BNAPS News September 2016

BNAPS News Vol 6 Iss 5 – September 2016

BNAPS Supports the Isle of Wight High Sheriff's "Isle of Wight Day" - 24 September, 2016

On Saturday 24 September BNAPS will support the Isle of Wight High Sheriff's "Isle of Wight Day" with an informal event to be held at the newly re-opened Propeller Inn, Bembridge Airport, from 1000 to 1200. There will be an exhibition illustrating the history and restoration of B-N Islander, G-AVCN. At 1100 there will be a first showing of a new video about the project that reflects the "Island Enterprise" theme of the day.
Tea, coffee and biscuits will be provided and all are welcome to attend. There is no entry charge but all donations will be gratefully received.

The Propeller Inn and the adjacent hangar are both of significant historical importance in respect of the Isle of Wight and National aviation heritage. The BN-2 Islander prototype was designed and built here and the type went on to become the most successful light utility/transport aircraft in Europe with over 1250 aircraft delivered and some 500+ still in service around the World.

Thanks go to Chris and Annie Parsons at the Propeller Inn for giving BNAPS their kind permission to hold our "Isle of Wight Day" event at their newly refurbished premises.

BNAPS Trustees Take a Critical Look at the Restoration Schedule to Completion – see summary report on page 3

BNAPS Supporters Fund Raising Appeal - September 2016

Dear BNAPS Supporter,
The project can only succeed with the continuing efforts of our team of volunteers and the availability of funding to cover expenditure for purchase of parts and materials, workshop rental, electricity bills, transport etc. Our thanks go to those who have recently made donations w have been of great help in ensuring the work can proceed as planned.

This appeal goes out to all BNAPS Supporters to ask for more help in various ways:

1. *Individual or Regular donations by direct debit or other arrangements. Feel free to make payment directly to the Trust from your Bank Account and if you are a taxpayer and wish to gift aid your donation a signature form will be provided. All donations will be acknowledged.*
2. *For donations by cheque this should be made payable to BNAPS or payment may be made direct to our BNAPS account: NatWest Bank sort code: 55-50-39. Account number: 47349344.*

If you would like to support the fund raising appeal please contact BNAPS by e mail bob@bnaps.org.uk or Telephone 01329 315561. All donations large and small will be gratefully received,

Yours sincerely,
Bob Wealthy
Britten-Norman Aircraft Preservation Society Chairman

Encouraging Response to BNAPS' Fund Raising Appeal

Following on from the recent funding award from the Isle of Wight High Sheriff's Trust, BNAPS has been fortunate to receive a number of donations from individuals for which grateful thanks are offered.
Thanks also go to Ivan Berryman who donated the original of the "High Spirits" painting to raise funds for BNAPS. And to Berend Weerda, our good friend and BNAPS Supporter in Belgium, who has made a generous donation to BNAPS and is now the proud owner of the artwork.
It is hoped that the encouraging response to the donations appeal will continue in the future to assure the ultimate success of our project.

Financial Cover for 2017 Workshop Rental Critical

To maintain the momentum of the restoration project we need a steady income flow to enable the work to be carried through to the end of 2017. In particular we need to set aside funds against commitments undertaken by BNAPS such as rental agreements.
For 2016, the rental charge for the workshop was a fraction of commercial rates. However, for 2017 the rental charge will be increased, but still remains well below commercial rates for the amount of space occupied by the project.
At the beginning of 2017 BNAPS will be committing to a 6 month rental agreement for which £4500 has to be set aside. This will be followed by a similar requirement at the beginning of July 2017 when the rental agreement is extended so that our occupancy can continue until the end of 2017. The need to have sufficient funds on account to cover these commitments presents a major challenge for our current fund raising efforts.

BNAPS Trustees Restoration Programme Schedule Review Summary

Introduction

With the restoration project now well established in the larger workshop and with various aspects of the work now in progress since the end of March this year, the opportunity has been taken to re-appraise the schedule to completion.

Completion had been projected for mid 2017 but it is clear that the practicality of achieving this must be re-considered to take into account a more specific understanding of the work required, particularly in regard to the re-construction of the wing and the time and effort involved.

Work In Progress

Work is in progress in a number of areas including the following:

1 Wing repair and reconstruction;

2 Fuselage internal trim fabrication and installation, completion of fuselage exterior painting and decals;

3 Landing gear construction and re-assembly;

4 Fin, rudder, tailplane, ailerons, elevators and flaps - de-corroding, repair, refurbishment and painting;

5 Engine cowlings, engine mounting frames repair, refurbishment and painting.

Wing Re-construction Schedule

It has become evident that work on the wing under Item 1 will involve significantly more time and effort than originally envisaged. At present around 8 members of the restoration team are engaged on various aspects of the work. Work to repair and replace damaged stringers, frames and ribs must be completed before wing skin sections can be refitted andis expected to take longer to complete. Also detail work to repair/re-construct damaged flap and aileron hinge bearing housings has added to the work load. The sequence of activities is broadly as follows:

1.1 Complete reconstruction of the internal wing structure

1.2 Repair/refurbish/replace trailing edge skins and jig aileron and flap hinge bearing and housing geometry;

1.3 Repair/refurbish/replace trailing edge skins and wing tip sections;

1.4 Fit the wing to the fuselage to enable leading edge internal structure repair and wing skins and wing tips to be re-fitted.

Proposed Wing Re-construction Milestone Schedule

Based on the present rate of progress and a better appreciation of the amount of work required it is now considered the schedule for completion of the restoration work should take this into account:

Wing Work Item 1.1: Completion by end of 2016;

Wing Work Item 1.2: Completion by end of March 2017;

Wing Work Item 1.3: Completion by end of March 2017 (ready to fit);

Wing Work Item 1.4: Completion by end of July 2017.

