



BNAPS News

July 2017

BNAPS News Vol 7 Iss 4 – July 2017

Last Aurigny Trislander G-BEVT Delivered to the Duxford Aviation Society

21 June, 2017, marked the end of an era for Trislander operations in the UK when Aurigny Air Services Trislander, G-BEVT, cn 1057, was flown from Guernsey via Alderney to the Imperial War Museum site at Duxford, Cambridgeshire, to become an important part of the Duxford Aviation Society's collection of British transport aircraft.



More about the Duxford flight and the significance of its cargo for BNAPS in the report on page 3.

BNAPS Receives Transport Trust and Wight AID Funding Awards to Support Restoration of Islander G-AVCN – see page 2 for details

This month's feature article based on an account by Denis Berryman that takes a look back at the BN-3 Nymph saga and how ambitious plans to challenge the likes of Piper and Cessna did not come to fruition. However the BN-3 lived on as the NAC-1 Freelance - See pages 12-21

Alderney Media Releases a New Range of Prints Celebrating Alderney's Aviation Heritage – advance details on page 27

BNAPS Supporters Fund Raising Appeal - July 2017



Dear BNAPS Supporter,

Thanks to a number of generous donations together with recent awards from the Transport Trust and Wight Aid BNAPS' financial situation has shown significant improvement. However, fund raising must continue to cover the restoration project into 2018 and to ensure safekeeping for our restored Islander G-AVCN.

The fund raising appeal continues and goes out to all BNAPS Supporters and friends to ask for their help through individual or regular donations.

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

Transport Trust Award

BNAPS Trustees Bob Wealthy and Guy Palmer attended the Transport Trust 2016 awards presentation on 5 June, 2017. For the second time BNAPS Islander G-AVCN project was given the Ron Wilsdon award in recognition of the high quality of the restoration work.



HRH Prince Michael of Kent presenting the Ron Wilsdon to BNAPS Chairman, Bob Wealthy (Transport Trust).

WightAID Award

Wight Aid's Steve Porter and Geoff Underwood visited BNAPS workshop on 27 May to present the team with a cheque for £2000 to support restoration of our B-N Islander G-AVCN

For the Wight Aid cheque presentation Steve Porter (left) and Geoff Underwood (second right) are seen here with BNAPS restoration team members (left to right) Mark Porter, Paul Brook, Bob Wealthy, Charles Shiveral, Bob Wilson, Paul Thomasson and Bob Ward.



WIGHT
AID

Aurigny Air Services Last Trislander G-BEVT Makes a Historic Final Flight to Duxford on 21 June 2017

Aurigny Air Services' last Trislander, G-BEVT, made a historic final flight when it was flown to the Imperial War Museum site at Duxford on the morning of Wednesday 21 June, 2017 and handed over to the Duxford Aviation Society to join its collection of British transport aircraft. Duxford Aviation Society Chairman, David Hands, was waiting to greet the crew and formally accepted Trislander, G-BEVT, on behalf of the society.

Thanks to help from Graham Gilbert at Anglo Normandy Aeroengineering on Guernsey the flight carried a pair of lower half engine cowlings needed to help with restoration of BNAPS Islander G-AVCN. Thanks also go to BNAPS Supporter Tony Smart who was able to get to Duxford to see G-BEVT arrive and collect the cowlings.

Trislander G-BEVT departed from Guernsey at 0720 GMT and routed via Alderney for a fly by. It then took an airways routing to Duxford at an altitude of 7000 feet, arriving overhead at Duxford at 0900 GMT. It is seen here on final approach to Duxford.

This was probably the first occasion that a Trislander had touched down at the airfield (Keith Bradshaw)



Left: Trislander G-BEVT taxis in after its arrival at Duxford at the end of its 150 mile flight. Engines were shut down at 0910 GMT. Elapsed time for the flight was around 1 hour 50 minutes (Keith Bradshaw)

Aurigny Air Services crew members posed for a photo with Trislander, G-BEVT, alongside the resident B-17 "Sally B".

Seen here, from left to right, are Paul Williams, Simon Bretel, Graham Gilbert and Nigel Moll. Rob Wotton, the pilot, could not stop for the photo as he had to catch a train. (Keith Bradshaw).



21 June, 2017, marked the end of an era for Aurigny Air Services and their Trislander fleet that has provided day in day out faithful service for over 46 years. It is some consolation that G-BEVT will be on show at Duxford alongside other fine examples of transport aircraft produced by the British aviation industry.

Will the Trislander be seen and heard in British skies again? Who knows.....?

G-AVCN Restoration Progress Report

May 2017 – July 2017

Introduction

Work has continued in the following areas:

Wing

Work has been carried forward to good effect by Bob Ward, Mark Porter, Phil Slater, Patrick Gallagher, Steve Cooley and Keith Winter to install new and refurbished skin sections, install access panel covers and fixings, rebuild port and starboard wing end sections and install the rebuilt port outer flap hinge bearing support. Bernie Coleman has been working on the starboard side under wing leading edge fresh air inlet and associated skin panel.

Fin and Rudder

Bryan Groves and Bob Wilson have checked the alignment of the rudder bearing supports on the fin. The fin central hinge is damaged and requires repair to enable assembly of the fin and rudder.

Fuselage

Paul Thomasson has worked on preparation of door trim panels and getting them ready for re-covering and installation.

Flying Controls

Bryan Groves and Paul Brook have installed aileron cables in the wing. Bob Wilson has painted the new elevator mass balance housing ready for installation. Keith Winter and Bob Wilson have progressed rebuild of the badly damaged starboard side elevator end section.

Landing Gear

Bryan Groves has been investigating sources for some detail parts still needed.

Engine Baffles and Engine Exhaust system

Search for missing parts has continued.

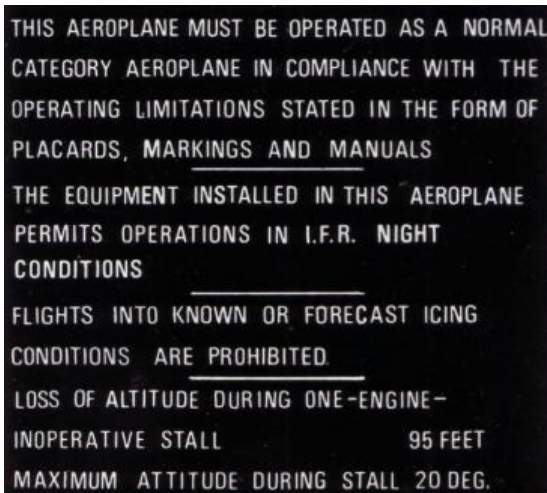
General

Main landing gear fairings, ailerons, flaps, fin, rudder, rudder trim tab and tail plane are now very close to the stage where these parts can be top coat spray painted.

