



BNAPS News May 2014

BNAPS News Vol 4 Iss 3 – May 2014

Peter Ward, FRAeS, 1926 – 2014

Sad loss of B-N stalwart and BNAPS supporter

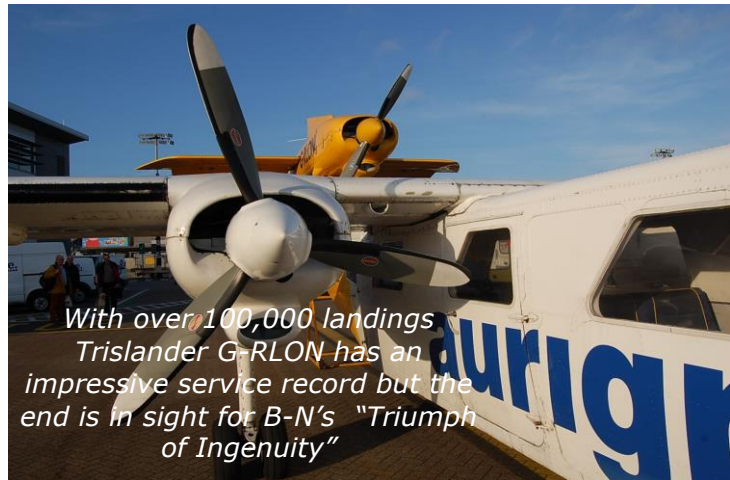
Sadly our dear friend Peter Ward passed away on 10 May 2014. Peter had a long and active career in the aviation industry working for some of the leading aircraft companies. Peter joined B-N in 1967 where he enjoyed a long and varied career through to retirement. Peter recounted his story of these times in a series of articles as his contribution to many issues of the BN Historians publication Islander News.

On behalf of BNAPS Trustees, supporters and friends the opportunity is taken to convey our sincerest condolences to Peter's family and friends at this difficult time.

A tribute to Peter by Bob Wilson is on pages 3, 4 and 5 of this issue of BNAPS News.

Trislander G-RLON Makes Last Scheduled Aurigny Air Services Jersey to Guernsey Flight

The first stage in Aurigny Air Services planned rundown of Trislander operations is a code sharing arrangement with Blue Islands for flights between Guernsey and Jersey. On 15 March, 2014, Trislander G-RLON made the last scheduled flight between the islands, flight no. GR893, the new arrangements coming into force on the following day.



With over 100,000 landings Trislander G-RLON has an impressive service record but the end is in sight for B-N's "Triumph of Ingenuity"

"Missing" VCN Parts Found

Ever since the time when VCN was recovered from the B-N site back in July 2010 the BNAPS restoration team had been pondering on the fate of a number of parts of VCN that appeared to have gone "missing". The mystery was unexpectedly solved when BNAPS supporter and BN Historians proprietor, Allan Wright, received a phone call reporting that a large box had been found during operations to clear up the B-N car park at Bembridge. The contents were recognised by the colour scheme as belonging to VCN when it came back from Puerto Rico in 2000 and the importance of this find for BNAPS' restoration project was quickly appreciated.

Allan alerted Bob Wealthy and within an hour or so John Kenyon swung into action and recovered the parts, ably assisted by his grandson who happened to be off school that day. The restoration team members are much relieved that they now have a set of flaps, dorsal fairing, wingtip section and wing leading edge outer section plus undercarriage fairings. VCN restoration team leader, Bob Wilson, was much relieved at the find and felt that this good fortune has given a major boost to the project.

Thanks go to B-N Group for enabling the "missing" parts to be recovered on the day. Also thanks to John Kenyon and his grandson for wasting no time in collecting the parts.

Mainland Trip to Recover Parts in Temporary Storage

Thanks go to John Kenyon again for bringing his MPV over to the mainland for the day at the end of April to collect parts that had been in temporary storage for some time. A quick trip to Worthing to collect a pair of altimeters was followed by a run over to Fareham to collect the two propellers refurbished by Proptech and the remainder of the parts that had been donated by Isles of Scilly Skybus last year.

On the way to Worthing a call was made at Littlehampton to see Frank Matthews to view his Islander forward fuselage restoration project – more on this topic in the July issue of BNAPS News.

Norvic Aero Engines Ltd – Good Progress with “Non functional” Lycoming engines

Latest report from Norvic Aero Engine’s works manager, Jon Howard, at St Neots is that they have bottom ends built for both engines. The first engine has two cylinders fitted. Jon has just acquired the remaining 4 to complete this engine. At the moment Jon is still searching for more cylinders suitable for use on the second engine. Many thanks go to Jon Howard and Richard Boddie at Norvic Aero Engines for supporting BNAPS and the restoration project.

APPH Donates Islander Landing Gear parts

Thanks to contact with APPH Sales and Marketing manager, Peter Creasey, made via Ben Wilson at Saywell International, a quantity of beyond economical repair Islander undercarriage components has been donated to BNAPS.

APPH arranged for the parts to be delivered to Saywell International and Ben brought the parts over to the Isle of Wight shortly afterwards when he came over at Easter time.

New BNAPS Supporter, Charles Shiverall set to catalogue the parts. Charles was heard to comment “felt as though I was back at work with B-N again”.

Many thanks to APPH and all involved, these parts are of invaluable help to our project.

Were You There?



This 1966 photo of group of people in front of BN-2 Islander prototype at Bembridge was provided by Bob Ward (centre). John Britten and Desmond are easily identified – were you there or can you identify some of the other people in the group and what was the occasion?