Final Assembly and Project Completion

Work to follow after July 2017 can be considered as part of Final Assembly and will include;

Final Assembly Work Item 1: Wing spray painting

Final Assembly Work Item 2: Fin, rudder, tailplane, elevator, flap and aileron installation (all pre-painted);

Final Assembly Work Item 3: Landing gear installation;

Final Assembly Work Item 4: Engine mounting frames installation;

Final Assembly Work Item 5: Engine and propeller installation;

Final Assembly Work Item 6: Engine cowlings and fairings installation (all pre-painted).

At this stage the critical path work item is that of completion of the wing under Wing Work Item 1.3. For the final assembly work items it is envisaged that restoration work to provide the component parts in a "ready to fit" form will be progressed in parallel and scheduled as "non-critical path" items for final assembly. The aim is complete the project by the end of 2017.

Summary

In summary, the July 2017 milestone is a critical way point for the project. When this point has been reached the final assembly process will commence. At this time BNAPS can predict with reasonable confidence that final assembly of G-AVCN will be completed by the end of 2017. However, continuity of funding remains as a critical influence on maintaining the schedule to completion.

G-AVCN Restoration Progress Report
July 2016 – September 2016

Introduction

Work has progressed well over the last period with around 8 of the restoration team working on various tasks involved in wing re-construction. The trailing edge section of the port outer wing section has been offered and ribs riveted to the rear spar. The port aileron outer hinge bearing support bracket was badly buckled and has been remade by Mark Porter. Bryan Groves designed and made an alignment jig to ensure the correct geometry of the hinge bearings. A similar exercise was carried out to set up and confirm the aileron outer hinge bearing alignment geometry on the starboard wing.

De-corroding and surface preparation of wing skins continues. Two medium sized skins are not suitable for re-use and will be replaced with commercial grade aluminium sheet. These skin have been measured and sketched by Guy Palmer in anticipation of making a visit to a local sheet metal supplier who it is understood is able to cut the material to the exact size required.

Keith Winter has the rudder rebuild within sight of completion with only the mass balance to be installed and a part of the rudder actuating arm bearing housing to be re-aligned. A new fairing for the rudder trim actuating rod was made by Mark Porter and has now been installed.

Paul Thomasson has now completed fabrication of the fuselage interior side wall trim panels and these will now be fitted in place.

Rudder with new skin sections installed is now nearing readiness for painting

Rita Edgcumbe and Jeni Gallagher removed the last traces of corrosion from the rear closing member of the fin. Etch primer was then applied to make it ready for spray painting

Wing skin laid out for de-corroding and paint stripping.

Wing skin section that has been cleaned up ready for etch priming.

Outboard leading edge section etch primed and ready for installation to the port wing at a later stage.

Charles Shiveral worked on one of the smaller wing skins that can be recovered for re-use.

Mark Porter made replacement sheet metal parts for the aileron outboard hinge bearing support and is seen here lining it up with existing fixing holes in the outboard wing rear bay structure.

Bob Ward continued with the work associated with attachments for the outboard rear bay section of the wing and installation of a replacement rear bay rib.

Work on other parts of the wing include (left) installation of new ribs and stringers by Maurice Dyer while Patrick Gallagher continued to re-align and straighten stringers (right) ready for re-fitting restored skins at a later stage.

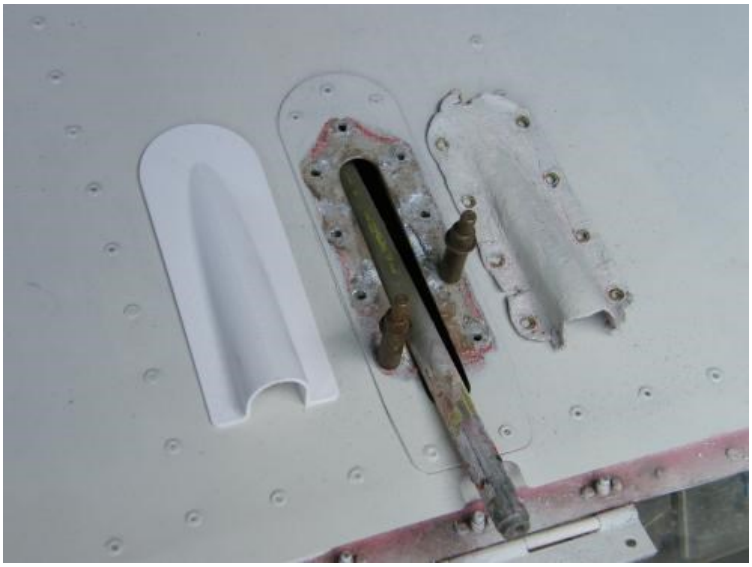
Port wing outer rear bay section of the wing with restored skin secured in place with skin clips ready for a trial installation.

Mark Porter positions a replacement trailing edge rib for installation and checks aileron outer hinge bearing support bracket attachments and geometry.

Bob Ward (right) and Mark Porter undertake a trial installation of a new rear bay end, the wing tip will be attached at a later stage

Bob Ward checks installation details of skin fixings and stringers of the outboard rear bay section.

View of the outboard rear bay section that has now been installed onto the main port wing structure.



The new rudder trim actuator fairing (left) made by Mark Porter using his 3D printer is seen here alongside the existing fibreglass item that it replaces.

Keith Winter is seen here installing the replacement fairing on the rudder.

Paul Thomasson cleans out and prepares the interior of the fuselage ready for installation of new interior trim panels.

G-AVCN Restoration Progress Report July 2016– September 2016 (continued)

Work Planned for the Next Period through to December 2016

Work on re-construction of the wing will continue as the top priority together with recovery/replacement of wing skins ready to be re-installed at the appropriate stage.

