



BNAPS News January 2013

BNAPS News Vol 3 Iss 1 – January 2013

“Art for Aviation” Initiative to be Launched at the British Aviation Preservation Council’s Meeting at Old Sarum

Following the success of the BN-1F print launch artist Ivan Berryman and BNAPS have got together and devised a scheme titled “Art for Aviation” that is believed will be of interest to aviation heritage groups linked to the British Aviation Preservation Council (BAPC). The scheme is aimed at promoting commissioned artworks of aviation subjects for groups, societies and individuals and the production processing and sale of limited edition or special edition prints of the artworks. The initiative will be presented at the BAPC’s Old Sarum meeting on 23 February 2013.

This service is offered under a joint arrangement between Ivan Berryman Direct and BNAPS Ltd. BNAPS Ltd will administer the service by supplying prints to customers. BNAPS will also benefit in the form of discretionary donations arising from the commissioning of artworks. In addition other aviation related prints from Ivan’s portfolio will be offered and supplied on a similar basis where appropriate.



This view of Islander G-AVCN in flight off the Isle of Wight by Tennyson Down would certainly qualify as the basis for a stunning artwork. Also in view is the Saunders-Roe rocket testing site used for testing the Black Knight and Black Arrow rockets.

BNAPS January Social Meeting Defeats the Weather



Marshall Aerospace A400M Hercules Test Bed Project Team with their Hercules.

Despite the adverse weather around 20 people attended the talk by Iain Young about the Hercules A400M test bed project undertaken by Cambridge based Marshall Aerospace.

As Chief Test Pilot for the project Iain gave an enthralling first hand account of the many technical challenges that were overcome to ensure that the A400M engine and propeller combination was fully proven.

Our thanks go to Iain for giving this unique insight into the demanding engineering requirements of the A400M and the equally important design work to make the test bed aircraft safe to operate and effective in meeting the aims of the test programme.

Recollections of Production Trislander G-AYTU

Thanks go to Ray Burt of the retired B-N employees BANTER group who passed on an e mail from Gordon Libbey about a large scale model of the definitive production example of Trislander, G-AYTU. Gordon was the flight inspector on the build of G-AYTU, c/n 245, and well remembers its first flight in the evening of 6 March 1971.

Gordon was reminded of his time with the real G-AYTU when he was judging at a Wessex League model flying competition where a superb 130 inch wingspan RC model of G-AYTU had been entered by its constructor Graham Pearce from the Warminster RC Model Aircraft Flying Club.



The large scale model of Trislander G-AYTU (photo courtesy of Gordon Libbey)



The real G-AYTU gave a spirited flypast at the September 1971 Bembridge Air Day

Unfortunately the model G-AYTU suffered some slight damage after a heavy landing at the competition. It is hoped that BNAPS will be able to contact the owner and maybe one day see it demonstrated at Bembridge.

BNAPS is interested in tracking down examples of large scale radio control Islander and Trislander models, if anyone knows of anything please get in touch.

VCN Restoration Work Continues Despite the Winter Weather

Despite the colder weather steady progress has been maintained through December and work was resumed in the second week of January. De-corroding large sections of the skins and fuselage frames occupied much of the effort but the results are well worth it. Thanks go to the restoration team for giving up their time to advance the project. With a protective coat of primer applied the fuselage's appearance is transformed.



View of the refurbished under-floor frame structure



Cabin roof and windscreen surround structure has been de-corroded and primed



View of the replacement skin on the top of the rear fuselage and a new top corner section to repair the damage when another aircraft was blown into VCN in a storm in Puerto Rico.

Repairs to the remaining four damaged and slightly distorted fuselage floor frames have now been completed by Airframe Assemblies. These items are now being refitted, the restored belly skin will then be refitted and primer painting of the structure completed. This will mean that the main structural work on the fuselage is now close to completion, but still with much detail fitting out to go.

Due to the limited size of the workshop it is not feasible to set up the wing to allow work to proceed unless the fuselage is moved somewhere else.

