



BNAPS News

September 2018

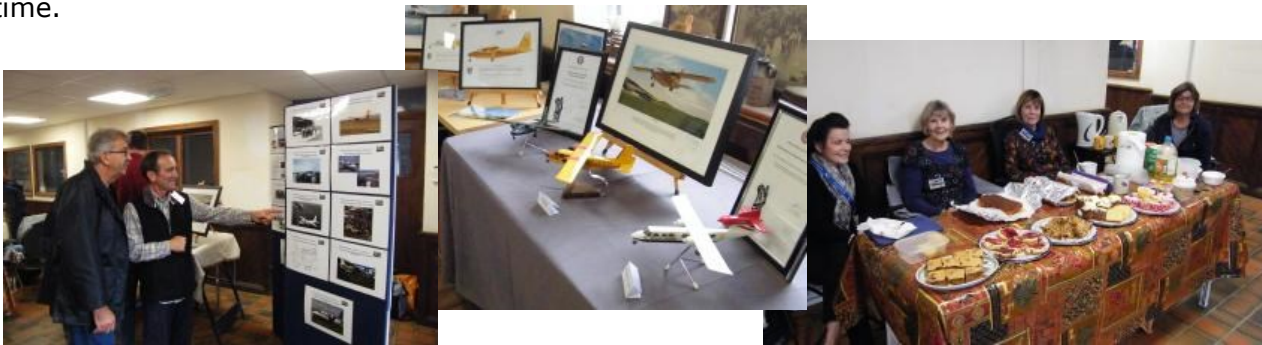
BNAPS News Vol 8 Iss 5 – September 2018

BNAPS Workshop Open for “Isle of Wight Day”

On 22 September BNAPS supported the Isle of Wight High Sheriff’s “Isle of Wight Day” initiative by opening its Islander restoration workshop to visitors.

“Isle of Wight Day” is an opportunity for the local community and organisations to show what they are doing and as a key part of the Isle of Wight’s aviation heritage BNAPS has supported the initiative since the first “Isle of Wight Day” in September 2016. Also the restoration project has received welcome funding support as a result of awards from the Isle of Wight High Sheriff’s Trust Fund.

With BNAPS restoration team and several local supporters all was set up ready to go by 12 noon. Despite adverse weather conditions, around 60 or 70 visitors came along to take a close look at the restoration workshop and view an exhibition about the Islander’s history and the restoration project. BNAPS’ sales stand was looked after by Allan Wright and Andy Clancey of BN Historians. Rita Edgcumbe and Jeni Gallagher organised the welcome and ever popular tea, coffee and cakes. Annie Danbury and Yvette Wright also helped on the day and all had a busy time.



Thanks go to our landlords, Reynold and Read Ltd, for allowing use of their reception for an exhibition of information and aircraft models together with the refreshment facility.

Much interest was shown by visitors in the restored parts of Islander G-AVCN on show in the workshop. Also the desk top Islander flight simulator attracted several aspiring pilots and B-N’s former Chief Test Pilot, John Ayers, showed how it should be flown. For the day the trim shop room was turned into a mini cinema where a video about the restoration project was running. A good day was had by all.



In the workshop visitors were able to get help from the restoration team, view a selection of restored parts or even try out the Islander flight simulator

In this issue of BNAPS News:

**VCN restoration progress update ; New England Airlines Visit Report
Focus on FIGAS; “Spectre” Islander – the inside story
Plus more news of Islanders and Trislanders around the World**

BNAPS Supporters Fund Raising Appeal – September 2018



Dear BNAPS Supporter,

Fund raising is still of critical importance to enable completion of the restoration work in 2018 and to ensure safekeeping of our restored Islander G-AVCN pending availability of a suitable place on the Isle of Wight for it to be on public display.

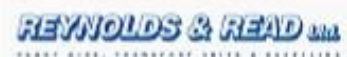
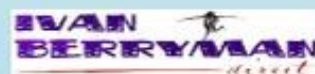
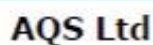
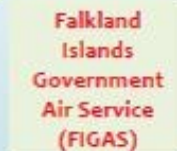
As completion of the restoration work gets ever closer, "what happens next?" is the question that is concentrating the collective mind. BNAPS Trustees have reviewed several short term/near term options that would enable Islander G-AVCN to be maintained under cover with access for viewing, principally through open days and pre-arranged group visits. For now the plan is to remain in the present workshop through into 2019. This can only be viable if BNAPS can continue to raise sufficient income that will cover rent insurance and other expenses.

If you wish to support the fundraising 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

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



G-AVCN Restoration Progress Report July 2018 – September 2018

1. Fuselage: Interior trim panels for the Pilot's door and the two passenger doors only require painting of the top section around the moulded recesses for the handles and are then ready for installation. (Pic. 1) The sub-assembly consisting of the aft underwing fuselage to wing fairings and the top surface, centre section, trailing edge join-up skin between the wing and the rear fuselage top skin, has been repaired, reassembled and etch-primed ready for installation following the wing to fuselage join-up (Pic. 2). Also see Pics. 3 & 4.

2. Wing: The new leading edge skin section on the port wing was completed and the aperture for the Stall Warning Vane was cut out. The skin was then finally riveted into place. (Pics. 5, 6, 7, 8, 9 & 10). This completes all the structural work on the wing. The short close-out angles that form the trailing edge of the fixed wing section between the flaps and the ailerons were finally riveted into place. (Pics.11 & 12). The port engine nacelle firewall skin sections were riveted into place using a suitable sealant, and the majority of the starboard firewall skins were also fitted. (Pic.13). The wing is now ready for final painting.

3. Ailerons and Flaps: These items are painted and stored in preparation for trial fitting.

4. Tail Plane, Fin, Rudder, Rudder Trim Tab: These items are painted and stored in preparation for trial fitting (Pic 14).

5. Elevator: All the trim tab hinge attachments are now in place and the detail parts for connecting the two halves of the trim tab have been installed. A new sheet metal half fairing around the elevator to tail plane centre hinge, which was missing, has been manufactured using the existing half as a pattern. (Pic.15).

6. Landing Gear: Landing gear components and wheels are ready for installation. The main landing gear oleo legs have been trial fitted to the main gear leg tubes (Pic 24).

7. Engine cowlings and engine mounting structures: Surface preparation and priming of the engine cowlings has been progressed and are now ready for top coat spray painting. Engine mounting frames and struts have been cleaned and painted ready for installation at a later stage (see Pics. 16, 17 & 19).

8 Miscellaneous Items: A number of wing to fuselage fairings have been cleaned up and primed ready for top coat spray painting.

9. Top Coat Spray Painting and Finishing: Work has been ongoing to devise suitable vertical wing support arrangements to assist top coat spray painting. In principle this will involve supporting the wing on lengths of scaffold poles via the main landing gear strong points, the poles resting on wooden support stands that will be specially made.

10. Missing Items List: Bryan Groves has continued to maintain the list as work proceeds. The list has now been set up in a spreadsheet format for ease of maintenance and distribution.

11. Donation of Engine Mounting Parts by FIGAS: Thanks go to Liam Brady of JLT Aviation Ltd for delivering a set of rubber engine mounting bushes and fixing bolts together with two engine mounting struts (Pic.18).