Peter Ward's funeral took place at All Saints' Church Ryde at 1.30pm on Tuesday 20 May 2014. The following address was given by long time work colleague and friend, Bob Wilson. Bob has kindly agreed that the text can be published in this issue of BNAPS with the addition of photos showing some aspects of Peter's career in aviation and subsequent interest in BNAPS and his support for restoration of B-N Islander, G-AVCN:

Peter Ward – A Tribute from Bob Wilson

I first met Peter when he joined Britten-Norman in March 1967 as the Weights Engineer. He was immediately likeable and obviously knew what he needed to do to get to grips with the weight control programme on the Islander which up to that point, I had been trying to do. However, as a young engineer less than two years out of my apprenticeship and with no experience of weights engineering I had been struggling. Peter to his credit never criticised my efforts although I am sure he must have been very tempted. We and our families soon became friends.

At B-N we quickly found out that Peter was much more than a weights engineer. He had experience as a Flight Test Engineer and he was also a Pilot. Peter proved to be very passionate about aviation in general and in particular flying. In 1968, B-N bought a Piper Tri Pacer single engine aircraft for general communications flying. During September that year Jim Birnie, the Chief Test Pilot at the time checked Peter out in the TriPacer and afterwards proclaimed "not bad Peter". That was praise indeed from Jim. After this, Peter's flying hours increased markedly ferrying people and parts all over the southern half of the UK.



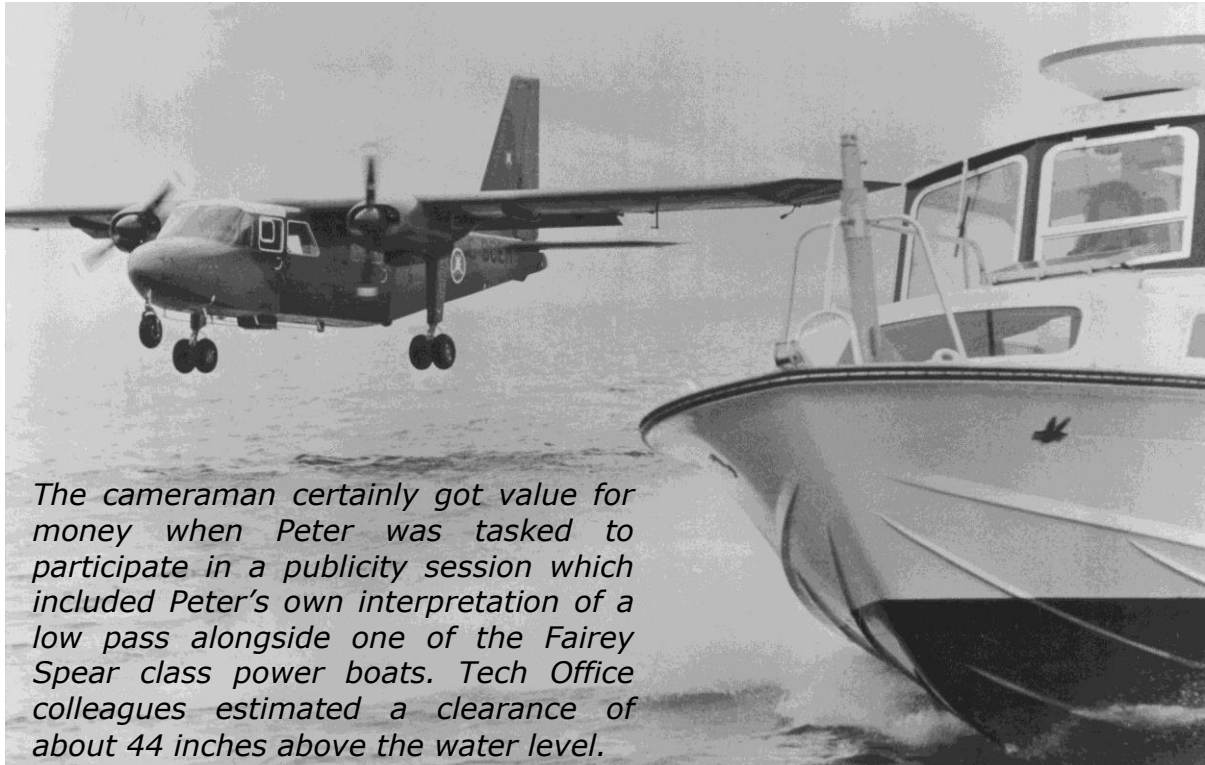
Peter at work as a Weights Engineer with B-N. This photo comes from the B-N Company Album that has been kindly passed to BNAPS for safe-keeping.

The photographs were taken by Peter Wilson on instructions from Desmond Norman back around 1970/71. Over 300 B-N employees are listed of which 287 agreed to have their photos and profile details included.

Peter was also involved with local Gliding Club and flew for the then local parachute club. In 1969 Peter had his first flight with BN as a Flight Test Engineer, flying with Deputy Chief Test Pilot Hugh Kendall. Peter was to continue to fly as Flight Test Engineer with several other highly regarded Test Pilots, including John Neilan, Bob Cole and John Ayers and continued to build his flying hours over the next few years.

In addition to benefitting from the piloting knowledge and tutorage of B-N's Test Pilots, Peter also had the benefit of learning from other excellent pilots such as Peter Phillips and many others too numerous to name. Peter was a keen and quick learner and his expertise as a pilot resulted in BN's Test Pilots encouraging Peter to go for a Twin Engine rating and then a Commercial Pilots Licence. Even greater incentive to go for a Commercial Licence was given to Peter after a flight test programme with John Carrodus, a senior CAA Test Pilot. John had asked Peter to demonstrate some handling aspects to him during a test flight to get an appreciation of the technique being used by the company. On landing, John told Peter "if you get your Commercial Licence I will recommend limited "B" conditions for you. "B" Conditions in those day meant being allowed by CAA to carry out test flying. This was a huge vote of confidence in Peter's abilities as a pilot, as "B" conditions were usually only granted to pilots having completed a demanding flight test training course at such places as the Empire Test Pilots School at Boscombe Down.

