



BNAPS News November 2014

BNAPS News Vol 4 Iss 6 – November 2014

BNAPS Gains Prestigious Transport Trust Award

Following a visit by the Transport Trust's Awards Assessor on 19 September, BNAPS was extremely pleased to be informed on 7 October that the restoration project had been given an award of £1500 and also the Ron Wilsden award in recognition of the high quality of the restoration work.

This is a really gratifying achievement and reflects the hard work and effort put in by the restoration team and the outstanding support the project has received since the remains of "Charlie November" were recovered in July 2010 – more on page 2.



Information about the project on show for the Transport Trust Assessor's visit

"Charlie November's" Fuselage is Painted - Restoration Project Reaches a Major Milestone



BNAPS Trustees, left to right, Bob Wealthy, Peter Graham, Bob Wilson and Guy Palmer, met up at the restoration workshop on 6 October to inspect the freshly painted fuselage of "Charlie November"

See pages 5-11 for a full report of recent restoration work progress

Transport Trust Restoration Workshop Visit 19 September, 2014

BNAPS Trustees were most gratified to receive an award from the Transport Trust award in respect of completion of the fitting out of the fuselage of "Charlie November" by mid 2015 in time to be on show at the planned "Islander 50" event. The following photos were taken on the day of Transport Trust Awards Assessor's visit to the restoration workshop:



BNAPS Also Receives the Ron Wilsden Award

"The Transport Trust commemorates its most distinguished officers and benefactors, whose contribution to the Trust's work has been outstanding, by instituting awards in their names. The Ron Wilsden Award was set up in the memory of the Transport Trust's founder who in 1965 recognised the need for a consolidated approach to transport conservation right across the various sectors. Where appropriate these named awards are made to winning items from the sector most relevant to the particular interests of the person named and it is thus appropriate that a restoration from the aviation sector should be made in Ron Wilsden's name, his working career having been spent as a senior engineer at the Royal Aircraft Establishment at Farnborough"

Supporting BNAPS & Islander VCN's Restoration



Channel Island Air Search Resumes Operations



CIAS interim replacement aircraft Islander G-AWNT in its hangar on Guernsey (photo courtesy of Ian Haskell)

On 3 November 2013, the Channel Islands Air Search Islander, G-CIAS, sustained severe damage following a forced landing on the north coast of Jersey. At the time the aircraft was engaged on a search and rescue mission in darkness and in extreme weather conditions.

The pilot managed to get the aircraft down onto what was the only area of clear ground on the cliff top. The aircraft came to rest against a tree and miraculously all the crew escaped without injury.

Arrangements were soon made for temporary replacement aircraft but CIAS operations were not resumed until October, 2014.

Statement from Channel Islands Air Search 09 October 2014

With the publication of the Air Accident Investigation Board (AAIB) report into the incident involving the Channel Islands Air Search (CIAS) search and rescue aircraft, Lions' Pride, in Jersey on 3 November 2013, CIAS issued the following statement:

"We accept the findings of the report, namely that the forced landing occurred because the aircraft was flown on the tip tanks, rather than the larger, main fuel tanks.

However, as with every accident, there are always a number of causal factors which should be noted. The configuration of the small tip tank switches on this particular Islander aircraft revealed a weakness in the aircraft design, something that was attributed to four similar tip tank aircraft accidents as noted in the AAIB report. Additionally, flying conditions on the night were extremely challenging with low cloud, strong crosswinds and squally showers.

CIAS volunteer crews turn out in all weathers to save the lives of others and on this occasion, the urgency to save those lives unfortunately resulted in human error. However once it became clear the aircraft would not be able to make the runway at Jersey airport, the report described a 'successful forced landing in extraordinary conditions' which is testament to the incredible flying skills of the pilot involved.

We have improved our procedures and processes post the accident and are moving forward. All the interim aircraft and indeed our new aircraft have a revised and improved tip tank configuration. We have continued open dialogue with the Director of Civil Aviation to strengthen the operation of CIAS. This has resulted in an internationally recognised 30 page Safety Management System document as well as a robust pre-flight check list, all of which will make an incident such as this highly unlikely to ever occur again.

CIAS has provided search and rescue cover for Channel Islanders for over thirty years without incident, which is an amazing track record. We are grateful for the outpouring of support we have received from islanders, including all the incredible fund raising efforts and are glad to be back flying as the lifeboats' eyes in the sky."

CIAS Fund Raising for New Build Replacement Islander

A massive effort is under way to raise funds to enable a replacement new build Islander to be purchased with a view to getting the full CIAS SAR capability re-instated.

The new aircraft will benefit from the latest technology SAR mission equipment fit. In a recent CIAS news release it is anticipated that the new aircraft will be available in mid 2015.

For more information about the CIAS organisation and contact details, should anyone wish to make a donation to this worthy cause, see: www.ci-airsearch.com


Interim Replacement Islander G-AWNT

Islander, G-AWNT, c/n 0032 made its first flight on 7 September 1968 and has the distinction of being the oldest airworthy B-N Islander on the UK civil aircraft register. G-AWNT has spent most of its time on aerial survey work, but was operated for 4 years with the Peterborough Parachute Club from 1984 to 1988. Other unique features of this aircraft are the early style main under carriage leg fairings and the absence of the inboard leading edge droop modification.