Liam Brady had been working in the Falkland Islands for the Falkland Islands Government Air Service (FIGAS) and identified some scrap parts that would be of great help to BNAPS. Having alerted FIGAS Quality Manager Kurt Whitney to the situation FIGAS Operations Manager Murray Goss kindly authorised donation of the parts to BNAPS for which we offer our grateful thanks to all concerned and as a result we now have all the engine mounting parts needed for G-AVCN.

G-AVCN Restoration Progress Report July 2018 – September 2018 (continued)

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



Picture 1

Paul Thomasson has nearly completed the set of door cards, and after these have been painted around the door handle recesses and along the top strip, they will be ready for installation.



Picture 2

Keith Winter started work on preparing the wing trailing edge to fuselage top surface area in preparation for the Centre Section Trailing Edge Skin and Wing Fairings sub-assembly which will be installed following the wing to fuselage join-up.



Picture 3

The skin section that is fitted after the wing and fuselage have been joined is seen here being de-corroded and the surface prepared for etch priming. This work was done by Mark Porter.

G-AVCN Restoration Progress Report July 2018 – September 2018 (continued)



Picture 4

Paul Brook has collected together a number of passenger seat belts together and made a selection of those that are in an acceptable condition. The seat belts will be re-fitted to the passenger seats, once they are out of the fuselage, this work is ongoing.



Picture 5

After detail fitting the new port outer wing upper surface leading edge skin was etch primed ready for installation.



Picture 6

It was decided that the cut out for the stall warning vane was best made before installation of the new wing skin. Mark Porter is seen here marking the position of the cut out.

**G-AVCN Restoration Progress Report
July 2018 – September 2018 (continued)**



Picture 7

View of the wing skin located and secured in place with skin clips prior to riveting.



Picture 8

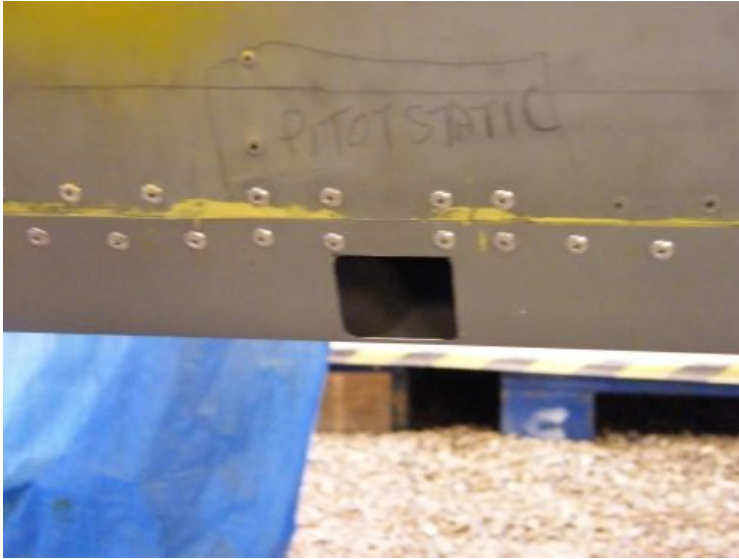
Bob Ward and Mark Porter are seen here skin pinning the new leading edge skin in place along the lower surface.



Picture 9

Bob Ward is seen here skin pinning the new leading edge skin in place on to the upper surface.

G-AVCN Restoration Progress Report July 2018 – September 2018 (continued)



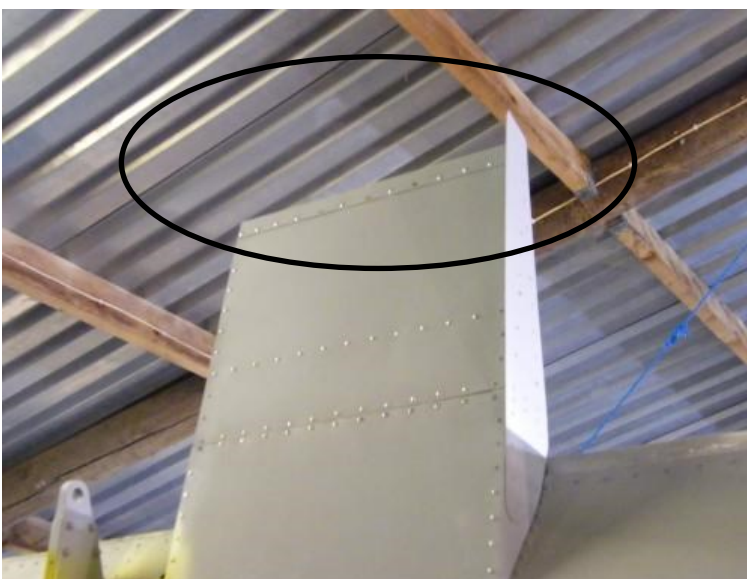
Picture 10

View of the new leading edge skin, after being riveted in position, showing the stall warning indicator vane cut out.



Picture 11

The port and starboard wing Trailing Edge Box fixed sections between the flaps and the ailerons had to be rebuilt. It was not possible to fold the new skin panel along its trailing edge so the skin was reproduced from a top and bottom flat skin with a separate close-out angle riveted along the trailing edge. This view shows the port wing fixed section after the close-out angle had been riveted in place.



Picture 12

This view shows the starboard wing fixed section after the close-out angle had been riveted in place. Measurements were made from the flap and aileron hinge centre lines to their trailing edge and this was transferred to the wing to ensure that the close-out angle strips would align with the trailing edges of the flaps and ailerons.

**G-AVCN Restoration Progress Report
July 2018 – September 2018 (continued)**



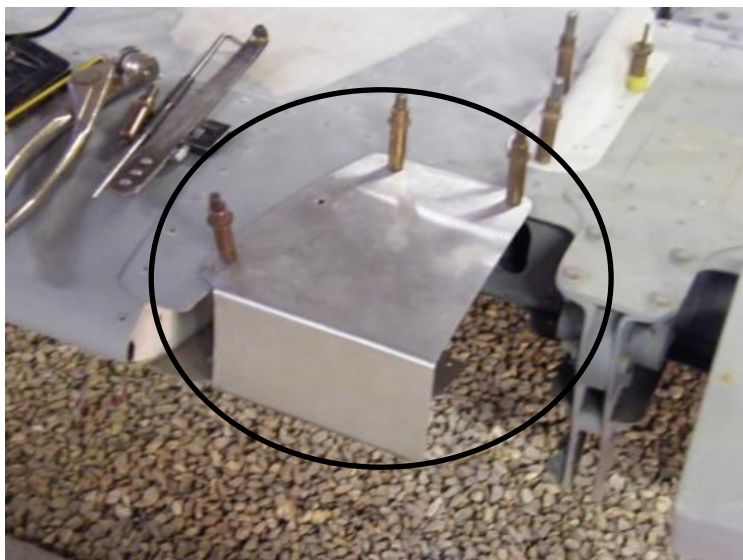
Picture 13

Steve Cooley continued with detail fitting work for the engine fire wall installations



Picture 14

Shrouds surrounding the rudder centre hinge have been reworked by Bernie Coleman. After trial fitting to check fixing hole to threaded insert alignments, the parts have been top coat spray painted.



Picture 15

Bernie Colman completed the manufacture of a new sheet metal half fairing which fits around the elevator to tail plane centre hinge. This item was missing and a cardboard template was made using the existing half fairing and then using this as a pattern for a new sheet metal part.