One particular flight undertaken by Peter, that justifiably he was very proud of, came about in the early 1970s when Fairey who by then owned BN wanted some publicity film of an Islander flying with their Spear Class fast patrol boats. This involved flying low and in formation with the boats out in the Solent with film crews in chasing RIBs. An indication of the faith that Test Pilot John Neilan had developed in Peter was shown when he assigned Peter to the task. The resultant film and stills were impressive with one particular shot of Peter very low over the water in close formation with one of the Boats. The film crews in the accompanying RIBs were delighted and footage was even shown on local TV - a demanding flying job well done



Peter embarked on the theory side of obtaining a Commercial Licence and he passed the exams in 1979. He then started on the flying aspects. All the time he continued to carry out a range of flying and flight test engineering activities for BN. He was fortunate to have a very able Deputy with regards to the weights engineering activities in Dave Hill which allowed him time to pursue his flying interests.

However, fate struck a cruel blow one evening. When sitting at home relaxing Peter experienced a strange occurrence. Both his arms turned upwards and his fists clenched shut. A couple of days later the same thing happened again and after the episode had passed Peter was left feeling weak and exhausted. The Doctor, who had been called by Peter's wife Jo, was left with no alternative but to notify the CAA Medical Examiner. The CAA sent Peter to a specialist unit at St Mary's Hospital in London where he was kept in for 10 days for a whole series of test. They found nothing and could not replicate the condition. As they could not identify a cause, they could not prescribe any medication and told Peter they would have to withdraw his Licence.

Peter's last flight as Pilot in charge was October 1980 collecting an Islander from painting at Oxford. I and all Peter's colleagues felt for him. We all knew how much his flying meant to him. He put on a very brave and philosophical face, but inside he had to be hurting. What proved to be particularly sad was that Peter never suffered from another one of these attacks. We tried to ensure Peter got plenty of opportunities to fly as a Flight Test Engineer and all the Test Pilots he flew with would frequently say "give me the clip board and stop watch - you take the controls". Maybe not the same as flying P1, but we liked to think it helped.

Peter had also been getting more and more involved with Airworthiness and this trend continued. One aspect that he liked about this was that it allowed him to get involved with the friends and contacts he had made over the years at CAA. Just like with his flying and flight test engineering, Peter became appreciated and respected by his airworthiness counterparts.

Come 1991, Peter reached retirement age after 24 years with B-N during which time he had earned the respect of his colleagues not only at B-N but at the CAA. However, this proved not to be the end

of his association with B-N as after a break of a year or so during which time he did some sub-contacting work, we persuaded him (I am not sure that is the correct word) to come back on a part time basis as we needed experience in the airworthiness department and the odd bit of weights engineering. This lasted for about another 3 years before Peter retired for the second time, this time for good.



Peter, second from the right, gave his full support to the initiative to restart restoration of G-AVCN and came along on a cold March day in 2010 when the aircraft remains were inspected in the B-N car park.

However, towards the end of 2000, the first Production Islander, G-AVCN which had been delivered to Aurigny back in 1967, arrived back at Bembridge having been recovered from Puerto Rico in poor condition by Peter Graham. The Britten Norman Aircraft Preservation Society, BNAPS was formed with a key objective to restore the aircraft to its original glory. Peter was a key player in BNAPS and played an instrumental role in the early restoration work. So, he was back working with Islanders again.

It is worth noting that many years earlier Peter had flown CN. After its use by Aurigny came to an end, it came back to Bembridge for a while before eventually being sold to a company in Guadeloupe. In 1976, Peter ferried the aircraft from Bembridge to Shannon for fitting out with a ferry fuel system to enable it to be ferried to Guadeloupe.

Eventually, Peter's health meant he could no longer get involved hands on with the restoration, but his interest in the project continued right to the end. Indeed, a substantial part of our discussion the last time I saw him in Hospital was about the restoration progress.

In my working life I have encountered very few people who were liked by all, Peter was one of them. That does not mean he was a soft touch, he could be very firm when required, but he had that ability to make his point without upsetting people. A truly lovely man, Peter was a highly competent aviation engineer, respected by industry colleagues and the Aviation Authorities alike and he was an extremely good pilot. It was a pleasure and privilege to have worked with him and I was fortunate enough to be able to call him a friend.

Bob Wilson 20 May 2014

On the day of Peter's funeral Dick Dawnay, a long-time colleague and friend of Peter, revealed the remarkable coincidence that 42 years ago to the day on 20 May 1972 his log book contained an entry of a flight he had made with Peter in Cessna 185B, G-AYNN, (or "Nasty, Nasty" due to the aircraft's unfortunate characteristic of suffering an engine cut out problem at random intervals causing some consternation to its pilots). The flight was piloted by Peter and departed from Bembridge at 10.00 and arrived at Biggin Hill at 10.35 to attend the Biggin Hill Air Fair and participate in the Daily Express Trophy Air Race. The return flight departed Biggin at 17.30 and arrived back home at 18.05.

BNAPS Supporter and one time Trislander pilot with Aurigny Air Services, Toby Dixon, recently made a nostalgic visit to Alderney to re-acquaint himself with the aircraft. Thanks go to Toby for his contribution to BNAPS News:

Toby Dixon's Trislander Reunion – April 2014

There has been a continuous theme through my life that I simply can't leave alone. Islanders and Trislanders - yellow ones from the Channel Islands particularly.



Through a series of unfeasibly lucky events and some further good fortune I was lucky enough (in my mind anyway) to fly the Trislanders at Aurigny Air Services for a few years and live in Jersey for that time. As a child I had elderly relatives in Alderney and became somewhat focused on these aircraft at a very early age, so after a lifetime of yearning to fly them I could have found the whole thing a bit of a let down when reality hit me. Luckily, as it turned out, not. In fact I distinctly remember asking for more sectors to fly (which the older, wiser pilots were quite often happy to give away...).