46 years ago - Islander G-AVCN Gains a Certificate of Airworthiness

B-N Islander G-AVCN, c/n 003, was issued with a Board of Trade Certificate of Airworthiness No. A.9223 on 18 August, 1968, five days after it was delivered to Glos Air at Staverton Airport, Gloucestershire. The image of this historic document comes via BN Historians.

C.A. Form 958



UNITED KINGDOM

BOARD OF TRADE

CERTIFICATE OF AIRWORTHINESS


No. A.9223

NATIONALITY AND REGISTRATION MARKS	CONSTRUCTOR AND CONSTRUCTOR'S DESIGNATION OF AIRCRAFT	AIRCRAFT SERIAL No. (CONSTRUCTOR'S No.)
G-AVCN	Britten-Norman Limited Britten-Norman BN-2 Islander	3

CATEGORY Transport Category (Passenger)

This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7th December, 1944, and to the Civil Aviation Act, 1949, and the Orders and Regulations made thereunder, in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. A Flight Manual forms part of this Certificate.
(Reference number FM/1)

Date 18th August, 1967



R. A. Hobday

by authority of the Board of Trade

This certificate is valid for the period(s) shewn below	Official Stamp and Date
From 18th August, 1967 to 12th August, 1968	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> BOARD OF TRADE. </div>
From to	
From to	
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VCN Restoration Progress Report October 2014 – November 2014

The project took a major step forward with the spray painting of the restored fuselage. Thanks go to Bob Wilson and Guy Palmer for sorting out the paint with Wight Paint Supplies and for obtaining the help of Bill Mason, a specialist in car body refinishing and repair, who kindly agreed to undertake the spray painting work. The end result is a tribute to the efforts of the restoration team and augurs well for the future.

Bryan Groves and Paul Brook continue to progress the electrics and instrument installation.

Andy Stewart continues his sterling work to restore the outer face of the Baggage Bay Door so that it can be painted. The GRP Gel coat was mostly destroyed so resurfacing has been a time consuming job but Andy has now completed the build-up and replacement of a smooth outer surface.

Bob Ward and Keith Winter have taken the elevator, elevator-trim, rudder and rudder-trim controls installation as far as they can go at this time and have started to install the window glazing. The sealer/adhesive is now available and this will be applied when a satisfactory dry fit has been achieved. The door windows have been fitted and following acquisition of new draught seals for the doors, the doors have been re-installed.

Patrick Gallagher, with some help from the ladies, has spent much time and effort restoring the tail-plane and with last part of the surface area having been de-corroded, rubbed down and etch primed the tail plane is now ready for the top coat to be applied. The ladies, Rita and Jeni, have now returned to work on the fin by removing the original paint and de-corroding the surface ready for etch priming.

Bob Wilson continued with surface preparation of the avionics bay cover as once it was sprayed the surface imperfections showed up and in such an obvious position that it was decided it needed to be rubbed down and filled again. It is now almost at the stage where it can be re-primed and top coated. Bob Wilson has also been repairing the tail cone cracks and damage plus repairing redundant holes found after trial fit following repairs to the major damage. This has now been etch primed and is ready for a top coat.

Wheels have now been fitted to the fuselage cradle by Paul Thomasson and Keith Winter which will make moving it in the workshop much easier and will be particularly useful when we swap the position of the fuselage and wing in the next work period.

The following series of photographs illustrate the work that has been undertaken during the current period:



VCN Restoration Progress Report October 2014 –November 2014 (Continued)



The restoration team get ready to move the fuselage into its normal upright position to enable the sides to be spray painted.

Team members there on the day were (left to right), Rita Edgcumbe, Bob Wilson, Jeni Gallagher, Guy Palmer, Patrick Gallagher, Charles Shiveral, Andy Stewart, Roger Young and Keith Winter.

Guy Palmer and Andy Stewart masked up the nose section ready for the next stage of spray painting.

Patrick Gallagher is in the background sorting out minor imperfections on the rear fuselage surface on the starboard side.



BNAPS Trustee Peter Graham taking a close-up look at the paint job.

It was Peter's company Airstream International that funded the recovery of G-AVCN from Puerto Rico in early 2000.

VCN Restoration Progress Report October 2014 – November 2014 (Continued)



Bob Wilson reworking the surface of the avionics bay cover due to some blemishes becoming evident after the cover had been painted.

This port side passenger window was trial fitted using the recently purchased window mouldings