G-AVCN Restoration Progress Report July 2018 – September 2018 (continued)



Picture 16

Paul Brook completed the final repair and surface preparation of a top engine cowling. All the engine cowling sections are now ready for top coat spray painting.



Picture 17

Patrick Gallagher cleaned up and prepared the engine mounting frame support struts ready for painting that had arrived from FIGAS.



Picture 18

View of the engine mounting components donated by FIGAS. As a result all the key parts needed to install the engines are now available.

G-AVCN Restoration Progress Report July 2018 – September 2018 (continued)



Picture 19

Patrick Gallagher cleaned up the original painted surfaces and prepared the engine mounting frames ready for painting.



Picture 20

One of the engine mounting frames after it had been spray painted in a light grey gloss finish



Picture 21

Bill Mason (left) visited the workshop to discuss arrangements with Bob Wilson (right) and Guy Palmer (left) for the next phase of top coat spray painting.

Following the discussion the wing has now been positioned closer to ground level and now awaits construction of a new vertical stand arrangement so that the wing can be top coat spray painted.

G-AVCN Restoration Progress Report July 2018 – September 2018 (continued)



Picture 22

View of the wing after it had been lowered on the vertical stands by removal of some of the concrete blocks.



Picture 23

Some samples of upholstery material were examined but a good match to the existing cushion covering has yet to be found. More samples are on their way.



Picture 24

Bryan Groves has trial fitted the refurbished wheels to the landing gear. One wheel was stripped down due to a seized wheel bearing. The bearing has been stripped out has now been cleaned and now runs freely. The wheels were left in place for the workshop open day on 22 September.

G-AVCN Restoration Progress Report July 2018 – September 2018 (continued)

Work planned for the next period through to end of December 2018

1 Wing:

Construct vertical support stands for wing and spray top coat
Install main landing gear legs, oleos and axles.
Make support structure to turn wing through 90 degrees and interim supports pending assembly to the fuselage.
Turn Wing through 90 degrees
Fit aileron and flap hinge bearings.
Trial fit ailerons and flaps.

2 Fuselage:

Install door internal trimming and continue other internal trim.
Apply cheat lines.
Trial fit tail plane and fin.

3 Elevator and Elevator Tab:

Complete detail fitting work, proceed with top coat spray painting.

4 Fin:

Apply Aurigny heraldic lion logos to both sides of the fin.

5 General:

Top coat spray painting of main landing gear fairings, engine cowling upper and lower sections, wing to fuselage fairings, wing to engine cowling fairings.
Move fuselage to centre of the workshop.
Start assembly of wing to fuselage.

Aurigny Air Services In-flight Magazine "En Voyage"

In recognition of the significance of Islander G-AVCN at the beginning of Aurigny Air Services 50 years of operation, our restoration project is described in the Issue 12 of the airline's "En Voyage" magazine.

Thanks go to Aurigny Air Services and PR Manager Paul Ainsworth for giving BNAPS the opportunity to spread the word.

"En Voyage" may be viewed from the following link:

<https://aurignymagazine.com/issue12>



Thanks go out again to Peter Smithson for giving BNAPS News readers an insight into another long standing B-N Islander operator. This time New England Airlines, based on the East Coast of the USA, Together with a flight to Block Island with New England Airlines he took the opportunity to pay a short visit to Cape Air at nearby Hyannis.

Photos courtesy of Peter Smithson unless stated otherwise

New England Airlines and Cape Air Visit

New England Airlines – Rhode Island

In early September I had a small jaunt over to New York. The sole purpose of the trip was to photograph and fly on the New England Airlines Islanders. I was introduced to William (Bill) Bendokas, the big boss of the airline, and various different pilots. Everybody I spoke to was really nice and very helpful and let me wander wherever I wanted.

New England Airlines was founded in 1970 and have had a long connection with the BN-2 Islander ever since. Bill Bendokas is the airlines' President and is still a very active pilot, flying regularly out to Block Island.

New England Airlines fly scheduled services to Block Island, around 12 minutes flying time from their home base at Westerly Airport, Rhode Island. They also operate charter flights to a number of other destinations, to the surrounding states. The entire operation has the feel of a family run airline and everyone that I spoke to had a real passion and genuine enthusiasm for the aircraft.



On the right is New England Airlines President, Bill Bendokas, with the company's Mrs Potato Head mascot.



New England Airlines has been providing daily scheduled air service to Block Island as a certificated Commuter Airline since 1970.

Air services, provided by New England Airlines, are offered daily (year round) from Westerly, Rhode Island.

Westerly, located just off Interstate 95 is an easy drive, or train ride from anywhere in New England. (AMTRAK serves Westerly with daily trains between Washington/New York and Boston). Flight time between Westerly and Block Island is 12 minutes.



Aerial view of Block Island State Airport's 2,502 by 100 feet (763 x 30 m) runway (Wikipedia).

New England Airlines and Cape Air Visit (continued)

I arrived at Westerly Airport on the 3 September and after talking to some of the pilots, found out that they had stopped flying out to Block Island because the cloud base was so low, despite the beautiful weather at Westerly. Towards late afternoon Bill Bendokas got the message that the cloud base had lifted enough for them to fly over to Block Island and start picking up the passengers who were stuck over there. After Bill got airborne, the 3 remaining Islanders all taxied out and quite literally they did a streaming take off, probably only 10 seconds between each of them and then they turned left and flew out in formation over to Block Island. Bill said that in a couple of weeks' time, he will only be using one Islander during the winter season. I don't know what happens to the others unless he puts them away in one of the hangars.

New England Airlines currently have 4 Islanders in their fleet - N401WB c/n 66, built in 1969, N403WB c/n 46, a 1968 vintage model and one of only 2 Islanders to have been registered in Switzerland, N404WB c/n 564, built in 1976 and most recently acquired, N409WB c/n 3008, built in 1983.



Islander N401WB at Westerly Airport, Rhode Island.



Islander N403WB taking off from Westerly Airport, Rhode Island.

New England Airlines and Cape Air Visit (continued)



*Islander
N404WB at
Westerly
Airport,
Rhode Island.*



*Islander N409WB at
Westerly Airport,
Rhode Island.
This Islander will
retain the vibrant tail
colour scheme of its
previous owner,
Flamenco Airways.*



*Islander N409WB
taking off from
Westerly Airport,
Rhode Island*

New England Airlines and Cape Air Visit (continued)

It was interesting to look at the difference between the 4 Islanders. I don't think there are 2 Islanders the same anywhere! The one I flew in was N403WB c/n 46. I was cheeky and asked Bill if he could put that one on my flight as I wanted to fly in the oldest one. The next oldest, c/n 66 N401WB is beautiful on the outside and on the inside looks like it hasn't been updated since 1969, retaining the old style control wheels and high drag main gear fairings. Another thing that was pointed out was that N401WB does not have a rear baggage door on the left hand side. I didn't realise that any Islanders were built without a small baggage bay door.



View of the port side of N401WB showing that this Islander is not fitted with a luggage bay door.

The origin of this unique non-standard configuration is not known.

View of the instrument panel and controls of N401WB with the original instrument line up and early style control wheels. Identical control wheels are installed in Islander G-AVCN.



