

Hong Kong Auxiliary Air Force: Alouette III and Islander (designed for 1/72 scale)

Hong Kong was a British Territory from 1898 with a 99 year land lease and under the protection of the British armed forces. A Royal Hong Kong Auxiliary Air Force was set up from 1949. A few small aircraft and helicopters were used.

To save considerable print costs Hong Kong aircraft decals are provided assuming that most model surfaces are white as on the real aircraft. A small provided sheet includes some decals with WHITE colour.

DECAL APPLICATION

The decal sheet is LASER PRINTED on ONE continuous print film, so each decal needs to be cut out with fine scissors. NO other prior decal preparation like a covering coat is needed. Each cut out decal can be applied as usual after soaking it a short while in water. Decals are EXTREMELY THIN, so slide off from the wet backing sheet on a horizontally held GLOSSY model surface. Do not use tweezers! They will fold doubled! After all decals have been applied, finish the model with your preferred final gloss, matt or semi-matt varnish coats. This will also protect all the decals.

Alouette III Hong Kong (several schemes)

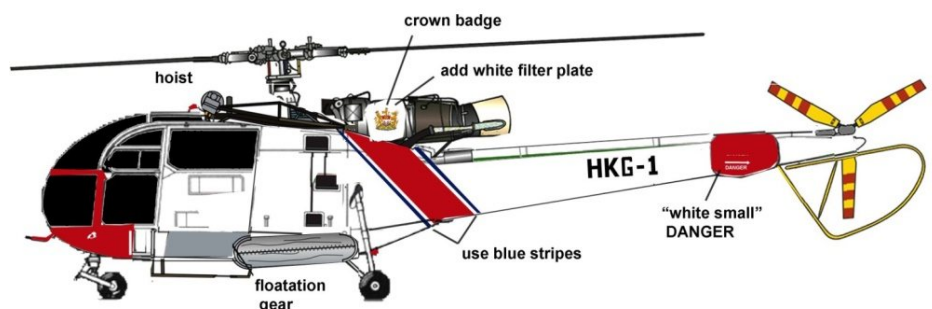
In 1/72 scale only **Heller of France** has an Alouette III kit that has appeared in various boxes with some changes in parts. In the kit are parts for the SA316 with Artouste engine or SA319 with the Astazou engine. Kovozaovody Prostejov has released this same 1/72 kit.

Replacing a Westland Widgeon in 1965, a few SE3160 and SA316B Alouette III helicopters were acquired.

[a] SE3160 (SA316) coded "black" HKG-1 c/n 1242 was delivered in 1965 and flew until 1980. Operated out of Kai Tak airport it had a gloss white finish with green-red-green stripes and British roundels. Probably it could also be fitted with hoist and floatation gear. It appears it had the standard tail bar (without extra long bar) and no wire antennas.



[b] Coded "black" HKG-3 is a SA316B c/n 1704 is gloss white. Fitted with hoist, floatation gear and port lower cabin panel has been removed (so a gap is there). British roundels and small crown badges on the cabin sliding doors. Wire antennas below the tail boom and fitted with an extra long yellow coloured tail bar as shown. The tail rotor colours are standard yellow with red stripes and a yellow tail bar.



[c] Again HKG-1, now in a later scheme in gloss white with red band and dark blue border lines (use provided decal stripes). The tail fin plates and nose are also red. Fitted with hoist, port lower cabin panel has been removed (so a gap is there). Usually with floatation gear and note that the long tail bar and antenna wires are not fitted. There is a pair of large white air intake plates installed with a larger crown badge on these. No national roundels were seen. The tail rotor colours are standard yellow with red stripes and a yellow tail bar. The main rotor tips are bright red and the main rotor blades probably medium grey.

BN Islander

The Britten Norman Islander BN-2 was designed as a light utility transport for 9 passengers and a pilot. It was capable to fly from tiny airfields. It got piston engines and first flight was June 1965. The Defender is the militarised version and has four under wing hard points for pylons for light armament like rocket pods or fuel tanks for extra range.

A turbine engined version was also developed with Lycoming LTP-101 in revised nacelles and a big air scoop on top of nacelle-wing fairing. First flight in 1977. The -T version got Allison 250 engines and later B17F engines. Some planes have a revised longer pointy nose profile.

