



BNAPS News January 2014

BNAPS News Vol 4 Iss 1 – January 2014

BNAPS News is now moving into its fourth year of publication with 2014 being of utmost importance for the restoration of VCN. Thanks go to our restoration team for all the work that has been done to keep the project moving forward. Thanks also go to our supporters club members, corporate members, industry and local suppliers.

Saywell International Donates Vital Parts to BNAPS

As a result of much diligent work by BNAPS restoration team member Bryan Groves, assisted by Dickie Cox, a comprehensive list of vital parts needed for VCN's instrumentation and electrics was recently passed to Ben Wilson, at Saywell International, BNAPS first corporate supporter. The restoration team was delighted when the parts invoice was received in December covering a large proportion of the instruments required plus electrical components and circuit breakers. As the components are of a style used back in 1967 when VCN was built and for which there is now little demand, these were all donated to BNAPS for which we offer our grateful thanks to Saywell International's MD, Peter Saywell, and Sales and Marketing Manager, Ben Wilson, for their help and generosity – this is making all the difference to the project and future prospects.



In addition a remarkable find that surfaced from the depths of Saywell's stores was the Weston engine cluster instrument assembly (left), a very rare item these days and is just right for VCN. Only a minor fix to sort out the pointer on the port fuel pressure gauge is needed and the instrument module will be on the shelf ready to be installed.

BNAPS also purchased a brand new anti-collision strobe light assembly that was on offer, being sold by Saywells on behalf of a customer. It was just too good to turn down.

Bryan has prefabricated the electrical system for instrument lighting and internal and external lighting which together with the strobe light will help make VCN "come alive".

Propeller Assembly Donated by Cormack Islander Aircraft

Thanks go to George Cormack who donated a B-N Islander propeller assembly to the project and shipped it down to the South Coast here for us.

Propeller overhaul specialist Proptech at Portsmouth kindly processed this propeller through their workshop and made sure it was identical to the propeller donated by Isles of Scilly Skybus that BNAPS accepted from Proptech in July last year.



Proptech CEO, Andy Dare (centre), and Customer Support Engineer, Ali Mant, hand over the second propeller to BNAPS Trustee, Bob Wealthy (left) on 27 November 2013.

Saywell International – “the parts people” www.saywell.co.uk



Saywell International Aviation Centre in Worthing

The Sussex based Saywell family has been in the aviation parts business for nearly 70 years, Peter Saywell's Father Ron founding R F Saywell at Gatwick Airport in 1946. At that time surplus aircraft and parts were cheap and plentiful, so Ron decided to specialise in the support of British manufactured aircraft. As exclusive distributors for the BAe 748, and Jetstream and as stocking distributors for the Britten-Norman product range, the company's history of supporting British made aircraft continues to this day.

Peter Saywell took over as Managing Director of R F Saywell in 1984, four years later opening an office in Canada, followed in 1999 by a 15,000 square feet facility in Florida. R F Saywell changed its name to Saywell International in 2002 to reflect its growing international presence. In 2003 a further regional office opened in Singapore.

The company relocated to Aviation Centre, a purpose built 190,000 square feet facility conveniently located on the A27 in Worthing in 2007. Telephones are manned 24/7 every day of the year with a state of the art, in house produced computer system ensuring the seamless delivery of hundreds of packages to every corner of the globe each week. The EASA approved hose shop, located on site, is able to manufacture or repair urgently needed hose assemblies for immediate delivery to aircraft waiting on the ground.

More recently focus has been on support of the hugely popular ATR regional aircraft. Several acquisitions of airlines surplus spares packages running into many millions of dollars in value have propelled the company to the forefront of regional airline support.

Despite phenomenal growth which has continued unabated throughout the economic downturn, Saywell International remains family owned and run. Most Saywell staff have been with the company for many years becoming specialists in their own field.

Customer service and stock availability have always been central to the success of the company. Today, it is possible to search from over a million lines of inventory on the company website and submit a quote request online, but customers can still be certain that a call to Saywell, day or night will always be answered by one of the "parts people".

Segers Group Acquires Proptech

On 4 October, 2013, Segers Group announced that its acquisition of Proptech had been successfully completed. Mr Andy Dare, Segers MD for Europe, was appointed to the role of CEO at Proptech.