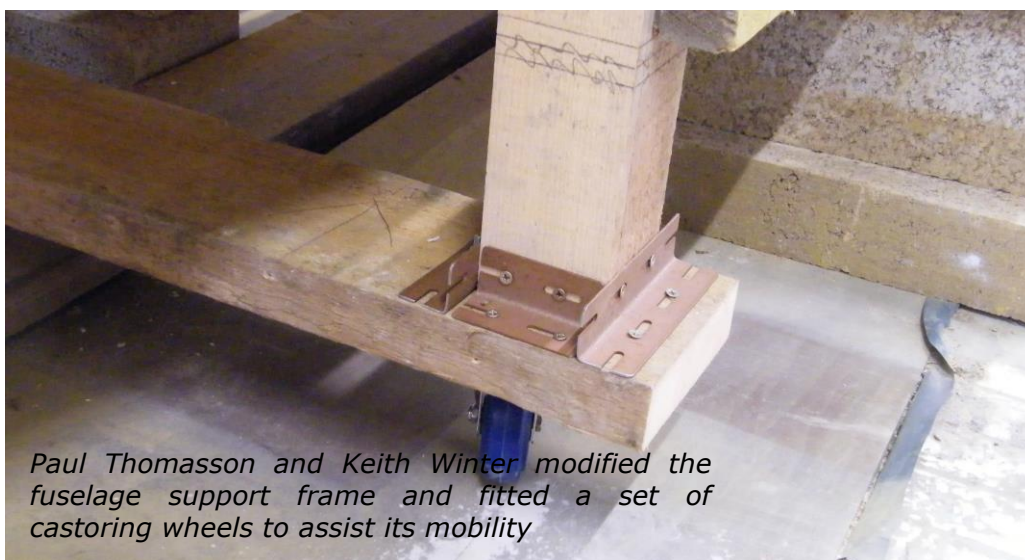


Pilot's door and port side passenger door ready to be re-installed after spray painting.

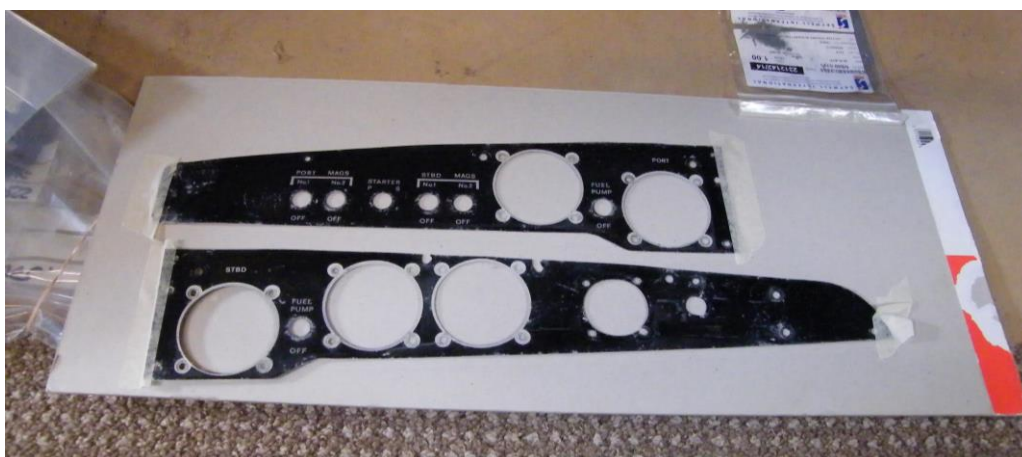
VCN Restoration Progress Report October 2014 – November 2014 (Continued)



Bob Ward and Keith Winter installed the aft starboard side cabin window.



Paul Thomasson and Keith Winter modified the fuselage support frame and fitted a set of castoring wheels to assist its mobility



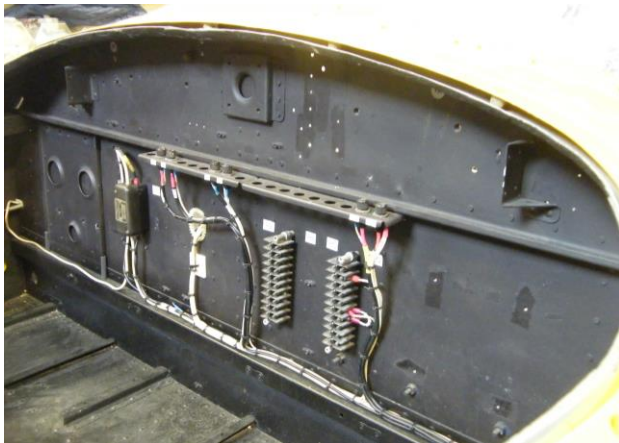
"Eyebrow" panels were restored by Bryan Groves and are seen here ready to be re-installed.

VCN Restoration Progress Report October 2014 – November 2014 (Continued)



Interior view showing the "Eyebrow" panels after installation.

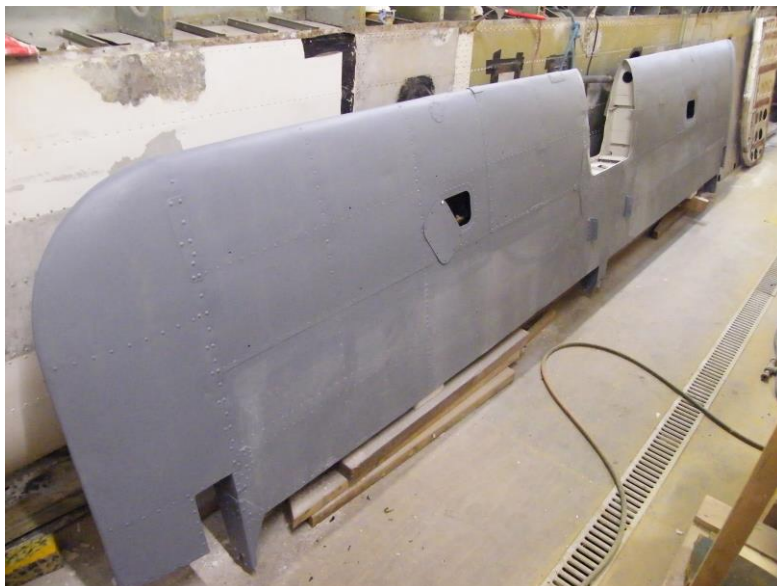
This interior view shows the pilot's door following its re-installation.



