



BNAPS News

January 2017

BNAPS News Vol 7 Iss 1 – January 2017

BNAPS Christmas Meal at Bembridge

Over 30 BNAPS Supporters Club members, partners and friends had an enjoyable and convivial meal at Fox's Restaurant in Bembridge on 17 December, 2016.



Thanks go to Rita Edgcumbe for her splendid organisation and to the staff at Fox's Restaurant. Also thanks go to Jeni Gallagher for organising the presentation to Rita as a token of our appreciation for her efforts in making the evening a great success.

2017 – Islander G-AVCN's Restoration Completion and Celebrations of the First Flight and Production Delivery 50th

2017 will be a momentous year for the restoration of our historic B-N Islander G-AVCN. The restoration team has made steady progress during 2016, following the successful move to a larger workshop in March last year. All now look forward to what will be achieved during 2017 when G-AVCN reaches the final assembly stage, some 17 years after it was recovered from Puerto Rico and returned to Bembridge.



Mainland based BNAPS supporters visited the workshop while on the Isle of Wight for the Christmas meal.

BNAPS is planning two celebrations in 2017. The 24 April will mark 50 years since G-AVCN made its first flight in 1967 and celebrations of this anniversary are planned for the weekend of 22/23 April, 2017. The second event is that of celebrating 50 years since the Islander was awarded its passenger transport certificate of airworthiness and delivered to Glos Air in August 1967 as the first production Islander delivery. BNAPS plans to celebrate this significant milestone on 23 September so that this example of "Island Enterprise" can be part of our contribution to the Isle of Wight High Sheriff's second Isle of Wight Day.

The next challenge is to find a permanent home on the Isle of Wight for G-AVCN so that it can be on public display – the search continues.

BNAPS Supporters Fund Raising Appeal - January 2017



Dear BNAPS Supporter,

Thanks to a number of generous donations the financial situation has shown an improvement. However, there is still some way to go to provide the required cover for the project to the end of 2017.

The fund raising appeal continues and goes out to all BNAPS Supporters and friends to ask for more help in various ways:

1. Individual or Regular donations by direct debit or other arrangements. Feel free to make payment directly to the Trust from your Bank Account and if you are a UK taxpayer and wish to Gift Aid your donation a signature form will be provided. All donations will be acknowledged.
2. For donations by cheque this should be made payable to BNAPS or payment may be made direct to our BNAPS account: NatWest Bank sort code: 55-50-39. Account number: 47349344.

If you would like to support the fund raising appeal please contact BNAPS by e mail bob@bnaps.org.uk or Telephone 01329 315561. All donations large and small will be gratefully received,

Yours sincerely,
Bob Wealthy

Britten-Norman Aircraft Preservation Society Chairman

Peter Mallinson

Sadly we have heard that Peter Mallinson, one of Britten-Norman's many stalwarts, died on 8 January, 2017 at Bembridge.

As B-N's Product Support Manager for many years Peter was well known from his world-wide travels for the company.

Peter retired in 1983 and had not long ago suffered a heart attack from which he had not fully recovered.

Our thoughts and sincere condolences go to Peter's family and friends at this difficult time.



Name: Peter Mallinson
Known as: Peter
Lives: Bembridge
Service Engineer Prod Sup. Manager
Joined Company on 16.1.67

An example of Peter's many assignments is recounted in Robin Rackham's book "Defining Moment". In the 1970s Robin Rackham was employed as a pilot by B-N and embarked on a sales mission to India in Islander G-AXRJ with Peter Hicks as chief pilot and Peter Mallinson who provided technical and engineering product support for the sales trip. At the time Desmond Norman's brother Sir Mark Norman ran the Sales side of B-N. All went reasonably well until the Islander was written off when it ran into a raised brick footpath at Lahore that was not identified on the charts. Fortunately the crew escaped unhurt but Sir Mark Norman was not well pleased.

G-AVCN Restoration Progress Report November 2016 – January 2017

Introduction

Work has continued at a steady pace in the following areas:

Wing

The work to repair/re-manufacture the port flap outer hinge bracket is almost complete and trial fitting is under way. Mark Porter and Phil Slater have been working on this.

Bob Ward and Mark Porter have been fitting the port side outer rear bay lower skin using the new aluminium sheet sourced from Kedek in West Sussex. Back drilling for riveting is now almost complete and shortly it will require spraying before final fit.

Patrick Gallagher has finished riveting the upper centre rear bay skins in place. The access panel in this area has had the anchor nuts refitted, the area sprayed and the panel temporarily put in place. Bob Wilson was working on the same area on the Starboard side and this is also completed. Patrick is now working on the next bay moving outboard.

Some fairleads are missing for the aileron cables inside the wing. Bryan Groves is making these which will need to be fitted before the rear bay of the wing is finally closed off.

