



BNAPS News September 2014

BNAPS News Vol 4 Iss 5 – September 2014

Successful Cape Air B-N Islander Operations

Now with a fleet of four B-N Islanders, Cape Air has seen a successful season of operation with the new type with services to Block Island off the Rhode Island coast and inter-island operations in the Caribbean.

Islander N520BN, c/n 2240, is seen here on the ramp at Block Island airport – Photo courtesy of Trish Lorino, Cape Air)



Aurigny Air Services Latest Developments

The Trislander fleet is now down to three operational aircraft after Trislander G-BDTO, c/n 1027, was withdrawn from use pending a major maintenance check.

The Trislanders have been worked hard this summer to maintain the popular Guernsey to Alderney and Alderney to Southampton services. No date has been given for the transfer of these services to operation by the Dornier 228s. At present it is expected that the Trislanders will continue to be operated well into 2015.



Aurigny Air Services Trislander G-JOEY looks on as the new Embraer 195 is given a traditional fire service welcome on arrival at Guernsey Airport

Isle of Wight High Sheriff's Trust Grant Award

Following initial contact with the Isle of Wight High Sheriff, Claire Locke, BNAPS applied for funding support for the restoration of VCN under the High Sheriff's Trust Grant scheme. As a result BNAPS was awarded £300 for which we offer our grateful thanks. We hope to be able to give Claire a workshop tour in the near future.

BBC Radio Solent Community Chest Award

BNAPS received an award of £290 to go towards paint, wing trestles, fuselage support frame and consumables under the BBC Radio Solent Community Chest scheme. This award is very much appreciated and the funds will soon be put to good use.

BNAPS Supports "Spamfield 2014", Sandown Airport 4/5 September, 2014



BNAPS was invited to set up its sales and information stand at the "Spamfield 2014" microlight event at Sandown Airport over the weekend of 4/5 September. Over 300 microlights attended despite weather and visibility limitations. BNAPS sold around £80 worth of merchandise and received donations amounting to £10.

Thanks go to John Kenyon over the weekend, to Peter Gatrell, Andy Clancey and Andy Stewart for helping out on the Saturday and to Rita Edgcumbe and Roger Young for coming over on the Sunday – sorry about the admin problem!

Supporting BNAPS & Islander VCN's Restoration



AQS Ltd



BN-2T Islander Starts Operations with Air Tetiaroa in Tahiti



BN-2T F-OKAB was given a traditional welcome on its arrival at Papeete Airport.

After a 90 Hour delivery flight Air Tetiaroa's first BN-2T Islander, F-OKAB, c/n 2310, arrived in Tahiti at the end of May, 2015, in good time for the start of a new service on 1 July, 2015.

Two BN-2T Islanders were ordered in 2012 to convey visitors to and from the exclusive Brando resort located on part of the Tetiaroa atoll. The flight to the Brando resort from Tahiti's main airport at Papeete takes about 20 minutes.



View of the latest digital instrument panel for Air Tetiaroa's BN-2T, F-OKAB.



Pending delivery of the second new build aircraft, B-N Group has leased BN-2T Islander G-ORED, c/n 2142, to Air Tetiaroa.

G-ORED departed from Daedalus Airfield for Tahiti on 23 September, 2014. Photo of G-ORED on a test flight is courtesy of Richard Davies

B-N Group at Farnborough International July 2014

B-N Group exhibited its Armed ISTAR capability enhancement equipped BN-2T-4S Islander, G-GMPB, c/n 4011, at the Farnborough International Show in July. An accompanying placard detailed the typical Armed ISTAR mission equipment and weapons employed. Army Air Corps BN-2T-4S Defender T3 ZH004, c/n 4009, was also on display in the static park alongside the B-N Group chalet.



VCN Restoration Progress Report July 2014 – September 2014

Work during this period has included the ongoing job of de-corroding and repairing the tail plane. The tail plane has now been etch primed and painted with grey primer in preparation for spraying the undercoat and topcoats at a later date. There has been ongoing work on refurbishing and de-corroding the elevator, flaps, wing tips, fin and rudder. Some of these components will require a considerable amount of rebuilding where some skins and frames are missing, distorted and badly corroded.

