BNAPS News January 2016

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BNAPS Moves VCN Restoration Project to a Larger Workshop

Following on from the November BNAPS News, where advance notice was given that a larger workshop was needed, BNAPS is now pleased to announce that VCN will be moving to a new larger workshop, still in the East Wight area, over the next two months.

The immediate benefit is that the way is now open for completion of all the work on rebuilding VCN's wing and will allow VCN to be assembled by 24 April, 2017, in time to celebrate the 50th anniversary of its first flight from Bembridge Airport back in 1967.

On the right is a view showing the interior of the East Wight Restoration Facility. BNAPS has taken up occupancy from 1 January, 2016 and work is now underway to install additional electrical power outlets, fit draught proofing measures and improve the lighting. The internal room will be fitted out as a trim shop, secure store and a place for detail work.

Work will continue at the present workshop for the next few weeks. A set of wheels has been procured and will be fitted to the wing support frame so that it is easier and safer to re-position the wing ready for transport. It is anticipated that the wing and fuselage will moved to the East Wight Restoration Facility around the end of February.

The estimated cost of the move is £2000. This includes additional rental charges due to an overlap of 3 months with occupancy of the existing workshop. BNAPS is stepping up recruitment of supporters and the "Islander for the Island" fund raising appeal accordingly – *for more on this important development see page 3.*

Museum of Army Flying Acquires Islander AL.1 ZG993

In November last year the Army Air Corps Islander AL.1, ZG993 was moved from storage at RAF Shawbury to the Museum of Army Flying at Middle Wallop. It is now in store at Middle Wallop, eventually it will be re-assembled to go on display at the museum once additional display space has been constructed in the near future – *more about this story on page 4*

Looking Back at 2015

For BNAPS 2015 has been a busy and momentous year and we look forward to even greater achievements in 2016 and beyond. It is hoped that BNAPS News, now entering its sixth year of publication, has been helpful in keeping all informed about the success of our project. This is due to the continuing efforts of our volunteer restoration team together with our BNAPS supporters and supporting organisations and individuals.
Some of the high points of what has been achieved and what has happened in 2015 are summarised below:

Restoration work highlights

Completion of instrument panel

Installation of doors, windows and windscreens

Landing gear parts acquired and rebuild under way

Interior trim work well under way

Pilots' seat re-upholstered

Passenger seats refurbished

Fin leading edge replaced

Wing restoration and repair makes significant progress

Transport Trust award

Funding award to support fuselage restoration work and painting

BNAPS given the Ron Wilsden award for the high quality of VCN's restoration

Islander 50 event

The "Islander 50" event in June was well attended with many BNAPS friends, former B-N people and visitors from Germany, Belgium, Canada, Mexico and Hong Kong

Restored VCN fuselage "roll out"

BN-2 first flight re-enactment and B-N Group flypast

Restoration workshop move

The move will enable restoration work to progress through Phase 2 leading to Phase 3 and final assembly of VCN by April 2017 and VCN's first flight 50th.

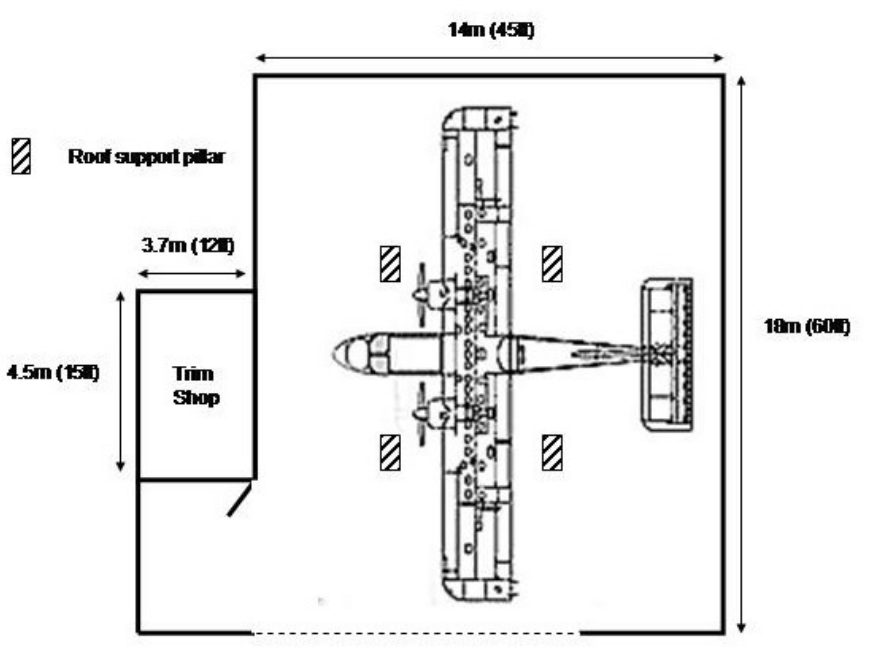
BNAPS 2016 Desk Calendar

A few copies of BNAPS 2016 "Tribute to the Trislander" desk calendar are still available at £5.00 including UK p&p.
All proceeds go to help restoration of our historic Islander G-AVCN.