Proptech acquisition is seen as a fantastic opportunity for both Proptech and the existing Segers Group. Proptech brings to the Group an impressive capability and will pave the way for the Group to offer enhanced support for European C-130 operators. www.proptech.aero.com



VCN Restoration Progress Report November 2013 – January 2014

Steady progress continues. A second propeller has been donated by George Cormack of Cormack Islander Aircraft and he also kindly got it shipped down to BNAPS from Scotland. This propeller was then delivered to Proptech to be worked on and re-finished so that it matches the first propeller that was delivered to BNAPS back in July (see July issue of BNAPS News and this issue for news of the second delivery).

Bryan Groves has received the large shipment of instruments and electrical parts donated by Saywell International plus the anti-collision strobe light assembly. Thanks go to Tim Barton who found someone in New Zealand who had an original style Islander control wheel that we needed. The control wheel has just been received from Geoff Howe who is on the engineering side of Great Barrier Airlines – many thanks Geoff.



We now have another original style Islander control wheel to match this one.

Guy Palmer has been working on the rear fuselage and in particular the restoration and re-installation of the tail plane mounts.

Bob Ward has continued with the elevator control details and other control detail parts. All these control parts have now been restored and painted both with an under coat and a white top coat.

The pilot's door has been repaired, rubbed down and undercoated. A trial fit of the door in the fuselage aperture showed that it will require no significant adjustment to the hinges and catches for final installation.

The two passenger doors are also being worked on. Both doors were in poor condition with significant surface corrosion and some edge and surface damage. The right hand side door had significant puncture damage to both the inner and outer skins which has now been repaired. The door latch mechanisms will also need attention to get them back in working order. However, the restoration of the doors is now well advanced.



Jeni Gallagher sanding one of the original passenger doors.



Bob Ward (left) and Keith Winter attend to some finishing off work associated with the new cabin floor. This work is now complete.

A protective covering has now been laid over the floor to protect the surface while the fuselage is being fitted out.

VCN Restoration Progress Report November 2013 – January 2014 (Continued)

The corner sections for the doorframes have been fitted. Having successfully assembled the throttle box assembly, after expending much time and effort, Pat Gallagher then made a set of hardwood treads for the lower edges of the pilot and passenger doors and the luggage bay hatch.

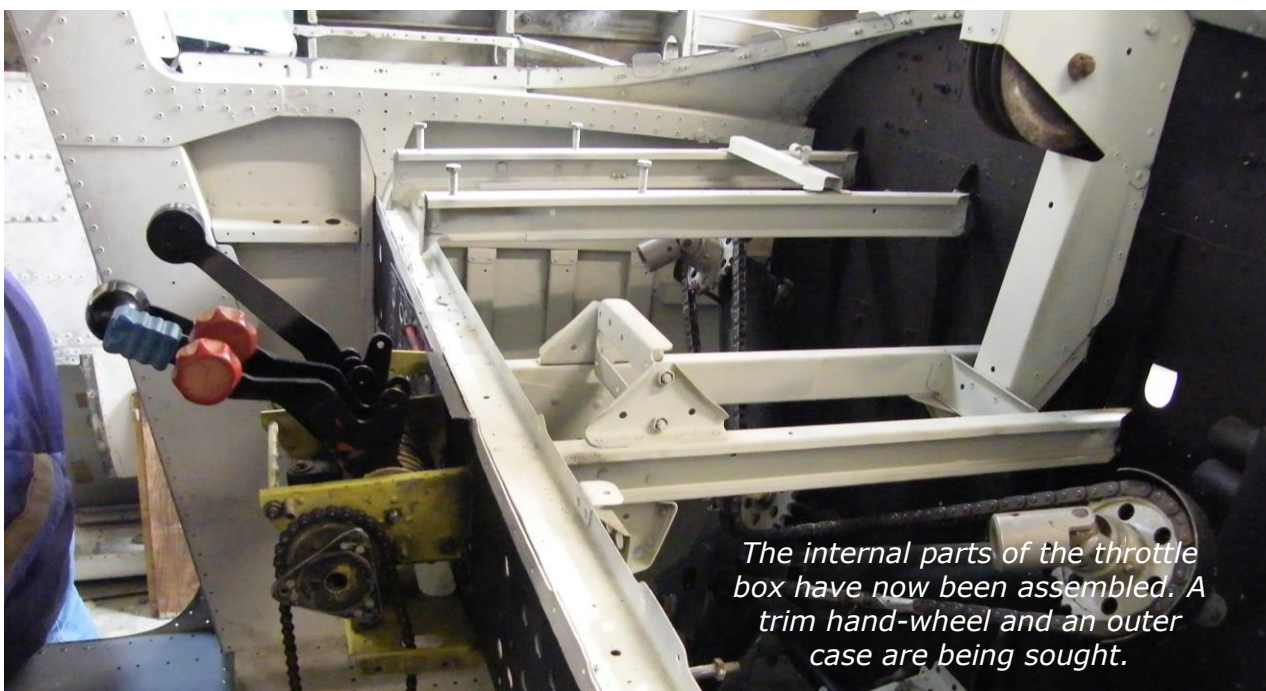
Keith Winter recovered some nose-wheel support brackets and plates from a scrap airframe section and these are now being used to rebuild the nose wheel frame station for VCN ready to accept the nose undercarriage assembly when one can be found.