The rudder, fin and tailplane are expected to be spray painted. Preparatory work on the ailerons, elevator and flaps to get these items ready for spray painting will be phased in as work on the wing gets to a stage where effort can be re-assigned.

Installation of the fuselage interior trim panels will be completed early on during this period of the restoration project. Further work will be undertaken to progress the fuselage painting and decals.

The search for missing items will continue. The missing parts list includes parts required for the engines such as starter rings, propeller governers, alternators, carburettor, air boxes, exhaust system parts and cooling air baffle plates together with a lower half engine cowling and a number of detail parts.

"High Spirits" Prints Now for Sale from BNAPS

50 years on, and with the BN-2 Islander still in production, the stunning display by the Islanders at the Farnborough Show in 1966 has been captured in a new painting from Ivan Berryman.
The painting is titled "High Spirits" to reflect the mood of the time and depicts the Islanders taking off from the main runway at Farnborough at the start of their flying display sequence.

Ivan Berryman has kindly offered to make a donation to BNAPS fund raising from the proceeds of sales of "High Spirits" prints – this is sure to become a collector's item.

"High Spirits" prints are available from BNAPS as follows:

*Giclee print mounted £100.00 (this process results in a print that is virtually indistinguishable from the original painting);

*Print suitable for framing limited edition and signed by the artist £37.50

For BNAPS/sales contact details see page 28 - Post and packing will be quoted separately.

The Remarkable Career of the Other BN-2 "Prototype", Islander c/n 2, G-ATWU

BN-2 prototype. G-ATCT, made its maiden flight on 13 June, 1965, and undertook a number of flights to obtain the necessary permits and clearances that allowed it to appear in the static display at the Paris Air Show some four days later. Once it had returned from the Paris Show it then embarked on an intensive flight test programme.

Two problems were revealed during the early test flights, one of handling and one of performance. The first was the inability to trim the aircraft fore and aft in all the conditions laid down by the aviation authorities, and this was solved by an increase in elevator trim-tab area. The second was that cruising speed and single-engine climb performance were below estimates. The trouble was due partly to excessive drag, which was cured by extending the wing-span by 4ft, redesigning the engine-nacelle rear fairings, and air intakes. The greater part of the problem, however, was related to the power plant. Because of the strength and high lift characteristics of the airframe, the decision was taken to increase the maximum permissible operating weight from 4750lb to 5700lb, and to fit Lycoming O-540 engines. The re-engined prototype first flew on 17 December 1965.

Islander G-ATWU at Farnborough September 1966 (Denis J Calvert)

During 1966 certification trials progressed well and the production prototype, c/n 2, G-ATWU, was flown on the 20 August 1966 and joined the test programme. In September 1966 G-ATCT and G-ATWU appeared at the SBAC Farnborough Show with an impressive display routine that did much to bring the new Britten-Norman Company and it Islander aircraft to the attention of the wider industry and general public.

G-ATWU was to become the B-N development aircraft when the company suffered a severe setback on 9 November 1966, due to the loss of the BN-2 prototype, G-ATCT, when it crashed in Holland on the way back from a demonstration tour of West Germany.

The occupants, Peter Hillwood, B-N demonstration pilot, and his passenger Albert Weerda, the prospective representative for Islander sales in Germany, both died in the crash which was believed to have been caused by a loss of control in severe icing conditions that resulted in structural overloading such that the aircraft was operated beyond its stated design limits
.
The certification programme was inevitably delayed due to the loss of G-ATCT, and the burden of certification testing was assigned to G-ATWU. On 26 July, 1967, G-ATWU was leased to Loganair for route proving and returned to Bembridge on 11 August, 1967.

Full certification was obtained on the 10 August 1967 and this allowed the first production delivery of c/n 3, G-AVCN to Glosair for Aurigny on 13 August, 1967, with c/n 4, G-AVKC, and c/n 6, G-AVRA, being delivered to Loganair on 15 August, 1967 and 21 August, 1967 respectively.

The Remarkable Career of the Other BN-2 "Prototype", Islander c/n 2, G-ATWU (continued)

As production of the Islander got under way to meet an unprecedented sales demand, G-ATWU then became the B-N development aircraft. Following the entry of the Islander into production it was inevitable that B-N would consider the prospects for airframe growth. This growth was seen in terms of payload rather than an increase in range as normal traffic growth would allow many Islander operators to consider introducing a larger aircraft on the same routes.

The key design issue was how to stretch the Islander's payload capability without detracting from its proven flying characteristics and excellent operating economy. B-N decided to evaluate the problem by incorporating a fuselage stretch into the Islander prototype G-ATWU, as the BN-2 Super.

The first significant change was the insertion of 33 inches in the fuselage forward of the wing, and the removal of the internal baggage area step which in both cases gained an extra double seat, increasing the passenger seating to 13 in addition to the pilot. B-N had identified the need to increase engine power for the BN-2 Super in the form of 400hp Lycoming IO-720 engines. However, the BN-2 Super in its initial configuration as the modified prototype, G-ATWU, retained the original 260hp Lycoming IO-540-E4C5 engines and was flown in this form on 14 July 1968.

BN-2 Super at Ford Aerodrome during flight testing in 1968 (BNAPS Archive).

During a brief series of test flights it was found that although the handling was unaffected, the centre of gravity range was somewhat restricted, this being a factor in precluding further development of the BN-2 Super.