If you are in the Westerly area, you have to take a trip out to Block Island, then fly with New England Airlines, a superb trip and very friendly people.

Cape Air - Hyannis

After visiting New England Airlines, I drove across to Hyannis where Cape Air has a large maintenance facility. I knew that some of their Islanders were stored there pending onward sale. N530BN c/n 2209 was parked up outside and N510BN c/n 2239, was in their hangar being worked on. These were the only two out of the four aircraft I saw. I had heard that the other two Cape Air Islanders, N520BN c/n 2240 and N540BN c/n 2207, had gone over to Albany Airport but I did not have time to drive there to see if that was the case.



Cape Air Islander N530BN parked at its Hyannis base awaiting sale.

Focus on the Falkland Islands Government Air Service (FIGAS)

With FIGAS coming up to celebrating 70 years of operation, avionics upgrades under way that will keep the present fleet of Islanders in service for another 10 years at least. This, plus the recent donation of parts to BNAPS by FIGAS, indicated that perhaps it was timely to take a look at what is happening with FIGAS a long standing Islander operator in the remote Falkland Islands in the South Atlantic.

In 1977 a FIGAS review committee was formed to consider suitable types of twin engine landplanes for future operations. Landplanes were considered to be more economical to operate than seaplanes and easier to maintain as they were less prone to salt water corrosion. The Britten-Norman BN-2 Islander emerged as the most appropriate aircraft and one was subsequently ordered.

In 1979 the first Islander was flown out from the United Kingdom via South America to the Falklands landing at the recently opened Stanley Airport on 4 October 1979 and given the registration mark VP-FAY. In 1982 the aircraft was damaged beyond repair in the Falklands conflict. Two Islanders arrived in 1983 as replacements for VP-FAY and served to expand FIGAS operations in the Falkland Islands.



Left, FIGAS' first Islander VP-FAY, c/n 872, at the time of its delivery in 1979. On the right is the sad sight in 1982 of its demise as a result of the Falklands conflict (FIA)

The following is based on an article from Penguin News:

FIGAS Operations Summary

FIGAS has been an integral part of Falklands' life since 1948 and its very first Islander VP-FAY, destroyed in the Falklands War, entered service in October 1979. The service has provided a wide spectrum of official air support activities including air ambulance, fishery patrol, mail service and the carriage of officials.



FIGAS Islander VP-FBI taking off from one of the 30+ air strips on the Islands (BNAPS Collection).



FIGAS Islander parked at Stanley Airport (BNAPS Collection).

Over the years the type has added a wider range of customer needs including passenger, freight, and scenic flights. Overall, tourists and local passengers make up most of the traffic. The aircraft hop to almost 30 different airfields located in the East and West mainland islands.

Avionics Upgrade for FIGAS Islanders

Kurt Whitney, Quality Manager at FIGAS in charge of avionics upgrade the program. Kurt says that with the Islander's multi-role capability and suitability for high frequency, short haul operations, the type is ideal for FIGAS operations and the Falklands environment: "Some of the aircraft are now more than 30 years' old and the choice was whether to replace the aircraft or upgrade what we have," he explains. "With this new avionics suite, the aircraft will be good for at least another ten years when we can re-asses our future needs." Kurt says that passenger demand is on the increase: "We operate very much as an internal air taxi, and with the steady increase in tourism, our passenger numbers increased by more than one thousand this season (the winter to summer season)."

Focus on the Falkland Islands Government Air Service (FIGAS)

Britten-Norman has completed the first in a series of avionics upgrades for FIGAS fleet of five BN-2B-26 Islanders. Avionics are being upgraded to the Garmin G600 glass cockpit standard including the GTN650/750 GPS/NAV/COMM, GTX335R remote transponder and electronic engine instruments. One aircraft will also be equipped with the Garmin GWX70 weather radar.



Current FIGAS patrol Islander VP-FBO

Current FIGAS Islander Fleet

VP-FBD entered service January 1986,
VP-FBM entered service May 1989,
VP-FBN entered service July 1990,
VP-FBO entered service July 1990,
VP-FBR entered service March 1992.
VP-FBR is believed to be designated for patrol duties and is expected to receive the Garmin GWX70 weather radar.

The contract also includes fitting an entirely new bespoke instrument panel to suit each airframe, and a separate contract to upgrade the aircraft from 50-amp to 70-amp generators. Two engineers from Britten-Norman are on the Islands supervising the mechanical work being carried out by the FIGAS maintenance engineers and completing the systems' installation. All the Islanders will undergo an aircraft strip out, re-fit, testing and certification. The FIGAS flight operations are supported by the FIGAS Maintenance Section that is responsible for the servicing of the aircraft at Stanley Airport.

In the earlier part of 2018 one aircraft has already been successfully upgraded and the next aircraft is due to be upgraded by mid-2018. The avionics upgrade for the remaining aircraft will be completed by 2019.

FIGAS Islander Recovery by JLT Aviation July/August 2018

On 11 June, 2018, FIGAS Islander VP-FBO was involved in a landing incident on Beaver Island. No passengers or crew were injured, however, there was suspected damage to the aircraft. Subsequent investigation revealed that the extent of the damage meant that the aircraft could not be flown back to its base at Stanley Airport. FIGAS employed a team from JLT Aviation to dismantle the aircraft in situ. It was then taken by sea to Stanley for further investigation.



Above, Islander VP-FBO awaits recovery at the Beaver Island air strip in June (JLT Aviation)



Above, JLT Aviation team dismantling Islander VP-FBO at the Beaver Island air strip (JLT Aviation)

FIGAS Postal First Day Covers on Show at BNAPS "Isle Of Wight Day" Event

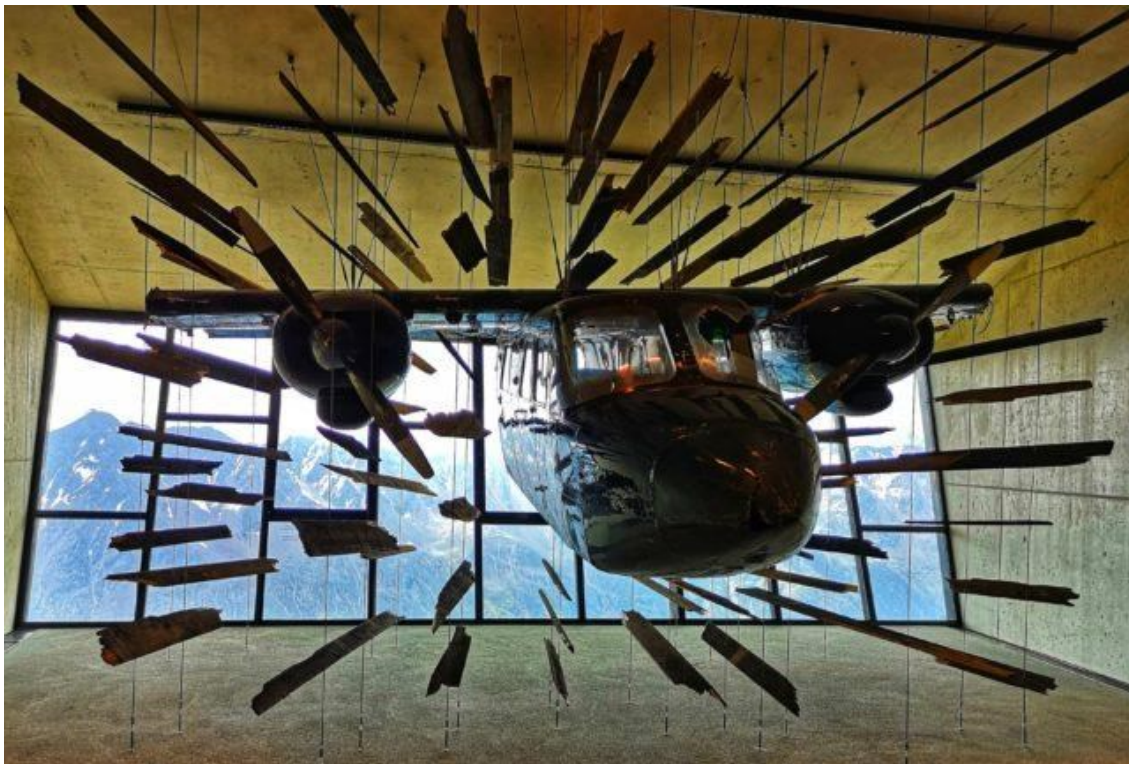
BNAPS supporter Norman Hobbs, son of the late Reg Hobbs who was B-N's Chief Inspector, kindly brought along a selection of FIGAS items from his collection of first day covers featuring B-N Islanders and Trislanders. On the day the covers attracted much interest and images of some of the covers will be included in future issues of BNAPS News.