Avionics bay wiring installed for external power connection and lighting circuit.



Avionics bay cover has been painted but needs to be re-painted after some blemishes became evident.



After much hard work the tail plane has been rubbed down de-corroded and painted with etch primer and is now ready to be spray painted.

VCN Restoration Progress Report October 2014 – November 2014 (Continued)



Tail cone is shown here after repair and priming ready for top coat painting.

Tail bumper installation with tie down point.



Rita Edgcombe returned to paint stripping the fin and preparing the external surfaces for etch priming.

VCN Restoration Progress Report October 2014 – November 2014 (Continued)



View of the fuselage starboard side with passenger door and side windows installed.



View of the fuselage port side with pilot's door, passenger door and side windows installed. Windscreens will be fitted at a later stage when the instruments and electrics have been completed

The restoration work is now close to the stage when the workshop needs to be re-arranged to allow work on the wing to proceed. Originally it was planned to move the fuselage out into temporary storage. However, as a major part of the work to repair the wing structure requires the wing to remain in the vertical stands it has been established that there is sufficient room in the workshop to allow work on the fuselage to continue in parallel with work on the wing.

All the required electrical wiring looms have now been installed and it is anticipated that electrical power will be applied in the next few weeks. Some problems with the port side passenger door window fit have been encountered and a replacement window will be procured.

Cormack Islander Aircraft is kindly donating a complete Islander trim kit to help with fitting out the fuselage. Seat frames held in the Nettlestone store will be worked on in the next period to the stage where they can be powder coated ready for re-installation. Sources of covering material in the correct pattern/style for the seat cushions and backrests are being researched together with the most economic approach for making a replacement set of upholstery.

The restoration team will continue to work throughout the winter months, thanks to our propane heater, with the exciting prospect of seeing the fuselage being fitted out and structural work on the wing getting well under way. Much good work has been done but there is still much to do.

Cylinders Needed for "Non-functional" Lycoming O-540 Engines-

Recent contact with Norvic Aero Engines' Jon Howard regarding the "non-functional" Lycoming O-540 engines showed that progress is on hold pending the acquisition of eight more cylinders. The cylinders are used on O-360 and O-540 engines. Thanks to help from BNAPS Supporter Otto Opplieger, Lycoming in the USA has been contacted and it is hoped to receive some news in the near future. However, shipment of cylinders from the USA to the UK could prove costly. Cylinder part number information given by Jon Howard is as follows *"The assembly part number required is 05k21102, this is identified with a cylinder head/barrel part no of LW 12425, there are other older cylinder head/barrel part numbers that will do the job listed in the following link <http://www.eci.aero/pdf/crm08.pdf>. Use the ECI cyl class no 10 as reference."* If anyone knows of something suitable that might be available please get in touch with BNAPS in the first instance.

Headcorn Parachute Club's B-N Islander G-AXUB Visits Swindon – On the spot report from BNAPS Supporter Clynt Perrot

Islander G-AXUB – Parachute Dropping at Swindon.

Towards the end of September I noticed that the local parachute aircraft that sometimes flew over my house at the weekend had been replaced with an Islander.

As the airfield at Redlands is only 4 or 5 miles from where I live I decided to drive to the airfield at Wanborough, just outside of Swindon to see if I could have a look at the aircraft and maybe get some photos.

On arrival the aircraft was in the air carrying out an air drop of 8 parachutists. The ground controller, using a hand held radio, used the name "Polly" for the pilot. Having explained my connection with the B-N Islander he agreed to take me out to the aircraft and introduce me to the pilot when it landed. About 5 minutes later G-AXUB banked over the airfield and made a downwind landing. Having expected to meet a lady pilot I was introduced to Richard Parrott ! (Polly).

He explained that G-AXUB is the last piston engine Islander anywhere being used for parachuting. As can be seen from the photos, G-AXUB is well past its first flush of youth, although Richard Parrott said that it was due for a re-spray.

Apart from lots of duct tape around the interior door trims there were also patches of black tape on the outside of the fuselage. I later learnt that this was to stop any parachute lines from snagging on parts of the fuselage rather than to hold bits on ! The Islander had been pressed into service at Redlands because their normal aircraft was away for serving and repair.

The aircraft is in the markings of Headcorn Parachute club although when it left Redlands later that evening a friend of mine heard it call Brize Norton radio giving its destination as Rochester Airfield.

Clynt Perrot, October 2014

About BN-2A Islander, G-AXUB, c/n 121:

G-AXUB is a good example of a long serving Islander. First flown on 21 October, 1969, it was delivered by Fair Oaks Aviation Services to Bristow Helicopters on 3 April, 1970.

Still with Bristows it then served in Nigeria as 5N-AIJ until it returned to the UK in 1980 and was then sold to the Headcorn Parachute Club on 5 May, 1981. Total flying time exceeds 20,000 hours.



G-AXUB arriving at its Headcorn home base (photo courtesy of Barry Potts)

Aspects of Indian Navy BN-2B and BN-2T Defender Operations - Contributed by Simon Watson, The Aviation Bookshop, Tunbridge Wells.