The three main cabin doors had their internal skins and window apertures repaired, cleaned and etch primed ready for final painting. Work is progressing well with installing the wiring looms in the cockpit area and the avionics bay. The flap switch has also been installed and all 28 panel instruments have now been acquired.

The fuselage sides were carefully rubbed down to prepare a good surface for painting, and the fuselage was then turned on its side. In this position the dorsal fin, which was badly distorted and has now been expertly repaired, was riveted in position on top of the fuselage. Also, having the fuselage on its side facilitated further installation work of the elevator and rudder trim cables. The elevator trim jack has been finally installed.

All the access panels on the bottom and sides of the fuselage were removed, cleaned and primed ready for final painting off the aircraft. The bottom surface of the fuselage was given a final coat of grey primer to ensure compatibility with the two pack undercoat and three topcoats in Aurigny yellow will shortly be sprayed on the top and bottom fuselage surfaces. The entire cockpit area, the nose wheel frame and all apertures in the fuselage have been masked in preparation for spraying.



Keith Winter is here installing the newly refurbished dorsal fin component.

This item was recently acquire when a box containing "lost" parts was found that had been missed when VCN was recovered from the B-N car park in July 2010.

Thanks to the attention of car body repair expert, Bill Mason, the dorsal fin was straightened and the top edge reformed.



The fuselage was turned on its side and, now with the dorsal fin installed, was then prepared to provide a satisfactory surface for spray painting the top and bottom sides, subject to satisfactory results of a trial painting exercise for the two part paint system involving the pilot's door and the nose cone.

VCN Restoration Progress Report July 2014 – September 2014 (Continued)



One of the flaps receives a coat of etch primer after the original paint had been removed using paint stripper and areas of surface corrosion cleaned up.



Roger Young is seen here de-greasing the fuselage top surface ready for spray painting.



Jeni Gallagher (right) and Rita Edgcumbe apply paint stripper to a section of the fin.

VCN Restoration Progress Report July 2014 – September 2014 (Continued)



Fuselage in the process of being masked up ready for the top and bottom to be spray painted.



The nose cone after being spray painted as a trial exercise to verify etch primer and two part paint system compatibility. The result speaks for itself.



The engine cowling top sections, refurbished by BNAPS Supporter, Dave Lister, at his home in Dorking, were delivered in July.

Inset show how the cowlings looked back in April 2013.

Our thanks go to Dave for his contribution to the project.

The articles below give some insight into the Islander's early introduction into large scale production in 1968 with major sub-contracts let to British Hovercraft Corporation and Westland Aircraft and soon afterwards a contract was agreed for Islander aircraft production in Romania that continued until 2009.

Islander Production at East Cowes

Such was the demand for the new BN-2 Islander that by early 1968 orders had reached a total of 208, and a radical re-organisation of production became necessary to enable the rate of production to be accelerated. In April 1968, an existing contract for 700 wing sets with British Hovercraft Corporation (BHC), a subsidiary of Westland Aircraft, was amended to include 236 complete aircraft kits and subsequently increased again at a later stage to include another 134 aircraft kits .