Fin and Rudder

The rudder tab is badly distorted and after assessing the most effective repair scheme, Keith Winter is now making a replacement from and an old aileron skin. This is proving a challenging and time consuming task but results so far are very promising.

Fuselage

The trim work is being led by Paul Thomasson ably assisted by Jeni and Rita. Side panels except the door trim panels are installed. Currently in work are the roof side panels with the lights and punkah ventilation louvres. Paul has made 10 adaptor/mounting plates for the light units and ventilators and these have now been installed on the roof panels.

Flying Controls

Jeni Gallagher, Rita Edgcumbe, Bob Wealthy, Guy Palmer, Charles Shiveral and Mark Porter all doing spells paint stripping: ailerons, flaps and the elevator. The port aileron has now been etch primed. The starboard aileron is having a section of badly repaired skin replaced by Guy Palmer and when finished will then go for etch priming.

The elevator Starboard side mass balance arm is very badly distorted and in 2 places the side members are split. The cap containing the mass balance is very badly corroded and is to be remanufactured. Bob Wilson has removed the affected parts and started the restoration.

Bryan Groves has prepared an updated shortage list of the parts need to complete the aileron controls in the wing.

Landing Gear

Bryan Groves has modified the main and nose legs to accept fixed position spacers. All bearings, seals etc have been purchased and the legs are now ready for painting and final assembly.

Painting, Lining and Decals

Topcoat painting is on hold and will be left until there is warmer weather. Topcoat spray painting of the tail-plane, fin and rudder and fuselage cheat line could be done now but these items are not on the critical path. Where items are to be spray painted in the workshop it is best to wait for warmer weather. The significant cost for paint and spray painting services will also need to be assessed in relation to restoration funding cash flow over the coming months.

G-AVCN Restoration Progress Report November 2016 – January 2017 (continued)

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



Phil Slater and Mark Porter have been working on a replacement port flap outer hinge bracket which was fabricated using some of the original parts as templates.



Flap outer hinge bracket is seen here assembled ready for an initial trial fit to the wing.



Replacement flap outer hinge bracket is checked for alignment before riveting.

**G-AVCN Restoration Progress Report
November 2016 – January 2017 (continued)**



Starboard aileron is now etch primed and ready for spray painting.



One of the flaps is seen here in the process of being etch primed.



Rita Edgcumbe is seen here working on one of the flaps to remove old paint and to clean up areas of surface corrosion.

G-AVCN Restoration Progress Report November 2016 – January 2017 (continued)



Rita Edgcumbe inspects one of the flaps after it has been etch primed.



Commercial grade aluminium sheet will be used to replace four of the original wing skins that are not recoverable. The aluminium sheet was supplied by Kedek Ltd at Bognor Regis that also laser cut the individual pieces to drawings supplied by BNAPS.



Left to right, Bob Wilson, Mark Porter and Bob Ward check the alignment of fixing holes in preparation for fitting a replacement skin to the underside of the port outer wing section.

**G-AVCN Restoration Progress Report
November 2016 – January 2017 (continued)**



Bob Ward (left) and Mark Porter prepare a new skin for installation using the old skin as a template for drilling the reference fixing holes



The new port outer rear bay lower wing skin is located with several skin clips and the remaining rivet fixing holes are drilled through.



Another view of the wing skin with Mark Porter supporting the new panel while the last of the fixing holes are drilled through—the rippling will be corrected during final installation and riveting.

**G-AVCN Restoration Progress Report
November 2016 – January 2017 (continued)**



The elevator is now being de-corroded, stripped of old paint together with repairs to the mass balance housing and surrounding structure and a buckled section of the trim tab trailing edge.



The view on the left shows the mass balance housing that is severely corroded and will be replaced.

The crushed supporting structure adjacent to the mass balance housing is shown on the right



The view on the left shows the damaged trailing edge alongside the static electricity discharge wick. The planned repair action is to make a small replacement skin section.

**G-AVCN Restoration Progress Report
November 2016 – January 2017 (continued)**



Bob Wilson is seen here removing the damaged mass balance arm side panel after it had been successfully de-riveted.



View of the damaged and distorted mass balance arm side panel after removal. It is necessary to ensure the correct alignment of the bushes for the elevator hinge bolts when the side panel has been repaired and re-installed.



Keith Winter has made good progress with fabrication of a replacement skin for the rudder trim tab.

**G-AVCN Restoration Progress Report
November 2016 – January 2017 (continued)**



Landing gear nose leg was on show for the Transport Trust assessor's visit. This had been assembled by Bryan Groves at his home workshop along with the main landing gear legs.



Paul Thomasson has made a set of backing plates on the sidewall to ceiling trim panels and is seen here installing the passenger service lights and switches and ventilation louvres.

Other activities during the last period included fabrication of a packing case for the surplus parts to go to Norway and the first visit of Melvyn Dennett who is capturing key activities on video to record stages in the restoration and assembly work during the coming months.



Thanks go to Mac Martin who made the superb packing case for the Islander parts donated to the restoration project in Norway and is seen here ready for collection.