Initial the BN-2 aircraft were manufactured at Britten-Norman's factory in Bembridge, Isle of Wight, UK. Later Islanders and Trislander aircraft were built in Romania, then shipped to Avions Fairey in Belgium for fitting before being flown to the UK for flight certification. Since end 2023 low rate production has returned to the U.K at the BN facility at the Isle of Wight. The Islander has been in production for over 55 years with over 1,250 planes built.

Different wings were produced over the years. The first wing had a 49 ft span (14,95 m) and "triangular" wing tips and used such as on BN-2A-1 and BN-2A-2.

For extra fuel capacity, the 49 ft wing was extended 4 ft to 53 ft (16,15 m) with "triangular" wing tips, such as on BN-2A-3, BN-2A-7, BN-2B-21 and BN-2B-27. Later the 49 ft wing got modified "rectangular" curved wing tips for extra area such as on the BN-2B-20 and BN-2B-26 with also inboard leading edge droop between engine nacelle and fuselage.

(The Turbo BN2T had the 49 ft wing without droop and with 2 wing fences. The BN2T-4S the 53 ft wing with "rectangular" wing tips, no inboard droop but 2 wing fences).

Length 10,86 m with standard nose. Later versions length of 12,20 m with extended radar nose.

In 1/72 scale there is the good old **Airfix** Islander kit of 1972 with a few newer releases. It has old style nacelles, 2-bladed propellers, larger 53 ft wing span and "triangular" wing tips. Modify for 49 ft wing if needed

Omega Models has several 1/72 resin Islander kits. This includes the -T turbine engined version recognized easily with air intake scoops on the top of modified nacelles. They have 3-bladed propellers and the 49 ft wing span with "rectangular" curved wing tips.

REFERENCES:

Books and magazines:

Air international Vol 49/no.1, Vol 64/no.1
Flight international no. 4054, 4247

Internet websites:

https://en.wikipedia.org/wiki/Britten-Norman_BN-2_Islander

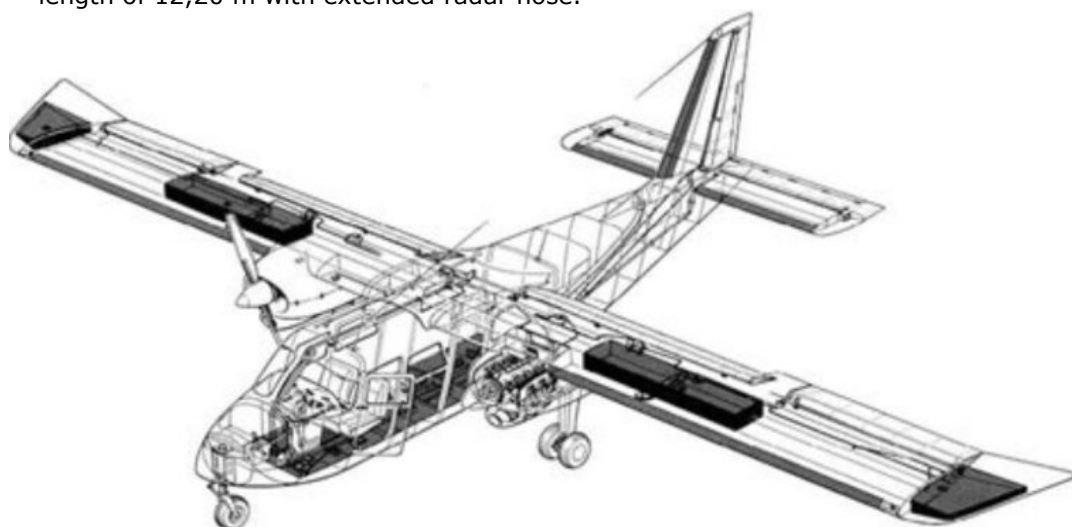
https://en.wikipedia.org/wiki/Britten-Norman_Defender

Through an internet search... hundreds of photos.