One wing tip has also been prepared by Rita Edgcumbe and Jeni Gallagher but the second wingtip requires panel beating to sort out some dents and the application of body filler before etch priming.

Paul Brook has been cleaning and de-corroding the flap control rods and end fittings.

BN-2 Warning Placard Donated to BNAPS



THIS AEROPLANE MUST BE OPERATED AS A NORMAL
CATEGORY AEROPLANE IN COMPLIANCE WITH THE
OPERATING LIMITATIONS STATED IN THE FORM OF
PLACARDS, MARKINGS AND MANUALS
THE EQUIPMENT INSTALLED IN THIS AEROPLANE
PERMITS OPERATIONS IN I.F.R. NIGHT
CONDITIONS
FLIGHTS INTO KNOWN OR FORECAST ICING
CONDITIONS ARE PROHIBITED
LOSS OF ALTITUDE DURING ONE-ENGINE-
INOPERATIVE STALL 95 FEET
MAXIMUM ATTITUDE DURING STALL 20 DEG.

Thanks go to Michael Green of Seaview for donating this BN-2 Islander warning placard (pictured left) that will be installed in G-AVCN.

Michael has had the placard, along with a port fuel tank selector knob that he also donated to BNAPS, from the time when he worked as a quality engineer with Saunders-Roe/ British Hovercraft Corporation when Islanders were being built at East Cowes in the late 1960s/early 1970s

G-AVCN Restoration Progress Report May 2017 – July 2017 (continued)

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



Port aileron has been etch primed and after filling in some surface imperfections will be ready for top coat spray painting.



More of the elevator has been etch primed. The rest of the elevator will be etch primed when the end section structure reconstruction and mass balance housing installation has been completed.



Main landing gear leg fairing has been etch primed and is ready for top coat spray painting.

**G-AVCN Restoration Progress Report
May 2017 – July 2017 (continued)**



View of the fixed section skin panel (between the flap and the aileron) is in the process of being re-installed.



Refurbished wing skin section etch primed ready for re-installation



Bob Ward is seen here working on the port outer wing top surface skin re-installation.

G-AVCN Restoration Progress Report May 2017 – July 2017 (continued)



Bryan Groves and Paul Brook are seen here working alongside Bob Ward to install electrical wiring conduits for the navigation lights and aileron control cable runs.



Steve Cooley has recently joined the restoration team and is seen here drilling fixing holes in starboard wing top surface stringer.



Patrick Gallagher and Steve Cooley in the process of installing the refurbished starboard wing top surface skin section with skin clips prior to it being riveted in place.

**G-AVCN Restoration Progress Report
May 2017 – July 2017 (continued)**



Paul Brook is seen here cleaning and re-furbishing one of the flap control rods



Keith Winter prepares another wing skin ready for installation.



Mark Porter installing skin clips to secure smaller skin sections to the trailing edge of the port outer wing lower surface.

G-AVCN Restoration Progress Report May 2017 – July 2017 (continued)



New mass balance housing has been sprayed ready for re-installation when rebuild of the elevator end structure on the right is finished.



Rita Edgcumbe (left) and Jeni Gallagher have continued with their work on the second wing tip. This item seems to have suffered from a significant accumulation of dents and body filler from previous use.



Bernie Coleman has recently joined the team and is seen here working on the starboard side fresh air inlet support panel. The panel is being removed to be de-corroded, the glass fibre inlet duct will be re-made using Mark Porter's 3D printer facility

G-AVCN Restoration Progress Report May 2017 – July 2017 (continued)



Left: Phil Slater checks the position of the new trailing edge former that is being fitted to the port outer wing tip.

Right: Keith Winter installs the new trailing edge former to the starboard outer wing tip.



In the trim shop Paul Thomasson is continuing to progress the door trim panels. Here a heat gun is being used to restore the existing door trim plastic backing to its original flatness so that it can be re-used.



Seen here are the lower half engine cowlings needed for the restoration of G-AVCN. They were brought from Guernsey to Duxford in Trislander G-BEVT. The cowlings are now with BNAPS Supporter Tony Smart awaiting transport to the Isle of Wight. Thanks go to Graham Gilbert and Anglo Normandy Aeroengineering for providing the cowlings. (Tony Smart)

G-AVCN Restoration Progress Report May 2017 – July 2017 (continued)

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

Wing: Complete work on the starboard outer trailing edge box upper and lower skins, aileron and flap hinge bearing supports. Sort out a repair scheme for the flap closure strips. Continue refurbishment of starboard fresh air inlet support panel and fabrication of a replacement port panel. Fabrication of replacement air inlet ducts.

Fuselage: Continue with the door internal trimming and marking out for cheat lines.

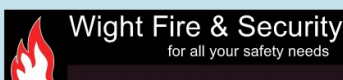
Landing Gear: Continue to source the missing items for the nose and main undercarriage legs.

Engine Baffles and Engine Exhaust System: Complete the shortage list and continue the process to source/manufacture missing parts.

Flying Controls: Correct the alignment of fin centre rudder hinge. Complete restoration work of the elevator and finish preparation of the ailerons, flaps rudder for top coat spray painting.

General: Top coat spray painting of tail-plane, elevator and elevator trim tab, flaps, ailerons, fin, rudder and rudder trim tab, main landing gear fairings. Prepare the engine cowling upper sections for top coat spray painting.