During the first video capture session Melvyn Dennett is seen here with Bob Wilson talking about the restoration work.

G-AVCN Restoration Progress Report November 2016 – January 2017 (continued)

Work Planned for the Next Period through to end of March, 2017

Work will continue with restoration/re-construction of the wing including fitting new replacement and recovered skins together with manufacture and installation of missing stringer sections and re-fitting anchor nuts around the many access panel apertures

Bryan Groves will be making up some aileron cable fairleads to replace missing items. The fairleads which will need to be fitted before the rear bay is finally closed off.

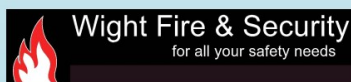
Other items continuing in work are:

- Port flap surface preparation and etch priming completion;
- Port aileron skin repair, then surface preparation and etch priming
- Elevator mass balance housing replacement, repairs to distorted and cracked housing support brackets and restoration of hinge bearings and mountings:
- Elevator and trim tab repair, de-corroding, paint stripping and etch priming:
- Tail plane surface will be lightly sanded as the etch prime has developed a slight sheen since the work was done about two years ago.

Work plan/ sequence of activities to implement top coat spray painting of prepared parts including flaps, fin rudder and tail plane will be devised and costed, warmer wather will be a key factor.

Fuselage Trim installation will continue with completion of the roof side panels. Installation will await construction of the electrical wiring loom for the lights.

Supporting BNAPS and Restoration of B-N Islander G-AVCN



Islander LN-MAF Restoration Progress Update January 2017

By Michael Loftus

The past few months have been a busy period for Islander LN-MAF's restoration team at the Norskluftfarts Museum in Bodo, Norway. Not only have we been pressing ahead with the exterior of LN-MAF but we have also been preparing to open Vi Flyr, our new exhibition that charts the history of Norwegian Civil Aviation. The Islander aircraft type played a crucial role in connecting communities, especially in northern Norway where the environment can be challenging. Aviation has been crucial to the development of modern Norway as the terrain makes road transport arduous and the rail network stops just over the Arctic Circle. Subsequently people are more connected with aviation and objects like the Islander are woven into everyday life making LN-MAF a central object in the new exhibition.

The next step for us was to build up the aircraft. The photos that follow show various aspects of the work involved:



We were given temporary access to an F16 hangar as the workshop was occupied with the wing.



Assembly began with the tail section. Tipping the aircraft gave us easy access to the attachment points.



Once the wing was ready it was transported to the exhibition space and tip tanks attached.



The wing was lifted into place with two forklifts, bolted to the fuselage then lifted again to attach undercarriage.



Very long extension required to fix undercarriage through nacelle.



Now we had a passable looking exterior the exhibition could now be built around it that tells the story of Norwing, the aircraft's operator.



There is still a lot of work to do on the aircraft but one detail we were able to complete was the fitting of the tail cone due to the kind donation from BNAPS.

The project will continue the construction of the starboard aileron using parts from BNAPS, an interior rebuild and reconditioning of engines. We currently only have one IO - 540 and are on the lookout for a second engine. We look forward to receiving parts donation from BNAPS that will be a huge help in achieving completion for our project.

Wishing all at BNAPS a successful 2017, godt nytt år!
Michael Loftus January 2017

Mexican Islander XC-FEE Rebuild Project

Not long after the rebuild of Islander XC-FEE in Mexico was reported in the November, 2016, issue of BNAPS News, the engineer working on the project, Pedro Arturo Ortega, posted a message on facebook to say that the owner had decided to stop work on the project.

It is believed that the significant impact damage to the fuselage front port side (see photo on the right) meant that a repair was not practical and thus a replacement fuselage would be needed. It is not known at present whether work will be re-started.



Aurigny Air Services Trislander G-BDTO Retired

Following the withdrawal from service of Trislander G-BDTO, cn 1027, on 17 December, 2016, Aurigny Air Services continued operating two Trislanders, G-BEVT, cn 1057 and G-RLON, cn 1008, alongside their Dornier 228s.

It is believed that G-RLON will be taken out of service in February this year with G-BEVT to carry on until mid-2017. The photographs below are a selection of some recent postings on the Joey & Friends – Trislander Appreciation Face book page.



Trislanders G-BEVT and G-RLON parked on the ramp at Guernsey Airport in the recent bright winter sun.

Trislander G-BEVT is seen here being unloaded at Alderney Airport.



A striking view of Trislander G-RLON at Guernsey Airport.

The Trislander, sometimes described as "A Triumph of Ingenuity", will soon bow out of service in the UK after more than 45 years since the first of the type, G-AYWI, was handed over in October 1971 – let us hope it is given a good send off and there is due recognition of its exceptional service record with Aurigny Air Services.