VCN Restoration Work Enters a New Era

Last October it became apparent that BNAPS had outgrown the workshop that had served the project well since 2010. With an increasing amount of restoration work underway the workshop had become quite crowded and there was a growing feeling of unease that the project was facing something of an impasse as it would not be possible to complete Phase 2 of the project since a fully rebuilt wing would be near 50 feet in length and could not be accommodated. The obvious conclusion was that a larger workshop was needed urgently to allow the project move ahead.

Although obtaining a larger workshop is recognised as being an interim solution, BNAPS has been fortunate in finding premises at a suitable location and has signed an agreement to occupy a large barn-like storage facility located in the East Wight not far from Ryde. The agreement is for a 12 month lease as from 1 January, 2016, with the option to extend the lease in 6 month intervals, subject to the owner's plans for re-developing the site. The space available is about four to five times the floor area of the existing workshop with adequate overhead height that will allow VCN's restoration work to be progressed through to the final assembly stage. In the meantime BNAPS is stepping up efforts to find a permanent "home" for VCN on the Isle of Wight.



East Wight Restoration Workshop Schematic Diagram (not to scale)

BNAPS will move out of the present workshop by 31 March, 2016. Restoration work will continue as normal for the next few weeks. Meanwhile work is underway to prepare the new workshop by installing an extension to the existing mains supply ring main and to improve the lighting level together with preparation of an internal room as a trim shop and secure store and other work. It is anticipated that the preparation work will have reached a stage where the wing and fuselage can be moved in around the end of February. Quotations are now being obtained for the moves.

The workshop move is estimated to cost around £2000. Inevitably this will place an additional strain on our limited finances. Our "Islander for the Island" fund raising scheme will be launched in the coming period and will initially focus on raising at least £20,000 to cover restoration work through Phase 2 to the completion of Phase 3 by April 2017 and for care and maintenance and storage of VCN through to the end of 2018.

Now that sufficient work space is available various parts of VCN that have been stored at various locations on the Isle of Wight can be brought together. Also we now have a place to store finished parts and the "non functional" engines that are expected to be delivered in the next 3-4 months.

At present BNAPS is reasonably confident that the larger workshop will be available to the project for at least 2 years. After this period of occupancy, if no permanent home for VCN is in sight, VCN would be kept here or dismantled and put into storage elsewhere on the Isle of Wight.

Museum of Army Flying Receives B-N Islander AL.1 ZG993

In November last year, BN-2T Islander AL.1, c/n 2202, was dismantled and moved from RAF Shawbury, where it had been stored for several years, to the Museum of Army Flying at Middle Wallop, Hampshire. It is now being housed in the museum store area until the museum extension is built when it will go on display.

One of 7 BN-2Ts delivered to the Army Air Corps from 1989 for use in Operation Banner in Northern Ireland, ZG993 also served in Bosnia and in the Gulf War on staff communication, liaison and special mission duties. This view shows ZG993 in its "Pinky" desert colour scheme.

This view of Islander AL.1 ZG993 shows it operating from a typical desert strip during the Gulf War. The Islander's "go anywhere" and "do anything" capabilities were well suited to supporting mission operations during the conflict.

ZG993 is seen here being taken apart at RAF Shawbury and prepared for the move to Middle Wallop (Alistair Mellor).

Above, ZG993 is seen here during unloading at Middle Wallop. The view on the right shows ZG993 safely tucked away in the Museum of Army Flying store (Alastair Mellor).

There will be more in the March issue of BNAPS News about the Army Air Corp's Islander AL.1s and details of how ZG993 got dismantled and taken to the Museum of Army Flying.

VCN Restoration Progress Report
November 2015 – January 2016

Work has progressed on a number of different areas over the past two months. The space limitations of the existing workshop, as mentioned in the November issue of BNAPS News progress report, have now been overcome by taking a lease on a larger workshop in the East Wight. BNAPS has occupancy of the new workshop from 1 January 2016 and plans to transition all the work from the Harbour Farm in the next 2 or 3 months such that our occupancy of the Harbour Farm workshop will end by 31 March, 2016.

Bob Wilson's report on progress for the current period follows:

Fuselage
Paul Thomasson has continued to make progress with the fabrication of replacement interior trim panels. Registration letters for the fuselage have been made by a local graphics company in Ryde.

Fin and Rudder
The fin has received attention from Bob Ward to fill some dented areas and to prepare the surface for etch priming.
Keith Winter and Bob Ward have worked on replacing the damaged top section of the rudder together with de-corroding the rudder skin surface, installation of new skin sections and application of etch primer.

Landing Gear
Bryan Groves has raised a list of all the detail parts required to allow the landing gear to be assembled and following contact with Rotable Repairs Ltd that overhauls Islander landing gear, the company has donated virtually all the parts needed.

Wing
Roger Young has been removing rivet heads from the damaged trailing edge structure. Also removed was the distorted flap hinge support bracket and this is being straightened and reshaped to at least provide a template so that parts can be re-made.
Patrick Gallagher has removed some of the damaged trailing edge frames and these are being reworked and may well be re-used.
Existing wing centre section top surface skins have been de-corroded and the old paint removed. These skin sections are suitable for re-use and have now been etch primed.
A set of castor wheels have been purchased for attachment to the wing support frame to make this easier to move.