See for a few Airfix Islander models website:

<https://aircraftinplastic.com/models/islander-defender/islander-1.html>

A Big Thank You to Chris of Britten Norman Marketing for providing information about the variants. (mail correspondence)



Islanders Hong Kong Royal Auxiliary Air Force

[1] Islander BN-2A msn 615 had registration HKG-7 and it was manufactured in 1970.

It had the early wing with just a span of 49 ft with "triangular" wing tips. So modify kit wing accordingly.

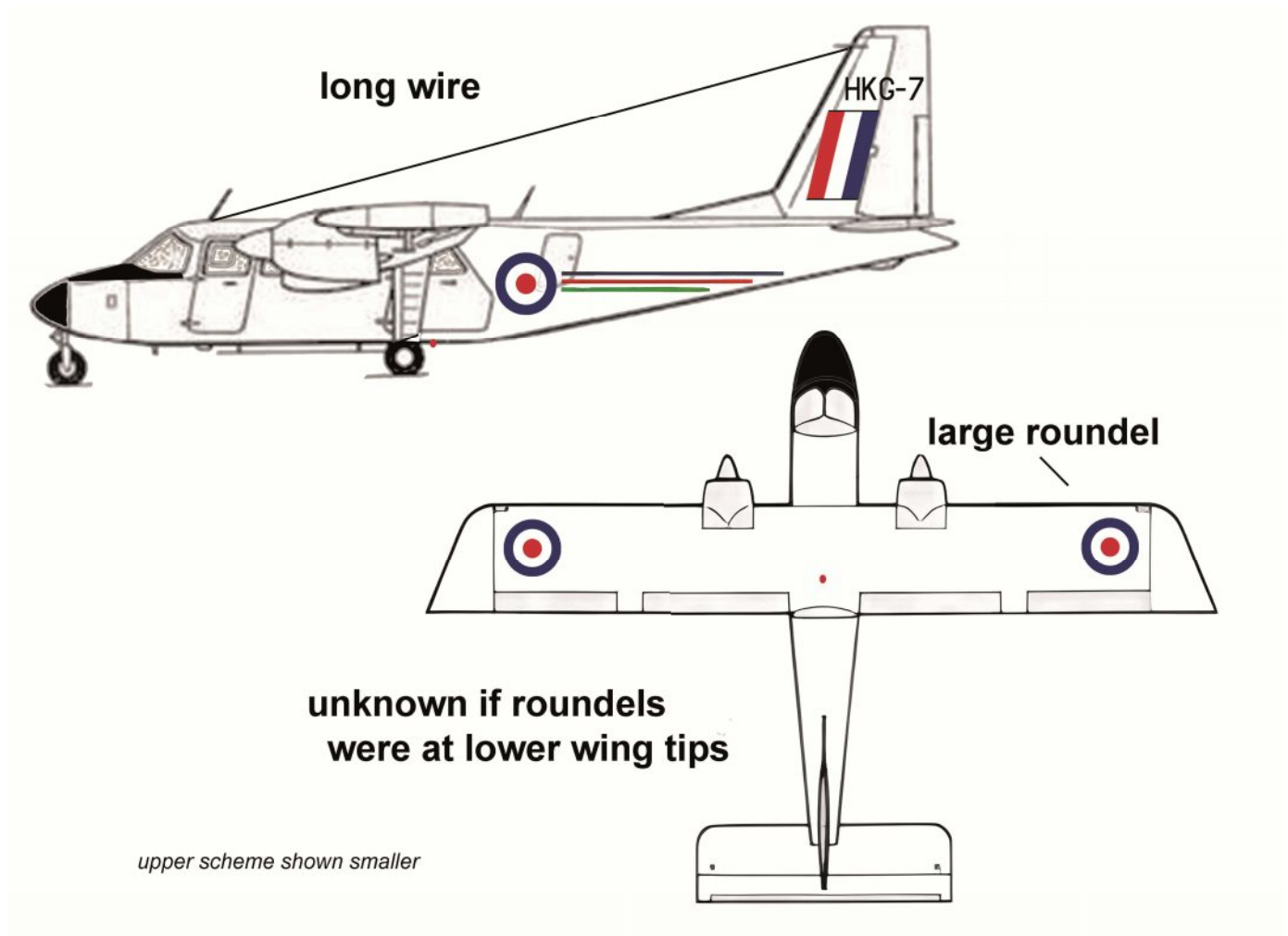
The colour is a gloss white with black nose tip and mat black anti-glare panel.