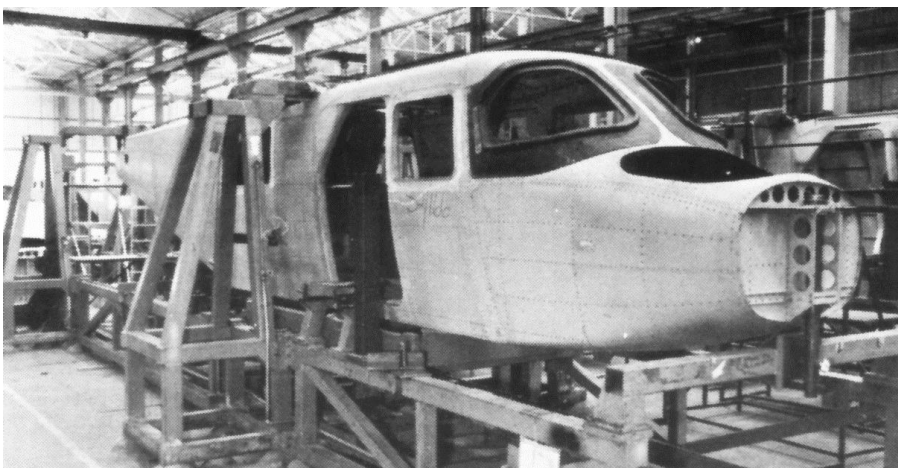
The kits were then moved from BHC's base at East Cowes to the production line at the Bembridge factory, as required. The Bembridge factory had been cleared of all component manufacture so that it could be used entirely for final assembly. The last wholly B-N constructed Islander was c/n 22. Initially painting was completed at Bembridge, but this too was soon contracted out, mainly to Marshalls of Cambridge. Aircraft from c/n 47 were flown unpainted from Bembridge to Cambridge.

Westland Helicopters Ltd., like BHC a subsidiary of Westland Aircraft Ltd., also participated in the production programme and manufactured components of the Islander at their Weston-super-Mare factory as a supplement to the East Cowes production. Another firm involved in sub-contract work was C. F. Taylor (Hurn) Ltd. that produced the ailerons, elevators, rudders, tail-plane and flaps and other components including the exhaust systems and wing pick-up fittings.

The following photos show Islander fuselage and wing production under way at BHC's Falcon Works at East Cowes and the Islander final assembly area at Bembridge:



Islander fuselage production line at BHC's Falcon Works, East Cowes.



Islander fuselage in a production jig at BHC's Falcon Works, East Cowes.

Islander Wing and Fuselage Production at East Cowes (Continued)



A rare colour photograph of BHC's Falcon Works. The Islander fuselage assembly area can be seen in the foreground and the wing production line in the background.



Completed wing and fuselage components were delivered by road to BHC's Goods Inwards Section at B-N's Bembridge Works. This view shows an aircraft in the initial stages of being assembled.

Islander Production Established in Romania

Romania became involved in Islander production as the result of an offset deal made when TAROM, their national airline, decided that Western equipment would prove more attractive in the flourishing tourist market. The Romanian aircraft industry was anxious to develop its skills to Western standards which they recognised was an essential factor if they were to have any hope of penetrating Western markets. B-N formed an alliance with Intreprinderea de Reparat Material Aeronautic (IRMA) of Bucharest, Romania, to fabricate components as well as entire aircraft.

The deal was an offset transaction pivotal to the sale of BAC One-Eleven airliners to TAROM, the state owned flag carrier. TAROM had ordered five BAC One-Elevens as the outcome of negotiations started in early 1968 which resulted in a package deal being set up so that some of the cost could be recovered by Romanian industry by building Islanders under licence from B-N.

The initial agreement called for the manufacture in Romania of 215 airframes that were to be assembled at Baneasa Airport near Bucharest from materials and components supplied by the B-N. The aircraft were fitted with ferry instrumentation package, engines and landing gear and were then flown 'green' to the Isle of Wight for replacement of ferry engines and landing gear, installation of avionics and interior furnishings, and painting, before delivery to customers.

On 4 September 1969, the first Romanian-built BN-2 Islander G-AXHY, (c/n 601), assembled from a kit supplied by B-N, made its first flight, and was delivered to Bembridge 18 days later. A target production rate of four aircraft per month was expected initially and it was not long before aircraft were being turned out at a rate of one every ten days. The entire output of completed aircraft was purchased by B-N who remained responsible for all Islander sales.



View of the B-N Office at Baneasa Airport, Romania in winter.