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



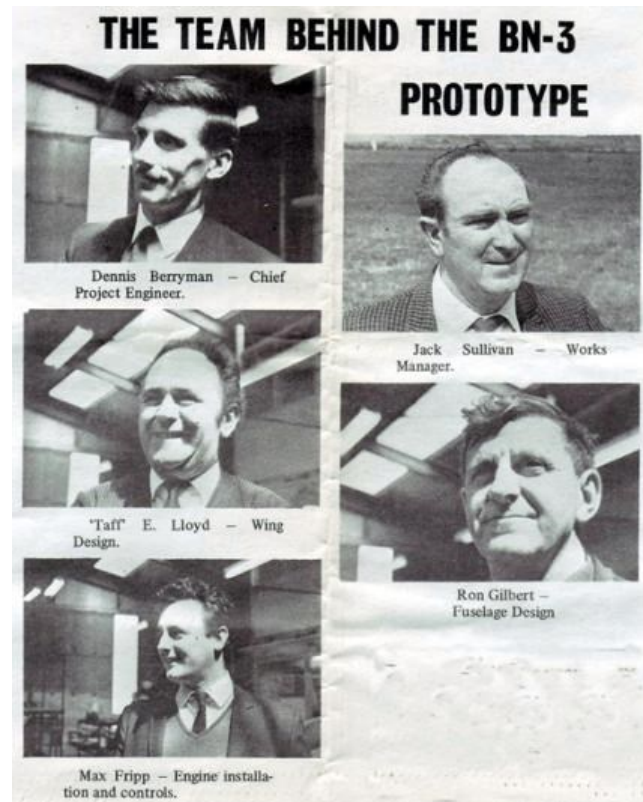
After the intense BN-2 design activity and the Islander's entry into mass production, B-N's design team moved on to other projects. One idea was to develop a "scaled up" Islander that resulted in the BN-2 Islander Mk III as an adaptation of the BN-2 Islander design that was developed as the Trislander. A second project was aimed at the light aircraft market to challenge the likes of Piper and Cessna with the emphasis on ease of manufacture and the notion of shipping out the production to developing countries under the label of "the Grand Design Partnership" or GDP.

Denis Berryman took up the challenge of the BN-3 project as B-N's Chief Designer and the paper below gives some insight into the thinking behind the project. The paper was presented at a Royal Aeronautical Society meeting in the 1980s when the BN-3 Nymph was evolved into the NAC 1 Freelance under the direction of Desmond Norman and his Norman Aeroplane Company. Some illustrations have been added to the text. The paper is presented in BNAPS News by kind permission of Ivan Berryman.

The BN-3 Nymph

By D.A. Berryman C.Eng. FRAeS

Except for the few examples preserved in museums around the world, most prototype aeroplanes are committed to the scrap heap soon after the flight test and development stages are completed. This is the story of one particular twenty-four year old prototype, the BN-3 Nymph, which has survived several attempts to reduce it to scrap and has recently risen again like the Phoenix from the ashes of a hangar fire. After a two year re-build on the Isle of Wight by its current owner Dave French, the aeroplane is once again airworthy and with a new Permit to Fly, regularly flies from Sandown (*In 2016 the BN-3 Nymph/NAC-1 Freelance was sold to a new owner based in Elstree.*)



Originally designed and manufactured by Britten-Norman at Bembridge and flown for the first time on the 17th of May 1969, the aeroplane began its life as the BN-3 Nymph and made its debut at the Paris Airshow of that year. Riding high on the success of the BN-2 Islander, John Britten and Desmond Norman had been exploring ways of expanding the company product range and had finally settled on a four place high wing design to be offered with a choice of

engine sizes ranging from 115 to 160 hp. It was realised that penetration into a market dominated at that time by American manufacturers would be difficult and any new design would need to offer some attractive advantages over the current types available.

It was decided that the aircraft would be supplied as kits of finished detail parts for assembly by professional organisations both at home and overseas. All detail parts and fittings would be predrilled with a system of "master holes" which would enable the various structure components to be assembled without the need for complicated jig and fixture tooling. The kit concept would allow overseas manufacturers or fixed based operators to utilise their existing work forces for assembly thus reducing import tariffs and shipping costs resulting in a considerably lower priced product.

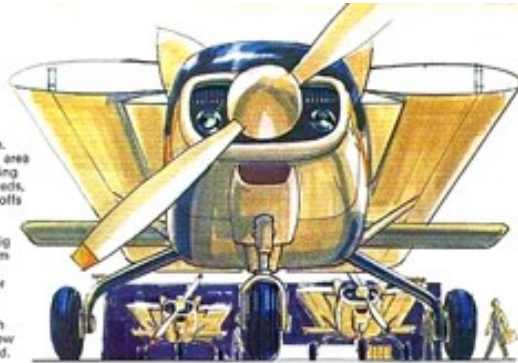


The Nymph variants are illustrated in this colourful brochure produced in 1969 (Chris Michell)

<p>115 h.p.</p> <p>For training, the 115 h.p. Lycoming and the BN-3's big wing give maximum performance for the minimum cost. Take-offs and landings in under 300 yds., climb to 3,000 ft. in under 5 minutes and cruise at 112 m.p.h. on less than 6 U.S. gallons per hour. Good handling qualities, precise controls, simple systems, gentle stall characteristics and clearance for spinning all make the 115 h.p. NYMPH the ideal training aircraft. For touring, Dad can fly Mum and the two youngsters 600 miles and have 45 minutes reserve.</p>	
<p>130 h.p.</p> <p>The BN-3 with the new, thrifty 130 h.p. Rolls-Royce engine, carries a pilot and three passengers with full tanks at 118 m.p.h., with a fuel consumption of only 6½ U.S. gallons per hour. The 130 h.p. NYMPH is unbeatable for making profits in the 4-place Air Taxi class.</p>	
<p>160 h.p.</p> <p>This is the 'plane for the man who wants the best buy in executive style, single-engine, light-plane flying. The 160 h.p. Lycoming engine BN-3 will fly a useful load of 1,100 lb. (at 130 m.p.h.) for 500 miles with reserve. This means that the 160 h.p. NYMPH, with full IFR radio and equipment, will carry in comfort four people and their week-end baggage with load to spare for their golfing or scuba gear.</p>	

Economy starts with the wing

In the Air The NYMPH has a high wing for natural stability and less drag. A high wing means easy cabin access, good ground obstacle clearance and uninterrupted downward vision. The BN-3 has generous wing area for light wing loading. Light wing loading means low stalling speeds, lift to spare for short field take-offs and gentle landings. The NYMPH has a big span wing for high aspect ratio. A big span wing means less drag from lift and more power available for climb—lower cruise drag for more miles per gallon. The BN-3 has the exclusive Britten-Norman wing tip which gives sure lateral stability at slow speed—least drag at high speed.