Above, Keith Winter works on part of the door frame corner surround.



The fibreglass nose cone was in sound, relatively undamaged condition and has been sanded down ready for painting.



The internal parts of the throttle box have now been assembled. A trim hand-wheel and an outer case are being sought.

Work on finishing as much of the detail fitting work on the fuselage is proceeding well and will continue up to the point where the workshop is re-arranged to gain access to the wing. Temporary storage for the fuselage has been identified nearby for a period. The next phase of fitting out the fuselage will be picked up again later in the year when the fuselage is back in the workshop.

Colourful Caribbean Islander – SVG Air Grenada



Photo courtesy Sharpshotaero.com

SVG Air is the national airline of Grenada and currently serves the eastern Caribbean with both scheduled and charter flights. Alongside DHC-6 Twin Otters and two Cessna Citations the company operates three Islanders, including this example, J8-BVJ (c/n 163), seen here in its colourful livery.

News from Norway of a B-N Islander Static Restoration Project



News came in recently from Birger Larsen, a volunteer at the NordLuftFarht Museum, Bodø, Norway, that B-N Islander c/n 441, LN-MAF/G-BCZS, will be restored to static display standard. LN-MAF has now been moved to Bodo from a museum in Oslo where it had been stored in a dismantled state since it was written off on 17 February 1983. This followed a landing accident that caused damage to the starboard engine, undercarriage and wing fixings. The aircraft was delivered to Norway via Gatwick on 29 May 1975. The group plans to keep in touch with BNAPS and we will give help where we can to the project. To monitor progress please refer to: www.blhf.org/wips/1011178914/

BN News December 2013 from BN Historians - Latest news of B-N aircraft changes of owner and operating status from around the world;

159 (BN-2A-26) 5W-JUN Samoa Air, Apia, Samoa. Leased to Real Tonga, Nukualofa, Tonga 10.13 as **A3-PAS**.

216 (BN-2A-7) 8R-GHM Trans Guyana Airways, Georgetown, Guyana. 10.12.13: swerved off runway on landings at Ogle. No injuries, and aircraft not damaged.

239 (BN-2A-26) N909GD Air Flamenco, Culebra, Puerto Rico. Written off Cayo Luis Peña, Puerto Rico 3.10.13. Crashed at sea off Cayo Luis Peña, Puerto Rico, killing the pilot. The pilot originally departed from Culebra Airport (CPX) about 05:00, and flew to Ceiba, Puerto Rico, to pick up a load of Sunday newspapers. He then flew to Vieques (VQS) without incident, and was returning to Culebra at the time of the accident. The airplane impacted the water and was destroyed. Reg. canx. 4.12.13.

314 (BN-2A-3) PT-WMY Nissim Pazuello, Rio de Janeiro, Brazil. To Heringer Taxi Aereo, Vila Nove, Brazil. 7.07. Written off en roue Pukanu - Cachimbo 4.12.13. Crew was performing an ambulance flight from the village of Pukanu, State of Pará, to carry three Kaiapó (Kayapo) Indians for urgent treatment. En route to the air base of Cachimbo located in Novo Progresso, aircraft crashed in unknown circumstances in a wooded area, killing all five occupants.