In its early stages Romanian production was backed by engineers from B-N and a full time representative from the ARB who was responsible for the build being to UK standards of airworthiness. Once the aircraft was in full production the ARB presence was terminated and their inspection based on periodic visits, B-N retained its own engineering representative in the site office at Baneasa Airport. When the ARB (later CAA) left overseeing Romearo an agreement was made with the British Embassy in Bucharest to sign the C of A for ferry purposes. To clear the aircraft a visit had to be made to the British Embassy and the Ambassador would sign and stamp the C of A, a quite unprecedented arrangement that ceased when EASA came in to being.

Although the first aircraft produced by the Romanians were assembled from components supplied from Bembridge, they were later equipped with a complete set of jigs and their thirteenth aircraft was entirely fabricated in Romania using the basic materials supplied by B-N. Once delivered to Bembridge, no distinction was made between the Romanian and the British-built aircraft.

The images below come courtesy of BNAPS Corporate Supporter Tony Smart who has been closely involved in managing the Quality Assurance aspects of the Romanian contract:

Islander Production Established in Romania



Flight test crew, Mark Wilson (far left), Michael Andrescue, Romaero Chief Pilot, (left) and BN contract pilot with Romaero Chief Inspector, Vasile Boicu (right).



Final assembly area at the Romaero factory.



Tony Smart (centre) with Romaero's Chief Draftsman (left) and Head of Production when the first BN-2T delivered in May 1993.

Pioneering Islander and Trislander Operator - Bush Pilot Airways

Facebook correspondent Alan Spears has been in touch with BNAPS about his time in the 1970s as a pilot with Bush Pilot Airways (BPA) flying Islanders and Trislanders in Queensland, Australia.



Two of BPA's short nose Trislanders VH-BGS, c/n 322 and VH-BSP, c/n 372, on the ramp at BPA's Cairns home base in Queensland.



This painting by Alan Spears depicts one of BPA's long nose Trislanders in a typical setting over Palm Island, Queensland, Australia.

BNAPS is keeping in touch with Alan to hear more about his time with BPA. The aim is to have a feature article in a future issue of BNAPS News.

Unity Airlines Vanuatu Trislander YJ-0019



This image of Unity Airlines Trislander, YJ-0019, c/n 1055, recently appeared on facebook. The airline is based on the remote Pacific Island of Vanuatu.

This Trislander was the last one B-N delivered when it went to the Botswana Defence Force in 1984. Its later epic delivery flight from Greece to Vanuatu is recounted on Tony Deamer's website:

www.deamer.org/tony/greece.html

G & S Aviation – Serving the Idaho Wilderness

G & S Aviation's owner and pilot is George Dorris. Since retiring from the US Air Force he has been flying Idaho's backcountry for the past 30 years. G&S Aviation is based in Cascade, Idaho and operates B-N Islander N2119V, c/n 2105. A range of services is provided including transporting river rafting guests, hunting charters, scenic flights, charter and inter-city services. Also see the G & S Aviation website at: www.gsaviation.com



Owner of Idaho based G & S Aviation, George Dorris with his B-N Islander, N2119V, c/n 2105.

This Islander first flew on 20 June 1981 as G-BIIS and was then exported to Mexico as XA-MAP. It has been with G & S Aviation since August 1995.



N2119V is seen here in flight over the wilds of Idaho.

A feature about G&S Aviation is planned for inclusion in a future issue of BNAPS News.

A youtube clip showing a typical G & S operation when it landed at Wilderness Ranch, Idaho, can be viewed under this link:

www.youtube.com/watch?v=pt2qbUNo1ao&feature=youtu.be

FIGAS B-N Islanders Experience Severe Winter Conditions



Facebook correspondent Brian Anderson submitted some images of the sort of harsh winter conditions endured by B-N Islanders of the Falkland Islands Government Air Service (FIGAS) - another example of the Islander's "go anywhere" capability.

Selection of Caribbean Islanders



Francisco Torres has kindly supplied this photograph of Air Flamenco's B-N Islander, N908GD, c/n 2040.

