



BNAPS News March 2014

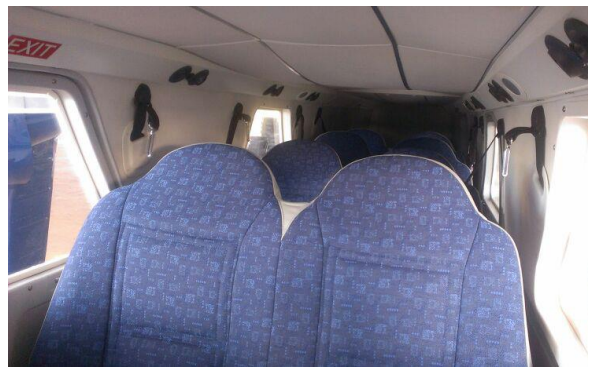
BNAPS News Vol 4 Iss 2 – March 2014

Cape Air Selects B-N Islanders for New Air Services

Cape Air became a new B-N Islander operator after taking delivery of three BN-20s, N510BN, N520BN and N530BN, supplied by Cormack Islander Aircraft, at the end of 2013. The Islander was chosen as it is ideally suited to serve Cape Air's passengers needs on two new air services when operating into Culebra and Virgin Gorda in the Caribbean and to the short runway on Block Island off the East Coast of the USA.



Looking smart in its Cape Air livery, B-N Islander N510BN is seen here about to land.



Cape Air's Islanders have been fitted out with attractive interior trim and seating – Photo courtesy of Trish Lorino Cape Air

New Service to Culebra & Virgin Gorda

Cape Air continued its growth in the Caribbean by adding two new links to its network from San Juan in Puerto Rico. On Saturday 15 February, 2014, Cape Air launched four times daily flights on the 80km domestic route to Culebra, while also introducing three daily flights on the 170km route to Virgin Gorda in the British Virgin Islands.

Cape Air has been offering frequent daily flights throughout the Caribbean since 1998. With its Caribbean hub in San Juan, Cape Air operates more than 100 daily flights to St. Thomas, St. Croix, Tortola, Vieques, Mayaguez, Anguilla, Nevis, and now Culebra and Virgin Gorda.

New Service to Block Island

Cape Air announced a new seasonal service to Block Island from Providence and New York beginning on 22 May, 2014. Cape Air will offer daily flights between Block Island Airport and T.F. Green Airport and between BID and Westchester County Airport. Passengers also have the option to take Cape Air's ground transportation from Westchester County Airport to 35th Street and 8th Avenue in midtown Manhattan.

Addition of a service to Block Island complements Cape Air's current schedules, which include seasonal, daily flights to Nantucket and Martha's Vineyard from T.F. Green and Westchester County Airports.

The B-N Islander's short take-off and landing capability means that Block Island's short runway can now be used by Cape Air for the new service.



Block Island is located in the Atlantic Ocean off the coast of Rhode Island. Block Island has over 25kms of beaches that ensure a steady flow of tourists from the mainland soon to be able to fly there in a Cape Air B-N Islander

For more information see Cape Air's website: https://www.capeair.com/about_us/islander.html

Delivering Cape Air's New Islander by Dave Lister

BNAPS Supporter and one time pilot for B-N in 1976, Dave Lister, flew in the number 2 seat on a Cape Air Islander N520BN's delivery flight in November, 2013.



*Islander N520BN as G-BSPS
Before re-painting*



*G-BSPS in Cape Air colours seen on a visit to
Daedalus Airfield in September 2013*

David Lister recounts the ferry flight of Cape Air's B-N Islander N520BN back in November, 2013:

"I was invited by Robin Russell, co-owner of my Tiger Moth, an old friend and the official ferry pilot, to accompany him on B-N Islander N520BN's ferry flight from Glasgow to Cape Cod, Cape Air's main base. Robin, who had been delivering Airbus 320s round India days earlier, generously wanted to share the adventure and felt the long legs without any auto pilot might prove tedious. We made our own way up to Paisley and met in the evening of 2 November for a briefing from the operations Manager.