View of the Trislander's distinctive tail engine location and Puffin logo

Well, it's been over a decade since I got a 'proper' job and moved on to less interesting, automated machines. So hearing that Aurigny was soon to say goodbye to Britten-Norman, single-crew, scheduled piston engined operations for good after forty-six continuous years of service I found an excuse to get back to Alderney and experience the noise again, but as a passenger this time. As my mother, sister and aunt had not been to Alderney since the nineteen-eighties it seemed a good ploy to get them all down to Eastleigh, sorry, Southampton Airport for a brief visit. Of course, the historic buildings of Southampton Airport had been gone for some years when I started flying for

Trislander Reunion for Toby Dixon – continued

Aurigny in 1998 and the current terminal is ideal for the security-driven aviation experience we endure now, but I do miss the informality of the previous system. Which is why it was so pleasing to find that once the air-conditioned terminal had been left behind and we found ourselves being led to Trislander G-RLON (aka G-OCTA and G-ITEX), things hadn't changed so much after all. Clutching our boarding cards we waited for our names to be called to then be directed into one of the five doors that make entry to the cabin possible, front passengers first to avoid the tail sitting on the tarmac, then a step up and in to the surprisingly roomy seats after ten years of low cost jetting.



Trislander G-RLON is equipped with up to date electronic flight instrument and navigation systems

Apart from the GPS screen and mini EFIS panel, relatively recent updates, it was just the same old cockpit with the same oily, avgas smell and wonderfully familiar triplicated switches, levers and dials. The quiet whine of the gyro instruments, now back-ups, the clunking of doors and the general chit-chat of passengers (some old-hands, some new to this mode of transport and rather surprised) was broken by the brief welcome on board P.A. by Captain Will Taylor to inform us of pleasant conditions for this evening's flight.

All three engines were started in less time than it takes to say it and we began to taxi to the hold for runway 20, following a Flybe Dash 8. It was very soon our turn to backtrack and line up while Captain Will received his airways clearance, then on turnaround the throttles were slowly pushed all the way forward to bring that unique and overwhelming sound of eighteen Lycoming cylinders giving it their best to create seven hundred and eighty horsepower via eight propellers.

It's such a different way to go flying, no great sensation of being pushed back in your seat with the easy acceleration and lift off found on board a jet. It's a much gentler route to get airborne, if noisier. Yes, much noisier, but that's all part of the exhilaration involved in this now rare experience in aviation. From my trips to the Channel Islands as a child, before health and safety became such big business, I clearly remember how deaf we were for an hour or so upon arrival - all part of the fun.

The pilots have been wearing Active Noise Reduction (ANR) headsets for nearly two decades, the airline providing fairly straightforward ones while some of my older colleagues had spent a bit of cash on top-notch ANR equipment. I borrowed a set once but they were so effective that I couldn't hear the engines to synchronise them (the top engine with two propeller blades makes a wob-wob-wob sound until synchronised and the wing engines with three blades go nyah-nyah-nyah...).

Flaps up, rear engine power failure light off and back to climb power for a cruise climb to Flight Level four zero (approx. 4000 ft) and then back to cruise power with mixtures leaned and a blast of hot air to remove any ice build-up in the carburettors. As Will promised, it was a beautiful evening above a low overcast layer of cloud over the channel which petered out by the time we entered Jersey zone. This was replaced by a thick haze which meant a visual approach into a setting sun would be rather challenging, so Will was able to utilise the more recent technology now fitted to the fleet by flying a GPS/RNAV approach instead of the established NDB timed procedure of old. This makes the pilot's day much better as it actually gets you to a sensible place in front of the runway to complete the landing rather than somewhere in the vicinity (the Alderney based pilots were always much better at the old style approach than the rest of us).

I had been fairly pleased with myself in remembering most of what flying a Trislander entails but despite more than 3000 flights in the type, my decade away made me feel a huge 'ground-rush' as Will calmly squeaked it on to runway 26 in Alderney. A brief taxi-in to park in front of the small terminal building and the engines were shut down to leave us all amazed and thoroughly pleased to be there.

Trislander Reunion for Toby Dixon – continued

The airport itself is mostly unchanged except for a metal detector/ security area (2001 of course) and an unsightly battleship grey metal spiked fence which adorns a beautiful old granite wall that I used to sit on.

So, with a faint ringing in our ears, we disembarked, rear seats first this time, made our way through the small baggage hall/customs area to see a few faces who were kind enough to only remember my less assertive touchdowns on their island all that time ago.



Trislander G-BDTO being made ready for its next flight from Alderney

Why has the Trislander endured for so long in the Channel Islands? It's remarkably simple (no retractable wheels, no hydraulics etc), it's very, very strong (it can handle a lot of extremely rough weather despite it's fairly heavy controls), it's adaptable and quick to change to combinations of passengers, freight, ambulance and hearse.., it has, for its power, excellent load lifting ability at the expense of a level of performance possessed by more costly machinery. But that performance is normally, except on rather hot days, never needed on this operation and as for speed, one hundred and thirty knots is plenty when you are travelling less than a hundred miles. There has been no other aircraft that can lift sixteen or seventeen passengers off a seven hundred metre grass runway using only one pilot, with only seven hundred and eighty horse power and the back-up of three engines (one engine failed still leaves two thirds power however limited that might be...) in a violent winter crosswind. Unfortunately spare parts have made the economics less favourable in recent years.

It would be great to see the Trislanders continue in service, but running an airline on sentiment has never worked very well. The days of inter-island services every thirty minutes are long gone and with the arrival of two-crew turbo-props the money game will change again. It's the end of an era, but I'm biased of course.

Toby Dixon
April 2014



Trislanders G-JOXY and G-RLON meet up on the ramp at Alderney

VCN Restoration Progress Report March 2014 – May 2014

Much detail work on the fuselage controls and control runs has continued. The refurbished instrument panel has been fitted temporarily to check fixings and locating points.

Work has proceeded with de-corroding the tailplane and one surface etch primed.

Work on de-corroding the fin and rudder has been undertaken and Airframe Assemblies has been given the go ahead for fabrication of a new rudder leading edge.