343 (BN-2A-9) N907VL Reg. to Applied Laboratory Solutions, San Juan, Puerto Rico. 6.11.13, but noted in service for Vieques Air Link 16.11.13, so may only be a "paperwork ownership".

353 (BN-2A-8) XC-SIB SACSA - Servicios Aereos de Centro SA, De Toluca, Mexico. To Roberto Ruiz, Chihuahua, Mexico. 8.10.12 as **XB-PVZ**.

441 (BN-2A-21) LN-MAF Norwegian Aviation Museum, Bodø, Norway. 11.13. Traded for another aircraft. To be restored for static exhibition at Norwegian Aviation Museum at Bodø 11.13.

466 (BN-2A-21) 3X-GEF United Mining Supply, Conakry, Guinea. Reg. cancelled 7.5.13.

789 (BN-2A-27) N4915U Sunset Air, Culebra, Puerto Rico. To Air Charter, Culebra, Puerto Rico. 21.8.13.

Operated by Air Flamenco. Reg. **N917GD** reserved 27.11.13.

821 (BN-2A-27) A3-LYP Real Tonga, Nuku'alofa, Tonga, leased 4.13. Returned to Air Chathams, Chatham Islands, New Zealand. 25.11.13 as **ZK-LYP**.

2037 (BN-2A-26) ZK-MSF OFD Ostfriesischer-Flugdienst, Emden, Germany. To **D-IOLM** 19.9.13.

2043 (BN-2A-26) ZK-TSS OFD Ostfriesischer-Flugdienst, Emden, Germany. To **D-IOLN** 19.9.13.

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

2162 (BN-2B-21) G-CIAS Channel Islands Air Search, Jersey, Channel Islands. Written off in forced landing at Devil's Hole, Jersey 3.11.13. Wreck reported to have been moved to Cormack Aircraft, Cumbernauld for repair assessment. A press release on 20 December by CIAS stated that the aircraft will be replaced rather than repaired. Initially a temporary aircraft will be loaned by BN Group, which will then be replaced by another overhauled Islander until a new aircraft is ready in 2015.

2197 (BN-2B-26) VH-KQM Colville Aviation Services, Archerfield, Queensland, Australia. To Unapu Freight Services, Port Moresby, Papua New Guinea. 10.13 as **P2-KNB**.

2209 (BN-2B-26) N530BN Cape Air, Hyannis, Massachusetts. Routed Cumbernauld-Wick-REK 23.10, SFJ-YFB, 24.10, BGR-Hyannis 26.10.13. For operation in the Caribbean.

2240 (BN-2B-20) N520BN Cape Air, Hyannis, Massachusetts. 11.13. G-HEBI canx 30.9.13. Still at Cumbernauld 20.10.13. Routed Cumbernauld - REK 3.11, REK-SFJ-YFB, 4.11, YZV-BGR-Hyannis 6.11. For operation in the Caribbean.

2294 (BN-2B-20) F-OIJS St Barth Commuter, St. Jean, St. Barthelemy. To Anguilla Air Services, Wallblake, Anguilla. 10.13 as **VP-ACT**. F-OIJS cancelled 25.10.13.

One Cynical Act of Revenge

By David M. Dixon MBE

Editor's Note – David joined Britten-Norman in 1973 as one of five sales executives taken on by Desmond Norman and became responsible for sales into East and South Africa. In 1978 he was awarded an MBE for his contribution to British exports before leaving to join Short Brothers. This fascinating story only has a tangential connection with Britten-Norman but shows the somewhat dangerous nature of his territory in the 1970's.

Many will recall the raid on Entebbe Airport by Israeli Special forces in 1976 to forcefully release the passengers from a hijacked Air France A300 airliner that had, in theory, been flying from Tel Aviv to Paris via Athens in late June. Shortly after departing Athens the hijackers took control of the plane and commanded the crew to head to Libya before going on to Entebbe.

The villains in this drama were radical elements in the PLO who had seen Uganda, lead by the maniacal despot 'President for Life' Idi Amin, as a soft location well away from the reach of any credible response to their heinous crime.