“Spectre” Islander- The Inside Story

Many will have seen the Islander’s starring role in the James Bond film “Spectre”. Some parts of how scrapped Islanders were collected together for use in the action sequences and the Islanders that were flying as part of the car chase action could not be told due to the usual “non-disclosure agreements” and security clampdown during filming. However, more of the story can now be revealed through feature articles that have appeared in the Aeroplane magazine. Mike Woodley’s company Aces High was responsible for the aerial effects organisation and co-ordination for “Spectre” and some aspects of this are described in the Aeroplane meets Mike Woodley feature article. A few months later and Aeroplane published another feature article, Aeroplane meets Andrew Dixon, which included details of Andrew’s involvement in the flying sequences alongside the lead pilot, Lee Proudfoot.

To take the story a stage further about a year ago Mike Woodley contacted BNAPS regarding any spare Islander parts that we might have for a project he had underway. Again “non-disclosure agreements” were in place. As it turned out BNAPS could help and the parts supplied were incorporated into a mock-up of the “Spectre” Islander, the end customer and destination were unknown at the time to BNAPS.

A press release earlier this year revealed that at Sölden in Austria the 007 ELEMENTS attraction with the “Spectre” Islander mock-up as a key exhibit. It is housed inside a beautiful, bespoke building designed and constructed by Obermoser arch-omo zt gmbH inside the summit of the Gaislachkogel Mountain in Sölden, more than 3,000-metres above sea level.



*The “Spectre” Islander replica built by Aces High in 007 ELEMENTS at Sölden, Austria
(007 ELEMENTS)*

The aim of 007 ELEMENTS is to tell the story of how 007 films are made through an ultra-modern, emotive and engaging experience while using the incredible location to place guests in Bond’s environment and bring the stories to life in a unique and highly vivid and memorable way.

For more information about Sölden and 007 Elements go to: www.007elements.soelden.com

Mike Woodley Aces High and "Spectre" – Extract from a feature article in Aeroplane January 2016

Aces High often gets asked to step in at short notice, as happened on 2008's James Bond movie "Quantum of Solace" with Daniel Craig. "They were doing some DC-3 flying in Mexico with an early-model passenger door aircraft, which limited it from carrying a spare engine or long-range fuel tanks. It had Wright Cyclones on it, which burned a lot of oil and restricted its range. The studio asked for our help to get an aircraft to Chile in time for the filming there. They wanted an all-silver DC-3 to match the one they'd already shot in Mexico. They said there were a few problems because it would have to get round a war zone - Venezuela was fighting Colombia, and they'd put out a NOTAM saying they'd shoot you down immediately or put you in prison if they caught you. And, they said, just to make it worse, it's got to look just like a drugs aircraft - all-silver, no markings. I had to get an aircraft in the States and strip all the paint off it. It was a freighter, and it didn't have any windows, so I had to put all the windows back in to match the one they'd had and paint a passenger door on it. I had to get a spare engine and put it inside; make it look like a drugs aircraft, with a tiny registration and no markings; and avoid the war zone by converting it so we could pump oil into the engines in flight and do 20 hours without landing, going right out to sea towards the Galapagos Islands to avoid the fighters; and get it down to Chile... Anyway, we did it."



Aces High Dakota at Blackbushe 75 air show July 2017 (BW).

Challenges of many different kinds were presented by Aces High's involvement in the latest addition to the Bond saga titled 'Spectre'. This film features the Britten-Norman Islander in a stunning action sequence. "We did it with real aeroplanes, not models, not CGI", says Mike. "I got a team of pilots together, and Andrew Dixon and I flew two Islanders out to Innsbruck and then to this strip we made. The problem was trying to operate them at 10,000 ft and -20 degrees C, which was very challenging. Lee Proudfoot and Andrew Dixon did all the Islander flying in the film. We left the aeroplanes there over Christmas 2014 and went back again in January. It took a lot of time to get those shots, and to get them safely.

"Having worked for Britten-Norman, I remembered what the 300hp fuel-injected Islander could do and what it couldn't do. We had to have an aeroplane with no minimum single-engine control speed; in other words, one you can stall on one engine. You can actually stall it before you lose control of it. We needed the safety [margin] in case we had an engine failure. I couldn't afford to have the aeroplane in a grey area at any time.

"For those shots we made the aeroplanes as light as possible, so you can only put a minimum amount of fuel in, and you can't stay on task for very long - 15 minutes, with an aircraft that

normally has six hours' endurance. We achieved a very interesting shot where they're flying side-by-side at 10,000 ft, exchanging fire with the cars."



Islanders G-BUBP and G-CZNE are seen here as they appeared for the filming of "Spectre". Special arrangements were made with the UK and Austrian aviation authorities to allow both aircraft to carry the same registration mark, OE-FZO while filming (BNAPS Collection).

Now firmly ensconced at Dunsfold Park due to a past threat of redevelopment at North Weald, Mike says Aces High is "busier than it has ever been". The credits, including dozens of aerial co-ordinator, consultant or advisor roles, speak for themselves. "To be successful in filming, you have to give the film company good production value. I think, how can we get that shot successfully without wasting a load of money? It's not just someone ringing you up and asking if you've got a DC-3, or a C-130, or whatever. You need to be able to source the aircraft if you don't own it; you need to know its limitations for operating, like we did with the Islanders on `Spectre'.

There are naturally many safety considerations to take into account as well. "We've turned a lot of jobs down or suggested other ways of doing things if we felt uncomfortable with the safety side", says Mike. But it's not all about participating in other people's movies. Mike is now an executive producer himself, with several films currently out. And sometimes he has been known to venture in front of the cameras. He will be appearing as an expert on Channel 4 series `Posh Pawn', valuing various aircraft, and in the recent film `Rush' about the 1976 rivalry between Grand Prix drivers James Hunt and Niki Lauda - on which he was aerial co-ordinator - he played the part of a marshal at the Watkins Glen circuit. "They said, "Well, you've got the hair..."