The latest batch of parts ordered from Saywell international has now been received together with a directional gyro instrument that was purchased in the USA. This item was delivered to Saywell International's Florida office and delivered to the UK for BNAPS thus saving a significant shipping charge.

The fuselage is being painted white prior to moving it out into temporary storage to free up workshop space for work on the wing and empennage.

Bob Wilson recently reviewed the priority activities for the present phase of work on the fuselage as follows:

- 1 Complete installation of the elevator and rudder trim controls as far as shortages allow, for the elevator trim control this is limited to the missing trim wheel;
- 2 Installation of the missing fairleads will only be done when time permits;
- 3 For the rudder trim key missing parts are a turnbuckle and the trim wheel. The rudder trim installation can only consist of that in the fuselage as the remainder cannot be completed until the fin and rudder are fitted;
- 4 Complete restoration of the port and starboard passenger doors and the pilot's door. Adjust hinges and fit. New door seals are required, suppliers of suitable items are being contacted;
- 5 Complete restoration of the baggage bay door. A replacement for the missing lower fuselage hinge is being made by Keith Winter from aluminium alloy in one piece instead of the welded up T section sheet steel original;
- 6 Repair and fit dorsal fin. This item was with the recently found "missing" parts and is badly damaged. A section of the upper edge has been crushed so the item is distorted and the skin buckled and creased. The item is being referred to a local car body repair "guru" to see what can be done;
- 7 Obtain window seals and fit door and fuselage windows, locate or obtain windscreen fasteners and fit windscreens;
- 8 Locate/or obtain fasteners for the Nose Cone, Tail Cone and Avionics Bay cover, paint items and "slave fit";
- 9 Some painting issues are being addressed. For now painting will normally be done when the temperature is above 15 Deg C. and rolling the top coat diluted with 10% thinners and with no other work going on to minimise dust. If this does not improve the finish we may consider taking the fuselage outside on a warm day and spraying;
- 10 Bryan Groves and Paul Brook will continue with the electrics, instruments and avionics up to the point of actually fitting the instruments;
- 11 Internal fuselage trim will be fitted at a later stage. Options to obtain used trim panels or to re-make the trim using suitable materials and existing trim as templates are under investigation.

The following series of captioned photos courtesy of Bob Wilson show the steady pace of progress that has been maintained:

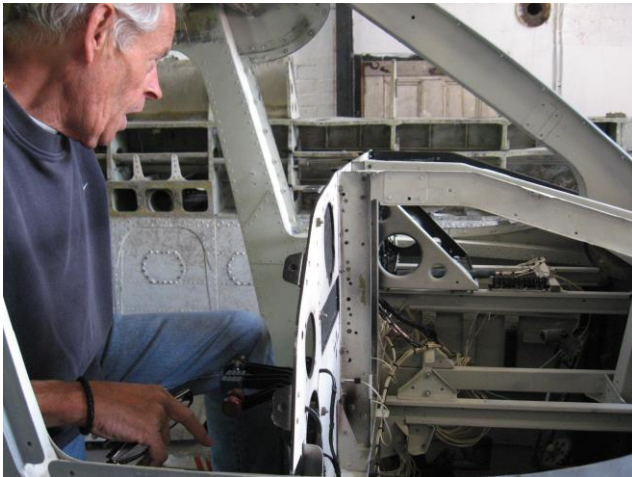
VCN Restoration Progress Report March 2014 – May 2014 (Continued)



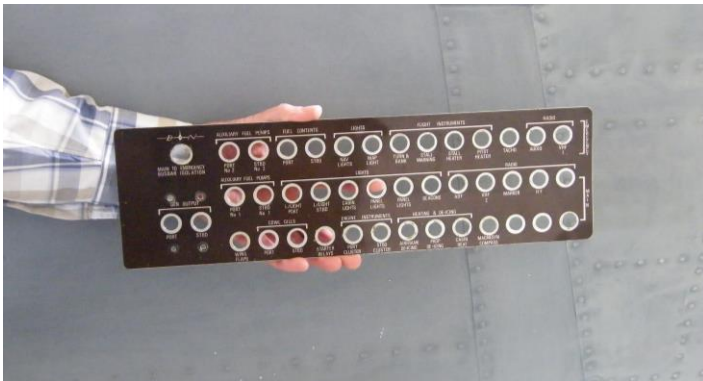
Paul Brook (left) and Bryan Groves have made astounding progress with the instrument panel refurbishment and installation.

Here the panel is being carefully riveted into place when lined up with all the supporting brackets in a very confined working space.

Great care is needed to ensure that none of the wiring is snagged or trapped during the process of riveting the panel in place.



These two photos show work in progress to fix the instrument panel in place. Paul Brook made up the electrical lighting harness for the instruments and panel lights.



Bryan Groves exhibits circuit breaker panel that he has restored. This panel was then installed in place on the lower right hand side of the instrument panel.



Following installation of the instrument panel it was then possible to trial fit the new coaming that is situated above the panel.

This view of the instrument panel and coaming in place shows how all the hard work is bringing VCN back to life.

VCN Restoration Progress Report May 2014 – May 2014 (Continued)



Charles Shiverall manages to keep going, despite the background sounds of scraping, drilling, riveting, filing etc., to identify and catalogue the batch of nose and main landing gear parts donated by APPH.



Jeni Gallagher (left) and Rita Edgcumbe tackle the rather messy job of applying paint stripper to the fin. From experience with other components it is more effective to completely remove the old paint in this way rather than just cleaning up the corroded surface to bare metal and then trying to “feather in” the edges of the original paint. Use of a sander creates much dust and also the rivet heads can get abraded away, these problems are avoided when using paint stripper.



Bob Ward at work removing old paint from the flaps using paint stripper. The flaps will then be de-corroded, etch primed and painted.

As a result of the flaps being stored in the open for some years, there are considerable areas of surface corrosion that need to be made good.