Indian Navy Adopts B-N Defender for Pilot and Observer Training

Due to a requirement for pilot and observer training, an initial order for six Pilatus Britten Norman BN-2A-21 Defenders was placed on behalf of the Indian Navy with the United Kingdom. The first three aircraft arrived at Cochin on 18 May 1976 while the remaining aircraft arrived towards late 1976. In total seventeen Defenders were acquired by the Indian Navy and at least six aircraft were upgraded to the BN-2T 'Turbine Defender' standard in 1996-97. The upgraded aircraft also featured the Bendix-King RDR-1400C search radar.



INAS BN-2B Defenders IN139, 1N136 and an unidentified aircraft in their maintenance hangar.

Although mainly used for observer training, the BN-2A/B/T Defenders operating from Cochin on the south-western coast also catered for maritime reconnaissance, Exclusive Economic Zone (EEZ) patrol, SAR, logistics and communication roles of reasonable endurance. The aircraft featured the letters 'COC' on the tail, signifying their base and area of operation. Civilian operations from the airbase at Willingdon Island eventually moved to a newly constructed airport located much further away. During 'Operation Pawan', the year old peacekeeping operation over Sri-Lanka, Defenders also operated on maritime reconnaissance missions from a non-commissioned airstrip, 'INS Rajali-II', at Ramnad in the state of Tamil Nadu.



B-N engineers working on the BN-2T Defender conversion in country in 1996

Acquisition of additional Islanders allowed for a few of the aircraft to be stationed at the Andaman and Nicobar Islands and the first two Defenders from INAS 550 arrived at Port Blair in Feb 1981. This led the formation of the new squadron INAS 318 'Hawks' in 1984, which was gradually joined by Dornier/HAL Do-228-101 MPAs. The latest Naval Air Station, 'INS Utkrosh', was commissioned at Port Blair, on 11 May 1985. Although there was no hangarage at the time, a hangar was prefabricated on the mainland and erected within three weeks.

Eventually, all the Defenders were withdrawn from Port Blair and INAS 318 operated just the Do-228s. In May 2000, a flight of Defenders was positioned at INS Dega in Vizag. Out of the 17 Defenders acquired in total, 4 have been lost to attrition. This included Defender IN132 being ditched in the backwaters of Cochin in December 1981, an unidentified Defender on 11 Jan 1983 and IN134 on 17 May 1983. The latter two cases involved the loss of officers, Lt CP Omanakuttan, SLt HS Kavre and, Lt SG Pynamootil and Lt PB Jose respectively. IN131 was lost off the Cochin coast on 7 August 1986

Severe Weather Hits 318 Flight, INS DEGA, Visakhapatnam October, 2005

INAS 318 was commissioned on 10 March 1984 at INAS Utkrosh, Port Blair in the Andaman and Nicobar Islands. The unit has operated the BN-2 Defender since inception with its primary role being maritime reconnaissance. Initially the two aircraft flight maintained a vigil around the far-flung corners of the outposts in the Andamans, participating in anti-poaching and anti-smuggling operations. On the 19 May 2000, the flight received an extra aircraft and moved to INS Dega at Visakhapatnam from where it had previously operated detachments for maritime patrols over the Bay of Bengal. At the same time INAS 318 was raised as a squadron flying the Dornier 228 at Utkrosh. Both the flight and the squadron are known as the 'Hawks' and the Vizag detachment suffered a major disaster in October 2005.



An unidentified INAS BN-2B Defender in the foreground with BN-2T Defender IN127.

A severe depression was active over the Bay of Bengal, which had led to over 300 mm of rain in the month of October up to the 13th. On 14 October another 84 mm fell in the area. Directly to the west of INS Dega is the Meghadripetta Reservoir, which was full to capacity and had been draining off 2000-3000 cusecs of water along specially constructed drainage channels (cusec = volumetric unit for measuring the flow of liquids and is equal to one cubic foot per second). However this controlled discharge was having little effect on the serious situation that was developing at the reservoir. On the morning of the 15th, with the banks about to be breached, a decision was taken at 0500 by the authorities to release 17,000 cusecs of water. This deluge swamped the drainage ditches and breached defensive walls surrounding the airfield, one of which carried a railway track.

On the airfield, INAS 318 Flight shared a hangar with the Lakshya Flight and had the unfortunate distinction of being the lowest part of the airfield, being 106 cms lower than the highest point. Customarily the hangar flooded at least once a year in heavy storms to a level of about 6 cm and no more. The 15 October 2005 was a Sunday and early that morning only four men from 318 Flight were in the hangar. Initially they were not concerned as the water rose, not knowing about the water release and assuming it was going to be a traditional wet feet flood. The Lakshya Flight were in a better position however as they were in early preparing to deploy onboard ship and they had various personnel and transport in the vicinity of the hangar. As the

water rose they were able to get their people in quicker than 318 Flight. They concentrated on getting their entire test and monitoring equipment onto their truck, leaving the Lakshya's until last as they are designed to be recoverable from the sea after use. By 0700, the Lakshya Flight had 40 personnel in and after removing their equipment to the higher ground they returned to the hangar to remove the Lakshya's which were sitting on wheeled dollies. The safe area was the newly constructed helicopter apron used by INAS 333 with the Kamov 25 and INAS 321 Dega Det with the HAL Cheetak.