Adding a complicating layer to this was the retrospective compliance by Idi Amin who provided tacit support to the Palestinian hijackers once they arrived in Entebbe. Making no attempt to resolve the situation, Amin exploited the media spotlight it provided to play out his own cynical role, seemingly to be the pacifier between the warring factions. Amin made any response by the Israelis, military or otherwise, that much more difficult when their longstanding position was always uncompromising in these situations.

While this charade played out in the world's media the Israelis secretly planned to send a Special Forces unit known as the Sayeret Matkal to attempt to rescue the hostages. The lengths they would need to go were extraordinary by any standards. On the night of 3rd /4th July 1976 they flew four C-130 Hercules aircraft undetected from their home base through airspace controlled by nations hostile to their very existence and landed undetected at Entebbe Airport. They even masqueraded as Amin himself by bringing a duplicate of his limousine and entourage and used this as a front as they approached the old terminal where they attacked the Ugandan Army soldiers in the area who were effectively protecting the Palestinian hostage takers. Killing the hostage takers in the process and inevitably some of the Ugandan Army troops they also took out the Russian MIGs of the Ugandan Air Force to eliminate any pursuit of the lumbering C-130's. They were able to fly out with almost all of the hostages leaving Idi Amin bruised and enraged and without an Air Force of note. Once back in Israel the world watched the triumph and the sheer courage of the Israeli force to have pulled off this rescue with such little collateral damage.

In the days that followed the military and media analysts studied how the Israelis could have made this audacious raid. Slowly the plan became clear – after landing the aircraft in Entebbe, attacking the terrorists and freeing the hostages, the C-130's of the IAF had in fact landed in Nairobi to refuel before the return to Israel.

None of this could have happened if the Israelis had not been able to find a friendly environment in which to refuel their C-130's. Well able to fly non-stop to Entebbe the C-130's would need to refuel to get back to Israel. Refuelling in Entebbe during the raid was not an option, prolonging their exposure in what had to be regarded as a hostile environment with Amin showing little sign of taking on the hijackers and his own army might have responded. This was a risk too big to take. They had to get out quickly which is what they did, spending a little over 50 minutes on the ground at Entebbe Airport during the rescue of the 100 or so hostages.

The return clearly needed a friendly place to stop and refuel. Between Israel and Entebbe the options are few and there would not be many friendly countries on the way back when the world started to be aware of what was happening. In planning the rescue, the Israelis needed somewhere and Nairobi was the only realistic or possible choice. To the north of Entebbe on the return would have been impossible in Marxist Ethiopia, Sudan, Egypt or Saudi Arabia. One possible point was Djibouti, but this was still too far. Getting the Kenyans to agree was crucial to their success and going to be challenging. Unbeknown to most they called upon Bruce Mackenzie to help get them the approval from the Kenyan Government to make a transit stop at Jomo Kenyatta Airport in Nairobi. This only became clear some months later as more details became known of 'The Raid on Entebbe'.

The world read about the daring rescue and how the Israeli's had pulled it off, but only afterwards as the world analysed the logistics, were questions beginning to surface as to why the Kenyans had agreed to their part in the raid. It was only when the speculation grew that I saw how I had been on the edges of a plan to bring those who had aided the Israelis and humiliated Idi Amin, but all was to come clear nearly two years later.

The relevance of this will become clear so fast forward nearly two years to 24th May 1978. I was in London and took a call from Reg Cartwright, the Managing Director of CMC Aviation, our representative in East Africa based in Kenya. He told me that one of their aircraft, a Piper Aztec 5Y-ACS, had crashed close to Nairobi on its return from Entebbe with the loss of all on board, including the Group owner and one of the directors. All were well known to me. Most prominent among the five being Bruce Mackenzie, a former Agriculture Minister in the Kenyatta cabinet in the first post -independence government as well being a security adviser to the President. With him was Keith Savage, also a South African and a director of CMC Aviation and owner of Wilken, a communications company in Kenya. The pilot was the hapless Paul Lennox.

Soon it became clear that the plane had exploded before impacting the ground and that foul play was the most likely cause. Air traffic communications had not suggested the plane had any problems and everything seemed normal. Whatever happened must have been immediate and catastrophic as there was no time to make an emergency call to ATC.