Guy Palmer has removed the perished sealing around the door edge and is seen here cleaning the edges ready for etch priming and painting.

Work continues with up to 12 people in the workshop at times – more about progress in the next BNAPS News in July.....

This article was kindly submitted to BNAPS News by BNAPS Supporter Richard Byrd and tells the story of his father's flying career that included a number of flights as a B-N Islander and Trislander ferry pilot in the 1970s:

Lest We Forget

**Horace R 'Slim' Byrd, Ferry Pilot
20 January, 1924 - 5 December, 1984**

by
Richard Byrd

My father used to say that one of the ways to happiness and success in life was to find something that you would do for free, and then find someone who would pay you to do it. My father was H.R. "Slim" Byrd, and he loved to fly.

At first, it was the United States Army Air Force that paid him to fly. A child of Depression-era rural East Texas, he loved aviation from an early age. Building flying model airplanes gave him his start. He had just started college as an Air Cadet, the 1941 equivalent of modern ROTC, when Pearl Harbor changed everything.



Slim and Aero Commander



AT-6A Texan 'tail dragger'

Dad had a varied career in the USAAF/USAF. When he went in just after Pearl Harbor, they were training aircrews in huge numbers. One way they did this was to hold back the cream of the crop from each advanced flying course & use them as instructors for the next basic flying course. This slowed Dad's progress overseas considerably, but it also gave him a depth of experience many of his peers did not have. ("If you don't know how to fly a tail-dragger, you don't know how to fly.")

It was not until September 1944 that he went overseas to join the 42nd Bomb Group (Medium), flying B-25 Mitchells in the South-West Pacific area. He did 34 combat sorties with them in the Solomons, New Guinea and the Philippines, and then was transferred up to 13th AF HQ to fly for the VIPs there. The picture below shows one of these HQ B-25s. Dad is third from the left, looking toward the camera. It is easy to see how he acquired the nickname "Slim".

He remained fond of the B-25 his whole life. It is not unusual for pilots to remember with affection the plane they went to war in, but post-war he also developed a fondness for the C-119 and, strangely enough, the C-124.

Bear in mind, of course, that it was during this tour that he spent enough time on



leave in Sydney, Australia to "acquire" my Mother, Joy Ellen nee Lockwood. It was America's greatest victory of the Second World War, won single-handed against fierce competition.

After the war, he brought Mother over from Australia and bummed around the USAAF's training base, doing various jobs and attending schools as the demobilization made the Air Force a shadow of its wartime size. He went to propeller mechanic school, mess officer school, served as an escort officer for the remains of deceased personnel being shipped back after the war and anything else the Air Force needed done.



*Joy, brother Dale and Dad
1948*

For a while, they had a lot of people and not much to do. And then things got busy again. He flew C-54s in the Berlin Airlift. When I was stationed in Germany with the US Army in the early 80s, he pointed out to me the building in Frankfurt where he had been quartered.



Douglas C-54E on Berlin Airlift

Afterwards, he did a stretch as a mess officer in Dharhan, Saudi Arabia. During the Fifties, Dad was with the USAF Ferrying Squadron for a while, moving a LOT of C-119s, C-124s, C-47s, etc. Late in his career, he also worked in Air Force air traffic control. Dad retired at Travis AFB, California in February 1963.



C-124 Globemaster 'Old Shaky'



C-119 Flying Boxcar

After his retirement, we moved to my Mother's native Sydney, Australia, where Dad worked as an instructor in the QANTAS flight simulator training facility. His experiences as a flight instructor, heavy transport pilot and an air traffic controller made him a uniquely rounded and capable instructor, but it was not a flying job and he missed that very much.

At the end of 1966, our family returned to the United States, and Dad started working in a job most people don't even know exists - ferrying light aircraft overseas. This usually involves adding extra fuel tanks, radios, and survival gear to a fairly small aircraft that is not really envisioned to be doing long, over-water legs - legs that often meant ten, twelve, fourteen or even more hours in the air, sitting in a seat with no way to move around or rest. There were a lot of radios - remember that this is well before GPS navigation made it so much easier, so all old-school navigation. It was tough work, but somehow Dad enjoyed it.

Dad kept fairly meticulous records of his ferry trips and I recently went through all his trip reports and extracted all the Islanders. There are about 115 Islander and Trislander trips in his records, 1969-81. Some aircraft were moved more than once, or in distinct, separate occasions on the same trip. About a dozen were cases where he had the contract, but "subbed out" the flying, including a couple of cases where two aircraft were moved together. I estimate he personally moved maybe 95 different aircraft. I have not yet found records for 82-84, but he moved little in those years, and there may have been no Islanders.



The first two Islanders ferried by Dad, CF-XZS msn 50 for Canada and G-AXBA msn 51 for Martinique photographed on the ramp at Southampton Airport in March 1969

Dad's record with the B-N's was even more impressive when he was actually doing it. Production has run on quite a bit since 1981. They were such a large part of his business that our family moved to England and lived in Bembridge from November 1970 to March 1975. We lived in a row house just opposite the Spithead Hotel. Those were happy, almost idyllic days, living fully integrated into the life of a small English village, travelling around England and sometimes making forays onto the Continent.

An Islander was a relatively easy move, compared to some of what he did. Some of his more "interesting" trips included:

- o A motorized glider from Germany to Kenya.
- o A Helio-Courier from the US to the Philippines, via the North Pacific (Alaska-Aleutians-Japan) (His comment, "never again").
- o Crop-dusters were a common move. They were small, slow and austere, but at least they didn't need to be tanked. You just cross-connect the chemical tank to the fuel system and away you go.
- o He almost wound up moving a bunch of Cessna 337 push-pulls to South-East Asia for delivery to Air America, but this fell through. Dad was not sorry. This was one of the few aircraft I ever heard him express an active dislike for.