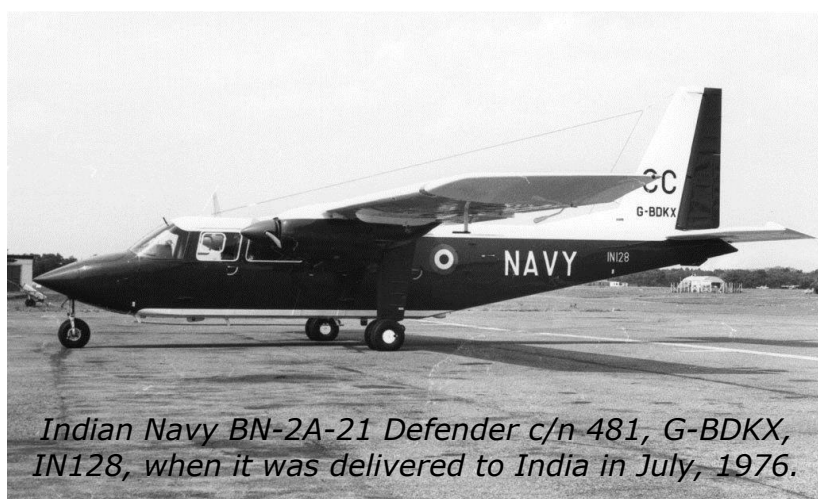
In the meantime, 318 Flight personnel had tried to get their work colleagues into the base, but unfortunately the floodwaters rose by 135 cms in 45 minutes preventing anyone else from getting in. The hangar doors that had been opened to get the Lakshyas out could not be closed and the water flooded in, bringing in with it various foreign objects and reptiles. 318 Flight had no vehicle and their Defenders had to be man handled out onto the apron. It quickly became obvious that they could not push the aircraft against the torrent so a decision was made to tie them down in situ.

The other based aircraft fared much better than the unfortunate Defenders of 318 Flight. INAS 333 and INAS 321 Det were already on the higher ground, whilst 2 out of 3 Pawan Hans Dauphins based in support of the Oil and Natural Gas Corporation (ONGC), managed to hover taxi to Runway 05, leaving one aircraft on the civil apron which got flooded. The 318 Flight Crews made valiant attempts to get in as several of the surrounding roads and numerous vehicles were washed away. One of the senior pilots, Commander Ajay managed to get to the civil terminal where four sailors joined him and together they swam across the airfield with the current to the Hawk's Hangar. This was a distance of over one km, during which they encountered snakes and in the end it was to no avail as not only did he find the aircraft submerged, but later found his car in the same state.

Another 152 mm of rain fell on the 15th and 74 mm fell on the 16th. At the highest point of the flood, all three aircraft were submerged up to the bottom of the engine nacelles. In the ensuing days it was decided that all the aircraft would need to be re-built to flying condition. Once the water had receded the personnel of 318 Flight, under the supervision of their chief engineer, Master Chief Singh flushed the mud from inside the aircraft with a mixture of water and alcohol. AndruX anti corrosive formula was sprayed into the aircraft, followed by the removal of all lower skin panels and rotatable components. The task ahead was going to be very difficult especially as servicing at Vizag was limited to second level only and there was no set procedure in the manual for this kind of rebuild. A special technical team was sent to assist the flight from INS Garuda in Cochin, where all 3rd and 4th level repair work on the Defender takes place.

The aircraft were sitting on jacks with the wheels and undercarriage legs removed when work commenced to rivet new skins onto the stringers. Once this was done the faulty components were exchanged with the logistical store in Cochin. 80% of the original components were found to be re-usable after cleaning and bench test. No flying was possible during November, however 48 days after the flood; the first rebuilt aircraft took to the air on 3 December 2005. This was followed by the second aircraft on the 9 December and the last of the three at the end of December. This turned out to be an outstanding piece of work by the officers and men of 318 Flight. The three Defenders were later transferred to INAS 550 'Flying Fish' at Cochin at the time operating six BN-2Ts. The BN-2Bs were kept flying for training purposes, the BN-2Ts being used for maritime patrol.

Famous Air Transport Auxiliary Pilot Lettice Curtis Flies Defender c/n 480 to India



Indian Navy BN-2A-21 Defender c/n 481, G-BDKX, IN128, when it was delivered to India in July, 1976.

The first two Defenders delivered to the Indian Navy in May 1976 were piloted by Janet Ferguson flying in c/n 477, G-BDJW, IN126 and Lettice Curtis in c/n 480, G-BDJZ, IN127.

At the time it was thought that it would be better to have women pilots involved as the delivery flights had to be routed over Pakistan and they were likely to be well treated in the event of an unscheduled landing in that country.

Indian Navy Defenders in Myanmar Republic

Details are sparse but a number of the Indian Navy BN-2Bs and BN-2Ts have been sold to the Myanmar Republic. When the proposed sale was originally announced this caused much controversy and international criticism such that the deal was put on hold for several years. Photographs have emerged that it is believed show some of the aircraft that have been delivered into the Myanmar Republic.