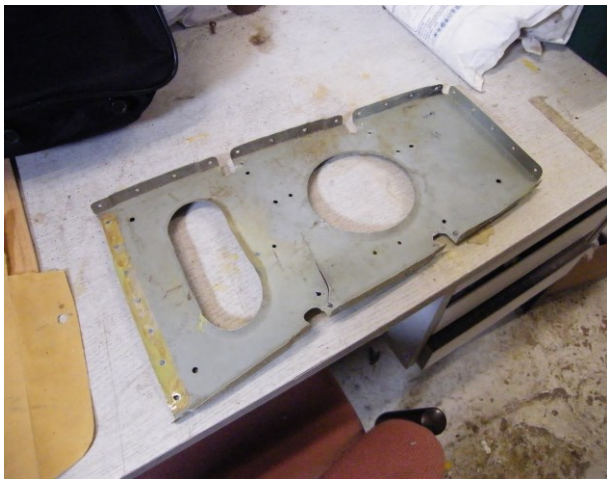
The following series of captioned photographs show the results of some of the work undertaken in the last period:

This view shows the wing with sections of the top surface exposed so that damaged frames and stringers can be accessed. Although work space is at a premium, there can be something like six people working on the wing at the same time.

VCN Restoration Progress Report November 2015 – January 2016 (continued)

Another view of the wing's top surface – this shows the centre section area and access to the trailing edge for de-riveting damaged frames and stringers.

One of the original wing centre section skins that has been de-corroded and can be re-used. This skin section has now been etch primed.



The views above show a damaged frame as removed from the wing (left) and the same frame after it had been re-worked by Patrick Gallagher. With some minor repair to this frame there was a good prospect for its re-use.

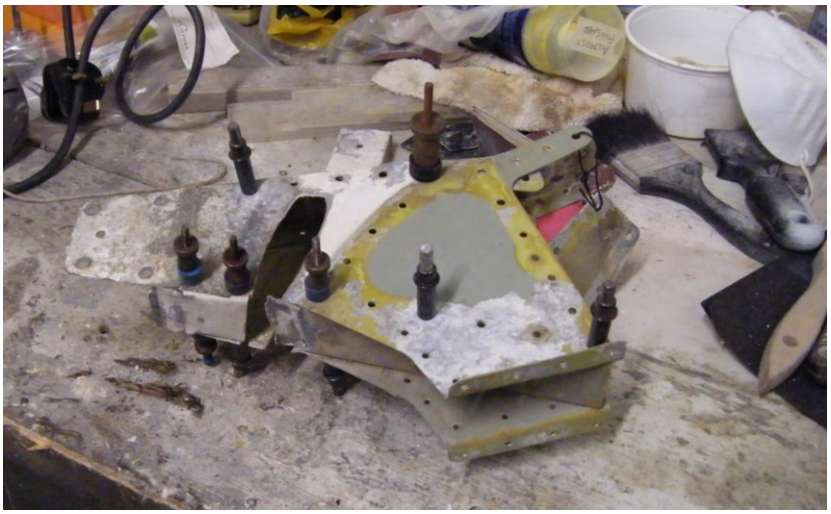
On the right the repaired frame is being refitted in place. The distorted stringer section will be rectified in situ or a replacement section made and fitted

The fin is now receiving the attention of Keith Winter and Bob Ward to repair damaged and corroded skin areas and to re-work the damaged top section.

Close up view of the top section of the rudder that will be replaced with the top section removed from a rudder that came from Isles of Scilly Skybus.

A new skin section has been made and is seen here being located and made ready for riveting in place.

VCN Restoration Progress Report November 2015 – January 2016 (continued)



This shows the flap hinge support bracket that is being re-shaped by Roger Young. Re-use is a possibility but if not it can act as a template for making new sheet metal parts.
The milled bearing housing component that would be difficult to re-make is recoverable.

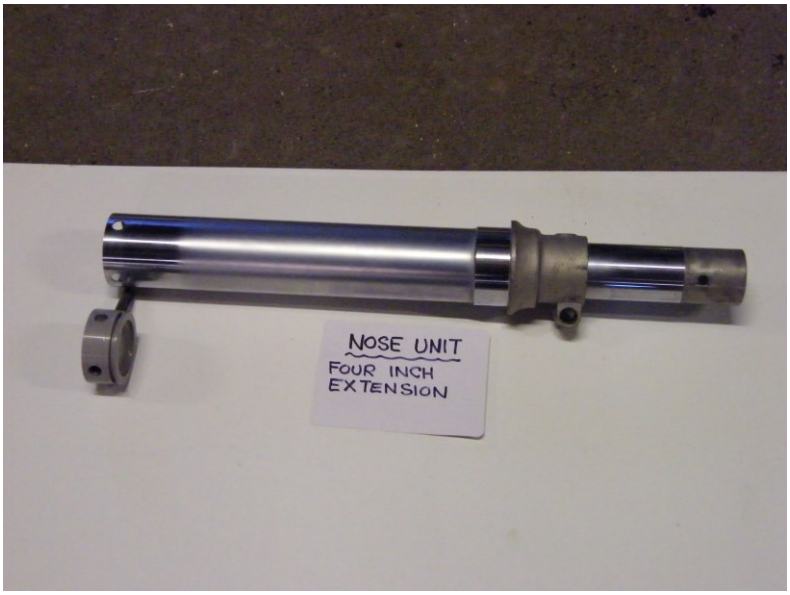
The fin has now been etch primed and is nearly ready to be spray painted.

Paul Thomasson has continued the work of making new interior trim panels with the trim shop set up in an adjacent shed that has recently been made available.