The airline is based at Isla Grande Airport on Puerto Rico and supports air services to neighbouring islands. For more information about Air Flamenco see:

www.airflamenco.net/newsite/



B-N Islander J8-BVJ, c/n 163, seen here on the ramp at Grenada Airport in the magnificent colour scheme of SVG Air – photo courtesy of Pete Jenness. For details of SVG Air see:

www.svgair.com/



BNAPS Supporter and BA Boeing 777 pilot Pete Jenness is often in the Caribbean region. On a recent flight Pete took the opportunity to pose for a photo alongside Mustique Airways' Islander J8-CIW, c/n 2018, looking resplendent in the Caribbean sunshine - Pete does not look too bad either!



Another view of Mustique Airways Islander J8-CIW with a colourful SVG Air Islander in the background.

Channel Islands Winter Scene Captured by Graham Gilmour



This moody shot of G-JOEY in wintry conditions is by Graham Gilmour. Graham is an aircraft engineer with much experience in keeping the Aurigny Air Services Trislanders in the air and is at present with the Channel Islands Air Search organisation.

Interim Replacement Channel Island Air Search Islander Delivered



Islander F-HPIX, c/n 2103, is seen here on test at Daedalus Airfield in May 2014. Photograph courtesy of Richard Davies

Following the loss of the Channel Island Air Search (CIAS) Islander G-CIAS, "Lion's Pride", on 2 November, 2013, an interim replacement Islander, F-HPIX, c/n 2103, on lease from B-N, arrived in Guernsey on 17 June, 2014 (see item in Islander Update).

Crew training on the Islander was taking place ahead of it going into service. A second Islander, which would "exceed the capabilities" of the "Lions' Pride", was being overhauled and should be ready in about five months. This would replace the first Islander until a new Islander, fitted with the latest technology, was delivered.

Colin Ferbrache, CIAS chief officer, said: "The purchase of a new aircraft is an enormous undertaking and we know this could not be achieved without the tireless support of Channel Islanders. We're still on track to take delivery of a brand new Islander towards the end of next year, kitted with the very latest in search and rescue technology and thereby future-proofing the work of CIAS for around the next 30 years."

Fundraising for the new aircraft to replace the Lion's Pride, estimated to cost £3m, is ongoing, for details see the CIAS website: www.ci-airsearch.com/

End of the Line for a Long Serving Islander in Italy?

B-N Islander I-LACO, c/n 17, was delivered to Italian aircraft distribution company Avia Laco on 15 September, 1972. Reports have been received that I-LACO has now been withdrawn from use and is lying at Preturo Airport, L'Aquila and may well have been broken up by now. The last operator is believed to be Clipper Aeroservices.

This aircraft is one of the early all B-N built Islanders and first flew on 2 March, 1968. As G-AWBY it was the second Islander in the Aurigny Air Services Fleet. In fact it was delivered the day after our Islander G-AVCN had made the first passenger carrying flight when Aurigny Air Services started operation on 1 March, 1968.

Perhaps it is over sentimental to think that c/n 17 could be repatriated but stranger things have happened in the world of aviation. If anyone knows more about the fate of I-LACO we would be pleased to hear any news.



I-LACO as it was with Clipper Aeroservices when last in use in 2011



Islander c/n 17 as G-AWBY with Aurigny Air Services in 1968. This photo came with an Islander Maintenance Manual bought on ebay. Also included with the manual when it was supplied to a Mr. Tandy was an Eagle Aircraft Services compliments slip from Neil Harrison. Neil was a contributor to the July BNAPS News with an article about an Islander delivery flight to the Middle East.

60 Years Ago – In the beginning....

John Britten and Desmond Norman formalised their partnership on 10 August 1954 with the formation of Britten-Norman Limited, a company based at Bembridge with its registered office at Heston Aerodrome – the rest is history.

