



# BNAPS News July 2013

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## Proptech Hands Over Refurbished Propeller Assembly

Portsmouth based Propeller overhaul specialist Proptech was contacted back in 2012 and kindly offered to make up two non-flight propeller assemblies for G-AVCN using scrap parts or parts beyond economical repair. Following the receipt of a complete propeller assembly from Isles of Scilly Skybus, see separate news item, BNAPS delivered this to Proptech at the end of June 2013. The cosmetically refurbished propeller assembly was handed over to BNAPS on 16 July 2013. This marked another significant step along the restoration path.



*BNAPS Trustee, Bob Wealthy (left) accepts the refurbished prop assembly from Proptech's Customer Support Engineer, Alistair Mant, on 16 July 2013.*

The previous week Proptech had a display stand at the Goodwood Festival of Speed Aviation Show and gave BNAPS some useful publicity by having some BNAPS display placards on show and provision for give away information cards and Supporters Club application forms.

Many thanks go to Proptech for all the help given to BNAPS.



*The Proptech display stand at Goodwood with Alistair Mant (right) and Wayne Potter in attendance*

## **BNAPS Aviation Fair at Vintage Aircraft Club International Rally Bembridge Airport 20/21 July 2013**

BNAPS presented an Aviation Fair attraction as part of the ground-side support for the Vintage Aircraft International Rally at Bembridge Airport over the weekend of 20/21 July 2013. BNAPS had access to a marquee, a number of tables and display stands courtesy of the Propeller Inn.

On the Saturday a Grand Charity Auction of aviation memorabilia took place which raised over £700 towards the Islander restoration project. Special thanks go to Tony Saunders who donated a hand built Islander model and to Chis Michell who donated B-N memorabilia and aviation books including one signed by Neville Duke. BNAPS also ran a sales stand and aviation book stall.



*Star item at the auction was this magnificent painting by Ivan Berryman depicting B-N Islander G-AVCN taking off from Bembridge Airport. The painting had been generously donated to BNAPS by Ivan to help raise funds. Prints suitable for framing are available from BNAPS Ltd. sales, see page 8.*



*John Kenyon conducted the Grand Charity Auction and demonstrated his previously hidden auctioneer's skills. John was assisted by Ivan Berryman and Rita Edgcombe*

There was an exhibition of Ivan Berryman's aviation artworks. BNAPS presented aviation heritage displays about the BN-1F and history of Islander G-AVCN and a progress summary for the restoration work from the time the project was restarted in March 2010 to the present day. Bembridge Heritage Society and Crescent Models were also there together with the local Royal Air Force Association.



*BNAPS aviation heritage exhibition - BN-1F story and Islander VCN*



*One of several beautifully restored Tiger Moths that flew in for the VAC event*

With excellent weather the weekend got off to a good start on Saturday with about 40 visiting aircraft including about 5 vintage types. A gusty NE wind may have put off some visitors. On Sunday the wind had eased somewhat and there was a good turnout of vintage/classic aircraft types including Tiger Moths, a Gipsy Moth, a Hornet Moth an AOP Auster, Piper Cubs, a Stearman, a Chipmunk and a restored Hiller helicopter.

With plenty of aircraft and visitors around, a good crowd enjoying the hospitality of the Propeller Inn with live music on the Sunday, Bembridge Airport came alive again. Thanks go to the Propeller Inn for the unstinting support given to BNAPS over the weekend. Let us hope that the event can be held again next year.

## Isle of Scilly Skybus Donates Islander Parts to BNAPS

Thanks go to Isles of Scilly Skybus Chief Engineer, Mick Yould, and his engineering team at Land's End Airport for all their help in sorting out a number of beyond economical repair (BER) Islander parts to help BNAPS and the restoration project. Last year BNAPS had been in touch with Mick Yould and given sight of the Quarantine Store. A number of parts were identified as useful to BNAPS and with an assurance that VCN will be restored to static display condition, action was put in hand to mark the parts as BER items and to draw up the necessary consignment listing. Last month BNAPS Trustee, Bob Wealthy, was able to combine a family visit to Cornwall with an exercise to collect the parts and get these most of the way back to the Island.