Above one of the uncovered trim panels made for the baggage bay is being trial fitted.

Thanks to the efforts of Bryan Groves, the landing gear work has proceeded to the next stage now that the required detail parts are available, courtesy of aircraft landing gear overhaul specialist Rotable Repairs at Southend. This view shows the spacers that Bryan has made to give the landing gear the correct extension.

The nose leg inner and outer sliding parts are seen here with the four inch extension in place. For VCN the oleos will not be operative, the interior voids will be treated with an anti-corrosion preservative such as Waxoyl.



Here the inner and outer parts of the nose leg have been assembled. With the four inch extension sleeve in place this will ensure that VCN sits at the correct height.

VCN Restoration Progress Report November 2015 – January 2016 (continued)

Looking Ahead

Work will continue as normal in the existing workshop on the wing, rudder and interior trim over the next 6 weeks or so. Castor wheels will be fitted to the wing support frame in anticipation of the move to the larger workshop.

There are still a number of detail missing parts and a new lead has been identified which it is hoped will prove to be beneficial. This will include the possibility of obtaining one flap and one aileron. These would replace badly damaged items that came with VCN which on inspection are seen as a difficult and time consuming repair job.

With the move a number of finished parts can be brought to the larger workshop from various temporary storage locations. Also the move is a good opportunity for weeding out surplus items and scrap material that are no longer needed for the project.

In the next period it is anticipated that the tail plane, fin and rudder will reach the stage where they can be spray painted. Other parts to receive attention will be the flaps, elevator and ailerons together with progressing refurbishment of the engine and main landing gear fairings. The engine mounting frames will be cleaned and painted.

At present it is envisaged that the wing and fuselage will be moved to the larger workshop around the end of February with the existing workshop completely clear by mid-March.

"Non-functional" Lycoming O-540 Engines Progress

Last 4 cylinders ready for dispatch

View of one of the "Non Functional" engines

Thanks go to Mike Cromati for donating four Lycoming O-540 cylinders to the project. The cylinders came to BNAPS via Peter House, Chief Engineer at Deltair in Waterlooville and are now with Norvic Aero Engines at St Neots where a pair of "non-functional" engines is being assembled.

Zaire to Bembridge in a Bent Islander (Part 1)

This story, by Pilatus Britten-Norman ferry pilot John Elsdon Davies, appeared in Pilot magazine's May 1983 issue. It relates an epic ferry trip when damaged Islander c/n 2004, G-BESO, that had been leased in March 1982 to Aviation Sans Frontieres in Goma, Zaire, by Jersey European Airways, was returned to B-N's factory at Bembridge for rebuilding.

For the trip little or no weather information was to be had, there were doubts about the strength of the bent wing in turbulence, and the flight required the provision of generous lubrication demanded by every minor airport official at every stop in Africa.

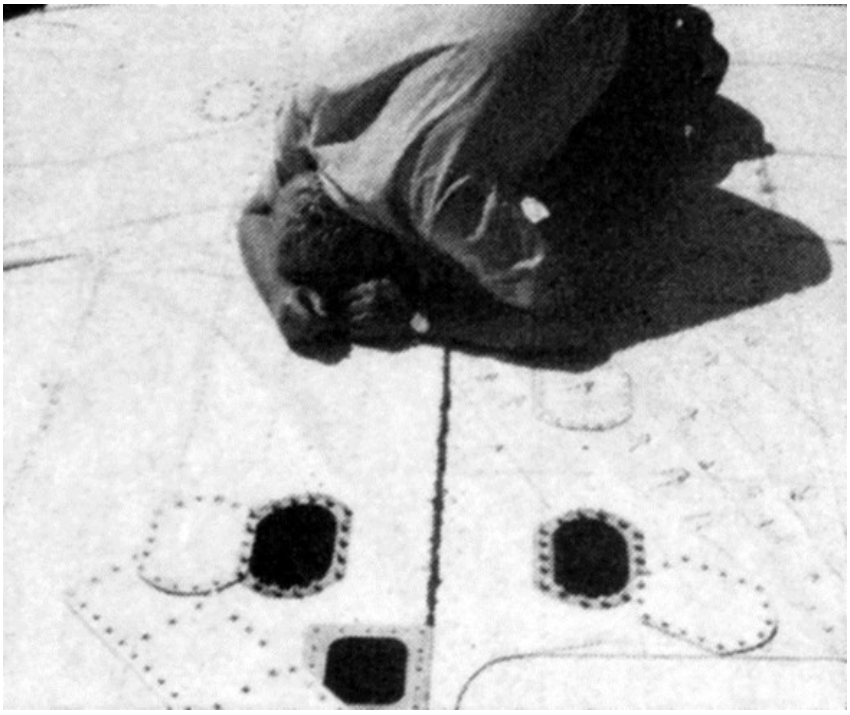
BN-2A-26 Islander, c/n 2004, G-BESO was first flown on 20 June 1977 and is seen here when in service with Jersey European Airways.

Part 1 of the story covers the adventure to the stage when G-BESO has been temporarily repaired and sets out from Nairobi for its return to Bembridge.
Part 2 will be included in the March 2016 issue of BNAPS News.