40 Years Ago - B-N Trislander Flying Display Accident at the 1977 Air Show Africa – A personal account by David M Dixon MBE (formerly a B-N Sales Executive and now Jetcraft Asia President)

I was with Britten-Norman at the time supporting our sales efforts at Air Show Africa held at Lanseria Airport in 1977. We were exhibiting an Islander and Trislander jointly with National Airways our distributors at the time. I was there with Peter Philips who performed his remarkable display throughout the week using Trislander, cn 1031, registered ZS-JYF. On Saturday, 8 October, 1977, the day would end very differently. I can give one very personal account of what happened as I was there and closely involved. In no way am I passing judgement on the display routine which I had seen multiple times without incident. Nor am I giving an alternative assessment of events but this is what happened that fateful day.



Trislander ZS-JYF parked at Lansiera Airport (BNAPS archive collection)

The weekdays at air shows are typically a blend of meetings between possible buyers talking endlessly about planes and catching up with their peers on the state of the industry. Those were especially tough days for us at the Air Show Africa in the fall of 1977 because of the strong pressures from the factory to sell aircraft. B-N was again in trouble and we all knew what could happen, even if this was never shared outside the company.



Trislander ZS-JYF in the static display at Air Show Africa (BNAPS archive collection)

On the other hand, weekends at air shows are traditionally for the general public and they help pay the bills. Air Show Africa was held at Lanseria airport outside Johannesburg that year was no

exception. The normal routine was to put planes through their paces before the assembled crowds. What was about to happen that day in 1997 turned out to far from normal.

I had been joined for the show by Peter Philips, our long-time demonstration pilot and aerobatic junky. The Trislander at sea level is, if you will forgive British understatement, under-powered at best. The Lanseria environment that day would make Peter's routine even more marginal.

When the flying starts clients often took refuge with their families in the relative peace of the entertainment areas. That day I had chosen to watch Peter's display from the static display area, away from our guests in the Chalet, to be closer to the atmosphere and the crowds. It was always fascinating to hear the reaction of the crowds and the 'oohh's and 'ahhhs' as Peter went through his routine. It never failed to bring a smile to my face and, deeper down, a pride in the plane and that I could say, 'I sell those!'

In many ways, Peter was a pilot in the mould of Bob Hoover who had made a name for himself flying the Rockwell Aero Commander. Their routines were similar except Peter did it without the flashing lights or glamour of Uncle Bob. Any pilot with a true appreciation of the capabilities of both aircraft would know that what Peter did with the Islander amounted to much more in flying terms and even more so in the Trislander.

Peter Philips was B-N's demonstration pilot and on this occasion was accompanied by Milke Wrigby, a sales pilot with National Airways. To those on the ground, the sequence was very much as usual and as he had done several times already that week. The crowd responded and many knew what to expect. The mid-afternoon temperature that day was noticeably higher and, after his first run, I immediately felt his pull up from the initial wing-over went noticeably lower than usual. Instinct caused me to start walking, slowly at first, towards the runway almost as if I knew what was coming. Anticipating disaster was a truly sickening feeling.



A view of the steep wing over performed during Trislander ZS-JYF's display sequence (David Dixon)

To add to my worry, the sightline at Lanseria is deceptive. The runway is lower down and overlooked by the crowds. In the second wing-over Peter had even less height at the turn and therefore less height from which to recover, so he was at a steeper downward angle when he disappeared completely from my position behind the crowds. To the crowd this may have seemed like a daredevil flying but it was an act too far. The Trislander came down at a steeper angle and only showing signs of levelling the nose only just before impacting the runway with a thud.

A shroud of dust enveloped the aircraft as she 'pancaked' then bounced back into the air. Unceremoniously she carried on flying, crippled, the back of the plane broken, one engine detached, the tail engine failing and the undercarriage broken off. Of the controls, only flaps and elevator trim tabs were left working. The linkage to tail (the rudder and elevator) was also broken.



After its initial impact with the ground ZS-JYF bounced back into the air leaving a cloud of dust and debris in its wake (Davis Dixon)

By now I was running in the direction of the aircraft before it even struck the runway. When she bounced back into the air, so badly crippled, the single engine running was not enough to keep her flying in the heat or altitude.

The plane flew on a few hundred yards and descended again, nose down. Peter had the presence of mind to use what little control he had left. His aerobatic mind was quick to realise the secondary effects of his few remaining controls. He lowered the flaps which made the nose pitch up again from its perilous downward trajectory a mere second before the next impact. This probably saved them both from a fate far worse.



ZS-JYF managed to climb away despite the loss of an engine and severe airframe damage. The landing gear was lost as a result of the ground impact but the centre engine is still delivering power. (Ivan Berryman collection)

The aircraft came to rest a few hundred feet to the side of the runway, within the airport boundaries. Fire engines set off in pursuit and I managed to jump on one of the emergency

response vehicles, arriving at the crash site to mercifully see Peter and Mike alive, if blooded and in pain, being helped from the wreckage. Mike had flown with Peter 'for the experience' and to make up the centre of gravity needs of the aircraft. The invulnerable had proved mortal.