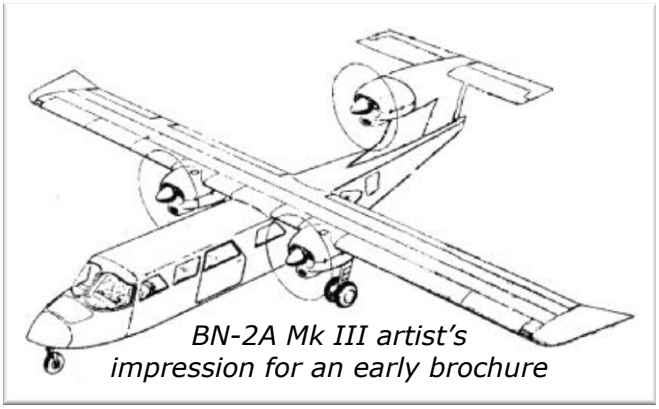
One interesting test carried out was a straight line speed check between the BN-2 Super with standard 260hp engines and G-AVUB, (c/n 9), which had been converted for test purposes as a BN-2S, fitted with turbo-charged 300 hp Rolls Royce Continental TSIO-520-E engines by FG Miles Aviation at Ford aerodrome in Sussex under contract to B-N. Comparative tests showed that, despite the power advantage of the 300hp Rolls Royce Continental engines of the BN-2S, the stretched BN-2 Super, with an increased fineness ratio due to the increased fuselage length, was some 4 or 5 mph faster in level flight.

However, information gained from test flights with G-ATWU, together with performance analysis in relation to certification requirements for single engine performance and control, had shown that the BN-2 Super would not be a viable approach without a major development programme to address single engine certification issues and further work on the BN-2 Super was therefore curtailed. Thus, the B-N design team now had to look in new directions to devise a more capable BN-2 Islander derivative. It was soon realised that a new design was not a practical solution due to the funding required to design, develop, flight test and certification. Although design schemes were produced for a 4 engined scaled up Islander it was apparent that this was step too far for B-N. It is believed that the basic "more than two but less than four" engine configuration concept for a larger transport aircraft as an Islander derivative was first developed when John Britten and Desmond Norman were on a business trip to the United States in February 1970.

The Remarkable Career of the Other BN-2 "Prototype", Islander c/n 2, G-ATWU (continued)

A short while after their return, John Britten presented his usual envelope type sketch to the design team at Britten-Norman. Early discussions took place with principals of Aurigny Air Services, one of the first airlines to operate the Islander. Due to its success the airline now needed a higher capacity aircraft sharing the same rugged reliability and operating economy, helped to confirm the commercial advantages of the aircraft and the possibility of a launch order.

The concept was developed for a 3 engined Islander, designated the BN-2A Mk.III, having a high degree of airframe and engine commonality with the standard BN-2 Islander type. It was soon realised, however, that the aircraft offered extremely good economy of operation in terms of horse power per passenger and also enjoyed around 80% commonality with the Islander airframe and engines. The BN-2A Mk.III Islander, later to be officially recognised as the Trislander, was designed in a few months by a close knit design team led by Denis Berryman, who had joined Britten Norman from the Miles Company based at Shoreham.



BN-2A Mk III artist's impression for an early brochure

BN-2A Mk III G-ATWU as first flown at Bembridge, 11 September, 1970.

The plan involved adapting the "stretched" BN-2 Super, G-ATWU, to prove the three-engined configuration. It was given a 90 inch fuselage stretch together with local fuselage strengthening by means of thicker skin material and doubler plates and a new tail assembly incorporating a third engine.

Progress was rapid as a period of only 6 weeks was available from release of drawings in July 1970 for building the demonstrator ready for its first flight at the end of August. Despite severe cash flow problems that threatened the project, BN-2A Mk.III G-ATWU was completed in time and test flown from Bembridge at 6.45 am on 11 September 1970 with John Britten and Desmond Norman at the controls and Andy Coombe, B-N's deputy chief designer, as flight test observer. After an Air Registration Board evaluation flight it flew direct to Farnborough for the 1970 SBAC Show. The novel three-engined configuration caused a mild sensation when it made its somewhat unexpected appearance at Farnborough.

The flight test programme showed up a lack of directional stability and an additional fin was added above the third engine. Sufficient testing was done to prove the concept and certification testing was conducted using the production prototype BN2A MkIII, G-AYTU, by now the type had been given the name Trislander.

Fuselage of G-ATWU as used for static testing at Bembridge

G-ATWU had served its purpose to prove the design concept and by the end of October 1970 it was used as a static test airframe. It finally ended its days as part of test rig used to prove the fuselage structure in the event of a heavy landing when additional loads were imposed on the rear of the fuselage by the rear engine.

The tests were successful but G-ATWU was tested to destruction and eventually scrapped in 1979 - sad but inevitable end for a most useful and remarkable aircraft.

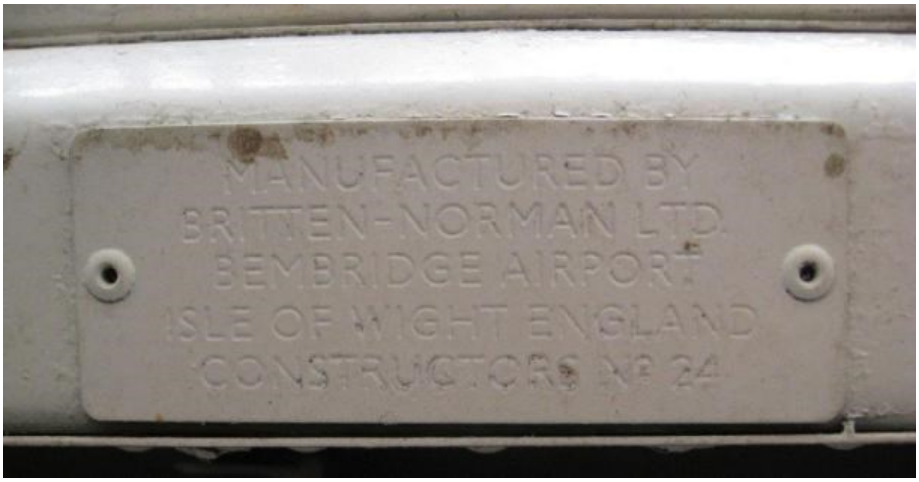
Mexican Islander Round Up 2016 – Part 2

More of Dave McCartney's report about Islanders in Mexico:

Following on from his visit to Bachigualato Federal International Airport, Culiacan, Sinaloa on 21 April, 2016, where he met up with Captain Francisco Vidales and Jose Guerrero, Dave McCartney moved on to Durango Airport for more Islander sightings……..