*Parts as laid out for inspection included: Propeller assembly, main under carriage leg lower section with axle, rudder and spare skin sections, main u/c leg front fairings and port and starboard rear engine / u/c fairings.*



*Parts included a selection of unserviceable aircraft instruments.*

BNAPS offers sincere thanks for all the help given by Isles of Scilly Skybus and Mick Yould and his team. The parts will soon be put to good use to help VCN's restoration. The propeller assembly was delivered to Proptech at Portsmouth for cosmetic refurbishment at the end of June, see report on the front page.

## Loganair Pilot Retires After 24 Years Flying Islanders

Stuart Linklater, 59, a senior pilot with Loganair, retired from the Orkney inter-isle service on 26 May 2013 after 24 years in the job flying the B-N Islander.

He made a final trip on the route between Westray and Papa Westray - the journey is approximately 1.5 miles long, a shorter distance than the runway at Edinburgh Airport. Stuart holds the record for the number of times he has flown the world's shortest scheduled flight and the record for the shortest time taken to travel between the two islands — 53 seconds.

Stuart, who will continue working part-time for Loganair operating aircraft out of Glasgow, said: "I've thoroughly enjoyed my time on the Orkney inter-isle service and have worked with and carried so many interesting people over the 24 years I've spent piloting the Islander. There's nothing quite like the experience of taking the Islander up and I will look back fondly on my years spent flying between the islands over the years. Flying the Islander in some of the most challenging weather conditions in Scotland means I've had my fair share of turbulence over the years, but I've enjoyed every minute of it. Although I have other interests I'll still continue flying, albeit on a part-time basis, on the Glasgow services to Barra, Tiree and Campbeltown."

Stuart joined Loganair after gaining his private pilot's licence in 1982 and his commercial pilot's licence in 1988, and has worked with the airline for 25 years, 16 of them as part of the company's then air ambulance service contract. He has flown enough miles to circumnavigate the globe 50 times.



*Loganair pilot Stuart Linklater with the aircraft type that he has flown for 24 years – photo via Loganair*

## VCN Restoration Nears a Critical Milestone

Thanks to all the efforts of Bob Wilson and his restoration team the fuselage has been transformed from its semi-derelict state when recovered in July 2010 into a sound aircraft structure that can stand critical scrutiny. Whilst there is still much work to be done to ensure that G-AVCN can be ready by June 2015, the approaching completion of the main structural repair and refurbishment of the fuselage represents a major and critical milestone for the project.

With work going on in parallel to refurbish the instrument panel and essential electrics, together with the propeller work underway at PropTech, the next major challenge, that of the wing refurbishment, is getting closer. Preparatory work is underway as to how best to tackle the wing. It is a fact that there are large areas of both surface and some deeper corrosion that require attention plus the need to rectify significant leading edge structural damage that has occurred sometime in the distant past. The way ahead for the wing refurbishment and reconstruction phase of the project will be presented in more depth in the next BNAPS News in September 2013.

Progress report from Bob Wilson and Guy Palmer covering the period up to July 2013 follows.

## VCN Restoration Work Progress Report July 2013

With help from John Kenyon, the usual gang has returned CN to the normal upright position. The avionics bay spraying of black top coat is now complete and the cover is almost ready for top coating. We have restarted restoration of the sides (roof is 95% done ready for top coat) which is all de-corroding and dent removal with no major repairs. We have also started on replacing the floor.



*View of fuselage  
after being  
returned to  
upright position*



*Initial fit check  
of replacement  
floor section*

As previously reported with a lot of help/input from Tim Barton we had sorted the original skins and the complex shaped doublers that run full length fore and aft over the seat key locations: these were all marked for location and orientation for ease of future reference. The old skins are all in a very poor state of repair. They are badly corroded, dented and in some cases were "butchered" when removed, including being cut into pieces. However, these skins and, in particular, the doubler straps will be very useful to get the rivet pitches for the replacement skins so that we can pick up the holes in the under floor structure accurately.