*ZS-JYF after it came to rest with further damage to the rear section of the fuselage
(Rand Daily Mail)*

As we approached I saw someone happily photographing Peter and Mike struggling to break free of the cockpit. He made no effort to help get them out before what could still have become a burning wreck from ruptured fuel tanks leaking on hot exhausts. I didn't see the funny side of this and along with another gentleman who had been in the response vehicle with me, we denied him further use of his camera ever again. The snapper was not happy but pictures of Peter and Mike never appeared in the media.

After Peter and Mike were flown off by helicopter to hospital, I gathered my thoughts on how I was going to inform the company. From the chalet, I called Hugh Wilson and told him the news. This was not news he needed at this time. It was news I found hard to recount.

The day after the crash I met with my friends from National Airways, Graeme Conlyn, Brian Frankel and Nigel Forrester, to agree on what we should do. Without as much as a second thought, Nigel, who was the Sales Director and an accomplished demonstration pilot at NAC, volunteered to fly the Islander in the display. Brian relieved the tension by observing that at least we sold an aircraft – to the insurance company!

Almost as a salute to the Trislander marooned on the airport in the scrub below, the Islander, with Nigel in command, flew an almost identical routine except noticeably higher this time. I have to admit I shed a tear as the pressure finally hit me – a broken plane with Peter and Mike in hospital and company on the verge of collapse. Peter spent two weeks in hospital reliving the accident in his mind over and over again trying to work out where it went wrong. For an aerobatic pilot this was the pure agony.

Two days later, Peter's wife Sue flew out to Johannesburg to be by his side. I will never forget the difficult duty of meeting her at Jan Smuts Airport to take her to see Peter. I have had better days. I took her to his room and faded away to allow them space to reflect.

But bringing Sue to Peter in South Africa was not without its pains. There were no funds available from BN to do this so Hugh Wilson personally paid to have Sue fly out. The Receivers (accountants!) proved their lack of compassion, yet again.

After returning to the UK, not surprisingly, Peter never flew for Britten-Norman again. I lost contact with him from the day Sue arrived. It was almost as if I was part of the bad memory.

I have reflected long and hard on the decision to participate in the show. I also agonised over the decision Peter made to do the manoeuvres in that aircraft and in those conditions but I could not have influenced it. I was thankful I did not decide to join him that day.

So, in the space of a few days my world had taken a radical turn for the worse. Britten-Norman went into receivership on the 16th October that year bringing with it huge uncertainty.

David Dixon January 2017

Roraima Airways News

Roraima Airways flagship Trislander 8R-GRD carried Prince Harry on a trip to the Kaitour Falls as part of his recent Caribbean tour. This may well have been the first occasion that a member of the British Royal family to have taken a trip in the Trislander.



Scene on the ramp at Eugene F. Correia International Airport, Georgetown as Prince Harry prepares to get on board the Roraima Airways Trislander for the flight to Kaitour Falls.

Photo Dellon Murray.



Prince Harry leaving the Trislander after his arrival at Kaitour Falls.

Photo Dellon Murray.



Roraima Airways second Trislander is seen here being assembled in the airline's well equipped maintenance facility at Eugene F. Correia International Airport. This aircraft is one of two Trislanders recently acquired from Great Barrier Airlines in New Zealand.

Photo Dellon Murray.

Vieques Air Link Puerto Rico



*Puerto Rico based Vieques Air Link Trislander, N904VL, cn 1048, is seen here on its final approach to land.
Photo courtesy of Hector Rosado.*

Vieques Air Link (VAL) offers "Flying to Paradise" and is located in the beautiful island of Vieques. VAL operates more than 30 daily flights to several cities in the "big island" of Puerto Rico, Culebra and the US and British Virgin Islands.

VAL is a long standing operator of B-N Islanders and Trislanders and currently has over 60 employees including highly qualified pilots and engineering staff. The VAL fleet also includes Cessna Caravans.

VAL is an FAA Certified Air Carrier, founded in 1965, and offers charter and cargo services in addition to scheduled passenger transport services.

For more about VAL then go to <http://www.viequesairlink.com/>

Air America Islander's Unique Colour Scheme

Thanks go to Hector Rosado for allowing use of his photos of Air America's Islander N7049T, cn 643, in BNAPS News. The photos clearly show the unique colours of the aircraft with different colour schemes on the starboard and port sides of the aircraft - another striking addition to the colourful Caribbean aviation scene.



Winning Designs Take to the Skies with Loganair B-N Islanders

Based on a news report that was published in the Orkney Islands' newspaper The Orcadian, 21 January, 2017 issue.

Erynn Stevenson and Danni Muir won an art competition organised by Loganair to design the tail-fin artwork on Loganair's B-N Islander aircraft. They are now seeing their artwork flying high over the skies above the islands on two Loganair aircraft which operate on the inter-islands air service have now been given a colourful makeover featuring the winning designs.