At present BNAPS is looking for suitable secure and weatherproof storage. If anyone knows of possible storage sites on the Isle of Wight please contact any BNAPS Trustee without delay.

Round Up of Support for BNAPS and the Restoration of VCN

Recovery of VCN back to the UK from Puerto Rico in early 2000 was achieved through the support of a number of organisations including: Airstream International, Air Charter (Puerto Rico), Av Soft, B-N Group (and predecessors), Brothers Aviation (Florida), Channel Islands Aviation (California), Cormack Aircraft Services Ltd, Isle of Wight County Press, ISIS, Le Cocqs Air Link (Alderney), LFH-Luftverkehr Friesland Harle (Germany), Meridian TV, Saywell International, Vieques Air Link (Puerto Rico), Wightlink, Clyde & Co.

BNAPS is continuing to spread the word about restoration of Islander G-AVCN. This will continue as new opportunities are identified. However, it is beneficial to take stock of the support that has been given since restarting the project in 2010 and to acknowledge the vital donations from Supporters Club members and individual donors:

B-N Group – storage of VCN airframe and parts at the B-N works and support to enable removal to the new East Wight workshop

The Propeller Inn – support for BNAPS social events and meetings and as a postal address

Bembridge Heritage Society – Assistance with restarting the project and location of suitable workshop premises. Sale of BNAPS books at the Bembridge Heritage Centre

H J Bennett – lifting and transport of VCN from B-N works to the new workshop

Isle of Wight County Press – event publicity, feature articles

Island Business Magazine – BNAPS publicity

Wight Events website – BNAPS events publicity

Tollgate Café – sale of BNAPS books

Aeroplane magazine - publicity

Flyer magazine - publicity

Bembridge Guide – aviation heritage features and BNAPS publicity

Solent Sky Aviation Museum – sale of books and support for special BN-1F commemorative event

Saywell International – corporate sponsorship, Islander non-flight spares support

Cormack Aircraft– non-flight Islander airframe parts

Isles of Scilly Skybus – promised donation of non-flight Islander parts

Proptech – construction of representative non-flight Islander propeller assemblies

Airframe Assemblies – access to specialised workshop tools and repair work

Local DIY merchants have also given BNAPS generous discounts for decorating materials etc used during the workshop refurbishment. BNAPS offers grateful thanks to all those who have joined the BNAPS Supporters Club and many generous individual donations that provide the funding needed to keep VCN's restoration moving ahead.

BN Islander and Trislander



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Islander Mk III Under Construction c July 1970- Can You Help? Were You There?



This picture shows work underway against the clock to complete the conversion of the stretched Islander G-ATWU as the Islander Mk III in the Bembridge experimental hangar. The engineer working by the tail mounted engine installation on the left of the photo is believed to be Jon Orme. Can anyone give a clue as to the identity of others in the picture?

As a result of the view of prototype Islander G-ATCT published in BNAPS News November 2012 issue, BNAPS has been contacted by Brian Robinson who was there. Brian is in the centre standing on some steps inspecting the engine installation. Brian was responsible for the design of the engine installation and was one of a group of 6 engineers from Miles Aircraft at Shoreham that had been seconded to B-N. Others in the group from Miles included Ron Dack and Denis Berryman together with Mike Benjamin, Dudley Kell and Ernie Perkins.

Search Continues off the Venezuelan Coast for Missing B-N Islander

On 4 January B-N Islander YV2615 was reported missing shortly after taking off from Los Roques, an island holiday resort off the coast of Venezuela, for a 45 minute flight to Caracas. On board was the Italian fashion designer Vittorio Missoni, his wife, two friends and the two pilots. The Islander disappeared from the radar about 10 minutes after take-off, no distress calls were received and early on there were suggestions that the aircraft may have been hijacked and the occupants kidnapped.

From available information it is believed the YV2615 is Islander c/n 20 and questions had been raised by certain sections of the press as to the risks associated with "old aircraft". Breaking news as of 29 January with the discovery of a surf bag positively identified as being luggage from the aircraft in an area further to the west of the original search area is being taken as hard evidence that the aircraft ditched into the sea. Search for any wreckage has been hampered by the fact that the sea bed in the search area can be up to 2000m deep, the search is continuing using specialised deep sea searching equipment.