Part 1 Islander G-BESO Recovery from Goma and Temporary Repair

"How would you like to go and collect an Islander from Zaire, stopping off in Nairobi for a few days on the way back?" asked John Ayers, chief pilot of Pilatus Britten-Norman.
"When do I leave?" I replied, feeling a little suspicious. As the ferry pilot for PBN, I usually get all the nasty jobs, and this sounded too good to be true.
"As soon as possible," said John. "It's a bit of a rush job, I'm afraid."
"I'll get started on the planning immediately," I said. "And by the way, why are we bringing it back to Bembridge?" "We are going to repair it," the chief pilot replied with a wry smile. "It's a little bent after an accident on take-off."
I groaned inwardly, as all thoughts of a pleasant trip vaporised. Instead I thought of all the jungles, deserts, seas and mountains between Zaire and Bembridge. "How badly is it bent?" I asked.
"Go and see Ron Dack," said John. "He has the photographs of the aircraft so you can judge for yourself." Ron Dack is the chief design engineer for Pilatus Britten-Norman, and he knows the Islander inside out. Over the years he has been responsible for repairing many aircraft in the field in order to get them back to civilisation.
"Ah, there you are," said Ron as I walked into his office. "When can we leave?" "It will take a couple of days to file the clearances and obtain up to date planning information," I replied, "Anyway, Ron, what about this aircraft? How badly is it bent?"

Ron placed some photographs before me on the desk. They showed a solemn-looking local Lloyds surveyor standing on the wing of an Islander pointing to various ridges, wrinkles, and other minor distortions that you definitely wouldn't like to find on your D.I. The starboard wing was twisted slightly, taking the engine mountings and undercarriage with it, so that the propeller pointed a little towards the ground. The under-wing section had a lot of very nasty looking wrinkles, and there was a large dent in the port wing tip. All those jungles, deserts, etc., passed through my mind as I peered at the photographs; meanwhile Ron told me the story of G-BESO.



B-N's Ron Dack examining damaged internal wing structure

It had been operated by a British commuter airline until last June, when it had been chartered to Aviation Sans Frontiers, a French charitable organisation concerned with aiding Ugandan refugees in Zaire. It would seem that whilst trying to take off in bad weather G-BESO had slid off the runway and dug her starboard main wheels into soft ground with enough force to bend the starboard wing. Since that time she had been left to rot, the operators being of the opinion that her flying days were over. However, Lloyds underwriters had decided to recover her if possible, and so we had been contacted with a request to try and bring G-BESO home. Ron's plan was to accompany me to Goma in Zaire (the location of the aircraft) where we would decide if it was possible to fly her. If we could, then we would fly to Nairobi (about 4 or 5 hours away), where the aircraft could be brought up to a standard which would allow me to fly to Bembridge. Ron would travel with me as far as Nairobi, but after that he would only be with me in spirit, having booked a seat with BA.

There followed a few days of flight-planning and all the nausea of obtaining visas and flight clearances. There is only one flight a week to Zaire direct so we elected to travel via Nairobi: this would also give us the chance to obtain a Rwandan visa, which is not obtainable in the UK.

Ron and I boarded the BA 747 to Nairobi having paid £350 in excess baggage for all the pipework for my ferry fuel-tank system, plus jungle and desert survival kit and cold-weather flying clothing in case the heater was U/S. "Do you really need all that stuff?" asked Ron as we sat drinking our complimentary beers. "I hope not," I replied, "How about another?"

Nine hours after leaving London, Ron and I passed through Customs in Nairobi - miraculously without having to open a single bag. We spent the rest of the day (a Sunday) lounging by the Hilton swimming-pool, cooking our pallid skins in the African sunshine. The next day was spent obtaining Rwandan visas and visiting the local Islander agent CMC Aviation, whom we had commissioned to do whatever work was necessary to G-BESO to get her back to Bembridge. Managing director Adi Dastur told us that he had heard that G-BESO was unflyable; furthermore, as she had been rotting for three months there were probably many things missing and a good chance that she was full of snakes! He obviously didn't give too much for our chances of retrieving the aircraft - and if what he had said was true, neither did I!

The next day we boarded the Air France Jumbo to Kigali in Rwanda, where we had arranged to meet Jean-Luc Marmiese, a young French pilot that I had type-rated on the Islander a year

previously. He was to fly us by Aviation Sans Frontiers Aztec to Goma. Jean Luc greeted us warmly as we disembarked; he explained that after paying our airport taxes and collecting our baggage we should walk back on to the apron and join him by his Aztec. I looked across at the ancient old Piper. Kigali is 5,000 feet ,amsl and the temperature was about + 25°C. These facts combined with the knowledge that 10,000-foot-high terrain lay between us and Goma caused me to hope that Jean-Luc hadn't got too much else in the way of weight to carry with us,

The Customs authorities in Kigali seemed determined to give us the maximum hassle, so at a suitable moment I stuck my captain's epaulettes on to my white shirt, picked up our bags and led Ron through the crew door back on the apron without filling in any of the multitude of forms that awaited us. "Why didn't you do that before?" demanded Ron. "My mistake," I replied. As we walked across the shimmering apron I espied our mount surrounded by what to my horror turned out to be fellow-passengers standing amongst some very heavy looking packages.