There are some cheatlines on the rear fuselage.

The 2-bladed propellers have white spinners, black blades with *probably* yellow tips.

It has a single long antenna wire.

(unknown if roundels were set on the lower wing tips but it is probable).



[2] This second Hong Kong scheme is for the same Islander msn 615, registration HKG-7 in a different paint scheme.

The colour is now gloss white with "post office red" (approx BSC381c: 538 / FS31140) trim and a rear fuselage band.

The red needs to be airbrushed after masking but the fuselage stripes are provided as decals. (or mask as well).

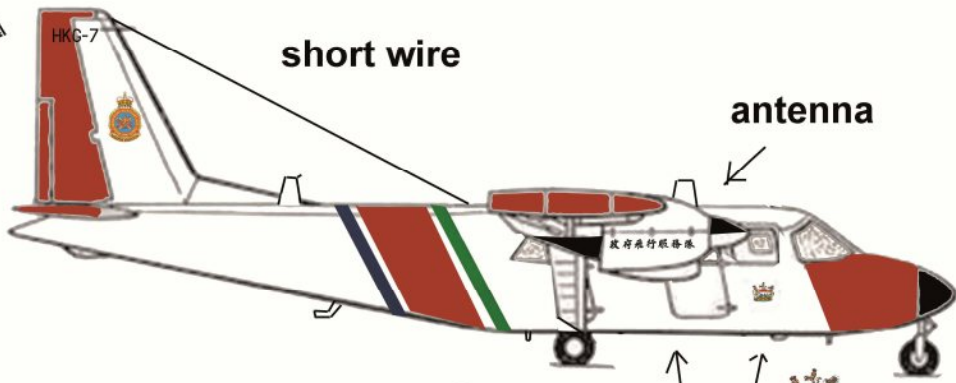
Again with black nose tip and it was seen with or without black anti-glare panel.

The antenna wire is now much shorter and runs to the mid fuselage, suggesting another type of radio.

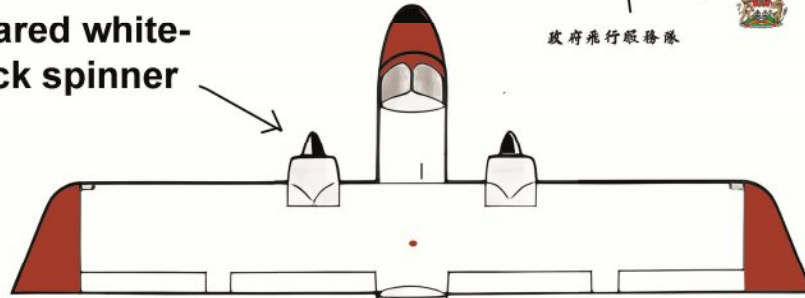
Chinese texts on nacelles and badges on tail and forward fuselage.

Propeller spinners have a white and black split section. Propeller blades are black with white-black-white tip stripes.

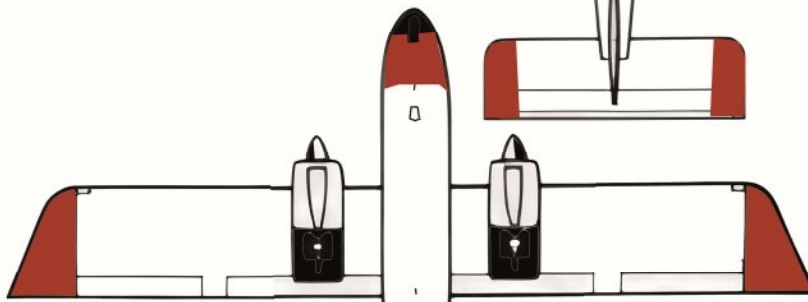
HKG-7



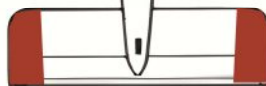
squared white-black spinner



probably no roundels on wing



aft of nacelle black



upper and lower schemes shown smaller

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