Erynn Stevenson (left) and Danni Muir are seen here with their winning entries and the Loganair Islanders.

View above shows the tail-fin designs.

The two pupils won a competition organised to design a tail-fin picture for each of the B-N Islander aircraft, G-BLDV, cn 2179, and G-BPCA, cn 2198, that are operated by Loganair on behalf of Orkney Island Council. The competition was open to all 16 of Orkney's primary and junior high schools with 554 entries received in total. The judging panel included representatives from Loganair, Orkney Island Council and the local newspaper, The Orcadian.

11-year-old Danni Muir of Dounby Community School took the first prize for the primary school age category, creating an eye-catching illustration of an Orcadian skyline, which also included two puffins. The top prize in the Junior High bracket was claimed by 14-year-old Erynn Stevenson of Stronsay Junior High School whose pastel artwork of a sunset was a unanimous favourite with the judging panel.

Both first and second prize winners will receive a pair of return tickets to any destination in Loganair's Scottish network, and the winners got to see the designs for themselves emblazoned on the planes at Kirkwall Airport on Monday morning. For the primary school section, second was Jess Ewing, 11, from St Andrews Primary and third was Alan Sinclair, 11, of Dounby Community School. In the Junior High School section, second place went to Kacey Brown, 13, of Sanday Community School, while third was Frideswide Clarkson, 13, of Sanday Community School. Stromness supplied the largest number of entries, sending across a total of 88 artworks while North Ronaldsay Primary School's only pupil, 11-year-old Teigan Scott, also took part.

Jonathan Hinkles, Loganair's managing director said: "Firstly let me extend my congratulations to our two winning artists – it's a marvellous achievement to stave off competition from more than 500 other entries - Your designs will be seen in the skies above Orkney which really is a prize money can't buy. I'd also like to say a big well done to the four runners-up while offering thanks to everyone who took part. The quality of the artworks we received was extremely impressive and it was pretty difficult to narrow down a shortlist never mind select an overall winner but after much deliberation we've picked six designs. Hopefully the framed artworks we've provided will decorate your houses for many years to come."

In late 2017 there will be an event held at Kirkwall Airport to celebrate 50 years since the re-introduction of the Orkney Islands air services following the delivery of B-N Islander cn 4, G-AVKC, on 14 August, 1967. The handover took place when Desmond Norman presented G-AVKC's log book to Loganair in the presence of local MP Jo Grimond and the Isle of Wight MP Mark Woodnut.

John Britten and B-N test pilot Colin Newnes with B-N Islanders G-ATWU and G-AVCN were also there on the handover day.

Recollections of B-N Islander G-AWVY's Varied Existence

Phil Phillips in New Zealand was in contact recently about the fate of Islander G-AWVY, cn 48. Phil explained that he had served my 5 year apprenticeship with Saunders-Roe at East Cowes and later was with the company when it became British Hovercraft Corporation where he spent about a year in the Falcon Yard building Islander floors. Later Phil transferred over to the nearby Columbine works to build the port side forward cabin for two of the giant SRN4 hovercraft.

By 1970 Phil was working with B-N and spent 2 or 3 years in the flight shed where he became acquainted with Islander G-AWVY which was used as a hack aircraft to fly to Belgium virtually every day with spares and factory mail.

In later years Phil was keen to know what happened to G-AWVY and hence he contacted BNAPS and the local Isle of Wight newspaper the County Press. Some aspects of the life of Islander G-AWVY are illustrated in the following captioned photos:



B-N Islander G-AWVY was built at Bembridge as a BN-2A and first flown on 30 January, 1969. The view on the left shows G-AWVY with the number 304 on the nose for its appearance at the 1969 Paris Air Show.

Photo BNAPS archive collection.

B-N Islander G-AWVY was delivered to Aurigny Air Services on 6 March, 1969 but later returned to B-N where it was converted to a BN-2A-26. G-AWVY is seen on the right in Aurigny Air Services colours at Bembridge parked alongside some other Islanders.

Photo BNAPS archive collection.



After a spell in Sweden as SE-IIA, cn 48 went to an owner in Estonia and took up the registration ES-PNA as in the photo on the left taken by Mr Stelios Ioannau on 2 May 2009 at Tallinn.

In 2013 cn 48 had returned to the UK and was again registered as G-AWVY and owned by Islander Aircraft Ltd at Cumbernauld. Subsequently G-AWVY was one of several BN-2 airframes "consumed" during production of the Spectre film. The view on the left shows an Islander participating in the film but whether it is cn 48 is not known at present.



BNAPS Supporter Tony Smart's BN-2 Models

BNAPS Supporter Tony Smart lives near Hitchin in Hertfordshire. As well as being a keen model maker Tony manages to find time to earn a living as an aircraft engineer with Thomson at Luton Airport. With more BN-2 models in the pipeline, Tony has already constructed an impressive selection of 1/72 scale models as depicted in the photographs below.