Sunday 3 November was a beautiful morning and we planned an early start from our departure airfield of Cumbernauld. However, as is so often the way of these flights by the time we had accepted the aircraft, checked out the 4 barrels of fuel, which took up most of the cabin along with flat packed seats, and filed all the appropriate Flight Plans it was 1130 before we took off.

Delivering Cape Air's New Islander - continued

As it was such a beautiful day, we opted to stay fairly low level and visually tracked along the glens and below the mountain tops to Stornaway, about an hour of some of the most picturesque flying I have ever done. This was all made possible by Robin's extensive experience flying Royal Air Force F4 phantoms down the same glens and staying alert during the cold war.

We climbed for the long sea crossing to Iceland, but with a loss of 2°C per thousand feet, at 9,500 ft, even with the Islanders heating on full, we were feeling the cold and climbed into our heavy ski jackets, Islander cabins can be very snug at such times. We were flying with the sun to the west and that made the long haul up to Reykjavik (777 nm.) We flew at an average speed of 115 kts, the flight took 6h 45m and we came into land with the last light in the sky.



Refuelling in progress on the way

Next day our plan was to get to Iqaluit (formerly Frobisher Bay) in Northern Canada. This was to be done with a tech. stop for fuel at Sondre Stromfjord in Greenland - two serious legs for a light aircraft with no pressurisation and no airframe or propeller de-icing. Still the forecasts were not too daunting and we set off at first light.

Initially, the cloud was denser than forecast and we began to pick up Ice but although we could not clear this eventually we recognised that it was not building and indeed that our speed was not being affected so we continued on expecting the weather to clear and indeed it did as we approached Greenland, which was fortunate as Air traffic reminded us that mean safety altitude on our route was above the 11,000 ft that we were able to maintain.

We opted to cease IFR ops. and continue visually, descending and flying low across the tundra which was exhilarating and eventually we sighted the Fjord which was clear but sadly the temperature was a cool Minus 20°C the 757nm had taken 5h 6m at an average speed of 148kts.

After 1h 40m on the deck refuelling and de icing we took off for Frobisher. Air traffic had no objections so we flew the whole 40 miles of the fjord to the west at low level which put me in mind of the Dam Busters film before we climbed again to chase the setting sun to Canada. The 510nm took 3hr 54m at 130kts.

Delivering Cape Air's New Islander - continued

We landed at 21.09 Z, an exhausting 12 hour plus day. However, our problems were not over, the temperature at Iqaluit was a mild minus 5°C but the wind, although down the runway, was gusting up to 40kts which gave one very large chill factor. Having landed after an ILS approach which took the Islander nearly half an hour to battle in from 20nm we went to refuel the aircraft but once the engines cooled down that was it! They were not going to start again without some serious TLC from Canadian Engineers in the relative warmth of the morning.

Well they did start next day with a lot of help. The rest of the ferry was rather non-eventful , routing via Sept-Isle and hopping the border to clear customs at Bangor Maine, then the sightseeing treat down the coast past Boston to N520BN's new home at Cape Cod, well for the moment till it starts duty in the Caribbean - far away from the cold of a November Atlantic Crossing."



N520BN meets up with a companion Cape Air Islander after arrival on US soil.

Thanks go to Dave Lister for sharing his experience of a successful ferry flight with N520BN. He can now look forward to more flying adventures in Tiger Moth DE470.



Tiger Moth DE470 co-owned by Dave Lister and Robin Russell taxis for take-off from Bembridge at the Vintage Aircraft Club fly-in in July 2013

VCN Restoration Progress Report January 2014 – March 2014

Despite high winds and encroaching floods the restoration team has managed to continue to make good progress over the past months. With the first phase of the fuselage work nearing completion, work has now started on de-corroding the tail-plane and the top half sections of the engine cowlings are now being worked on by Dave Lister at his home in Dorking.

Bryan Groves has continued his work on the electrics and the search for missing instruments.



The nosecone has been cleaned up and is seen here undercoated ready for the application of a white base coat of paint.



Patrick Gallagher has made a superb job of the hardwood door sill inserts. The photo on the left shows the hardwood door sill for the starboard passenger door aperture varnished and fitted in place.

All three sills are now in place. A section of carpet has been pinned in place to protect the sills whilst restoration continues.



Patrick Gallagher and Dave Lister tackle the extensive patches of surface corrosion on the tailplane.