In the Hangar The BN-3 NYMPH is not only inexpensive to fly, but also offers important money savings in hangar costs to those owners who specify the simple optional wing fold equipment. Wing fold feature eases NYMPH handling—cuts the risk of hangar rash.

The last word in cabin comfort

The cabin of the BN-3 NYMPH has been designed to ensure that passengers relax in luxury while pilot work-load is reduced to a minimum. Good leg room, the comfort of form fitting, correctly postured seats and for the first time, on both sides of the panel, roomy open stowages where Jeppesen, computer, pencils and charts are ready to hand—all add to the pleasure of flying the NYMPH. Air vents located in the propeller slipstream ensure forced draught ventilation on the ground. The luxury of top quality fabrics, materials and interior custom styling tastefully complement your choice of colour scheme.



The Nymph was a well considered and practical design offering comfort with economy for the private owner (Chris Michell)

Wrap-around Windshield

The big wrap-around windshield, large side windows and the slim rearward-mounted wings combine to give the pilot an uninterrupted view of the ground even in steep turns.

Construction

Time proven construction techniques and conventional aircraft materials are used throughout the structure of the BN-3 NYMPH ensuring absolute integrity and easy maintenance under all conditions.

Power for Perfect Performance

Each model of the NYMPH is fitted with the finest engine of its kind—the engine that exactly matches its flying role.
 115 h.p.—the silky-smooth Lycoming O-235 (3 adults, full luggage)
 130 h.p.—the new, thrifty Rolls-Royce 130 h.p. engine (4 passengers, full luggage)
 160 h.p.—the rugged Lycoming O-320 (4 passengers, full luggage, full range)

Professional Instrument Panel

The NYMPH comes from the same stable as the BN-2 ISLANDER which is in the Public Transport Airline Service all over the world. The BN-3 panel is laid out like an airliner's, the easy-to-read instruments are grouped in the classic 'I', the oil/gauge and engine instruments are logically placed and the radios are easy to reach. Engine controls are positive, simple and unambiguous as are all minor controls and switches.

Simple Dependable Systems

The NYMPH fuel system uses simple gravity feed from each 18 U.S. gallon wing tank. The electrical, designed for simplicity and safety, are powered by a 40 amp. alternator. The essential services have their own separate supply and the starter motor is isolated from the avionics. Radios are protected from voltage surge during start up. The electrically powered flaps are fully variable.

Smooth Powerful Control Systems

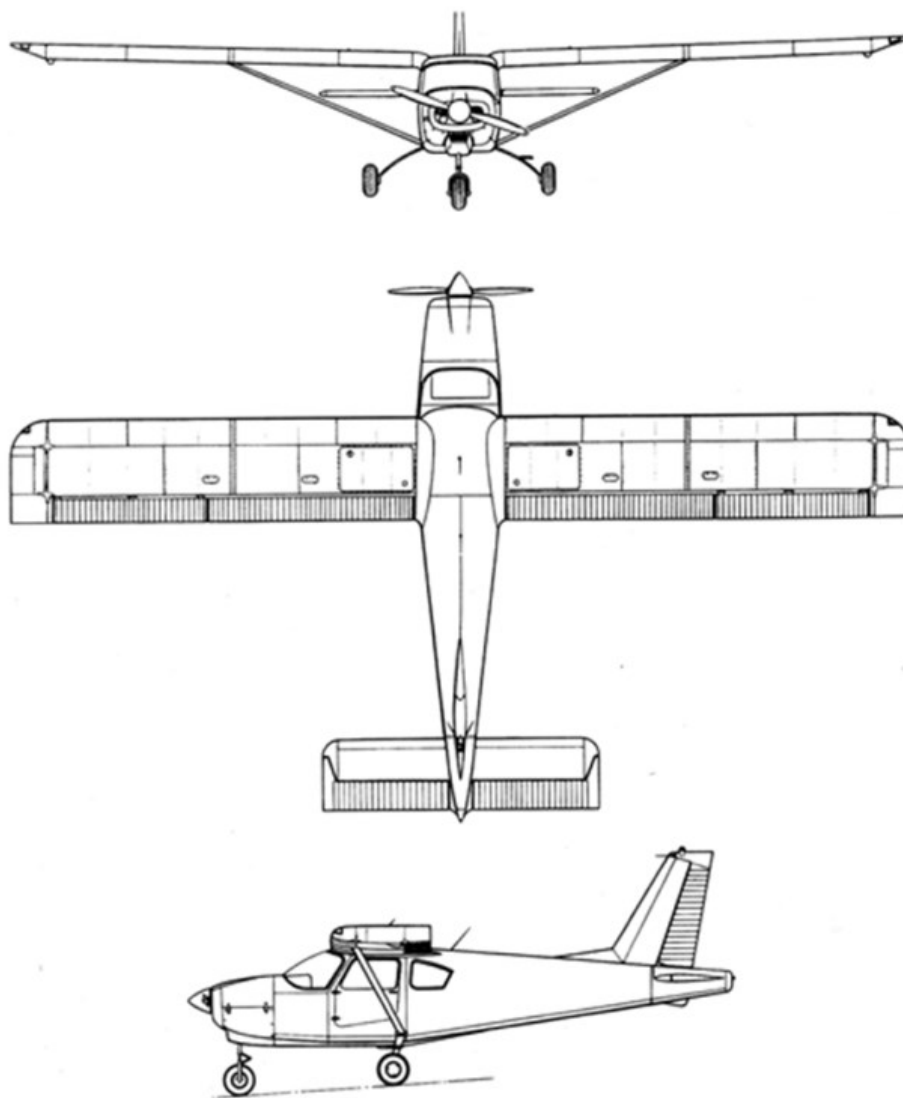
Ailerons, rudder and elevator are simple and balanced. The BN-3 variable-incidence tailplane gives the best of both worlds—the precise and gentle control of the conventional elevator plus lower drag, greater stability and wider C.G. range. The BN-3 has big flaps (268 inch span) which give extra lift for takeoff and plenty of drag on the approach for slow, easy landings.