Britten-Norman News, formerly titled Islander Update, is produced at regular intervals by BN Historians. Many thanks go to Allan Wright and Andy Clancey at BN Historians, also both BNAPS Supporters, for providing their Britten-Norman News August 2014 update.

Britten-Norman News

August 2014

48 (BN-2A-26) G-AWVY Islander Aircraft, Cumbernauld, Scotland. Dismantled.

Noted on a low loader with a fuselage carrying C9- (so either G-BJEJ or G-BJEF) leaving Cumbernauld 19.8.14.

181 (BN-2A-6) G-AYRU Jensen Fin Gert Huettel, Bjuv, Sweden. Moved inside after months of external storage at Cumbernauld. 18.6.14.

302 (BN-2A-20) VH-BSL Barrier Aviation, Stratford, Queensland. Ceased operations 2.14. Reg. to WestPac Banking Corp,. 3.2.14

402 (BN-2A-21) VH-URJ Barrier Aviation, Stratford, Queensland. Ceased operations 2.14. To Coleville Aviation Services, Archerfield, Queensland. 1.5.14.

403 (BN-2A-26) G-BCEN RVL Group, Coventry, Warwickshire. Used by HM Coast Guard. Was out of use, but noted at Inverness 10.3.14 so now back in service.

470 (BN-2A-8) 8R-GGY Trans Guyana Airways, Georgetown, Guyana. Damaged on landing at Ogle 6.7.14.

521 (BN-2A-20) VH-VPC Kimair, Melbourne, Victoria, Australia. To Colville Aviation Services, Archerfield, Australia. 15.8.14.

545 (BN-2A-21) PK-VIB Dirgantara Air Service, Jakarta, Indonesia. WFU parked at Syamsudin Noor Airport, Noted 17.8.13 complete, but in poor condition.

609 (BN-2A-27) VH-SKG Barrier Aviation, Stratford, Queensland. Ceased operations 2.14. To Air Taxi, Port Vila, Vanuatu. 8.14 as **YJ-AL2**



617 (BN-2A) 9Q-CYA Air Katanga, Kinshasa-Ndjili, Democratic Republic of Congo. Written off 6.7.14 en route Chikankata - Chirundu

1053 (BN-2A Mk.III-2) G-FTSE Aurigny Air Services, Alderney, Channel Islands. Broken up June 2014 at Guernsey Airport.

2020 (BN-2A-26) D-IORF to Chewton Glen Aviation, Chewton Glen, Dorset. 1.5.14 as **G-BEXJ**.

2042 (BN-2A-26) VH-BWO Barrier Aviation, Stratford, Queensland, Australia. Ceased operations 2.14. Reg canx. 14.7.14 sold in Vanuatu.

2103 (BN-2B-26) F-HPIX SAS Pixair Survey, Rouen-Boos, France. Channel Islands Air Search, Guernsey, Channel Islands. Leased 17.6.14. Noted at LOS 12.6.14, left 17.6.14 en route to Guernsey.

2174 (BN-2B-26) G-BKOK Cormack Aircraft Services, Cumbernauld, Scotland. Noted on a truck with another unidentified fuselage (either G-BJEF or G-BJEJ) 13.8.14 leaving Cumbernauld apparently travelling southwards.

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2179 (BN-2B-26) G-BLDV Loganair, Glasgow, Scotland. Noted in all blue colours at Bournemouth 21.7.14 for repaint. All metal 24.7.14. Left Bournemouth heading north 19.8.14. Colour scheme same as G-BPCA (2198)

2198 (BN-2B-26) G-BPCA Loganair, Glasgow, Scotland. Noted at Bournemouth 25.6.14, all blue with no titles. Reported for repaint. Left Bournemouth in white top/ black undersides scheme, with small Loganair titles on forward fuselage. No logo on tail.



2207 (BN-2B-20) G-BPLO Islander Aircraft, Cumbernauld, Scotland. Converted to a BN-2B-20 27.1.14. To Cape Air, Hyannis, Massachusetts. 12.6.14 as **N540BN**. G-BPLO Cancelled. 10.6.14. N540BN reg. 12.6.14. Routed REK-YYR 24.6, BGR-Hyannis, MA 25.6.14.