22 April, 2016 Aero Servicio Pity SA, Bachigualato

Departing from the airport, we drove a few kilometres to the premises of Aereo Servicio Pity SA, an aircraft repair business situated in nearby Bachigualato. No air conditioned hangars and polished floors here, this is a traditional old school aircraft workshop in a covered semi-open air environment where work of excellent quality was being undertaken on a large and diverse range of aircraft types. Stored here are two dismantled BN Islanders undergoing restoration to flying condition, as time and spares permit. A third dismantled Islander, XA-FEQ, currently stored in Nayarit state, will be arriving later in the year, to be utilised as a source of spares for the current residents XA-DEW and the former XA-CUL.
It is a rare privilege that to find a surviving 1968 BN2A Islander airframe, assembled before Bembridge geared up to full production line status in the mid 1970's. The former XA-CUL is the 24th aircraft produced, as marked on a simple individually stamped constructors plate. Another hand stamped plate states that the airframe was modified to BN2A-6 at a later date.



Original B-N construction plate on the former XA-CUL confirms its identity as c/n 24.

A separate plate on c/n 24 shows its model designation as a BN-2A-6.

Fuselage of Islander c/n 24 in storage with Aereo Servicio Pity SA at Bachigualato.

Initially test flown as G-AWIB, then delivered to sales agents Jonas Aircraft and Arms Company Inc as N585JA, sold in Mexico as XB-WAG, later XA-CUL (it has been allocated the markings of XB-EBZ but has yet to wear the marks – see note 1). Francisco proudly stated that his father had flown many hours in XA-CUL. The fuselage is fully dismantled and etch primed, surprisingly free of corrosion and damage that you would expect to witness on a 48 year old airframe.

Views of the interior and stripped out instrument panel and controls of c/n 24.

The interior and cockpit area are equally gutted, but immediately noticeable is the design simplicity of control yokes and instrument panel layout. It was noted that the registration XB-EDZ had been smeared along the side of the rear fuselage using an oily rag.
The wing, engine nacelles and undercarriage box sections are stored inverted on a nearby trestle, allowing observation the two undercarriage legs and axles pointing upwards, all these parts appear to be equally as sound as the fuselage.

Note 1: From BN Historians' records c/n 24 was allocated the markings of XB-EBZ some years ago, but these marks have never been carried and may not have progressed further than as a reservation on the Mexican Civil Aircraft Register.

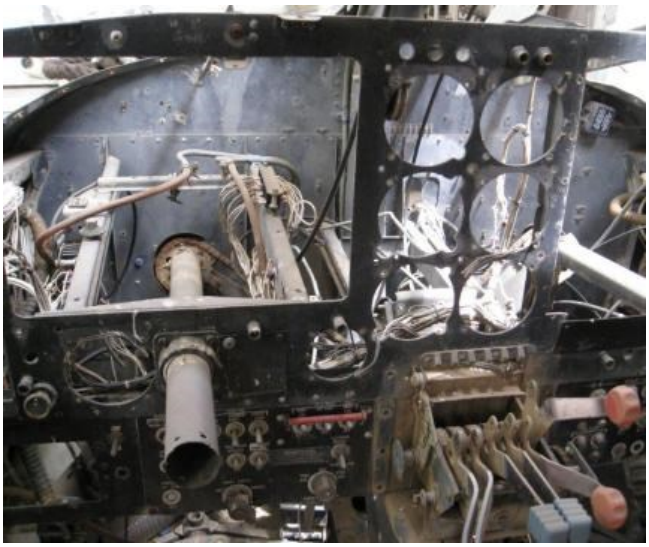
Wing of c/n 24 is stored in the same building as the fuselage. This item looks to be in good condition and has the main undercarriage legs in place.

The other Islander XA-DEW is not been so fortunate, and exhibits substantial accident damage to the wings, undercarriage box sections, fuselage nose and starboard cockpit area. The colour scheme stated the last operator as "aereo servicio pity, s.a.de c.v."

Fuselage of Islander XE-DEW, c/n 356 in storage with Aereo Servicio Pity SA at Bachigualato. Inset shows operator titling above the pilot's door.

Construction plates had been removed, but factory records list this 1973 airframe as number 356. The author last saw this Islander on 19 April 1973, when it visited BN/Fairey Engineering hangar at Ringway Airport, wearing test registration G-BANM. The aircraft arrived from, and returned to Bembridge later the same day, presumably delivering urgent spares or ferry pilots (see Note 2)

Note 2: BN Historians' records show that G-BANM was sold to Aereo Servicio Pity SA by agents Jonas and ALASA, leaving Bembridge on 10 May, 1973.



Views of the fuselage interior of XA-DEW showing its dilapidated state

The wing from XA-DEW was severely damaged and appeared to be beyond economic repair

Son of the owner of Aereo Servicio Pity SA (left) with Captain Francisco Vidales (centre) and Jose Guerrero (right).