It all adds up to an extremely varied life. No wonder Mike remarks, "If I won £10 million on the lottery I wouldn't change anything, because I'm quite happy with what I've got. And this business is still as exciting as it's ever been. It's like a hobby that got out of control."

For more information on Aces High, visit www.aviationfilming.com

Andrew Dixon - flying the "Spectre" Islander - Extract from a feature article in Aeroplane June 2018

In the late 1980s and early 1990s Andrew Dixon's spent much of his time flying the Dakota with Air Atlantique. As a change from being on constant call Andrew recounts that he found that there were some like-minded people who wanted to start a `Dak' operation down here in Bournemouth, "so I decided the time had come to part from Air Atlantique, though Mike Collett dragged me back for various things over the years."

That `start-up' was South Coast Airways, which Andrew ran with his wife Geraldine. It began flying with DC-3 G-DAKK in 1995. "It went really well. Initially it didn't make any money, but by year three and four it was starting to break even". However, the original investors having moved on, South Coast collapsed and operations ceased in 2002.



South Coast Airways DC3 G-DAKK (Graham Spiller)

Andrew decided he didn't want to go and work for anyone else. He had more than enough to occupy himself. Towards the end of the 1980s, given his ideal multi-engine experience, operator Elly Sallingboe had invited him to join the crew of B-17 Sally B as a co-pilot. In due course he became a captain and then B-17 Preservation's training captain, as he still is today. When in 1994 the South African government gifted a C-47A to the Army Parachute Association - it became G-BVOL, operated by Airborne Initiative Training - he converted two other pilots, Roger Mills and Philip Cardew, to the type and flew it a lot himself Andrew helped deliver ex-Israeli Defence Force/Air Force C-47s from Tel Aviv to Edmonton, Canada, something worthy of an article in itself And there was the introduction to the film business with Mike Woodley and Aces High, long time operators of C-47A N147DC and doyens of the movie world.

During 2000 there was a major commitment to the HBO mini-series Band of Brothers. "We had four aircraft for that - N147DC, N47FK, G-AMRA and G-DAKK. I was flying G-DAKK. On a Friday they'd painted them all beautifully in D-Day colours with washable paint, and the plan was to film on the Monday. Over the weekend the heavens opened. When we got there on Monday it was still absolutely chucking it down, so the whole thing was put on hold for about two days until it stopped raining, and they could completely strip them and start again.

Much more recently, Andrew and the Aces High C-47 filmed Darkest Hour at Bicester, and The Guernsey Literary and Potato Peel Pie Society, for which N147DC was landed on Saunton Sands near Barnstaple in April 2017.

Away from Dakotas, Andrew has flown Britten-Norman Islanders for many years, beginning with Air Atlantique. Then he started going to the South Atlantic in order to examine Falkland Islands Government Air Service (FIGAS) Islander pilots for their instrument ratings, and has been doing that every November for 23 years. His experience - together with that of Mike Woodley, who had once been a B-N production test pilot - helped influence the choice of aircraft for the most recent James Bond film in 2015. "For Spectre they said they wanted an aircraft that could fly very slowly, basically in formation with a Land Rover, at altitude. It had to be a twin - we didn't know how the story was going to transpire, but for when the wings

have come off and he's steering it down on the engines. That cut the Pilatus PC-6 out. Straight away the Islander became the only option."

They went for 300hp piston engined examples, but there are few of those around. "Fortunately George Cormack, who's kind of 'Mr Islander', had bought one from FLN in Germany in 2014 that had been acquired from Japan in 2009. We found a privately owned one belonging to a chap at Gloucester... They were flown down to Dunsfold and painted the same, for redundancy if one went tech on us."



"Spectre" Islander on location in Austria (BNAPS Collection)

Location shooting took place at Sölden in Austria's Tyrol region. "We were originally going to land up in the mountains, on the glacier, but then the local environmentalists got hold of it. They didn't want aeroplanes dropping fuel and oil up there. But down in the bottom of the valley there's a huge hotel, which was going to be used anyway. There was a Red Bull event there a few years previously, and they had rented a line of fields to make an airstrip. Bond did exactly the same, and we put the Islanders on it. They put a big marquee up to hangar them, which they centrally heated, but it meant we had a 12 or 13 minute transit to the filming site.



"Spectre" Islander in action alongside a mountain track chasing the fast moving convoy of 4x4s (BNAPS Collection)

We wanted to have both aeroplanes there so we could do quick changes. "Lee Proudfoot and I did it between us, because it ended up being a two-crew job with the complexity of what was needed. We'd get airborne in the first one, go up, run it down until we were on virtually bingo fuel - we weren't carrying a lot of fuel, to keep the weight down - and leg it straight back to the strip, where George Cormack had the second one started and warmed up. So we'd

literally abandon the first one, leap in the second one, take off and go back up. George would meanwhile refuel the first one so it was ready again, and so on.



The "Spectre" Islander continued the chase along a downhill forest track losing its outer wing sections on the way (BNAPS Collection)



"Near the end of the chase the "Spectre" Islander exits from the side of a mountain chalet (BNAPS Collection)

The aircraft were there for three months in all, and, says Andrew, "never missed a beat". There was one problem, though. "When the first unit had been there with Daniel Craig, filming his scenes, it had been cloudy. When we were there, there wasn't a cloud in the sky. There was a major continuity problem straight away. It meant we had to do the filming when the road was in shadow, which meant between first light and 11 in the morning, and from about half past two until dark, which was about four o'clock. It was a very limited window.

"But it wasn't easy, because the road was going down the side of the mountains, and it was icy, obviously. There was a mixture of Land Rovers and Range Rovers... and they couldn't get going any faster than about 60mph with any sensible ability to stop. We had to come in to the valley, turn round at the top, drop down and try and get below the road to pull up and get the aeroplane slow enough. All they wanted was four or five seconds of the Islander flown by Bond in formation with the chief baddie driving the car, with a helicopter filming it all. Every time we couldn't quite get it... The last day, we got it."

Thanks go to Allan Wright and Andy Clancey of BN Historians for providing BNAPS News with the latest information about ownership changes and the status of Islanders and Trislanders around the world in their September 2018 issue of Britten-Norman News update.

September 2018

Britten-Norman News

23 (BN-2A-26) N2233Z Island Air Service, Kodiak, Alaska. 17.7.00. Withdrawn from use. Noted at Kodiak Airport, Alaska on 5 August 2016, stored outside dismantled.

65 (BN-2A) YJ-009 Unity Airlines, Port Vila, Vanuatu. Written off after being hit by an ATR72 at Port Vila 27.7.18.



YJ-009 (65) of Unity Airlines, Vanuatu, looking very sorry after being hit by a "runaway" ATR72 (Unity Airlines)

90 (BN-2A-26) C-GVCJ Great River Aviation, Whitehorse, Yukon. Written off in a hangar fire at Fort Nelson overnight 25-26.1.18. Registration cancelled 21.3.18

201 (BN-2A-6) N101NE Darby Flying Corporation, Coral Gables, Florida. Stored WFU. Seen in a hangar at Keystone Heights, FL 20.3.14. Restored to register 14.8.18.

227 (BN-2A-20) P2-ISM(2) North Coast Aviation, Lae, Papua-New Guinea. Written off in the Saidor Gap area while en-route Derim to Lae on 23.12.17.