The standard floor skins are in 3 pieces that are approximately 12 ft long running from the forward edge of the pilot's door frame back to the baggage bay step. There are 2 narrow pieces the run down each side and extend from the fuselage side to the centre of the longitudinal members that support the seat keys. There is then a much wider central piece. We have an alternative central floor skin from another aircraft that is in reasonable condition, but the rivet holes are adrift compared with those in VCN's under-floor structure which could be overcome but would not look right. Also it was modified to a camera floor standard so this would need to be reworked.

## VCN Restoration Work Progress Report July 2013 (continued)

We do have some sheet aluminium but not in the correct sizes, and definitely not 12 ft long. The longest we have is around 8 ft long but only 22 inches wide. We do not have the capability to Guillotine and even Airframe Assemblies can only manage up to 6 ft lengths, Cutting by hand is possible but in addition to being a time consuming and demanding task, it is likely to cause edge distortion to this thin (22swg) sheet.



*Guy Palmer working on the instrument panel mounting frame and a view of the re-painted avionics bay.*



*Rear starboard side view showing replacement skinning and repaired top corner section.*

Therefore, it was decided to use the raw material we have and the facilities at our disposal to change the way the floor skin is laid to avoid having to cut 8 ft long sheets. Two of the long sheets will be laid side by side to overlap on the centre line which, without cutting, results in a 1 inch overlap, a more than adequate amount for an overlap joint. The rear section will be similar but shorter lengths to go from the frame just forward of the port rear door to the baggage bay step (overlap joint at the forward end). The original doublers are being re-used to give the correct look and skin thickness along all the seat frame keyholes. Inspection panels, seat frame keyholes are being cut in using the old skins and doublers as templates.



*Bob Ward cleaning out the under-floor void prior to fitting replacement floor.*



*Replacement floor section drilled ready for surface preparation and etch priming*

Paul Thomasson, Keith Winter and Bob Ward have been working on the 4 off new floor panels that had been drilled in situ the previous week. The painstaking task of deburring all rivet holes in the new floor skins has been completed and the keyhole slots were then cut in the floor panels. This is a delicate job requiring a great deal of care as the slots have to line up exactly to allow the seats to be fitted.

## VCN Restoration Work Report July 2013 (continued)

Pat Gallagher has recently joined the restoration team and has been working on the baggage bay door aperture and surrounding doubler. The doubler has been de-corroded and painted ready for re-assembly. Pat is also removing corrosion that was found on the fuselage side skin under the doubler when it was removed. Work has also been continuing with filling and rubbing down dents and scratches on the rear port fuselage side skin and this has now been sprayed with primer.

Guy Palmer has been cleaning, painting and preparing the cockpit area prior to starting assembly of the flying controls and the instrument panel. Bryan Groves and Dickie Cox have been busy sorting out the instrument panel and sourcing instruments together with the electrical wiring harness for the panel lighting and navigation lights.



*Refurbished instrument panel area and support frames.*



*Baggage bay door aperture being de-corroded and repaired.*

### Looking Ahead

In the near future the remaining spares in the Nettlestone store will be re-located to the workshop. For the work on the wing to proceed the fuselage will be moved into temporary storage as the size of the wing and the need for sufficient working access means that the whole of the available space in the workshop will be needed.

It is planned to have a recruiting drive so that BNAPS can attract more people to join the supporters club and in the process find some that would be willing to make up a second restoration team. For further information please contact Bob Wilson or Guy Palmer or any BNAPS Trustee.

Efforts are continuing to find a suitable Isle of Wight location that is secure and weatherproof where VCN could be assembled and put on public display for Islander 50 in June 2015. If anyone knows of possible sites please pass on the information to any BNAPS Trustee.

## Wight Paint Supplies Supports VCN's Restoration Work

BNAPS is pleased to acknowledge the support given by Newport based Wight Paint Supplies.

The company has been most helpful in offering BNAPS a generous discount for the purchase of paints and finishing materials.

In addition to supplying paint (etch prime, undercoat and top coat), they have provided thinners, panel cleaner, rollers and abrasives.