2283 (BN-2B-20) VH-ZZX Britten-Norman Pty, Tamworth, New South Wales, Australia. Noted stored dismantled at Lee on Solent 22.5.14 VH-ZZX cancelled to UK 22.8.14.

2302 (BN-2T) N188AM Britten-Norman Inc., Coral Gables, Florida, USA. 13.1.14. N188AM cancelled to Taiwan 22.7.14. Noted at Taipei City 12.7.14.

2312 (BN-2B-20) **G-CIGM** registered to Britten-Norman Aircraft. 28.5.14

4006 (BN-2T-4S) YL-FBI Latvian Government, Riga, Latvia. Noted at Cumbernauld 14.6.14 for maintenance by Cormack Aviation Service. Departed 28.6.14.

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**BN
HISTORIANS**

For the Diary - Islander 50 Event 12,13 & 14 June, 2015

"Islander 50" is a three day event that will be held at The Propeller Inn, Bembridge Airport, to celebrate the 50th anniversary of the first flight of the BN-2 (Islander) prototype, G-ATCT, from Bembridge Airport at 14.18 on 13 June 1965.

More "Islander 50" details will be given in the November 2014 issue of BNAPS News

Successful BNAPS Workshop Open Weekend

Over the weekend of 25/26 July BNAPS opened the Bembridge Workshop to visitors. This coincided with the Bembridge Harbour Family Fun weekend and with good weather BNAPS received about 60 visitors to the workshop. Many thanks go to John Kenyon for tirelessly running the mini-bus shuttle from the BNAPS reception point located alongside the Tollgate Café. This arrangement worked well as it would not have been practical to expect visitors to use the single track access road to the workshop. In any case parking facilities at the workshop are very restricted.

Operating on a donations only basis, visitors were given a conducted tour of the work in progress to restore B-N Islander, G-AVCN. Information displays showing the history of the project had been set up and tea, coffee and light refreshments were available. BNAPS merchandise was also offered for sale.

The weekend proved to be a great success with over £300 raised towards the restoration project. Thanks go to all who helped over the weekend: John Kenyon, Rita Edgcumbe, Jeni Gallagher, Peter Gatrell, Roger Young, Charles Shiveral, Paul Brook, Clynt Perrott, Richard Wade, Andy Clancey and Annie, Allan Wright and Yvette. Also thanks go to Trevor at the Tollgate Café for his help, to Fiona Thorpe and the Bembridge Harbour management team and to Bob Wilson who liaised with the Environment Agency and local residents regarding access to the workshop for the open weekend.



View of the workshop and displays



Some of our visitors



Taking a break



Refreshments and items for sale



View inside the fuselage



Group photo after a busy day

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



NEW VCN Postcard Set
8 cards in a presentation folder
£5.00/set including UK p&p



The mug bears a striking image of G-AVCN and is dishwasher 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-
Price for members is £2.00, for non-members £2.50
UK p&p is £1.00

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 on the Internet -

Information about BNAPS, including back issues of BNAPS News, can now be found on Ivan Berryman's website:

ivanberrymandirect.com/bnaps.htm

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.

Forthcoming BNAPS Events

We will resume our social evenings at the Propeller Inn on Tuesday 28 October, 2014.

This meeting will include an illustrated presentation about the progress made restoring G-AVCN over the past year, a look ahead to Islander 50 in June 2015 and new initiatives for membership and fund raising. A selection of archive film from the early days of B-N will be shown later in the evening.

BNAPS merchandise will be on sale, entry is free, visitors and guests are welcome, all donations will be gratefully received.

Please attend at 19.00 for a start at 19.30.

The annual BNAPS Christmas meal at the Propeller Inn will take place on Friday, 12 December at 19.00 for a 19.30 start.

For further details and to book places please contact Rita Edgcumbe on 01983 875790 or by e mail:

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