316 (BN-2A-26) ZK-FVD Great Barrier Airlines, Auckland, New Zealand. To Unity Airlines, Port Vila, Vanuatu. 8.18. Left Norfolk Island for Vanuatu 6.8.18. Registration **YJ-005** is reserved.

495 (BN-2A-27) PT-KTR AeroStar Taxi Aereo, Salvador, Brazil. To Guyana Defence Force Air Corps, Georgetown, Guyana. 8.18. To be 8R-....

541 (BN-2A-20) G-JPEG APEM, Stockport, Lancashire. To CAE Aviation, Rjokside, Denmark. 7.5.18 as **OY-GCC**.

553 (BN-2A-21) OY-CKS COWI Aerial Surveys, Kongens Lyngby, Denmark. To Copenhagen Airtaxi, Roskilde, Denmark. 13.4.18.

609 (BN-2A-27) YJ-AL2 Air Taxi, Port Vila, Vanuatu. Badly damaged after being hit by an ATR72 at Port Vila 27.7.18.

742 (BN-2A-21) PT-KRO AeroStar Taxi Aereo, Salvador, Brazil. To Guyana Defence Force Air Corps, Georgetown, Guyana. 8.18.

804 (BN-2A-27) YR-BNN Aerospace Services, Bucharest, Romania. Rebuilt 2018. Operated by INCAS - Institutul National de Cercetari Aerospatiale. Noted at Baneasa 27.4.18 fully refurbished, awaiting CofA.



INCAS's 3 BN-2s, YR-BNM, YR-BNN and YR-BNR (D. Edse)

808 (BN-2A-27) YR-BNM Aerospace Services, Bucharest, Romania. Rebuilt 2017. Operated by INCAS - Institutul National de Cercetari Aerospatiale.

876 (BN-2B-26) C-FZXG Caribe Air Lease, Whitehorse, Yukon, Canada. To SXM Airways, Princess Juliana International Airport, Saint Martin, Netherlands Antilles. (also known as St. Maarten Airways). 11.17 as **PJ-SXM**.

901 (BN-2A-26) HR-ATU Honduras Air, Honduras. Written off La Cieba 26.8.07. This is ex-N40JL and we now have the Honduran registration confirmed.

907 (BN-2A-26) V3-HFB Maya Island Air, Belize. Substantially damaged 30.6.18 after executing a forced landing after a loss of engine power.

1023 (BN-2A Mk.III-2) Roraima Airways, Georgetown, Guyana. First Flight after rebuild 18.8.18 as **8R-GRF**.

2142 (BN-2T) G-ORED Air Teti'aroa, Faa'a, Tahiti. Leased. Sold to Air Tetiaroa during lease. Early 9.18 being prepared for re-registration as **F-OKGB**.

2188 (BN-2B-26) G-BLNI Islander Aircraft, Cumbernauld, Scotland. Noted at Hurn 19.5.18 with TTA and other tail pieces. Seen 3.8.18 at Bournemouth outside all white and returned to Cumbernauld 7.8.18.



G-BLNI (2188) at Bournemouth in an ex-FIGAS scheme with TTA and other tail colours. (T. Guest)

2314 (BN-2B-20) G-CKYC Britten-Norman Aircraft. Registered 26.6.18.

2315 (BN-2T) G-CKVA Britten-Norman Aircraft. Registered 7.2.18. First flight 4.6.18 as a BN-2T. Noted outside at Solent 23.5.18. Flew Solent - Bournemouth 4.6.18 for paint. Returned to Solent 21.6.18 in Air Teti'aroa colours. To **F-OKKB** Air Teti'aroa, Faa'a, Tahiti. Delivered 10.8.18.



F-OKKB (2315) Air Tetiaroa departing Solent Airport at the start of a 14 day delivery flight to Tahiti (R. Davies)

3004 (BN-2A-26) VH-WRF Northern Air Services, Mareeba, Queensland, Australia. To International Air Services, Carson City, Nevada. 6.6.18 as **N404WR**.

3008 (BN-2A-26) N906GD Air Flamenco, San Juan, Puerto Rico. To New England Airlines, Westerly, Rhode Island, 22.3.18. Re-registered **N409WB** 25.5.18.



N409WB (3008) of New England Airlines at Westerly, seen here on 8.9.18, still wearing Air Flamenco colours (P. Smithson)

Islander c/n 17 for Sale

Islander c/n 17, now registered as T7-IGF, formerly registered as I-LACO, is being offered for sale after a complete overhaul and refurbishment in Florida. Priced at \$237,000 the aircraft has accumulated only 5834 hours since it first flew in 1968. For more information go to:

<http://www.planecheck.com/index.asp?ent=dv&id=22919>



Left, Islander T7-IGF parked at Opa Locka Airport in 2016. Above, is a view of the smart looking interior and seating (Plane Check).

Flying Banker Clocks up 11,000 Loganair Islander flights in 30 Years

Press Association News Release 29 August 2018: A woman known as the Flying Banker has been honoured after 30 years of serving remote customers, a job which has seen her notch up 11,000 flight. Anne Rendall takes Loganair Islander flights across the Orkney Islands every week to open local Royal Bank of Scotland branches for customers.

Ms Rendall, who serves between 40 and 50 customers each day, is only RBS's second flying banker. The service was launched in 1969 by Mary Muir, who did the job for almost 20 years before handing over the reins in 1988.



During a ceremony at Kirkwall Airport, Loganair pilot Colin McAllister presented Ms Rendall with an award commemorating her many flights on board the eight-seater Britten Norman Islanders which link Orkney's islands (Press Association).

SkyQuest Offers Trislander c/n 1040 for Sale



Trislander BN-2A Mk III-3 c/n 1040, HI962, now looking in fine condition as illustrated for sale by SkyQuest International LLC of Salem, North Caroline, USA (SkyQuest).



Trislander c/n 1040, XA-TYU, was seen at Playa del Carmen Airport in Mexico in April 2007 where it was being rebuilt having been badly damaged during a hurricane (Peter Smithson).

Trislander HI962, c/n 1040, is at present being offered for sale by SkyQuest in Florida.

This Trislander was built in 1976 as G-BEDR and was used as a company demonstrator. Two years later, it was sold to Air Ecosse in Aberdeen, Scotland. In July 1981, it was purchased by Prop Jet of Stansted and prepared for onward sale to Pennsylvania Airways. It was operated by Wings Airways as N420WA until 1992 when it was withdrawn from use and put into storage. After a short period in storage it went to Costa Rica where it operated for 6 years as N420WA.

In 1998 it moved on to Venezuela as YV-943C and operated for 3 years with Transaven. In July 2004, it was purchased by Aerolamsa (who at the same time operated c/n 1044 which is now in immaculate condition and flies for Air Flamenco as N920GD).

Ownership changed again in Mexico and it flew with Aeroferinco until being purchased by Vision Air in Haiti in September 2009. In 2014 it moved over to the Dominican Republic operating for GECA Servicios Aereos out of Santo Domingo.

For more details of the sale see: www.skyquestinternational.com/listings-for-sale/britten-norman-bn-2a-mk-iii-3-trislander-sn-1040-reg-hi962/

Third Trislander Joins Roraima Airways Fleet

Roraima Airways recently announced that a third Trislander, 8R-GRF, c/n 1023, has now joined their fleet and has gone into operational service.