Proven Landing Gear Design

The spring-steel main landing gear is retracted the world over for strength, simplicity and for safe soft touchdowns. With hydraulic brakes on the main wheels and the nose wheel steered with the rudder pedals, ground control of the BN-3 is simple and precise.

The practical design and key features of the Nymph are emphasised in this contemporary brochure (Chris Michell)

In addition the design would incorporate the popular pre-war feature of folding wings to reduce hangarage costs. Much attention was given to the kit build concept during the detail design stages to ensure both repeatable accuracy and ease of assembly and as final proof of the techniques employed the prototype was constructed in 53 days from start to first flight.



BN-3 Nymph prototype general arrangement (BN)



Photographers were out in strength as G-AXFB made its first flight from Bembridge at dusk on the 17th of May 1969 (Ivan Berryman)



*BN-3 Nymph G-AXFB seen over Bembridge during one of the early test flights in May 1969
(Ivan Berryman)*

For initial flight testing the aeroplane, then registered as G-AFXB was fitted with a 115 hp Lycoming engine, representing the bottom end of the proposed powerplant range and the first flight was confidently made with a crew of three. Sufficient handling and performance testing was completed over the next few days to enable the aeroplane to depart for the Paris Airshow. On return evaluation work on the 115 hp engine was quickly completed and the 160 hp Lycoming installed. It was during the flight test programme on this second engine that Britten-Norman made the decision not to proceed with production. Although orders had been received for 110 aircraft, the company decided to redirect its resources to the development of a larger version of the Islander which in due course became the three engined Trislander. This transpired to be a wise decision as 1970 saw the beginning of a steep decline in the single engined aircraft market.



Nymph G-AXFB in its original unflattering mauve livery on show at Cranfield not long after the time of the first flight (BN Historians)

The Nymph prototype then spent some time operating as the "company hack" being used for communications flying and air to air photography but this useful work came to an abrupt end in 1971 when the company encountered financial difficulty and a receiver and manager was appointed, Being primarily concerned with selling the Islander and Trislander manufacturing business to a suitable buyer, the receiver had little interest in the "one-off" Nymph and decided that it should be dismantled. Useful items such as the engine were sold off and whatever remained was due to be scrapped.

At this time, the writer who as chief designer had been responsible for the Nymph Project, decided that the airframe at least must be saved and working on an "out of sight out of mind" basis, had the dismembered components moved to a rarely visited store. When the Fairey Group acquired the company from the receiver in 1972, the Nymph was listed among the assets purchased but Fairey, concentrating all efforts on re-establishing the Islander and Trislander production lines in Belgium, showed little interest in the project and it was allowed to peacefully gather dust in its hiding place for another 5 years. During 1977, the Fairey Group called in a receiver who took up residence at the Bembridge factory. Again, no interest was shown in sleeping Nymph until its hiding place was finally discovered and there was again talk of capitalising on the scrap value, it was clearly time for another rescue operation requiring a new hiding place. An ideal location was discovered under the eaves of the top storey design office and willing volunteers were co-opted over one weekend for the move.

In 1978 the company was acquired by Pilatus of Switzerland whose eagle eyed management team soon discovered the remains and shortly after issued very firm instructions for disposal by way of the scrap heap. The writer, feeling rather like the owner of an unwanted kitten, pleaded for a little time to explore the possibility of selling the airframe to someone interested in a possible restoration project. With a short reprieve granted, advertisements were placed and just as the deadline was about to expire a buyer was found. David McIntyre, a resident of Dundee duly appeared complete with enthusiasm, money and a flat-bed trailer and the aeroplane began its long journey north. Almost the entire work-force turned out to witness the departure creating a scene somewhat reminiscent of a family paying last respects to an old friend.