Dents along part of the leading have been treated and an even surface restored by means of car body filler.

VCN Restoration Progress Report January 2014 – March 2014 (Continued)



The nose landing gear support structure has been rebuilt using parts from a scrap nose section.

The search for a useable landing gear nose leg is continuing.



Bob Ward and Keith Winter have spent much time and effort to re-assemble the elevator bias mechanism.

This proved to be a most awkward job due to its location and restricted access from a slot in the avionics bay floor



Fitting the elevator bias mechanism was a two-handed job. Keith Winter is seen here accessing the mechanism from inside the avionics bay while Bob Ward is lying on his back working from below.

The work was made even more difficult as the only available information to show how the bias mechanism was assembled came from a page of the BN-2 Illustrated Parts Catalogue.

Keith and Bob then continued with the work to install the elevator trim control.

VCN Restoration Progress Report January 2014 – March 2014 (Continued)



Close examination of the fin revealed a more significant amount of damage to the leading edge than anticipated. The dents and distortions of the leading edge, as seen in the photo on the top right, are such that surface treatment and use of body filler would not give acceptable results.

The photo on the top left shows one side of the fin in the region of the front spar where there is very bad corrosion. In one place the rivet heads have completely corroded away. Corrosion between the overlap skin joint is also bad. There is really no alternative to removing the complete leading edge skin to see if it can be salvaged in any way. This will need the attention of a skilled sheet metal worker with access to proper facilities. The preferred approach is to remove the shaped leading edge skin and replace it with a new section. The way ahead for this work is currently being assessed.



Rita Edgcumbe cleaning up after roller painting another undercoat on the port side passenger door, in the centre, and the pilot's door on the right

This was followed by the nose cone being given another undercoat, after it needed additional surface repair work, and a first white top coat applied to the other 2 doors and to the nose cone. The Aurigny yellow top coat for all items will be added at a later stage.



Bob Wealthy is seen here working on the starboard passenger door to remove surface corrosion and unseize the door locking mechanism. This door will require repair work to rebuild part of the door edge structure to correct an unsatisfactory repair action from the time when VCN was in service in the Caribbean.

BNAPS Trustee Peter Graham has taken a close interest in the early history of the Britten-Norman Company. As a result of diligent research and interviews with Jim McMahon, Peter Gatrell, Arthur Ord-Hume and others, Peter has been able to capture, in words and pictures, the story of how two young men, John Britten and Desmond Norman, with a consuming passion for aviation, came to be associated with other equally determined people that led to the creation of the BN-2 Islander some 50 years ago.

Crop Culture, Micronair and the Islander

by

Peter Graham

I originally started this story with the intent of writing a piece on Micronair, the manufacturer of the rotary atomisers developed by John Britten from the designs of Edward Bals that so radically changed crop spraying techniques from the mid-1950's. However, researching the story with Jim McMahon led me to discover that my assumptions of how the design of the Islander came to be funded were completely incorrect and the following tale emerged. I hope the reader will find it as fascinating as I did.

To set the scene, John Britten and Desmond Norman met each other in 1947 when serving as premium apprentices at the de Havilland Technical School. Subsequently they designed, and Peter Gatrell (Britten-Norman's first employee) built, the BN-1F Finibee ultra-light aircraft at Bembridge in 1950.



BN1F Finibee

Arthur Ord-Hume

This was very much a hobby activity since at the time John was employed in the Britten family theatre business on the Isle of Wight and Desmond was working as an export assistant at the Society of British Aircraft Constructors (now called the Society of British Aerospace Companies), whilst continuing to fly from North Weald as a member of 601 County of London Squadron of the Auxiliary Air Force flying the de Havilland Vampire jet fighter.

Jim McMahon arrived in Southampton by ship from Australia in the autumn of 1951 on holiday, after two years of flying Tiger Moths in New Zealand on top dressing duties. Jim was born in Australia in Smoko, a small rural settlement to the north-west of Melbourne in Victoria. He served five years in the Royal Australian Air Force as an engineer, subsequently working as a licensed engineer with Trans Australia Airlines at the end of World War 2. He learnt to fly at his own expense whilst serving in the RAAF, obtaining both an instructor's licence and a full commercial pilot's licence.