On departure I thanked the son of the owner (who is photographed wearing a black tee shirt, in the company of Francisco and Jose) who kindly allowed us access into his maintenance facility. Thanks also to Francisco and Jose who made me feel very welcome at Culiacan.

<u>23 April, 2016 - Durango Airport, in the state of Durango.</u>

I was introduced to Guillermo Cordova and his son, named Guillermo, who own and operate the local air charter business "Aerolineas Centauro S.A. de C.V." Their mixed fleet of aircraft currently includes a single Islander XA-PIQ, which will soon be joined by the newly purchased 1977 aircraft XA-SKG, c/n 819. Guillermo stated they are currently looking for a third aircraft, and showed me details of an Australian example that they are considering purchasing.
The Islander is used for short strip operations connected with the transportation of mining machinery and mining personnel to the Tayoltita, San Dimas gold and silver mines in the state of Durango, which are not served by the road network. In addition XA-PIQ occasionally transports

shipments of gold and silver ingots out of the mine, naturally an armed guard accompanies such valuable cargo!

Aerolineas Centauro Islander XA-PIQ, c/n 892 at a typical remote Mexican landing strip.

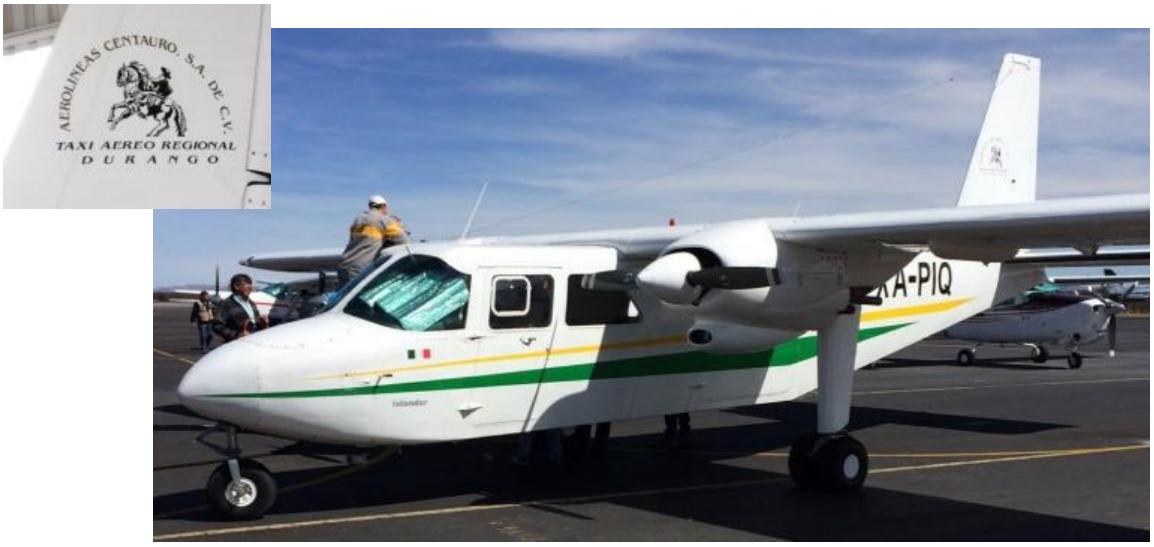
Aerial View of the landing strip at Tayoltita that is used by the Islanders to access the San Dimas gold and silver mines in the state of Durango.

At the time of my visit XA-PIQ was undergoing a major overhaul and repaint, the Lycoming engines were receiving similar attention, minus their superchargers which were away on overhaul in the USA.

Views of Islander XA-PIQ undergoing a major overhaul and repaint in Aerolineas Centauro's maintenance base at Durango Airport.

XA-PIQ is a Romanian manufactured Islander, c/n 892, manufactured in 1978. It had previously seen service with the Mexican Government as XC-DUJ, being purchased by Aerolineas Centauro in 1991.

Constructor's plate on XA-PIQ confirms its identity as c/n 892.



Islander XA-PIQ in its current colour scheme, inset shows detail of company logo

Islander XA-PIQ in flight over a remote region in the State of Durango.

Islander XA-PIQ taking off from the Tayoltita air strip.

The newly acquired Islander XA-SKG is seen here receiving some attention to the port engine.

View of XA-SKG showing "Islander" titling on the side of the nose and "B-N" logo on the fin.

Guillermo Cordova and his son, also named Guillermo, with Islander XA-PIQ

I thanked Guillermo father and son for their hospitality and departed Durango with the opinion that the future of Aerolineas Centauro is one of commercial success and further expansion.

26 April, 2016 Chihuahua International Airport to visit Comercial Aerea SA.

I had been unable to contact this company, arriving unannounced to satisfy my curiosity regarding two accident damaged Islanders XC-FEE, c/n 2022, and XA-FEQ, c/n 358, that had been reported stored in their hangar.

Views of Islander XC-FEE c/n 2022 in transit for storage at Chihuahua Airport

Wing of Islander XC-FEE being unloaded at Chihuahua Airport

I found the hangar empty, but a maintenance engineer from another company informed me that XC-FEE, owned by the Government of Chihuahua, had crashed near Zacatecas on 22 August 2013, and had been dismantled and brought back for storage in the Comercial Aerea SA hangar. He stated that the aircraft had departed on a low loader about a month previously, for restoration to flying status. He also remembered XA-FEQ, as an all over green or blue coloured Islander, owned by Comercial Aerea SA, that had been stored dismantled in their hangar, but had departed by road bound for the state of Nayarit some time ago. (This is allegedly the airframe that is due to be transported from Nayarit to Aereo Servicio Pity SA for spares use in the near future).