Now, high density altitude and overloaded ancient aircraft equal disaster, so I explained to Jean-Luc as diplomatically as possible that I wished to see a weight-and-balance sheet. Of course he didn't have one, and didn't even know the exact empty weight of his aircraft. After much argument we managed to persuade our captain to leave some of his packages behind for his next trip; and this, Ron and I reckoned, put us just inside limits. I also insisted on sitting in the right-hand seat - which did not endear me to Jean-Luc. Despite all this the trip across the mountains to Goma proved uneventful; but I completed my popularity campaign by insisting on the use of carb heat on the descent. Jean-Luc was convinced that with a carb temperature of + 15°C icing was impossible, and the carb heat controls were so stiff that I surmised that this may have been the first time they had been used for some time.

We could see G-BESO standing in some long grass on the other side of the taxiway, and we were anxious to go and inspect it. However, first we had to go through the inevitable drudgery of Customs formalities that are so protracted in African countries. An hour of form-filling later we emerged from the Customs room into gathering dusk. There was just time for a cursory look around the aircraft before darkness fell. Gingerly I stepped through the long grass, hoping not to meet any of the varieties of poisonous vipers that abound in Zaire. We were not pleased with what we found. As we opened the door we were greeted by a swarm of flies glad to be free of the stench of rotting carpets and seats. The tyres were almost flat; and many panels that had been removed for the local surveyor's inspection lay beside the aircraft (minus the fixings, of course). The damage to the aircraft was as the photographs had indicated. I peered into the open air scoops of the cabin heater and wondered what wild life resided within. My wonderings were broken by the arrival of Charlie Trout, an American who had the contract to maintain G-BESO. "You guys ain't going to fly that thing, are you?" he enquired.

"If possible," I replied, extending my hand and introduced Ron and myself. "You guys have got to be nuts," Charlie said reassuringly. "This bird has got a broken wing." "Bent, not broken," said Ron. After much persuasion we managed to obtain from Charlie the promise of three unskilled labourers to help us with our task the next day, and (incredibly) enough fuel to reach Nairobi. I say `incredibly' because avgas is like gold dust in Zaire; but fortunately Charlie held a supply for G-BESO.

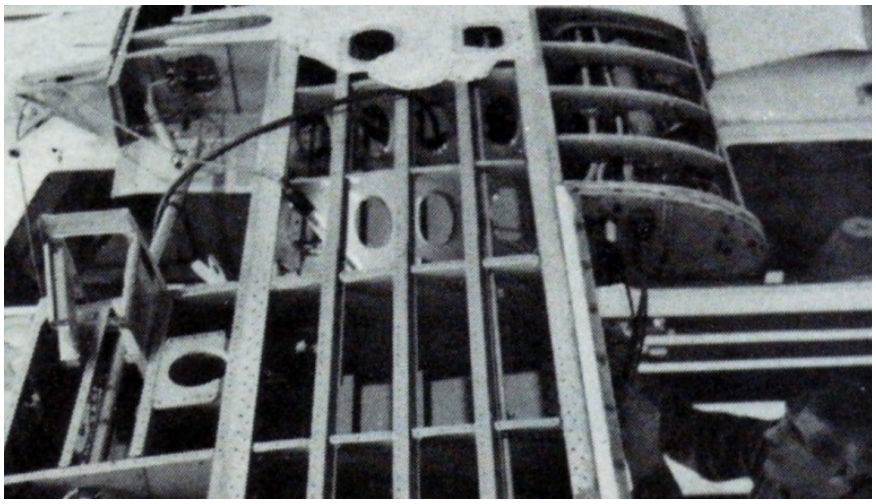
By this time it was dark, and there remained little to do but to hitch a ride to the only hotel in town: it had no water, little electricity and cost £60 for a night. After liberal applications of insect repellent we retired early in preparation for an early start the next morning. The day broke at 4 am, and by 5 am we were bouncing down the dirt road towards the airport. Goma is a mixture of mud huts and modern buildings, and is incredibly squalid.

This being the season of the short rains we all got thoroughly soaked as we worked on G-BESO. Ron inspected the structure damage whilst I screwed back panels and supervised refuelling. The fuel was wobbled from barrels and filtered through chamois leathers in the time-honoured fashion. Finally I ran the engines for half an hour; they proved satisfactory apart from the carb heat springs which broke upon application. New springs were hastily manufactured and fitted, and the engines cowled up. The small amount of fuel that I had used during the engine runs was topped up; meanwhile I went to file my flight plan.

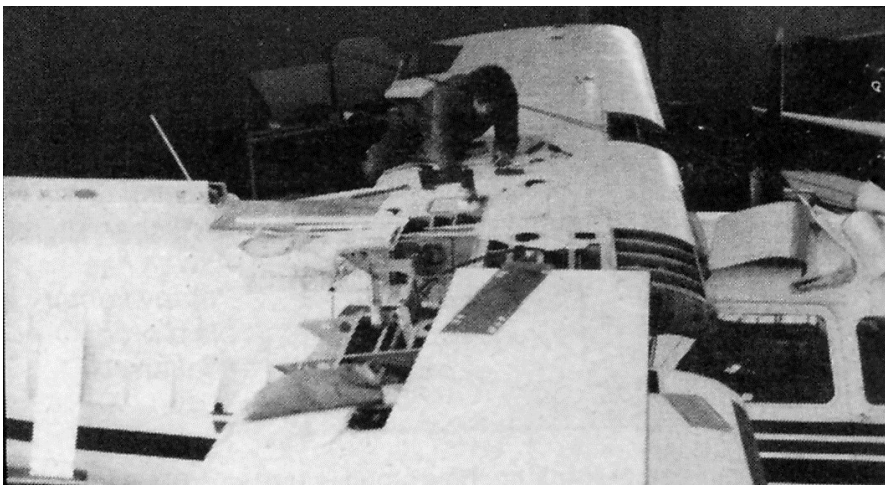
Flight plans tend to be simple in this part of the world, even if the filing of them isn't. Mine was no exception. Under `route' I filled in Goma direct Kigali direct Nairobi, time en route four hours thirty minutes, endurance five hours. I hoped that any headwinds would not exceed thirty knots, which was the amount that I had planned for. Met briefing was non-existent - the pilot has to be his own forecaster in this part of the world. If things started getting tight on fuel we would land at Kekerok, a bush strip just inside Kenya, and try to scrounge some fuel there. After spending the inevitable hour in Customs we finally lined up on runway 18. Ahead of us lay the luxury of 3,000 feet of hard runway terminating with a ten-foot drop into the lake. I carefully ran through the pre-flight checks, listening for the slightest missed beat of our engines.