On arrival in the UK, Jim set about looking for ways of improving existing top dressing/spraying aircraft and techniques. He also tried to interest the British aircraft industry in a new agricultural aircraft design, and all whilst earning a living as a flying instructor at the Herts & Essex Aero Club at the now defunct airfield at Broxbourne near Hoddesdon, and latterly at Stapleford. (There he taught such people as Eric Thurston to fly, subsequently the founder of Thurston Aviation, an early operator of the Islander).

This led him initially to design the 'McMahon Hopper', to be fitted in what would have been the front cockpit of a Tiger Moth, and designed to carry 5 cwt (560lbs/254kgs) of fertilizer or, uniquely, a passenger when empty. The hopper was directly over the CG of the aircraft and the pilot would therefore not be faced with the problem of controlling the aircraft as the hopper released its load, a common cause of accidents with existing designs.

Jim built the initial mock-up in plywood, using a spare fuselage frame lent to him by the Club, and then sub-contracted the detailed design and manufacture of the first two in metal to an engineering company based near Heathrow. He had no help from de Havilland, who perhaps were more interested in their own designs for the more modern all-metal Chipmunk, but was supported by the Air Registration Board and in due course the installation was approved under AAN2371 on the 8th December, 1952.

The friendly atmosphere that prevailed at the time at the Herts & Essex Aero Club can be summed up in the following ditty recounted by Harry Smith (an aircraft joiner at the Club at the time) in his very interesting and amusing autobiography 'One Foot on the Ground':

*The project of Jimmy McMahon
is a hopper as big as a vahn;
built to carry phosphates,
it is known to his mates
as 'That aerial watering cahon'*

The story took its next step forward with a chance meeting between Jim and Desmond in 1952 at a 601 Squadron event at North Weald, leading to a business relationship that was to last for the next fifteen years.



*Tiger Moth ZK-BAF with hopper fitted
Harry Smith*

In the meantime, two converted Tiger Moths were ordered by New Zealand buyers, and the first hopper was fitted at Broxbourne to Tiger Moth ZK-BAF by Jim and Club engineers in their spare time. The converted aircraft was flown by Jim for the first time on the 12th December, 1952 and then disassembled, crated and shipped to New Zealand, where it had a relatively short life, crashing at Te Puia Springs on the 29th March, 1956.

At the time, John and Desmond were operating as a partnership under the name 'Britten-Norman Aircraft' and an agreement was reached for them to sell, manufacture and install the McMahon Hopper, with Desmond producing his first brochure, the front cover of which is reproduced here showing an early, and possibly the first, use of the familiar B-N logo.



THE
McMahon Hopper

For Installation in Tiger Moth Aircraft

BRITTEN-NORMAN AIRCRAFT

The plywood mock-up hopper was collected from Broxbourne by John and Peter Gatrell, Britten-Norman's first employee, and hand carried with some difficulty on the train and boat to Bembridge (the ticket collectors taking some persuasion to consider it as personal luggage), it being too large to fit in Desmond and his cousin Antony's Gemini G-AKHX. This was subsequently used as a pattern for the manufacture of production hoppers, with the installations carried out at

Portsmouth by Hants & Sussex Aviation, until Britten-Norman Aircraft received the necessary approvals from the Air Registration Board.

Additional McMahon Hopper equipped Tiger Moths were produced at Unity Hall, a converted chapel in Star Street, Ryde next to the Britten's Commodore Cinema, still largely on a 'hobby' basis and were sold in New Zealand for top-dressing duties in 1953 and 1954.



Miles Gemini 1A G-AKHX via Peter Amos

Around this time, John became aware of Edward Bals' work on the pioneering CDA (Controlled Droplet Application) technology that Bals had patented in 1951 and which radically reduced the amount of liquid used and yet provided a full and effective crop coverage. Recognising the potential for the hopper business, John negotiated the rights with Bals' company, Micron Sprayers Ltd., to develop the technology for aerial application. This led to him designing what was later known as the Micronair ultra low volume rotary atomiser.