David McCartney, September, 2016

Islander LN-MAF Restoration Project – Latest News from the Norwegian Aviation Museum, Bodo, Norway.

Thanks go to Michael Loftus from the museum for giving BNAPS News an update of the project to restore Islander LN-MAF, c/n 441

History of Islander LN-MAF

LN-MAF, flew in Norway from 1975 to 1985 with the airline Norving AS. It was based in Finnmark and operated routes such as Kirkenes – Båtsford among others.

Aircraft Details:
Britten-Norman BN-2A-21 Islander, LN-MAF
Works number: G-441
Previous registration: G-BCZS
Temporary registration: 28 May,1975, Norving AS, Kirkenes
Registered: 4 June,1975, Norving AS, Kirkenes
Sustained damage to the starboard side in an accident whilst landing at Båtsfjord 17 February, 1983
Struck off the register: 18 December,1985
Given to the Sola Aircraft Museum. The wing was temporarily used as decoration in a pizza restaurant.
Received by the Norwegian Aviation Museum, Bodø: 21 November, 2013.

LN-MAF Restoration Progress Summary September, 2016

Since the last report there has been a lot of progress on LN-MAF. Almost all structural and skin repair is complete and we will soon be ready to fit the wing to the fuselage within our developing civil exhibition. The fuselage has been cleaned, treated for corrosion and repainted where necessary. One of the aims of this project was to keep as much original paint as possible.

The above photos show the before and after shots of damage to the starboard rear fuselage panel and substructure. We attempted to save the original panel but in the end made a new one and matched the paint as best as possible.

It also shows the results of our cleaning and restoration to the paint. A final coat of microcrystalline wax will be applied after the aircraft is assembled.

A major task has been the restoration of the wing. It was similar to the fuselage with engrained dirt and skin damage but its most notable problem was the absence of the starboard nacelle. Structural drawings of this part are not in the catalogue or any of our supporting documentation. The nacelle had to be rebuilt with reference to a box of scrapped parts and the port, surviving nacelle.

Left hand photo showing wing underside before transport to workshop, right hand showing Yvonne piecing the puzzle parts together.

The nearly there and completed nacelle. The quality of the work is testament to the skill and patience of the workforce who have been recruited from the Bodø Luftfartshistoriske Forening.

These last photos show the team doing some cleaning work and detailed paint touch ups to rivet and screw heads. The next phase for us is assembly within the exhibition space. I look forward to giving an update for the next issue.

Islander G-BCEN in Bestival 16 Colour Scheme

Photo courtesy of Richard Davies

B-N Islander c/n 403, G-BCEN, now in its Bestival 16 paint scheme, arrived at Solent Airport Lee-on-Solent on 6 September. The Islander will be used to fly lucky winners to Bembridge so that they can be taken by limo to the music festival as part of a competition promoted by the event organisers in conjunction with STA Travel.

Roraima Airways Trislander Returned to Service

It has been reported that Guyana's Roraima Airways Trislander 8R-??? is now back in service for tourist flights after a replacement wing was fitted due to the damage that resulted from a maintenance accident in June.

BNAPS sends all best wishes to Gerry Gouviea and his team at Roriama Airways for the success of their Trislander operations.

Aer Arran Islands Air Service Future Still Uncertain

Continuity of Aer Arran Islands Islander operations appear to be still in the balance. Following advice from the Attorney General, the closing date for the contract has been extended until the 16 September - legal advice dictates that this cannot be extended beyond the end of September. The lack of competition is seen as a key factor in securing a long-term air service for the Arran Islands.

Keith Winter Visits Connemara Airport

During his recent holiday trip to Ireland Keith Winter was able to call by the airport at Connemara and meet up with Aer Arran pilot Kevin Finn (Photos courtesy of Charlotte Winter)

Left - Keith Winter with Kevin Finn pilot of Islander EI-CUW, c/n 2293, at Connemara Airport August 2016.

Right- Keith Winter keeping a close eye on refuelling operations.

8 (BN-2A-26) HI-653 Sky High Aviation Services, Punta Cana, Dominican Republic. Withdrawn from use at Las Américas Airport Dominican Republic Noted stored outside at Las Américas Airport Dominican Republic 6.16 with no engines, no nose wheel.

43 (BN-2A-26) ZK-REA Great Barrier Airlines, Auckland, New Zealand. To Roraima Airways, Georgetown, Guyana. 6.16, dismantled. For rebuild. ZK-REA cancelled as exported 28.6.16.

73 (BN-2A-26) VH-RQW Bayswater Road Aerial Surveys, Mackay, Queensland, Australia. Cancelled as withdrawn from use 15.4.16.

250 (BN-2A-7R) XC-DIS Coordinacion de Transportes Aereos del Estado, Tuxtla Gutierrez, Chiapas, Mexico. Noted 11.4.16 at Tuxtla Gutierrez. Operated for 6 months alternated with 420/XC-FIK as only have one set of useable undercarriage.

322 (BN-2A Mk.III) ZK-LOU Great Barrier Airlines, Auckland, New Zealand. To Roraima Airways, Georgetown, Guyana. 6.16, dismantled, possibly for spares. ZK-LOU cancelled as exported 28.6.16.

333 (BN-2A-9) C-GHRK BN Aircraft Leasing, Kelowna, British Colombia, Canada. To Gillam Air Services, Gillam, Manitoba. 28.7.16. Fitted with 4-bladed propellers and Liese silencers.

403 (BN-2A-26) G-BCEN RVL Group, Coventry, Warwickshire. To B-N Group, Bembridge. 6.16 Been at Lee-on-Solent since 18.3.16. Registered to Britten-Norman Ltd 21.6.16.