With the progressive breakup of East African Airways, each of the member states, Kenya, Uganda and Tanzania, began to establish their own domestic and international airlines out of the ashes. Uganda became an obvious target for our aircraft for their domestic needs and we demonstrated the Trislander and Defender aircraft in Entebbe to the Government and to Uganda Aviation Services, a state owned air-operator that had been set up some decades earlier. In 1974 we secured an order from UAS to buy two Trislander aircraft which were later delivered in 1975.

Getting to that point was not without its complexities as travel to Entebbe was not simple or straight forward. Flights were few and far between and the security situation once there was very unstable. The road from the airport took you close the site of the hostage location, the old control tower and terminal. Passing through some spectacular green, rolling hills it was a notorious route and people disappeared from time to time. Staying overnight was never an option either, so trying to generate business was not without its obstacles and worries.

The only way to do this was to fly to and from Entebbe on the same day in one of CMC's own aircraft. This helped make the negotiations possible and so began a few 'day-trips' to Entebbe from Nairobi. We used the Piper Aztec on one such trip and our own factory Defender demonstrator on another occasion.



Two UAS Trislanders and a Sunbird Trislander at Nairobi

Once there, the security in the capital was tight. Amin ruled by fear and intimidation. His paranoia for his own safety caused large areas of the city to be restricted from access by cars or motorbikes. The logic, in this illogical environment, was probably that anyone who dared to have a go at assassinating Amin would have to do it on foot and escape the same way - not really an option.

My meetings with the Ministry of Transport meant that we had to travel by car into the city to the edge of the cordon and then leg it.

This deal was part of growing links between the CMC Group and Uganda. Keith Savage made many trips to Entebbe as the business opportunities became apparent and he got close to self-styled 'Major' Bob Astles, a close confidante of President Amin and someone many believed was the only way to get anything done in the country. With this grew a close relationship with Astles who would be instrumental in our Trislander sale to Uganda Aviation Services, a company he had formed before it was nationalised by Amin.

These business ties following the purchase of the Trislanders and the visits to Entebbe by Keith brought about a situation where he and Bruce was invited by Astles to meet President Amin. On the 24th May, 1978 they did just that, flying from Nairobi to Entebbe for the day using the Piper Aztec. They were received by Amin and on their departure he presented them with a parting gift.

The gift, it turned out, was filled with explosives set to explode on their return to Nairobi shortly after take-off so as to scatter the wreckage in Lake Victoria. The timer, like many things in Uganda at that time failed and it wasn't until shortly before arrival into Nairobi that the plane exploded, ironically not far from Keith's home. There was one spare seat on that flight. Some speculate there was another intended target - 'Major' Bob Astles - but he decided not to travel that day.

No one on board stood a chance and it seems that Amin got his cynical revenge for the fuel stop in Nairobi. Mind you, he only lasted in power until April 1979 when he was forced to flee the country, living first in Libya and then for the rest of his life in Saudi Arabia where he died in 2003.

David M Dixon, MBE
President, Jetcraft Asia
Hong Kong
December, 2013

Channel Islands Air Search Islander Accident – Recent Developments

Islander G-CIAS was dismantled by engineers from Cormack Islander Aircraft and removed from the crash site on Jersey around mid November. It is believed that the engines were run before the aircraft was dismantled.



As mentioned in the BN News Update for December 2013 the CIAS organisation will be claiming for the loss on its insurance. B-N has offered CIAS a temporary replacement aircraft. It believed that the dismantled G-CIAS aircraft will be shipped to B-N's site at Daedalus Aerodrome and once the re-usable mission equipment has been removed this will be fitted in a second temporary replacement aircraft. The CIAS organization expects to purchase a fully equipped aircraft from BN Group in 2015.

The AAIB has made a preliminary statement about the accident. On inspection it was found that G-CIAS had lost power from both engines as they were running off the tip tanks and had ran out of fuel. The main fuel tanks were found to be full.

Aircraft Model Maker Recollects Unique Atlantic Flight



Mike Parker has built this model of Jeromir Wagner's Islander. Mike worked on the real D-IAJW when he was employed by Glos Air. It is a BN-2A-8, ex Loganair G-BANL, re-registered as D-IAJW.