Tiger Moth G-ANRH at Star Street in Ryde P Gatrell

John and Desmond formalised their partnership on the 10th August, 1954 with the formation of Britten-Norman Limited, a company with its registered office at Heston Aerodrome (curiously, this was also the head office address of Fairey Aviation when they bought Britten-Norman in 1972).

The final piece of the jigsaw was now about to fall into place. In 1954, Don Mann was spraying cotton in the Sudan using an Auster fitted with spray bars, and obtained a small contract for the following year in his own right. He persuaded his brother, Frank Mann, a wholesale fruit importer, to fund the project. Later in 1955, Don was holidaying at

Sandown on the Isle of Wight and saw Jim flying a Tiger Moth fitted with early Micronair atomisers attempting to seed clouds with salt water as part of a Ministry research project into fog dispersal. Fascinated, he tracked down the operation to Bembridge, and John, Desmond and Jim sold him on the idea of ultra low volume spraying.



Ready for the off, September 1955 P Gatrell

As a result, the brothers placed a contract with Britten-Norman for the supply of two Tiger Moths equipped with Micronair rotary atomisers and the McMahon Hopper, which by then had been further developed to take a rubber liner allowing it to carry liquid chemicals, for delivery in time for the 1955 spraying season.

In the event, Don decided to pursue an airline career and a worried Frank found himself with a contract to buy two Tiger Moths plus a contract to spray cotton in the Sudan and no knowledge of operating

aircraft or the aerial spraying business. After a meeting with John and Desmond, a hurried call was placed to Jim, who confirmed that he would be able to set up and run the spraying operation through his previous experience in New Zealand, and they joined forces with Frank Mann.

The ARB approved the design of an ultra low volume spraying system for the Tiger Moth and issued AAN3985 to Britten-Norman Ltd on the 6th September, 1955.



Jim McMahon in Tiger Moth G-ANRL with Micronair spray units fitted
P Gatrell

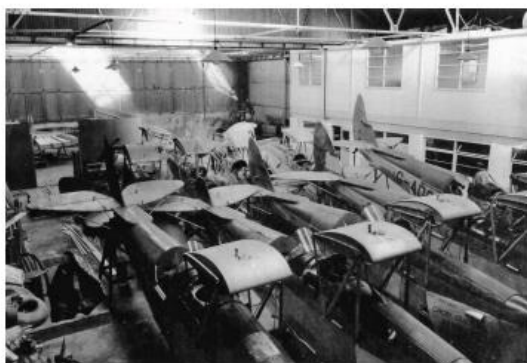
Just one week later, on the 13th of September, 1955 two Tiger Moths, G-ANRH (piloted by Jim McMahon) and G-ANRL (flown by Brunacardi), together with company Anson G-AHNT (piloted by Desmond, with John and the second Britten-Norman employee, Dave Williams, as passengers and a pack of essential spares) left Bembridge for the long flight to Khartoum.

The venture nearly ended in tragedy when one of the Tiger Moths developed an oil leak which had to be fixed before they could continue. The Anson went on ahead whilst the work was being done and, once it was complete, Jim was reluctantly persuaded to

take off even though it was late in the day. The inevitable happened and they were still airborne when darkness fell. There was nothing for it but to try and land by moonlight so they picked the darkest spot they could find and gingerly touched down. Amazingly, all was well, the aircraft were not damaged and were able to take-off at day break.

The team arrived safely on the 25th September and carried out a successful spraying contract lasting until the 24th November, 1955.

Subsequently, Crop Culture (Aerial) limited was formed on the 20th of April, 1956 to develop the potential of Micronair equipped aircraft. Initially this company was owned by John, Desmond and Frank Mann, each having equal shares as the founder directors. However, on the 2nd of May, 1959 Jim McMahon became a director and equal shareholder in recognition of his crop spraying expertise and importance to the business.



Stored Tiger Moths at Bembridge c. 1961, G-ADGT on the far right
P Gatrell



Tiger Moth G-ADGT in 2003
P Graham

He also became a director of Britten-Norman Limited on the 2nd of September 1958 and the surviving records show that certainly by February 1966 Frank Mann was also a director and that the company was then owned equally by John, Desmond, Frank and Jim.