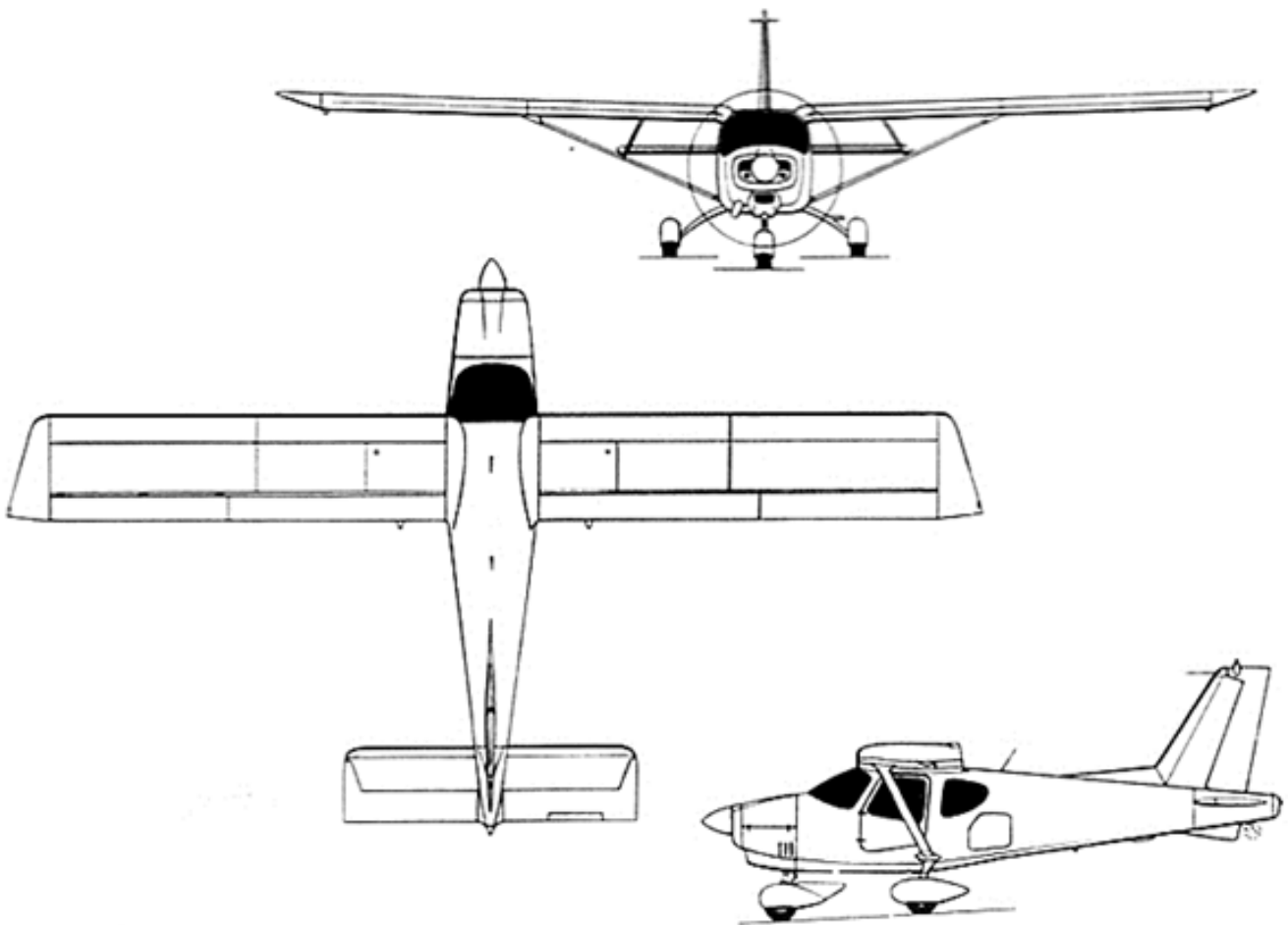


The prototype Nymph components are seen about to leave Bembridge in 1982 for a museum in Dundee. (BN Historians)

All seemed to be going well until the grapevine reported a rumour that the owner had been forced to abandon the rebuild and that Cosford Aerospace museum were interested in purchasing the aeroplane for static display. At this time, Desmond Norman, the original Britten-Norman partner who was in business at Sandown producing the Turbine Firecracker, followed up the rumour and contacted David McIntyre with a view to possible purchase, A deal was struck and the Nymph, carefully packed in a furniture van, once more took to the road in a Southerly direction bound for Sandown where it remained in store whilst the Firecracker aircraft were completed and delivered.

Desmond Norman was once again looking at the market for a four place single engined type and had concluded that a roomier and more powerful aircraft than the Nymph would be more suited to the 1990's and that a high wing was the right configuration, He decided that the Nymph should be rebuilt with significant design changes to incorporate where possible, some of the features needed for a new aeroplane and to use the modified prototype as a "proof of concept" model for a completely new design.

The writer was reunited with an old friend and set to work with the NDN team, making the necessary changes which include a strengthened wing with relocated and larger fuel tanks, installation of a 180 hp Lycoming engine together with a 28 volt electrical system and a re-located nose undercarriage.



NAC1 Freelance General Arrangement

On the 30th of September 1984 the aeroplane was rolled out and took to the air again for the first time since 1971. Re registered as G NAC1, and re identified as the NAC 1 "Freelance", a new interior together with full airways radio was fitted and a new Permit to Fly issued.



G-NACI at the SBAC Farnborough Air Show in September 1986 where it participated in the flying display with the NDN1T Turbo Firecracker and NAC6 Fieldmaster (BNAPS Archive)

In 1985 the Norman business was relocated at Rhoose airport in South Wales to produce the Fieldmaster aircraft and to continue the design and development of a completely new Freelance type. The modified Nymph prototype continued to provide useful data for the new design and to work again as the communications aircraft. During 1988 the new design had flown using the calibrated engine from G-NACI which was once more relegated to "hangar queen" for a short while.

The aeroplane was later given a new engine and carried on flying until the Norman Aeroplane Company ceased trading. Whilst the affairs of the company were being resolved, G-NACI was stored with a neighbouring company who became the victim of a suspected arson attack causing considerable damage to several aircraft including the long suffering G-NACI.

Most of the powerplant installation together with nose undercarriage suffered badly and at one stage the insurers were contemplating a complete write-off which would certainly have been the end of the aeroplane. Desmond Norman saved the day by forming a consortium which acquired the new Freelance assets from the receiver together with the prototype. By this time, the Norman business had moved back to Sandown, so yet once more G-NACI was dismantled and loaded into a furniture van for the journey back to the Isle of Wight.

Dave French, who for many years has operated Vectis Aviation Services at Sandown and with several successful restorations to his credit, expressed interest in taking on the work to get the aeroplane flying again. It was clear that a considerable amount of time and money would be required for the re-build and the owners finally agreed to Dave acquiring the aeroplane for himself. Again it was a reunion of old acquaintances as he had supervised its original assembly back in 1969 whilst working for Britten - Norman.

The renovation and rebuilding took some two years until finally the results of Dave's painstaking and immaculate work was rolled out for yet another "first flight" which took place at Sandown on the 5th of November 1992 with Don Ellis at the controls. Now issued with a new Permit to Fly, the aeroplane enjoyed another lease of life in the skies around the Island flown regularly by Jim Birnie, the son of its original 1969 test pilot, Jim Birnie senior.



View of the restored engine bay and front end of Freelance G-NACI following the work done by Vectis Aviation Services at Sandown (Dave French)

This is the end of the story of the BN-3 Nymph and NAC-1 Freelance as related by Denis Berryman.

Freelance Update 2017

By all accounts the Freelance is a pleasant aircraft to fly and has been likened to a Cessna 172. Although not necessarily an advantage for all owners, the folding wings do offer some benefits where hangar space is restricted.

The sole production Freelance, G-NACA, is flown regularly by its joint owners, Alex Norman and Patrick Caruth. In June 2015 both Freelances made an appearance at "Islander 50" at Bembridge Airport to celebrate the BN-2 Islander's first flight 50th.



Prototype Freelance, G-NACI, and Production Freelance, G-NACA, at "Islander 50" in June 2015 (Simon Thomson)

Freelance G-NACI was bought by Mark Gorlov in 2016 and is based at Elstree Aerodrome. With oversight from the Light Aircraft Association G-NACI has undergone extensive refurbishment and other work in connection with its C of A renewal.

A further intriguing chapter of the Nymph/Freelance saga may yet unfold as it is understood that a project is now under way to construct a second production Freelance from one of the unbuilt kits. More about the prospect of a "new build" Freelance will be included in future issues of BNAPS News.



View of some of the unbuilt production Freelance airframes when in storage at Little Rissington in 2010 (Ian Haskell)

Max Fripp (1938 – 2017)

It is with sadness that we report that Max Fripp passed away on 26 May 2017 at the age of 79.