"G-BESO you are cleared to go," crackled Goma Tower. I applied full power against the brakes, confirmed full power, Ts and Ps green and released the brakes. "G-BESO rolling." I checked the ASI for an increase in reading, forty and rising; another glance at the engine gauges: all normal.
I delayed rotation by ten knots in order to gain an extra margin of control once airborne. We knew what to expect with a twisted wing, but one can never be sure. Rotate: G-BESO lifted cleanly into the air a little right-wing-low, but we had expected that, and had trimmed the ailerons as much as we could to compensate. We climbed at ninety knots over the lake, and this made our rate of climb quite slow, as the best climb speed is 65 knots. However, we needed to keep plenty of cooling air flowing through the cowlings, as these engines hadn't stirred for three months and would probably be prone to overheating. Soon we would enter cloud, and once IMC there would be no turning back to Goma, surrounded as it is with terrain up to 14,000 feet and with no approach aid. Once inside the cloud we must climb to safety altitude as quickly as possible, and then turn east on to track. As we reached the bottom of the altostratus at 8,000 feet. I checked our engine Ts and Ps: all normal, and so as we entered the grey murk I lifted the nose to give us 65 knots, our best climb speed. All went well until passing through 10,000 feet the port engine started to get hot. I lowered the nose to increase cooling, but to no avail - and now the engine was misfiring. I enriched the mixture, put the fuel pump on and applied carb heat: no improvement. I throttled back to fifty per cent on the afflicted engine, and it stopped misfiring - but we had stopped climbing. What to do? If we descended there was no guarantee that we were still over the lake; but if we had a complete engine failure on the port engine we were bound to strike high ground anyway, as G-BESO would drift down to about 7,000 feet amsl. At last my brain started to function: contaminated fuel left tank appeared in some dark corner of it. I cross-fed fuel prom the starboard tank to the left engine, and almost immediately it settled down to a far more pleasant tone. Increasing back to climb power made no difference and the temperatures returned to their green arcs. Feeling relieved I leaned the mixture back to normal, and G-BESO climbed happily through the cloud. At 12,000 feet we broke into the blue and turned on to track. Ron, who had been looking somewhat dischuffed was now looking reasonably happy with life.
I wondered about the fuel in the port tank: perhaps we had been refuelled with low octane fuel on that side? It that was so then we could probably cruise on it - but the demands of a high-power climb might cause vapour locks and detonation. There was only one way to find out. As soon as we were clear of the high ground surrounding Goma I changed the port engine back to the port tank: it ran on smoothly and the Ts and Ps stayed normal. I made the decision to carry on to Nairobi, as there was no fuel to be had at Kigali even if we did divert there. We were navigating by DR at this stage as were out of range of radio aids. In fact we didn't know if our avionics Were working as we had had no way of testing them in Goma. As we drew within fifty miles of Kigali the VORs flickered and then stabilised on a sensible bearing for the Kigali beacon. I pressed the ID switch and could just hear the faint transmissions of the KIG. "That's going to make life a lot easier," I explained to Ron, who having seen a few bent aircraft in his time has little faith in pilots, and needed occasional reassurance. Five minutes later the ADF swung around towards Kigali. and soon we were in radio contact.
As we passed over the Rwandan capital the cloud started to break into fair-weather cu. allowing us to descend to 10,000 feet. Apart from having to skirt around a few CBs the going was easy. I was worried about Lake Victoria, which has a reputation for violent thunderstorms in the middle of the day: with our damaged wing we had to avoid turbulence at all costs; but as we coasted-out from the western shore we looked east into blue sky and good visibility. Our track across the lake was 125 nautical miles, and I reflected that this was twice the distance of the average Channel crossing. We had lifejackets but no life-raft, and any ditching would have to be followed by a long swim to the nearest island. There is no search and rescue in Tanzania, so one would have to make one's own way back to civilisation.
G-BESO didn't miss a beat all the way across, apart from a few seconds right in the middle of the lake when the port engine had another little joke with us. As we coasted in we descended to 8,000 feet to get a better view of the Northern Serengeti Plain passing below. A relay through a friendly American aircraft was made to Nairobi giving our position and ETA. They signed off with the inevitable "Have a nice day". "Cheerio" I replied in typical Brit fashion. By now it was obvious that we could continue to Nairobi without a refuelling stop, and $4^{1/2}$ hours after leaving Goma we were on finals for Nairobi Wilson. Ron had decreed no use of flap, so the approach felt a little odd as we crossed the threshold at an indicated seventy knots, flapless. Of course Nairobi is 5,500 feet amsl, so our TAS was more like 85. Notwithstanding all this I put G-BESO down as gently as I could on her damaged undercarriage.
We cleared Customs relatively easily despite not having a single document for the aircraft, as these had been lost in Zaire. As we unloaded our gear from the aircraft we found on the back seat a stowaway in the form of a locust. I released him into the Kenyan evening, and he was last seen