Air Tetiaroa's Islander BN-2Ts In Service

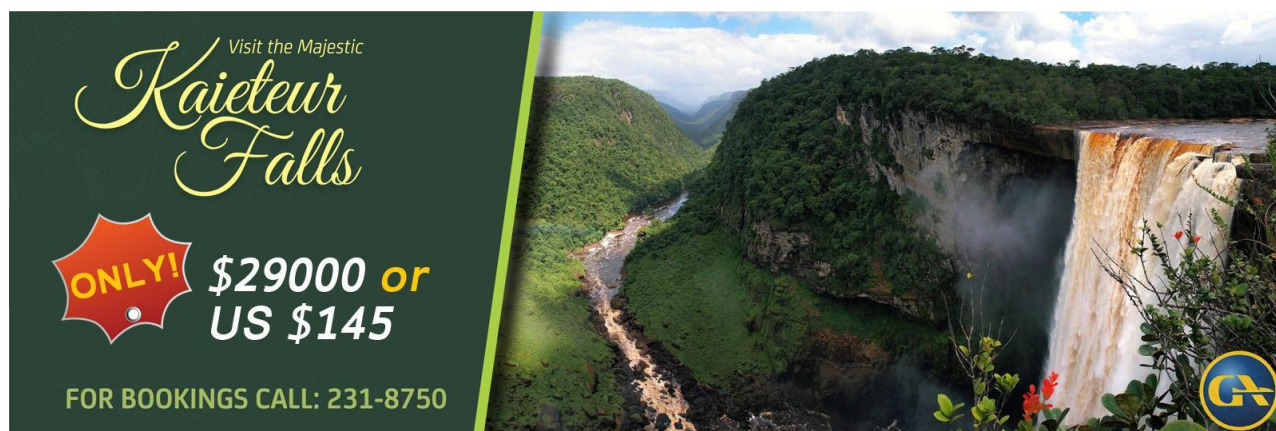
Tetiaroa's luxury Brando resort is accessible by air from Tahiti on a 20-minute Air Tetiaroa flight from the Papeete Airport on Tahiti and provides an awe-inspiring introduction to the island. The flights are operated using BN-2T Islander, F-OKAB and leased BN-2T Islander, G-ORED.



Tetiaroa was the late Marlon Brando's private island retreat just 30 miles north-east of Tahiti. The island is now home to The Brando – a unique and incomparable luxury resort with 35 luxurious beach villas equipped with plunge pools. Marlon Brando fell in love with Tetiaroa when filming *Mutiny on the Bounty* and it became his retreat for over three decades. The Brando resort was inspired by Marlon Brando's original vision to create a location for sustainable development that enabled all who visit to really get to know both the place and the people of French Polynesia.

Golden Arrow Airways in Guyana Starts New Trislander Services

Golden Arrow Airways launched daily scheduled flights to Kaieteur, departing Ogle International Airport. The daily flight includes a 2-hour guided tour of Kaieteur Falls and the neighbouring environment. Golden Arrow Airways launched this daily flight as result of an increasing demand from tourists and overseas-based Guyanese visiting the country. The airline believes that this daily service will also encourage Guyanese at home to visit one of the majestic features of their country.



The airline's recently acquired Trislander aircraft have a competitive advantage, carrying up to 17 passengers on one flight. The airline is the only Trislander aircraft operator in Guyana and believes that the triple-engine feature offers more safety and reliability and meets most international insurance standards which is in line with what tourists favour.

Golden Arrow Airways flies weekly to Matthew's Ridge, Yakishuru, Konawaruk and Baramita and the company plans to fly to more tourist destinations in the near future.



Passengers waiting to get on board Golden Arrow Airlines Trislander 8R-GGB, c/n 1039.

On 21 September, one of the newly operating Trislanders suffered some damage as the aircraft made a difficult landing at Kaieteur National Park for the visit to Kaieteur Falls. Approximately 16 persons escaped unhurt after the aircraft missed the beginning of the runway. The pilot and 15 passengers had departed Ogle International Airport heading for the Kaieteur National Park. However, the pilot touched down short of the runway, causing some damage to the wing and fuselage of the Trislander.

The aircraft was being flown by Captain Learie Barclay. As a result of the incident, the skin of the aircraft's belly was damaged between the engine and the fuselage. Additionally, other parts of the aircraft were "wrinkled" including the top of the wing.

Guyana Civil Aviation Authority's Acting Director General, Ankar Doobay, disclosed to the media that a team had been dispatched to the location to conduct investigations. The team was headed by Director of the Aviation Safety Regulations, Paula McAdam. According to General Doobay, the aircraft was later ferried to Georgetown's Ogle International Airport for further inspection.

Aurigny Air Services' Trislander G-BDTO Takes to the Air Again

Aurigny Air Services Trislander fleet has continued to run the Alderney services throughout the summer months. The delayed arrival of Dornier 228s on lease means that the Trislanders are expected to continue operating well into 2015, no official retirement date has as yet been declared by the airline.



One of Aurigny Air Service Trislanders, G-BDTO, c/n 1027, is seen here on the Guernsey Airport apron at the end of July 2014, when it was taken out of service.



*Trislander G-BDTO about to touch down at East Midlands Airport, 21 November, 2014
(photo by Paul Ferry Photography).*

Reports were received recently that G-BDTO took to the air again when it routed from Guernsey via East Midlands Airport to Glasgow on 21 November. It is believed to be heading north of the border to Cormack Islander Aircraft for its SB190 corrosion check.