Max was one of the small team of aircraft designers from Miles Aviation at Shoreham that came to Britten Norman at Bembridge in 1964 to develop the Islander Aircraft design concept into a flying aircraft. Prior to this the Miles design team, including Max, had been involved in the design and build of replica old aircraft for 2 films:

"Those Magnificent Men in their Flying Machines" and "The Blue Max".



Max was a key member of the Islander Design Team and stayed on at Bembridge after the prototype flew in 1965 to progress the design into the first production standard aircraft. The first aircraft was delivered in 1967. Max stayed with the Design team working on various developments and improvements before leaving in the early 70s to pursue his career back on the Mainland. Initially, Max joined a company in Southampton called Air Cushion Equipment. However, very shortly afterwards, along with a friend, he formed his own company, Mackace, for which they got backing from a civil engineering company called J T Mackley. Max was Technical Director. The company specialised in industrial hover systems primarily for moving heavy loads from land to sea where conventional harbour facilities were non-existent. The company proved very successful and extended its capabilities to large ocean going hover platforms. Eventually the company was taken over by Westland Technologies. Max stayed on for a while but the nature of the work started to change so he left and ended up as Director of Special Projects at FPT (Fire Proof Tanks Ltd) whose activities included the development and manufacture of aircraft self-sealing fuel tanks. Max stayed at FPT until he retired. Max will be remembered by all his old friends and colleagues at Britten-Norman as not only a first rate aircraft design engineer, but also as a thoroughly nice guy.

We offer our condolences to Max's family and friends.

Isle of Scilly Skybus Islanders – New Look for 2017 Season

The hard working fleet of Isle of Scilly Skybus Islanders has been given a new look for the 2017 season. In addition to their latest colour scheme the Islanders have been fitted out with new interior trim.

Always maintained to the highest standards, the Islanders now look "as good as new".

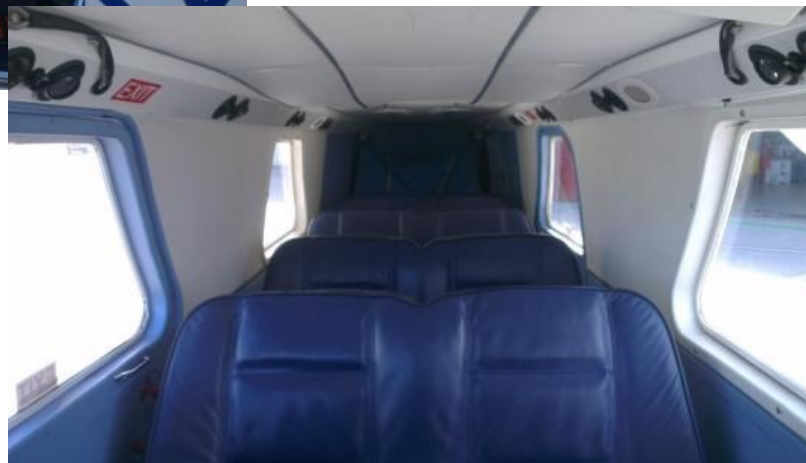


Islander G-BUBP, cn 2272, is seen here at Land's End Airport in the new colour scheme. (Peter Smithson)



Above: Three of the Isles of Scilly Skybus Islander fleet parked on the ramp at Land's End Airport in front of the new terminal building (Mick Yould/Isles of Scilly Skybus)

Above and right: Views of an Islander's interior following installation of the new trim. (Mick Yould/Isles of Scilly Skybus)



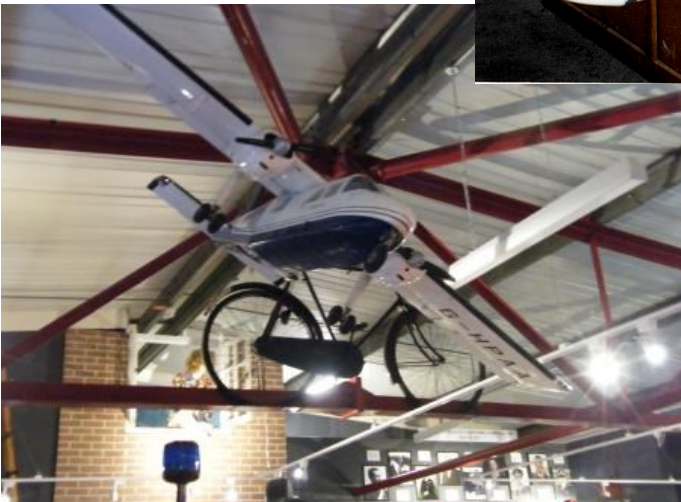
Large Scale Islander Model Loaned to Hampshire Police and Fire Heritage Trust at Solent Sky Aviation Museum

A large scale model of the Hampshire Police Aviation Support Unit Islander G-HPAA,, cn 2244, is now on show as part of the Hampshire Police and Fire Heritage Trust exhibition, officially opened on 12 July, 2017, at Solent Sky Aviation Museum, Southampton. The model is on loan to the trust courtesy of its present owner, Terry Edney.

The model was built in the late 1990s by Romaero Quality Manager Gheorghe Zybaczynski , a skilled model maker who had to make most parts for the model from scratch as there are no model shops in Romania. The model is 1/6 scale resulting in a wingspan of 2.5 metres (8 feet) and was built to fly. It is powered by two OS Diesel engines and is highly detailed with opening doors and lights.

Right: Gheorghe Zybaczynski is seen here with his Islander model at the Romaero works.

Originally painted white, the Islander model was given the registration G-BSAH, this being the registration mark of one of the Islanders manufactured by Romaero around the same time (courtesy of Terry Edney).



Above and right: Views of the Islander model on display as part of the Hampshire Police and Fire Heritage Trust's new exhibition at the Solent Sky Aviation Museum, Southampton.

The model was sold to Iain Young who made regular trips to Romania to collect Islanders coming off the production line and fly them to Bembridge. Subsequently the model was sold to Terry Edney when he was working with B-N. Some work was done to bring the model up to date but Terry felt that the model was too precious to risk flying it and that it should be on show.

As the model is now painted as the Hampshire Police aircraft G-HPAA, it is quite appropriate for it be part of the Hampshire Police and Fire Heritage Trust's exhibition. The model was collected from the Isle of Wight by trust curator Derek Stevens on 6 July and was soon put in place ready for the official opening.