Islander prototype G-ATCT in the later colour scheme



Islander G-ATWU in Loganair colour scheme



Islander G-AVCN as the proposed amphibious variant



Islander G-BPCA Loganair - special Highland Park Whisky scheme.



Islander G-BADK in Brymon Airways colours



Islander 6Y-JQJ Air Jamaica Express



Islander G-ATWU as the "stretched" Super Islander



Dowty Propulsor powered Islander G-FANS

Islander I-LACO Update

The July 2015 issue of BNAPS included a report that B-N Islander, I-LACO, cn 17, had left Italy and had been transported to Opa Locka Airport in Florida, USA. Nothing was known of the new owner and whether it had been acquired for rebuild or to be dismantled for spare parts.

Recent searches on the internet have revealed new photos of I-LACO and from information received via BN Historians the aircraft now resides at Fort Lauderdale Airport, Florida. As can be seen the wing has been attached to the fuselage and the aircraft is standing on its landing gear. Apparently the port outer section of the wing is missing which may indicate that this had to be removed to enable the aircraft to fit in a 40 foot long freight container when it was transported from Italy to the USA as was done when VCN was brought back to the UK from Puerto Rico in 2000.



The view on the left shows the fuselage tucked in alongside a business jet possibly at Fort Lauderdale Airport.



The view on the right shows I-LACO with its wing attached and resting on its landing gear at Fort Lauderdale Airport.

B-N Islander cn 130 in Romanian Aviation Museum



B-N Islander cn 130 is seen here in 2008 parked at the Muzeul Aviatiei in Bucharest. Photo courtesy of Razvan Teodorescu

This photo of an Islander was found during an internet search. The aircraft is cn 130 which was first flown from Bembridge on 10/11/69. Originally destined for Jonas Aircraft in the USA it was in fact delivered to the Romanian Air Force as YR-BND on 29/12/69 and then took up its air force serial number 130.

It was permanently withdrawn from use in 1993 and then passed on to the museum in Bucharest.

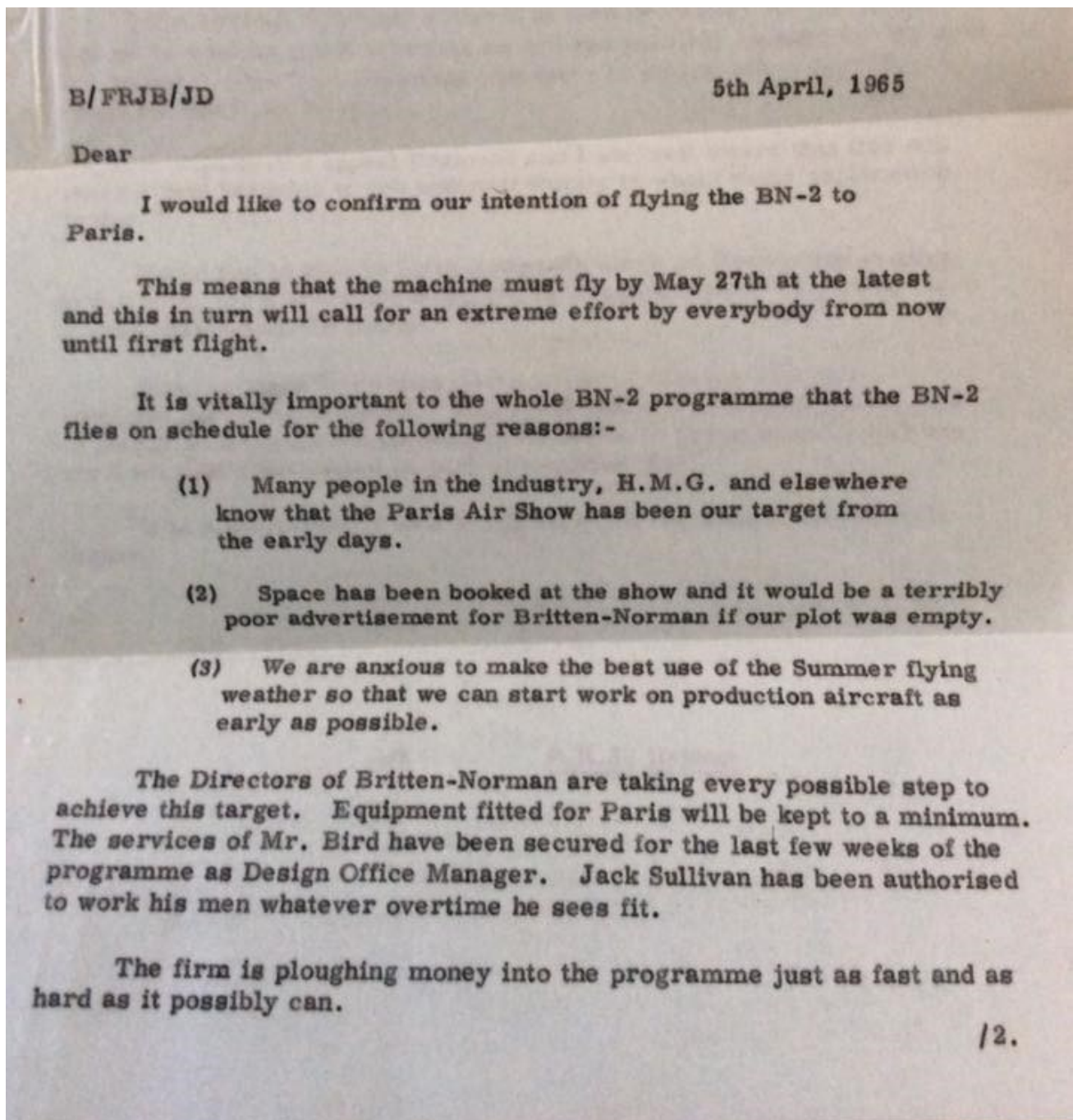
Thanks to information provided by photographer Razvan Teodorescu the Islander has since been repainted. Hopefully it will now be under cover and on display in the museum.