And now to the nub of this story. By 1963, it is a matter of record that the Crop Culture group had become the largest crop spraying company in the free world, with a fleet of over 70 crop spraying aircraft operating in South and Central America, the Caribbean, the UK, Africa and Australia. The aircraft were primarily Snow S-2s (28), Piper Super Cubs (21) and Austers (8). By that time most of the Tiger Moths had been pensioned off, although many continued to be used by other crop spraying companies and some survive to this day (converted back to two seat aircraft).

The group was for its day very profitable and it seems not generally known that the initial capital required for the Islander project came very largely from these profits. It is also probably correct to say that the Islander would not have become a reality without the financial support provided by Crop Culture.

Sadly, following a difficult financial period for Britten-Norman and certain opposing views amongst the directors regarding the control of the ever increasing costs of the Islander project, it was mutually agreed in 1967 that the companies would separate with John and Desmond taking full ownership of the Britten-Norman and Cushioncraft companies, which was their main interest, and Jim and Frank taking full ownership of the Crop Culture group, including the rights to the Micronair equipment.

As a result, the latter group moved in late 1967 from the facilities shared with Cushioncraft at the Duver in St. Helens, to newly created offices within Bembridge Fort, a largely derelict Napoleonic Fort owned by the National Trust. Over the next twenty years the company refurbished and rebuilt the interior of the fort to accommodate a thriving engineering business.

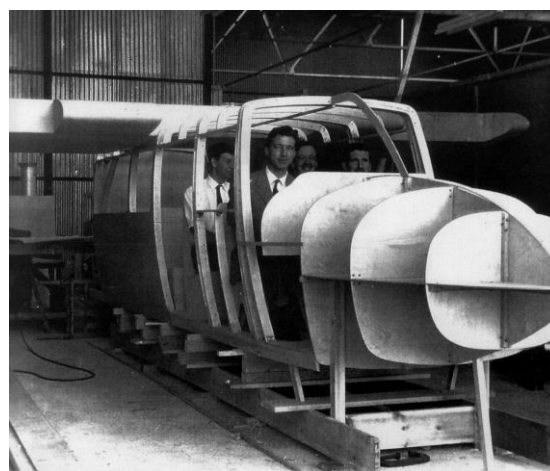
This business was sold to an ex-Britten-Norman director and partner when Jim retired but did not last and in 2000 it all turned full circle when Micron Sprayers acquired Micronair (confusingly, this was the actually the Crop Culture company that had swapped identities with the original Micronair company some years earlier after Jim had left) which allowed both companies to further strengthen their position in aerial and ground based crop spraying and public health spraying operations.

January 1964 - B-N Board Launches Utility Light Transport Aircraft Project

50 years ago Britten-Norman launched the BN-2 project when the board of directors gave the go ahead in January 1964. Design work progressed rapidly and first metal was cut in September 1964.

As is well known, the BN-2 prototype, G-ATCT, was built at Bembridge Airport and made ready for flight by 12 June 1965. Its official first flight of 70 minutes duration took place at 14.18 BST on 13 June 1965. In the following week John Britten and Desmond Norman held a press conference where the BN-2 was given the name Islander.

"Islander 50" at Bembridge Airport in June 2015 will commemorate the 50th anniversary of the first flight and pay tribute to the talents and skills of all those that made the BN-2 Islander the most successful British commercial transport/utility aircraft ever. Over 1250 BN-2's of all variants have been built to date with around 600+ remaining in service.



BN-2 wooden fuselage mock up, dating from sometime in late 1964/early 1965, with Desmond Norman, left, John Britten, centre, and Denis Berryman, on the right, occupying the pilot's seat.

New BN-2T Turbine Islander B-N Flies at Daedalus Airfield



*Image from
Air Tetiaroa website*



Photograph courtesy of Richard Davies

BN-2T Turbine Islander G-CEUE, c/n 2310, had been seen at Daedalus Airfield in January this year in primer. Subsequently, having been test flown and painted, G-CEUE was seen at Daedalus Airfield on 16 February.

It is believed that this aircraft is one of two BN-2Ts that have been ordered by Air Tetiaroa and will be used to ferry guests to the Brando exclusive luxury resort located on the small island of Onetahi, part of the Tetiaroa atoll just 30 miles above Tahiti in French Polynesia.