Aurigny Air Services Islander on Isles of Scilly Service –early 1970s



This photograph shows Aurigny Air Services Islander G-AWNR, c/n 30, at St Mary's Airport, Isles of Scilly. If anyone can fill in the details about the reason behind WNR's operation out of area and when it took place we would be pleased to know more.

"Islander 50" June, 2015 – advance information



Preliminary BNAPS "Islander 50" badge design for review

More information about what is planned, the events schedule and details of "Islander 50" events and celebrations will be circulated early next year.

"Islander 50" will start when the 50th anniversary of the first flight of the prototype BN-2 Islander, G-ATCT, is commemorated on Saturday 13 June, 2015, at Bembridge Airport.

Planning is now well underway to set up the commemoration day together with a series of follow on celebrations leading to the celebration weekend 20/21 June, 2015 that will include roll out of the fully fitted out fuselage of Islander, G-AVCN.

BNAPS is in contact with the owners of Bembridge Airport, the Propeller Inn, Vectis Gliding Club and B-N Group to ensure that "Islander 50" pays a full and well deserved tribute to the achievements of John Britten, Desmond Norman and all those who worked with them to create the Islander - a classic design at the outset and later to become Britain's best-selling civil transport aircraft.

"Islander 50" also provides an opportunity to look ahead to the future when BNAPS is able to have restored Islander G-AVCN completed, fully assembled and on public display, the continuing operation of Islanders around the world together with their support and production of new and refurbished aircraft.

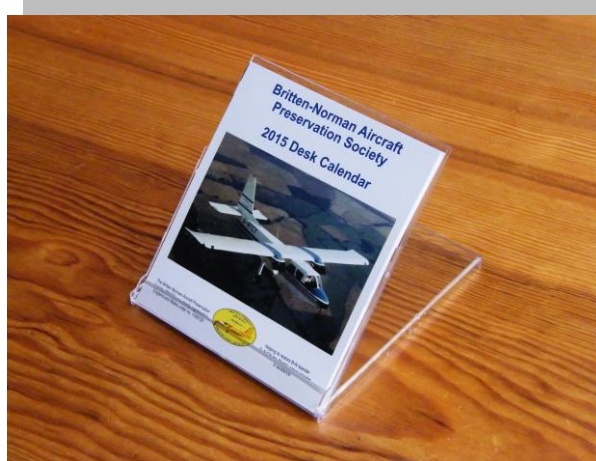
BNAPS Items for Sale

BNAPS Ltd is the sales arm of BNAPS and in selling books and memorabilia etc. makes a significant contribution to our restoration funds. These items can be purchased direct from BNAPS Ltd, at BNAPS events and sales stands and by mail order. If you need a current price list or wish to purchase specific items please contact Rita on 01983 875790 or by e mail: m_edgcumbe@yahoo.co.uk

NEW BNAPS 2015 Desk Calendar

This year's calendar features 12 selected images of BN-2 Islander prototype G-ATCT.

The calendar is in a CD sized fold out case and is priced at £4.00 for members and £5.00 for non-members, + UK p&p £1.70



BNAPS mug decorated with a striking image of G-AVCN and is dish washer proof. Price for BNAPS Supporters is £5.00 and for non-members £6.00, UK p&p is £2.00.



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



BNAPS fridge magnets and key rings-
Price for members is £2.00, for non-members £2.50
UK p&p is £1.00

BNAPS Christmas Meal at The Propeller Inn, 12 December 2014

All BNAPS Supporters Club members and guests are invited to meet up at The Propeller Inn, Bembridge Airport on 12 December, 2014, at 19.00 for the annual BNAPS Christmas meal.

Helen Blake and her team at the Propeller Inn have put together a special menu for BNAPS.

Price of the meal for two courses is £18.50 and for three courses £22.50.

We need to have reservations in without delay as numbers are limited - a £5.00 deposit is requested for each place reservation. The reservation list will be closed on Friday 5 December.

Please contact Rita Edgcumbe 01983 875790 or by e mail: m_edgcumbe@yahoo.co.uk



The Propeller Inn, Bembridge Airport, Sandown Road, Bembridge, Isle of Wight, PO35 5PW – an historic aviation heritage location where the prototype Islander was built 50 years ago

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

Our next BNAPS Social Evening will be held at the Propeller Inn on Tuesday, 27 January, 2015 (to be confirmed).

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

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

m_edgcumbe@yahoo.co.uk

BNAPS on the Internet -

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

ivanberrymandirect.com/bnaps.htm

BNAPS Trust

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

BNAPS registered address is:

The Great Barn,
Five Bells Lane,
Nether Wallop,
Stockbridge,
Hampshire,
SO20 8EN.

Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy. Bob Wealthy is now Chairman of the Board of Trustees effective from 13 November, 2013.

How to contact BNAPS:

Email:

solentaeromarine@hotmail.co.uk

Telephone: 01329 315561

Post:

BNAPS (Dept NL)
c/o The Propeller Inn,
Bembridge Airport,
Sandown Road,
Bembridge,
Isle of Wight, PO35 5PW.

Season's Greetings and All Best Wishes for a Happy and Prosperous New Year to BNAPS Supporters and Friends