Historic April 1965 Letter from John Britten

Much interesting historical and news information is posted on the Britten-Norman Aircraft Preservation Society facebook page. The letter from John Britten urging all the team working on the prototype BN-2, G-ATCT, was posted by David Berger, who is the son-in-law of "Dickie" Bird, Chief Technical Executive (Chief Designer) and one of the key people responsible for the project at the time.

BNAPS is indebted to David Berger for making what can rightly be regarded as an historic document available for all to see and appreciate. The words are clear and direct with no "ifs or buts" and evidently had the desired effect in getting the BN-2 prototype ready in time for the Paris Air Show.

As it turned out the first flight took place on the 13, June, 1965 and not the 27 May as referenced in the letter. Remarkably G-ATCT departed from Bembridge on 17 June for in time to go on static display at the Paris Air Show.



Historic April 1965 Letter from John Britten - Continued

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Both Mr. Bird and Mr. Sullivan assure me that we can achieve this programme provided only that the D.O. and the Stress Office can produce the information on time, which means that the greater part of the Drawing Office effort must be made by the end of April. This will mean redeploying draughtsmen onto different areas of the machine as we find necessary, making such use as we can of outside draughting help and taking all the drawing office short cuts we can find.

Even with all this I am afraid it is also necessary for me to ask you all to work as much overtime as you can possibly manage for the next few weeks. Also it is important that there is stress office coverage whenever the D.O. is open.

In making this appeal Desmond and I are well aware that this will mean a real hardship to you and your family to whom some explanation is due.

Would you be able to bring your wife along on Wednesday evening at 8.0 p.m. for a drink and a few words of explanation? There is room to park children in the lounge.

Finally, there is no time now to think of reasons why this objective cannot be achieved. Enough people are convinced that it can to justify an immediate appeal for each of you to invest himself with the confidence to press ahead as part of a unified team.

It is a target that is well worth while for the sake of everybody's future.

Yours,

F.R.J. Britten

In 1966 Desmond Norman put pen to paper to urge the whole workforce on to ensure that BN-2 Islander, cn 2, G-ATWU, would be complete and ready to make an appearance with G-ATCT at the 1966 SBAC Farnborough Show in September.

As an incentive, B-N employees were promised a day out at Farnborough to see the aircraft that they had built put on their display routine. As it turned out around 300 B-N employees were transported from the Isle of Wight by a fleet of coaches and Desmond Norman's promise was well and truly fulfilled.

The letter from Desmond Norman will be included in the March, 2017 issue of BNAPS News, another important and historic document. Thanks again go to David Berger for making the letter available.

BNAPS Sales Catalogue

BNAPS Sales Catalogue Winter 2016/2017 issue is now available.

The catalogue is distributed by email and can be viewed from the following link:

www.bnaps.org.uk or
www.ivanberrymandirect.com/bnaps.htm

BNAPS Supporters Club Members orders will be sent post free to UK addresses.

All BNAPS Ltd sales will help raise funds for the restoration of Islander G-AVCN.

If you wish to purchase specific items please contact BNAPS Ltd Sales by e mail

sales@bnaps.org.uk

BNAPS 2017 Desk Calendar – Last Call



BNAPS 2017 Calendars are still available at £5.00 including UK postage and packing - while stocks last.

BNAPS on the Internet - information about BNAPS, including back issues of BNAPS News, can now be found from the following link: 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:
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PO14 2PQ

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

Forthcoming BNAPS Events

Late February/Early March social meeting at the Propeller Inn – details to be advised soon

22/23 April G-AVCN 50th celebration event at Bembridge

23 September Second IoW High Sheriff's "Isle of Wight Day"

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

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