Incidents Leave Fly My Sky Islanders Seriously Damaged



This is believed to show Fly My Sky Islander ZK-DLA looking remarkably intact after the heavy landing incident – closer inspection may reveal a different story.

At the end of January two B-N Islander aircraft of New Zealand airline Fly My Sky were seriously damaged in separate incidents on Great Barrier Island. Apart from one passenger complaining of back pain no-one was injured in the incidents. The first incident occurred on Friday 25 January as an Islander was landing at the Okiwi airstrip in the north of the island because the main airfield at Claris had been closed due to a large bushfire nearby. Fly My Sky CEO Robyn McKenzie said an Islander had suffered significant structural damage and it could not be flown off the island. It would have to be recovered as a slung load under a helicopter to make the 120 km trip back to Auckland International Airport.

Robyn McKenzie said that he believed there was no need for an investigation into the accident as "We are aware of what it was. It was wind shear, just on touchdown, that created that problem."

The following day at Claris a fire truck reversed into the back of another Islander causing serious damage to the tail. It would take several days before the Islander could be repaired and flown back to Auckland. The airline has four Islanders and is able to use other aircraft to maintain schedules.

Loganair Celebrates its 50th Year of Operation –

New Book by Scott Grier "Loganair, A Scottish Survivor 1962-2012"

Loganair has been in business for fifty years and Scott Grier has been at the cutting edge of the airline's progress for thirty-six of those years. Scott has written the history of the airline, and a handsome hardback book gives a first hand account of the story of the oldest British airline that continues to survive and thrive in today's challenging operating environment. To order this book go to <http://www.loganair.co.uk/loganair/50anniversary>

BNAPS Books and Memorabilia Sales Arrangements

Arrangements for sales and stock management are now being handled by John Kenyon and Rita Edgcumbe. If you need a current price list or wish to purchase specific items offered for sale please contact John Kenyon by e mail: mj.kenyon90@btinternet.com

New Book "The Last Grand Adventure in British Aviation" by Derek Kay, available from BNAPS

Derek Kay has kindly offered BNAPS a special price for copies of his book. Books supplied by BNAPS will include an insert signed by Derek Kay and are priced at £9.00 from BNAPS, that is 99p off the list price. Add £1.50 for UK p&p. Each sale will contribute to BNAPS fund raising. Please make cheques payable to BNAPS Ltd.

A few books from the first batch are still available, please contact Rita Edgcumbe at m_edgcumbe@yahoo.co.uk or Bob Wealthy on 01329 315561 to order a copy

More BNAPS Supporters Club Members Needed

If any BNAPS Supporters Club member knows of anyone who would be interested in joining please pass on contact details to our BNAPS Membership Secretary, Rita Edgcumbe. 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 a completely independent organisation.

Forthcoming BNAPS Events

BNAPS Social Evenings will be held at the Propeller Inn unless otherwise stated, please arrive by 19:00 for a start at 19:30.

26 March 2013 – BNAPS Social Evening – Peter Garrod is expected to give a talk about his flying experiences during World War 2 with the Air Transport Auxiliary (ATA). This will be a rare opportunity to hear about a vital part of the war effort to deliver all types of aircraft around the country between factories, maintenance units and operational stations.

20/21 July Vintage Aircraft Club Fly-in Bembridge Airport. It is hoped that this year we will be favoured with good weather to enable a good attendance of visiting aircraft. Discussions are now underway with the organisers to confirm arrangements for BNAPS to support this event. – details to follow in due course.

If anyone is willing to give a talk or presentation, generally on an aviation related topic, that would be of interest to BNAPS members and visitors then please contact Bob Wealthy on 01329 315561 or any of the BNAPS Trustees.

BNAPS Trust

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:

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Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy.

Peter Graham is Chairman of the Board of Trustees.

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