Modifications to the Islander included a hatch in the wing, a "wing walking" frame, and ferry tanks. The mods were all designed and incorporated by Glos Air at Staverton Airport. He also related that he had worked on G-AVCN when it was with Glos Air and Aurigny Air Services. Later on his skills were called upon by B-N when a Glos Air working party was formed to repair a number of Islanders parked at Bembridge that had been damaged in a bad storm.

As a result of a chance meeting with Mike Parker, former aircraft engineer and aircraft modeller, at an Aero Collectors event last November held at the Museum of Army Flying, the story of a remarkable flight across the Atlantic emerged.

Jeromir Wagner, a Czech born, German national decided in early 1980 that he would make his name by flying across the Atlantic standing on the wing of his aircraft. Mike Parker said that "After his aircraft had been prepared by Glos Air he posed for photographs at the works. All met him in person and afterwards a crate of beers was provided".

Soon after in October 1980 Jeromir made his flight. The pilot was an ex-Marine Corp pilot and Vietnam vet. Robert J. Moriarty, and described his involvement as follows: "In 1980, I became involved with the flight of the first person to fly across the Atlantic standing. Jaromir Wagner was a West German stunt man hell-bent to make his fame and fortune in Hollywood. His trip across the Atlantic on the top of a Britten-Norman Islander convinced me that there was one place more uncomfortable than in the pilot's seat of that noisy but slow beast of an aircraft. I landed him safely in Caldwell, New Jersey, in early October of 1980 after a victory circle around the Statue of Liberty. He found his fifteen minutes of glory only to soon return to his more mundane job as a car mechanic in Germany. His lack of spoken English prevented him from exploiting his momentary claim to fame. I watched with a grimace as he stood like a wooden Indian in interview after interview, saying only "For the glory" in response to every question asked of him."

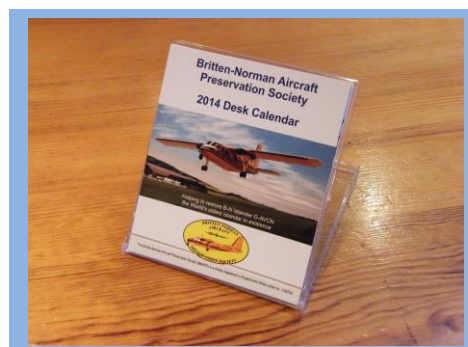
BNAPS Mugs and 2014 Desk Calendars Now On Sale

BNAPS Ltd is the sales arm of BNAPS and in selling books and memorabilia etc. and makes a significant contribution to our restoration funds. BNAPS Supporters are invited to purchase the A BNAPS mug and a BNAPS 2014 Desk Calendar. These can be purchased direct from BNAPS Ltd, at BNAPS events sales stands and by mail order.



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

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



The BNAPS 2014 Desk Calendar comes in a plastic fold-out CD size case with a series of images depicting stages in the life of our B-N Islander G-AVCN. To clear remaining stock, the calendar is now available to BNAPS Supporters at £3.00 and to non-members £3.50, UK p&p is £1.70.

Supporting BNAPS & Islander VCN's Restoration



The Propeller Inn



AQS Ltd



BNAPS Now on the Internet - Courtesy of Ivan Berryman, information about BNAPS including back issues of BNAPS News can now be found on Ivan's website together with his wide range of aviation prints

www.ivanberrymandirect.com/bnaps.htm

BNAPS Subscriptions Renewals-

Please do not forget to renew your subscription when the reminder arrives. The income from individual and corporate subscriptions is vital for keeping our project moving forward.

More BNAPS Supporters Needed

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

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

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

Forthcoming BNAPS Events

Provisional date for the next BNAPS social meeting is Tuesday 25 March 2014 when the 2014 restoration work plan will be presented. Meeting details will be circulated when key planning decisions can be confirmed that are seen as being of great benefit for the success of our project.

If anyone is willing to give a talk or presentation, generally on an aviation related topic, that would be of interest then please contact Bob Wealthy on 01329 315561 or any of the BNAPS Trustees.

BNAPS Books, Prints and Memorabilia Sales

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

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

BNAPS Trust

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

BNAPS registered address is:
The Great Barn,
Five Bells Lane,
Nether Wallop,
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Hampshire,
SO20 8EN.

Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy. Bob Wealthy is now Chairman of the Board of Trustees as of 13 November.

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