416 (BN-2A-21) C-GILS Maritime Air Charter, Enfield, Nova Scotia. To Sable Aviation, Fall River, Nova Scotia. 28.6.16. Registered to Sable Aviation 44 60 Inc, Fall River, NS 28.06.16.

420 (BN-2A-8R) XC-FIK(2) Coordinacion de Transportes Aereos del Estado, Tuxtla Gutierrez, Mexico. Noted 11.4.16 at Tuxtla Gutierrez. Operated for 6 months alternated with 250/XC-DIS as only have one set of useable undercarriage. C/n confirmed.

HP-11BL (427) of Panama Flight Adventures. (From Instagram @ jose02pilot - NOT FOR REPUBLICATION WITHOUT PERMISSION)

513 (BN-2A-21) HR-AUL Aerolineas Sosa, La Ceiba, Honduras. To Panama Flight Adventures, Panama City, Panama. 2016 as **HP-11BL**.

552 (BN-2A-21) 320 Philippine Navy, Sangley Point, Philippines. Noted 29.5.16 in new all over grey colour scheme.

589 (BN-2A-21) S7-AAU CAE Aviation, Luxembourg (used as a proceedures trianer) To Islander Aircraft, Cumbernauld, Scotland. 2016. Dismantled; stored. Noted at Cumbernauld 29.5.16.

712 (BN-2A-9) YV1197 Roberto J. Mateu, Caracas, Venezuela. To Vieques Air Link, Vieques, Puerto Rico. 27.5.16 as **N909VL**. Reg to Vieques 27.5.16. **N864VL** was reserved 19.7.16.

759 (BN-2A-21) ZK-KTR Great Barrier Airlines, Auckland, New Zealand. To Roraima Airways, Georgetown, Guyana. 6.16 dismantled. Shipped to Guyana with Trislanders 6.16.

847 (BN-2A-26) N29884 Camacho Express, Miami, Florida. To Spectrum Air Wing, Fort Lauderdale, Florida. 16.8.16.

N29884 (847) taken at Opa Locka on 6.2.13. (KP Piskol/planespotters.net - NOT FOR REPUBLICATION WITHOUT PERMISSION)

1023 (BN-2A Mk.III-3) ZK-LGF Great Barrier Airlines, Auckland, New Zealand. To Roraima Airways, Georgetwon, Guyana. 6.16 for rebuild. ZK-LGF cancelled 28.6.16.

1042 (BN-2A Mk.III-2) ZK-LGC Barrier Airlines, Auckland, New Zealand. To Roraima Airways, Georgetown, Guyana. 6.16 for rebuild. ZK-LGC cancelled 28.6.16.

N920GD (1044) Air Flamenco's new Trislander at San Juan on 2.7.16. (Ruben Torres - Air Flamenco)

1044 (BN-2A Mk.III-2) XA-UBD Aerolamsa, Cozumel, México. To Air Charter, San Juan, Puerto Rico. Operated as Air Flamenco Cargo. 6.16 as **N920GD**. Ferry to San Juan from Mexico commenced 27.4.16, via Dominican Republic for repaint. Registered to Air Charter 2.6.16.

2125 (BN-2B-27) C-GFBF Icarus Flying Service, House Harbor, Magdeleine Islands, Quebec. To Vieques Airlink, San Juan, Puerto Rico. 5.16 as **N865VL**. Registered 31.5.16.

2268 (BN-2B-26) G-HEBO Hebridean Air Services, Cumbernauld, Scotland. To Islander Aircraft, Cumbernauld, Scotland. 20.7.16.

BNAPS Items for Sale and Sales Catalogue

BNAPS Ltd is the sales arm of BNAPS, selling books, prints and memorabilia etc., and makes a significant contribution to our restoration funds.

BNAPS Ltd sales items can be purchased direct from BNAPS Ltd, at BNAPS events at other events supported by BNAPS sales stands and by mail order. If you need more information or wish to purchase specific items please contact BNAPS Ltd Sales by e mail sales@bnaps.org.uk

As from this issue of BNAPS News the sales items available will be presented in the BNAPS Sales Catalogue as a complete range of goods for sale. The catalogue will be distributed as a pdf file by e mail and will also be accessible at the end of August under the following internet link: www.bnaps.org.uk
If this link is not functioning in a particular area then use:
www.ivanberrymandirect.com/bnaps.htm

BNAPS on the Internet - information about BNAPS, including back issues of BNAPS News, can now be found from the following link: www.bnaps.org.uk

More BNAPS Supporters Needed

If any BNAPS Supporters Club member knows of someone who would be interested in joining please pass on contact details to our BNAPS Membership Secretary, Rita Edgcumbe at sales@bnaps.org.uk

The principal aims of the BNAPS Supporters Club are:
"*to assist BNAPS to preserve the history and aircraft of Britten-Norman through member donations and to provide assistance with the day-to-day operations of the charity*"

Anyone with an interest in local aviation heritage is welcome.
As a point of clarification, whilst BNAPS has contact with B-N Group from time to time, as a charitable trust BNAPS is an independent organisation.

BNAPS

BNAPS is a Registered Charity, No. 1100735, set up to "preserve the history and aircraft of Britten-Norman with the support of members' subscriptions, sponsorship and donations"

BNAPS registered address is:
7, William Close
FAREHAM,
Hampshire,
PO14 2PQ

Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy.
Bob Wealthy is currently the Trust Chairman.

Forthcoming BNAPS Events

BNAPS will be contacting the new licensees at the Propeller Inn to see whether the establishment can support our social meetings again. The Propeller Inn opened for business in early July and will feature a theme of local aviation heritage

It is hoped that BNAPS News continues to provide timely and informative reports about the restoration work and what has been achieved.

If anyone has any questions or needs more information about BNAPS activities and what is happening please do not hesitate to get in touch.

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