B-N at RIAT 2017

B-N Group aircraft made a welcome return to the static aircraft line up at the 2017 Royal International Air Tattoo held at RAF Fairford between 14 and 17 July. ISTAR mission configured BN-2T-4S Defender G-WPNS, cn 4011, made a return visit but this time it was accompanied by the radar nose modified BN-2T Islander, G-DLRA,, cn 2140, in its recently applied colour scheme with a stylised grey Union Jack decorating the fin and rudder together with a light grey fuselage flash line.



Left: BN-2T-4S, G-WPNS, is a company demonstrator and the type is seen as a highly capable and cost effective platform to support a range of ISTAR missions (Peter Smithson).

Right: BN-2T G-DLRA has been employed by the Ministry of Defence for a number of special radar trials since 1984. It is now back with B-N after a period of storage at RAF Shawbury. Note that under wing fuel tanks are fitted (Peter Smithson).



Islander Air Test - Airliner World August 2017

The August 2017 issue of Airliner World features the B-N Islander in its "From the Cockpit" series. To quote the introduction to the write up " *An aircraft that's as suited to flying regional passenger and freight services as it is para-dropping or serving as a special mission platform – it can only be the Britten-Norman Islander. David Unwin puts the venerable workhorse through its paces*"



David Unwin was accompanied in Islander G-CJJO by Simon Hargreaves, B-N's senior test pilot and ex RN FAA Sea Harrier pilot.

The article is a good read. Apart from the test aircraft's digital instrumentation, LED lights and three bladed propellers it could have been written about the Islander 50 years ago!

David Unwin sums up the Islanders versatility and utility:

"In many respects the Islander can be compared to a flying Land Rover, even down to the boxy cabin. Bereft of frills or superfluties, it is a functional, utilitarian machine".

Roraima Airways News

Some news items from long standing B-N operator in Guyana - Roraima Airways' CEO Gerry Gouveia's stated intention is to have five Trislanders on strength to operate tourist flights mainly for visitors to the Kaiteur Falls. With a third Trislander soon to join the present fleet, Roraima Airways has taken over the mantle from Aurigny Air Services as the World's largest Trislander operator.



A favourite tourist destination in Guyana is a visit to the spectacular Kaiteur Falls, viewed here from a Roraima Airways Islander (Roraima Airways).



20 year old Amber Low originally trained as a flight attendant. Amber gained her pilot's licence in Florida and in May became Roraima Airways most recent new pilot and is seen here at the controls of one of the airline's Trislanders (Guyana Chronicle).



Roraima Airways recently made a number humanitarian relief flights to take essential supplies to parts of Guyana affected by serious flooding. Here supplies are being loaded aboard Islander 8R-GRC (Roraima Airways).

Sad News from Guyana 25 July 2017

BNAPS News has just received the sad news that Roraima Airways has been plunged into mourning after the airline's Chief Pilot, Captain Collin Martin pictured left, had lost his life when Islander 8R-GRA crashed on approach to the airstrip at Eteringbang in western Guyana whilst on a regular shuttle flight. Captain Martin was one of the pilots who led medivac operations during the nights and was also a former Officer of the Guyana Defence Force.

Roraima Airways Managing Director, Captain Gouveia, said that Captain Martin was a dedicated and loved pilot who was committed to the job and went beyond the call of duty whenever an emergency arose.

Our thoughts go out to Captain Martin's family and friends and all at Roraima Airways regarding their sad and sudden loss.



50 Years Ago - Production Delivery of B-N Islanders cn 3, G-AVCN, and cn 4, G-AVKC, August, 1967.

Islander cn 2, G-ATWU, was originally the first production BN-2 when it was first flown in 1966 and originally intended for delivery to Loganair. Following the loss of the BN-2 prototype in November 1966, cn 2 was assigned to support completion of design proving and certification flight testing. This resulted in the BN-2 gaining type approval in August 1967 and the issuing of Passenger transport certificate of airworthiness certificates effective from 12 August, 1967, for cn 3, G-AVCN, and cn 4, G-AVKC.. The reason for cn 3's certificate having a start date of 18 August, 1967 is not known at present,



Left: Islander G-AVCN (became the first production aircraft to be delivered when it was handed over to Glos Air on 13 August, 1967.

Initially used for charter work, G-AVCN operated the newly formed Aurigny Air Services first scheduled service when it brought 4 passengers from Alderney to Guernsey on 1 March, 1968 (BN Historians).



Left: Islander G-AVKC was handed over to Loganair on 15 August, 1967 at Kirkwall Airport, Orkney.

G-AVKC became the first Islander to carry fare paying passengers when it went into service in September, 1967, to re-start the Orkney Islands air services (Ken Foster collection)

The September, 2017, issue of BNAPS News will include a feature article "Scottish Islanders' First Islanders". The article was written by the late Ken Foster and tells the story of how the B-N Islander was selected as the aircraft to be used to re-start the Orkney Islands air services. The article is published courtesy of the Foster family. Following a meeting with the Highlands Transport Board in 1964 to discuss the practicality of resurrecting the Orkney air service, Loganair's Manager, Duncan McIntosh and Ken Foster were tasked to provide the Board with a feasibility report. Initially a survey of possible candidate aircraft types showed that nothing suitable was on the market. This disappointing observation was reported at one of the meetings at which two Ministry of Aviation flight operations inspectors were present. They suggested that "Loganair should get in touch with a couple of chaps on the Isle of Wight who were putting together an aircraft that may be what was wanted".....read the fully story in September's BNAPS News.

BNAPS Merchandise Special Offers:

1 **Order bundle A:** BN-2 Islander 50 Years On book + Islander G-AVCN The Continuing Story book + Charlie November The Story So Far DVD £10.00

2 **Order Bundle B:** BN-2 Islander 50 Years On book + Islander 50 souvenir programme + Islander 50 DVD £10.00

All orders that total £10 or more will be sent post free to UK addresses.

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

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 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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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

23 September, 2017,

BNAPS plans to support the second IoW High Sheriff's "Isle of Wight Day" – this event is expected to be a similar format to "Charlie November 50".
Workshop tours will be arranged in the afternoon subject to availability of the Bembridge Community mini-bus.

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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