Design Classics Meet Up at Cumbernauld



Saywell International's Sales and Marketing Manager, Ben Wilson, sent this photo showing a meeting of two design classics, a Mk 4 Land Rover and the "Land Rover of the Skies" represented by Hebridean Air Services Islander G-HEBS. This aircraft is maintained and supported by Cormack Aircraft Services Ltd, a sister company of Hebridean Air Services.

G-HEBS is seen here at Cumbernauld Airport in Scotland, the base for both Hebridean Air Services and Cormack Aircraft Services.

Emetebe Taxi Aereos B-N Islanders Serve Galapagos Islands



Expansion of tourism in the Galapagos Islands brought a need for transportation. Transferring passengers and cargo by sea proved to be time consuming and inconvenient, especially during rough weather.

The arrival of Emetebe Taxi Aereo in 1995 revolutionised transportation in the Galapagos Islands and made air travel an alternative option for getting around the islands.

Ecological airports were built on the various islands to accommodate the advent of air traffic and in turn improved employment opportunities and inter island commerce.

Emetebe operates a fleet of Islanders to carry passengers and their baggage safely and reliably between mainland Ecuador and the Galapagos Islands.

Photographs of Emetebe B-N Islander HC-BZF (c/n 200) are courtesy of Sebastian Schmitz/Airliner World.

Par Avion – Exploring Tasmania’s Wilderness

Par-Avion
WILDERNESS TOURS

AT Airlines of Tasmania
Your Tasmanian Airline



Par Avion has a fleet of three B-N Islanders operating into Bathurst Harbour airstrip, in the remote Southwest National Park mainly for wilderness tours. The airstrip is 450m long for which the Islander is well suited. Cessna 206s and a Cessna 172 are also part of the fleet but the Islanders are the main aircraft used. Par Avion’s MD Shannon Wells says he finds the Islander to be a great aircraft, albeit parts are a little tricky to get. He is still waiting on a nose wheel refurbishment from 2 years ago! Photos are courtesy of Shannon Wells.

At present Par Avion’s Islander fleet consists of: VH-OBL BN-2B (300) c/n 2035, VH-RTP BN-2A (260) c/n 79, VH-AEU BN-2B (260) c/n 2130.

B-N Islanders on Postage Stamps

Thanks go to Facebook correspondent Graham Simmons who has looked out a number of postage stamps featuring B-N aircraft:



BNAPS Items for Sale

BNAPS Ltd is the sales arm of BNAPS and in selling books and memorabilia etc. makes a significant contribution to our restoration funds. These items can be purchased direct from BNAPS Ltd, at BNAPS events and sales stands and by mail order.



The mug bears a striking image of G-AVCN and is dish washer proof.

Price for BNAPS Supporters is £6.00 and for non-members £6.50, UK p&p is £2.00.



BNAPS fridge magnets and key rings are now available.

Price for members is £2.00, for non-members £2.50

UK p&p is £1.00

Supporting BNAPS & Islander VCN's Restoration



AQS Ltd



The Propeller Inn

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 together with his wide range of aviation prints

www.ivanberrymandirect.com/bnaps.htm

BNAPS Books, Prints and Memorabilia Sales

BNAPS Ltd. Books, Ivan Berryman prints and memorabilia sales are now being handled by Rita Edgcumbe assisted by John Kenyon.

If you need a current price list or wish to purchase specific items offered for sale please contact Rita on 01983 875790 or by e mail: m_edgcumbe@yahoo.co.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.

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 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. Bob Wealthy is now Chairman of the Board of Trustees as of 13 November.

Forthcoming BNAPS Events

The next Britten-Norman Aircraft Preservation Society (BNAPS) social evening will be held on Tuesday 25 March, 2014, at the Propeller Inn, Bembridge Airport - Doors open at 6.45pm for a 7.15pm start.

The evening will feature an Aviation Quiz organised in teams of four at £1 per head, with a prize for the winning team members.

There will be a report on recent progress with our B-N Islander restoration project and what is planned in the lead up to the "Islander 50" event.

Also there is a raffle and an opportunity to purchase BNAPS books and B-N memorabilia to help raise funds for the restoration project. Admission is free, all donations will be gratefully received.

How to contact BNAPS:

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