Exhibition in Chicago, named Ameripex 86, the Seychelles postal authorities issued a set of four stamps with the theme Inter-Island Communications. The 7 Rupee stamp (SG647) featured Trislander c/n 1052, registration S7-AAG.



The maiden flight of Trislander S7-AAG, then registered as G-BEPH, took place at Gosselies on 9 May 1977 and was flown to Bembridge on 15 May 1977. This Trislander appeared in Air Seychelles livery at the Le Bourget Paris Air Show in June 1979, sporting exhibitor number 331 on the nose. Registered S7-AAG, it left Bembridge on 9 July 1979 destined for Victoria in the Seychelles. This aircraft was named "Isle of Farquhar" and remained in service with Air Seychelles until being sold to Aurigny Air Services in May 1987 and reverting to registration G-BEPH. Originally painted white, it was affectionately known as "Snowy", but in May 1997 it was repainted sky blue in the Steeple Finance corporate colour scheme and named "Jack". In September 2001 c/n 1052 was registered G-PCAM and repainted in the dark green and white ABN AMRO Bank NV corporate colour scheme.

Kiribati

On 18 February 1982 the Kiribati postal authorities issued a set of four aircraft stamps and the 30 cent stamp (SG180) featured Trislander DQ-FCC, c/n 391, in Air Tungaru colours.

In March 1983 c/n 391 was re-registered as T3-ATD. Air Tungaru ceased operations in 1994; later Air Kiribati was formed and acquired T3-ATD.



Air Tungaru's Trislander T3-ATD is seen here in a different situation when tilted on its tail to gain access to the tail engine - a technique often used by some Trislander operators (Norman Hobbs).



St Vincent

As detailed in the July 2020 issue of BNAPS News, on 29 July 1982 the St Vincent Post Office issued a set of four aircraft stamps to commemorate the 50th anniversary of air mail services in St Vincent and the \$2 stamp (SG705) depicted Trislander c/n 1037, registration mark VP-VAG.



Guyana

On 12 December 2013 the postal authorities in Guyana issued a miniature sheet (MS6866), celebrating Women in Aviation, featuring Debra Gouveia of Roraima Airways surrounded by their Islanders and Trislanders.

On separate occasions, both Prince Charles and his son, Prince Harry, have flown in their Trislanders. During the February 2020 elections Trislanders were used to transport polling officials and ballot boxes to various hinterland locations across Guyana and Trislander c/n 1023 8R-GRF was used as the official polling station at Orinduik.

The first customer for c/n 1023, in June 1976, registration G-BDOM, was Loganair.



Trislander c/n 1054 "Discovered" in Greece

An image of Trislander c/n 1054 was recently posted on BNAPS Facebook page by Antony Deamer who reported that the airframe has clocked up around 5000 hours and is kept under cover. It was thought that the wing engines have been removed. Quite what the future is for this Trislander but there would seem to be a good prospect of it taking to the air again.



This image is the one posted by Antony Deamer. Closer examination indicates that at least the starboard wing engine is installed.



This image, found on an internet search, shows that both wing engines are installed.

Trislander c/n 1054 was built as a BN-2A Mk.III-2 at Gosselies, Belgium and was first flown there on 27 May 1977, registered as G-BEPJ. Ownership was changed from Britten-Norman (Bembridge) to Pilatus Britten-Norman in August 1979 and it was delivered to Bembridge on 10 April 1980.

At one time it was destined for delivery to International Aviation Corporation, Florida, but the sale did not take place. Ownership reverted to PBN in January 1983.

Subsequently the Botswana Defence Force (BDF) placed an order for two Trislanders and c/n 1054, together with c/n 1055, were painted in BDF colours. Carrying dual marks of G-BEPJ and OE1, c/n 1054 was delivered to Botswana on 31 August, 1984. Based at Gaborone, Botswana it was operated by Z1 (Defence) Squadron of the Botswana Defence Force.

On 1 February, 1991, it took up the civilian registration of A2-AGX and on 21 February, 1991, was sold to United Air Charters in Zimbabwe and registered as Z-AIR.

In 1999 it was acquired by Interisland Airways in Greece, and on 22 February 1999, set out on a 32 hour ferry flight from Harare to Athens. It was fitted with internal fuel tanks giving an endurance of 11 hours. The flight routed from Harare - Entebbe (9.5 hours), - Khartoum (8.5 hours), - Luxor (6.5 hours) and to Athens (8 hours). Now registered as SX-CVM it was leased to KAL Aviation. The KAL lease finished in September 2000 and the registration cancelled in March 2001. In 2004 it was reported as stored at Sparti Airport, Hellinikon, in the local aeroclub hangar.



Trislander c/n 1054, G-BEPJ, at Gosselies in 1977 after the Fairey Group collapse (Simon Thomson).



Trislander c/n 1054 in BDF colours as A2-AGX, above, and, below, in Greece still with Z-AIR markings (BNAPS Archive).



Air Alderney Acquires Second Piston Islander

As reported by Glenn Palmer in a post on BNAPS Facebook page regarding it looks as though Air Alderney is moving ahead with its plans to set up its operation for the Channel Islands community.

The Cyprus based BN-2A-26 Islander 5B-CHD, c/n 166, operated for the past 31 years by the Cyprus Parachute Club, has been flown to the UK to start a new life with Air Alderney Ltd in the Channel Islands. Islander 5B-CHD was flown from its base at Kings field near Dhekelia to Larnaca Int by Captain Raymond Nahhas and then was ferried to the UK piloted by Captains David Donovan and Mike Roberts.