Ferrying was always a challenging, not to mention dangerous, business. In the time Dad did it, he dead-sticked an aircraft into a coastal road in Iceland, crashed a crop-duster in Nicaragua (and was arrested by the Sandanistas, who decided he was an invading Yanqui), was arrested in Sao Tome for reasons that were never too clear (This was while moving an Islander to the Botswana Defence Force.) He was shot at by anti-aircraft guns over East Africa and ditched a Cherokee 6 into the Pacific off Hawaii. He never made a big deal about it. Dad was quite unflappable in an emergency.



Thrush Commander N4002F on a road in Iceland

Early in his career, in November 1968, Dad was taking this Cherokee to the Philippines on the leg from San Francisco to Hilo, Hawaii. The weather report had major errors and one of the navigation beacons was out when he got to where he needed it. By the time he raised Hawaii & got a fix, he realized he was abeam his intended track by hundreds of miles, off to the north of Hawaii. He calculated that he did not have enough fuel, so he just called Air Traffic Control & told them to come get him. By coincidence, that special team that

used to pick up the astronauts was in Hawaii on an exercise & that is who they sent out - a Coast Guard HC-130B and a big helicopter. In the flare-lit night, he ditched the aircraft into a stormy Pacific, and got into his one-man raft. Two para-rescue guys jumped in the water, followed by a 20-man inflatable raft, which they all got in, before being winched up into the helicopter. The aircraft had been in the air 23 hours and 26 minutes (!) when it ditched.



USCG HC-130B Hercules '1339' that found and rescued Dad

Speaking of hours, Dad had about 5,500 hours in a wide variety of aircraft when he retired from the Air Force. By the time of his death, he had more than 20,000 hrs, the last 15,000 almost all in light civil singles and twins moved on long-haul flights.

He was lucky to survive that time off Hawaii. Many did not. Of the people we knew in the ferry business, the fatality rate was high. In the end, the business claimed his life too. He was moving an Aero-Commander 690B, (ZS-JRF, s/n 11491), back to the United States from South Africa. On 5 December 1984, en route from Windhoek to Abidjan, over the Gulf of Guinea, his aircraft disappeared without warning. Despite an official air and sea search, and inquiries by friends who had contacts in the area, no trace has ever been found.

Florida, 2014

Looking ahead to the July 2014 issue of BNAPS News, the story of the first "official" Britten-Norman Company aircraft, Druine Turbi G-APFA, will be recounted by Peter Graham.

BNAPS News readers are invited to submit relevant aviation and B-N related illustrated articles and photographs for publication.

Britten-Norman News

April 2014

8 (BN-2A-26) HI-653CA Caribair, Santo Domingo, Dominican Republic. Badly damaged following engine failure en route Santiago - La Romana 7.2.08. To TCA Jet Charter, Santo Domingo, Dominican Republic. Repaired first noted 28.4.12. To Sky High Aviation Services, Punta Cana, Dominican Republic as HI-653. Noted active 29.8.13.

59 (BN-2A-20) HC-BHC Servicio Aereo Regional, Quito, Ecuador. Converted to a BN-2A-20. Noted at Guayaquil 4.03 hangared, apparently stored. Stored pending approval of upgrade. Reported active 31.3.14.



Above: Islanders N101NE (c/n 201 front) & N721BN (c/n 721 behind) stored in a hangar at Keystone Heights, Florida 20.3.14 (Picture: T. Bartlett)

201 (BN-2A-6) N101NE Darby Flying Corporation, Coral Gables, Florida. 8.12. Stored WFU. Noted in a hangar (42J) dismantled by at Keystone Heights, FL 20.3.14 (with N721BN).

435 (BN-2A-8) N721BN Mercair, Jacksonville, Florida. 2001. Withdrawn from use, stored. Fuselage noted in stored in hangar at Jacksonville 7.8.05. Also noted in a hangar (42J) dismantled at Keystone Heights, FL 20.3.14 (with N101NE).

533 (BN-2B-21) N21BN Panthers Inc. To Unknown owner, Venezuela. 11.08 as **YV381T**. Noted at Charallave Airport 27.6.12.



YV381T (c/n 533) seen at Charallave, Venezuela 27.6.12. (Picture: D Osborn from Flickr)

542 (BN-2A-8) HI-787 Air Inter Island, Santon Domingo, Dominican Republic. To Sky high Aviation Servcies, Punta Cana, Dominican Republic. Leased 2013.

789 (BN-2A-27) N4915U Air Charter, Culebra, Puerto Rico. To **N917GD** 31.1.14. Operated by Air Flamenco.

822 (BN-2A-27) YR-BNP Scola Superioara de Aviatie Civila, Bucharest, Romania. Written off near Petreasa, Alba 20.1.14. The aircraft sustained substantial damage and all seven on board initially survived. The pilot died before a rescue party was able to reach the site. A medical student also succumbed to his injuries. The aircraft had left Bucharest with a medical team to obtain transplant organs from a patient who just passed away at Oradea. Near the village of Poiana Horea, Cluj the pilot tried to make an emergency landing after having problems with the engines. The aircraft came down on a hillside in deep snow at an altitude of about 1400 m.

2005 (BN-2A-26) HI-593CA Vol Air, Santo Domingo, Dominican Republic. Re-registered **HI-845**. Noted 12.8.08.

2153 (BN-2B-26) PZ-TBL Gum Air, Paramaribo, Suriname. To Windward Express Airways, St. Maarten, Netherlands Antilles. 12.9.13 as **PJ-WED**.

2207 (BN-2T) G-BPLO Islander Aircraft, Cumbernauld, Scotland. Converted to a BN-2B-20 27.1.14. CAA change of type 5.2.14.

2277 (BN-2T) G-JSAT MV Capital, Douglas, Isle of Man. To Chewton Glen Aviation, Chewton Glen Farm, Christchurch, Dorset. 25.3.14.

2302 (BN-2T) N188AM s Air Services, Abu Dhabi, United Arab Emirates. To Britten-Norman Inc., Coral Gables, Florida, USA. 13.1.14.