**WIGHT PAINT SUPPLIES**

**Automotive  
Marine  
Industrial**

tel: 523132  
fax: 525941  
mobile: 07790 021706  
wight.paint.sales@gmail.com

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- Paints mixed to your specifications
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- Cleaners, Cutting compounds, Polishes
- Abrasives, Cutting and Grinding Discs

## **B-N Islander Operators in Remote Locations – Maritime Air Charter, Halifax, Nova Scotia**

B-N Islanders are known to operate in unusual and faraway places. One interesting operator is Maritime Air Charter based in Halifax, Nova Scotia. Apart from general air charter work the company provides an air service to Sable Island about 100 miles out in the Atlantic. The island is a 25 mile crescent of sand and scrub and supports a large population of horses and wildlife. The original horses colonised the island after being shipwrecked there many years ago. Maritime Air Charter has one Islander in service and when needed flies out to Sable Island using the beach as a runway once the warden has put out the runway markers and cleared the horses away. More information on: <http://www.maritimeair.com/index.php>



*Sable Island*



*Islander being unloaded on the beach*

## **Island Airways Islanders make a 4 July Flypast**

Island Airways has been a B-N Islander operator for many years with their main route being air services to Beaver Island, Lake Michigan, USA. For the recent 4 July Independence Day celebrations Island Airways put on a 3 ship formation flypast.

Thanks go to Angela and Paul LeFevre at Island Airways for allowing BNAPS to use the photo of the flypast.



## **Long Serving B-N Islander G-AWNT Visits Daedalus Airfield July 2013**

A recent visitor to Daedalus Airfield, Lee-on-the-Solent was B-N Islander G-AWNT, c/n 32.

Originally delivered to BKS Survey Flights in 1968, this Islander is the oldest example currently on the UK register and is now with Precision Terrain Surveys at Edenbridge, Kent.

G-AWNT was on contract to provide an up to date aerial survey of the local area for Google Maps.

Photo is courtesy of Geoff Pell.



## **Birthday Greetings to Peter Gatrell**

Long standing BNAPS supporter and B-N's first employee Peter Gatrell celebrated his 85<sup>th</sup> birthday on Monday 22 July. BNAPS trustees and supporters club members send Peter all best wishes and many happy returns.

## **Talk by Peter Garrod March 2013**

Unfortunately shortage of space did not permit inclusion of a report on the March BNAPS social evening in the May Issue of BNAPS News.

Those that attended the talk by Peter Garrod were enthralled by his account of the vital work of delivering combat aircraft with the Air Transport Auxiliary. Thanks go to Peter for coming over to the Island. Also present was former ATA pilot Mary Ellis (formerly Mary Wilkins) who was pleased to share many memories with Peter of their time with the ATA. Well known and long serving aircraft stress engineer the late Ron Dack was remembered at the meeting as being a very young member of the ATA as a pilot's assistant. Thanks to Mrs Dack for coming along on the evening.

Peter has several talks in his repertoire and we hope to include another talk by Peter at one of our BNAPS social evenings in the 2013/2014 season.

**BNAPS Now on the Internet** - Courtesy of Ivan Berryman information about BNAPS including back issues of BNAPS News can now be found on Ivan's website  
[www.ivanberrymandirect.com/bnaps.htm](http://www.ivanberrymandirect.com/bnaps.htm)

**BNAPS Books and Memorabilia Sales Arrangements** - BNAPS Ltd. 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 on 07709226063 or by e mail: [mj.kenyon90@btinternet.com](mailto:mj.kenyon90@btinternet.com)

## **More BNAPS Supporters Club Members 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.

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.

## ***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:

The Great Barn,  
Five Bells Lane,  
Nether Wallop,  
Stockbridge,  
Hampshire,  
SO20 8EN.

Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy. Peter Graham is Chairman of the Board of Trustees.

## ***Forthcoming BNAPS Events***

BNAPS Social Evenings will be resumed at the end of September. Separate announcements will be circulated to BNAPS Supporters as necessary in the intervening period.

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

## **How to contact BNAPS:**

### **Email:**

[solentaeromarine@hotmail.co.uk](mailto:solentaeromarine@hotmail.co.uk)

**Telephone:** 01329 315561

### **Post:**

BNAPS (Dept NL)  
c/o The Propeller Inn,  
Bembridge Airport,  
Sandown Road,  
Bembridge,  
Isle of Wight, PO35 5PW.