Air Alderney's newly acquired Islander, 5B-CHD, at Biggin Hill after completion of its delivery flight from Cyprus on 27 August, 2020, (George Pantalos).

The delivery flight was scheduled to take two days with 19 hours of flying time. It departed from Larnaca – Cyprus, and the route taken was via Rhodes - Greece, Megara - Greece, Brindisi - Italy, Salerno - Italy, Calvi - Italy, Saint Etienne - France, Douville-France. Islander 5B-CHD arrived at Biggin Hill on 27 August 2020 where it will be given a full overhaul and painted in Air Alderney livery.

BN-2A Islander c/n 166, registered as G-51-166, made its first flight from Bembridge Airport on 18 March 1970. On 23 April 1970 it was delivered to YAAF Aviation Tel Aviv and registered as 4X-AYC. It returned to the UK on 10 February 1972 now owned by Harvest Air, converted to a BN-2A-8 and registered as G-BJWL. Following its lease to Air Furness in July 1986 it returned to Harvest Air and was converted to a BN-2A-26 in September 1986. Ownership transferred to Region Airways and it was then stored at Ipswich, Suffolk until 2 May 1989.

On 25 July 1989 it was exported via Beirut to Cyprus and in August 1990, as 5B-CHD, Cyprus Parachute Club, based at Dhekeila, Cyprus, became the owner.

It is hoped that Islander c/n 166 will soon emerge from its overhaul and be seen in the colours of Air Alderney. Perhaps 2021 might see piston Islanders once again in the skies over the Channel Islands.....

Large Baggage Bay Door Mod for Great River Air Islander

Great River Air's Islander C-GRNZ, c/n 2010, now has a larger baggage bay door to assist loading and unloading of the many bulky items transported in the Yukon region.

The baggage bay door modification was installed by B-N Leasing, Kelowna, British Columbia.

For more about Great River Air go to:

www.grearriverair.com

and the Great River Air Facebook page.



Left: Islander C-GRNZ on the ramp at Dawson City (Great River Air).

Right: The new baggage door can be seen in this view of loading in progress (Great River Air).



Official Opening of Britten-Norman's Hangar at Solent Airport 10 September, 2020

Britten-Norman marked the official opening of their aircraft assembly hangar at Solent Airport with an evening event on 10 September 2020. After an address by B-N Group's CEO, William Hynett, the hangar was declared open by Fareham Borough Council's Chief Executive, Sean Woodward, and later in the evening three B-N apprentices were presented with their passing out certificates by Gosport MP, Caroline Dinenage.

BNAPS Chairman was present as one of the invited guests and met several people there that knew of or were interested to find out about the project to restore Islander G-AVCN.

Pride of place in the hangar was taken by the FIGAS Islander, G-CLHR, now awaiting clearances for its ferry flight to the Falkland Islands.



FIGAS Islander G-CLHR looked superb on view at B-N's hangar opening event.



B-N apprentices with B-N Group CEO William Hynett (B-N).

Thanks go to B-N for the invitation to attend the hangar opening and to see something of the company's present day activities and the opportunity to meet some of the B-N people there.

"Islanders" on Display at Duxford

As a bit of a sideshow on the 11 September visit to Duxford by BNAPS/B NH, Allan Wright, Andy Clancey and Tony Smart brought along their Valom 1/48 scale Islander models for display on a car roof. The Valom kit is a bit of a challenge for the less experienced modeller but the models, depicting Islanders, Aurigny Air Services G-AVCN, SEA G-OSEA and Red Devils G-AXDH, all looked good on the day.

Tony Smart has devised a mod to strengthen the Islander model's main landing gear which had shown up as a weak point during the build.



If anyone is interested in acquiring one of the Valom 1/48 Islander kits, BNAPS has one available in Belgian Army markings at £25.00 plus UK p&p. Please contact BNAPS Sales if interested

Wight Aviation Museum

For latest news of opening times and more information take a look at the Wight Aviation Museum Facebook page or go to: www.wightaviationmuseum.org.uk

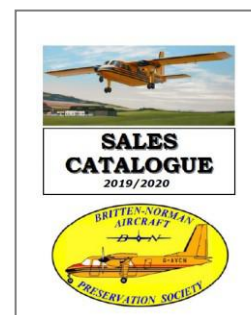
New Trislander Painting by Toby Dixon

Former Aurigny Air Services Trislander pilot, Toby Dixon, has once again put paint brush to canvas to create a painting of Loganair Trislander, G-BAXD, departing from the beach airstrip on Barra in the Outer Hebrides. The use of the beach meant that the times of flights are advertised as "subject to tides".



Prints of the painting are available direct from Toby Dixon, email address: tdpaintings@outlook.com

BNAPS Sales Catalogue 2020



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

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

More BNAPS Supporters Needed

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

The principal aims of the BNAPS Supporters Club are:
"to assist BNAPS to preserve the history and aircraft of Britten-Norman through member donations and to provide assistance with the day-to-day operations of the charity"
Anyone with an interest in local aviation heritage is welcome.

As a point of clarification, whilst BNAPS has contact with B-N Group from time to time, as a charitable trust BNAPS is an independent organisation.

BNAPS

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

BNAPS registered address is:
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

Due to the present emergency situation restrictions there will be no workshop open days or opportunities for group visits until further notice.

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

Telephone: 01329 315561

Post:

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