2310 (BN-2T) G-CEUE Britten-Norman Aircraft. Stored not completed at Bembridge. Moved to Lee on Solent by end 2011. Type amended to BN-2T 21.8.13. First flight 13.1.14 at Lee on Solent. Noted in primer outside at Lee on Solent 11.1.14. Reported left Lee on Solent 17.1.14 for Harwarden. Back at Lee on Solent in a white and blue colour scheme. To Air Teti'aroa, Teti'aroa Private Island, Arue Tahiti, Tahiti, French

Polynesia. To **F-OKAB**. Delivered 26.3.14. Flights due to start 1.7.14. F-OKAB reported seen overhead Stalybridge heading Northbound en route to Cumbernauld. G-CEUE cancelled 24.3.14.

4006 (BN-2T-4S) G-SJCH Latvian Government, Riga, Latvia. 3.9.13. To **YL-FBI**.

B-N Signs Painting Contract with Marshalls

April 9th, 2014: Marshall Aviation Services, part of the UK's Marshall Aerospace and Defence Group, has been named a preferred supplier by Britten-Norman for exterior paint work on up to 15 Islander and Defender aircraft. Under the one-year agreement, Marshall Aviation Services will paint both new and refurbished aircraft at its Broughton, North Wales facility.

Marshall Aviation Services completed work on a the first newly painted Islander, G-CEUE, last month.



William Hynett, left, Britten-Norman Group CEO, and Stuart McNeilis, head of sales and customer relations for Marshall Aviation Services, mark a year-long agreement for Marshall to paint up to 15 Islanders and Defenders. (picture: www.ainonline.com)

Islander G-AVCN's Former Pilot Contacts BNAPS



BNAPS was pleased to be contacted by Chris Unitt a few weeks ago. Chris was on a walking holiday on the Isle of Wight and saw some of our BNAPS publicity and as a pilot with some 6 or 7 years' experience of flying G-AVCN when he was with Aurigny Air Services, he felt that he should get in touch.

Time did not permit a visit to the workshop but Chris will be back on the Island in the near future and we will certainly arrange a visit to see G-AVCN.

*Chris Unitt with G-AVCN
(photo courtesy of Chris Unitt)*

New Trislander Operator – Golden Arrow Airlines, Guyana, South America



Former Blue Islands Trislander BN-2A Mk III-2, c/n 1039, G-BEDP, now registered 8R-GGB, is seen here in the colours of new Guyana based operator, Golden Arrow Airlines.

Following clearance from the local authorities the airline expects to start operation in the next few weeks. It is understood that potential customers are most reassured to see three engines.

Start of Cape Air Service to Block Island 22 May, 2014

A new way to get to Block Island this spring became available when Cape Air began seasonal flights to the island on 22 May, 2014, making daily flights between Block Island Airport and T.F. Green Airport as well as between Block Island Airport and Westchester County Airport in New York. Cape Air also offers ground transportation from Westchester County Airport to 35th Street and 8th Avenue in Manhattan. Because the airport on Block Island has a short runway, Cape Air has acquired Britten Norman Islanders – nine passenger, high-wing, twin-engine aircrafts with the capability to land on short runways.

The new Block Island service comes in addition to Cape Air's current schedules, which include seasonal, daily flights to Nantucket and Martha's Vineyard from T.F. Green and Westchester County Airports.

"After several years of collaboration with the Rhode Island Airport Corporation, we are thrilled to be able to start seasonal, scheduled service to Block Island. Cape Air specializes in connecting passengers to some of the most desirable destinations in the U.S. and Caribbean – Block Island fits our model perfectly," said Linda Markham, President of Cape Air in a statement.

Kelly Fredericks, President and CEO of the Rhode Island Airport Corporation (RIAC) announced in a statement. "Block Island passengers on Cape Air will have access to connecting service on other carriers and commuter rail service to Providence and Boston via the convenience of T. F. Green Airport. Cape Air is a valued travel partner, offering seasonal service to the Cape and Islands for over 15 years. This additional service is, hopefully, an indication of future growth."

New BNAPS Display Area at the Propeller Inn, Bembridge Airport

The Propeller Inn at Bembridge Airport is steeped in aviation heritage and has been the natural "home" for BNAPS since the project to restore Islander G-AVCN was re-started in 2010. With the imminent arrival of the 2014 tourist season the BNAPS information display area in the Propeller Inn has been revamped to attract the attention of customers. Also arrangements are now in place for a small selection of BNAPS merchandise to be sold from the bar. New information placards have been produced and it is planned to have a small display case containing examples of the merchandise.



The Propeller Inn, Bembridge Airport

Supporting Britain's Aviation Heritage – Can You Help?



The Britten-Norman Aircraft Preservation Society (BNAPS) is restoring G-AVCN, the oldest Britten-Norman Islander aircraft in existence.

Interested? For more information contact BNAPS on 01329 315561 or by e mail at solentaeromarine@hotmail.co.uk

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

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.

Forthcoming BNAPS Events

With the approaching summer months we will resume our social evenings at the Propeller Inn in September time.

There are several aviation events coming up on the Island - details will be circulated. Keep an eye open for a flotilla of DC3s/Dakotas making their way from Lee-on-the-Solent to drop parachutists over Normandy on 4 June, 2014. The original course used on D-Day in June 1944 and should pass N-S over the Isle of Wight some time between 1100 - 1200.

BNAPS is planning to have a publicity and sales stand at Sandown Airport for the Royal Aero Club's **Schneider Trophy Air Race** on 14/15 June and for the **Microlight Spamfield** rally on 6/7 September.

At the **Goodwood Festival of Speed** on 26-29 June our friends at Proptech will be publicising BNAPS on their stand in the aviation show park.

Please come along if you can.

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

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 effective from 13 November, 2013.

How to contact BNAPS:

Email:

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.