Views of the Roraima Airways Trislander fleet consisting of (left to right) 8R-GRE, 8R-GRD and 8R-GRF (Learie Constantine Barclay)

Thanks go to Roraima Airways Director of Operations, Learie Constantine Barclay for providing the following information about the part he played in getting the Trislander fleet into operation:

"I introduced the Trislander type to Guyana in 2013 when I became the Chief Operating Officer and Chief Pilot of start-up Golden Arrow Airways. I left the company in September 2014 and rejoined my old company, Roraima Airways, that I had left after 11 years, as the Director of Operations.

After Golden Arrow Airways folded, their Trislanders ,c/n 1039 ex G-BEDP and c/n 366, ex G-LCOC) were acquired by Roraima Airways. Trislander c/n 366 never flew again after her ferry flight to Guyana and we have since really stripped her for parts. There are no plans for her fly again.

We also acquired c/n 1023, ZK-LGC, and c/n 1042 , ZK-LGF, from Great Barrier in New Zealand. We also got Trislander ZK-LOU and Islander ZK-REA from them as spares.

Trislander c/n 1042 is now 8R-GRE which has flown over 1000 hours since she has been completely rebuilt by Roraima Airways engineering team.

Trislander c/n 1023 is now 8R-GRF, and was first flown by me about 2 weeks ago. She is a dream to fly and has now entered formal service.

It is important to note how different the operating environment is here in Guyana. Runways are hardly paved and typically only 2000 feet long. It makes for different and interesting flying to which the Trislanders have really adapted very well".



(Left) Roraima Airways Trislanders, 8R-GRE and 8R-GRD at the landing strip that serves the spectacular Kaieteur Falls, a popular destination for tourists (Learie Constantine Barclay).

(Right) Roraima Airways Trislanders, 8R-GRD is seen here off-loading passengers and their belongings at a small air strip at Baranita serving a remotely located community in Guyana (Learie Constantine Barclay).



News of Islanders and a Trislander in Vanuatu

Latest news of B-N related events in Vanuatu came to BNAPS courtesy of Unity Airlines owner Tony Deamer:



The recent landing accident on 8 August, when an Air Vanuatu ATR72, veered off the runway at Port Vila-Baurfield Airport into parked aircraft, resulted in Unity Airlines Islander YJ-009, c/n 65, (left) being written off and Air Taxi's Islander YJ-AL2, c/n 609, (right) was badly damaged but believed to be repairable (Tony Deamer)



Tony Deamer had been negotiating to purchase an Islander from New Zealand before the loss of YJ-009. The need for a replacement for YJ-009 became very urgent after the accident and Islander ZK-FVD, c/n 316, is seen here on 6 August 2018 on its way to Vanuatu where it will be given the registration YJ-005 (Mike Condon).

Unity Airlines Trislander YJ-0019, c/n 1055 has been sold to an operator in Anguilla. In 1984 This Trislander was the last one built and went to the Botswana Defence Force in 1984. When it was acquired by Unity Airlines it made an epic flight from Greece to Vanuatu. It has accumulated 7079.5 hours of operation and 10000 cycles. It is now being prepared for another epic flight from the Pacific region to its new owner in the Caribbean (Tony Deamer)



Latest BN-2T for Air Tetiaroa Makes Epic Delivery Flight

The second Air Tetiaroa BN-2T Islander F-OKKB, c/n 2315, was delivered after a 14 day delivery flight, flying time was around 96 hours.

With the arrival of the second aircraft it is believed that BN-2T G-ORED, c/n 2142, that was made available to Air Tetiaroa by B-N pending this delivery. It was purchased by Air Tetiaroa during the lease and is being prepared for service. It is due to take up the registration F-OKGB.



BN-2T F-OKKB is seen here when it staged through Darwin (Rare Tahitian Air/Port Views)



BN-2T F-OKKB at Tahiti's main airport at the end of its delivery flight (Neil Chan Ah You)

Britten-norman's BN-2T Turbine Islander Awarded Transport Canada Civil Aviation Type Certification

Chris Kjelgaard - AINonline September 10, 2018, 1:06 PM



B-N's BN-2T Demonstrator G-JSAT

The BN-2T Turbine Islander has won Transport Canada Civil Aviation (TCCA) type certification for operations in Canada, as B-N seeks to build on the Islander's established presence with Canadian operators serving all-terrain strips, some as short as 620 feet, by offering them the BN-2T's increased payload capability.

"We have generated a great deal of interest in our piston and turboprop variants of the Islander in Canada in the last 18 months," said Lara Harrison, B-N's business development manager. "The Islander already serves in a variety of roles in the wider region and is viewed by many as the backbone of operations into remote strips in areas from Alaska through to the Yukon and as far east as Québec to Labrador."

In updating its Type Certificate Data Sheet for the BN-2 Islander family, TCCA also recognised a change in the type certificate holder's name from Britten-Norman Limited to Britten-Norman Aircraft Limited. B-N is also working to obtain FAA approval for the BN-2T-4S Defender militarised version of the Turbine Islander.

Latest B-N New Build Reaches Final Assembly Stage – September 2018

News of the latest new build BN-2 was recently revealed on the Britten-Norman Twitter page. The structure attached to the front bulkhead indicates that this aircraft is to carry special equipment and is almost certain to be for the Channel Islands Air Search organisation.

Although not positively confirmed as yet, this new build Islander, seen here in final assembly at B-N's Solent Airport works, Lee-on-Solent is believed to be BN-2B-20, c/n 2314 destined for delivery to the Channel Islands Air Search organisation. Registration mark G-CKYC has been allocated to c/n 2314 (B-N).



Wight Aviation Heritage Tours

Two tours have been run so far and each has made a significant contribution to BNAPS funds. Further tours will now be run in 2019 at the end of March, April, May June, September and October subject to demand.

Please contact bob@bnaps.org.uk for full details

The tour offers a full day out which covers all travel from Southsea Hovertravel terminal and transport by mini bus on the Isle of Wight to aviation heritage locations at East Cowes, Sandown, Bembridge and Ryde. Also included are entry fees where applicable and a light lunch at the Propeller Inn.

The tour is normally priced at £75.00, for BNAPS Supporters Club members a discounted price of £67.50 applies.

B-N Caps for Sale

B-N caps with original style logo are priced at £8.00 each + £2.00 UK p & p. Overseas / bulk order p & p will be quoted separately. Please contact Rita Edgcumbe at BNAPS Sales to place your order: sales@bnaps.org.uk



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

More BNAPS Supporters Needed

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

The principal aims of the BNAPS Supporters Club are:
"to assist BNAPS to preserve the history and aircraft of Britten-Norman through member donations and to provide assistance with the day-to-day operations of the charity"
Anyone with an interest in local aviation heritage is welcome.

As a point of clarification, whilst BNAPS has contact with B-N Group from time to time, as a charitable trust BNAPS is an independent organisation.

BNAPS

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

BNAPS registered address is:
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 2018 Christmas Meal Friday 14 December at Fox's Restaurant, Bembridge

Further Wight Aviation Heritage Tours are planned for 2019. It has been decided that with the workshop turned over to a major paint spraying and wing lifting activities it is not practical to support workshop visits

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

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