sitting on the hangar belonging to Desert Locust, the largest locust-spraying outfit in East Africa. We then proceeded to the Nairobi Hilton for hot showers, rump steaks, cool beers and soft beds - in that order.
The next day Ron and I called on CMC Aviation again, who were most bemused at finding G-BESO parked outside their hangar. Adi Dastur listened intently whilst Ron and I explained what needed to be done to the aircraft before it could leave for Bembridge. It amounted to fitting the ferry fuel tank system, which consists of four 45-gallon drums secured in the cabin and plumbed-in to the fuel system; and also carrying out some minor strengthening in the damaged wing; and finally giving the aircraft what amounted to a 100 hour check.



Close up view of the damaged wing structure and main landing gear attachments.

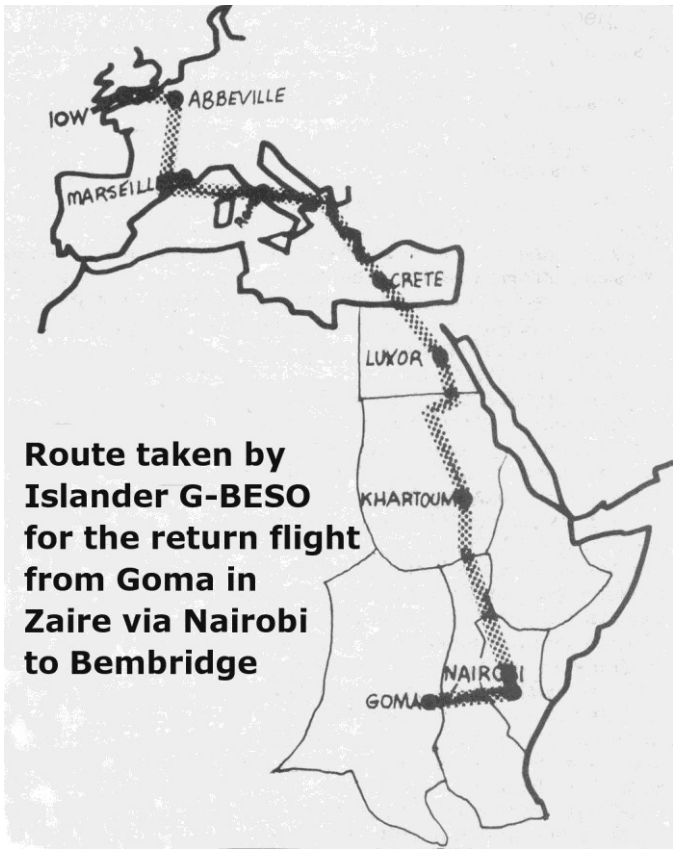


Work in progress to make a temporary repair to strengthen G-BESO's wing for the flight back to Bembridge

Adi said it would take a few days to carry out the work, so whilst Ron supervised the wing-strengthening I used CMC's facilities to telex clearance requests through Sudan and Egypt. I figured that with an average headwind component of twenty knots and the seven or eight knot speed loss incurred by G-BESO's damaged wing I would need twelve hours to reach Khartoum. I could carry enough fuel for thirteen hours, "Which is cutting it too fine", I told Ron. "I'll have to carry some extra fuel in ferry-cans and land at one of the desert strips in the Sudan to top-up if the going gets tight." This, however, would make the aircraft heavy, and Ron was worried about the damaged wings' capability to cope with the extra weight if unexpected turbulence was encountered. This meant that we had to lighten the aircraft by other means. The carpet, which was rotten anyway, was scrapped; six gallons of my emergency water supply was sacrificed and any non-essential small items were put in Ron's bag to travel home by BA. It was finally agreed that I would carry 25 extra gallons of fuel in ferry-cans, and if necessary land at Malakal or Kosti to transfer the contents into the main tanks. This would give me an extra hour of endurance - and I was going to need every drop.

Islander G-BESO being prepared for the flight home

A few days later I carried out a lightweight test flight on G-BESO, and was delighted to find that everything worked perfectly. I landed carefully back at Wilson, and instructed CMC's chief engineer to make the aircraft ready to leave the next morning. I filed my flight plan, bribed Customs in advance and returned to the hotel.



Dawn the next morning saw G-BESO lined up on runway 08. The temperature was ISA + 15° and G-BESO was at max ferry weight. Ahead of us lay 1,432 metres of runway plus about 100 metres of stopway. I had calculated that we needed 1,000 metres in still air. "G-BESO cleared to take off, wind calm." Very slowly we started to accelerate; there is no V_1 as such on a Performance Group C aircraft, but I had decided that if I hadn't reached Vr-5 by the halfway point I would abandon rather than expose the undercarriage to the stress of heavy braking by making a later decision. But G-BESO was accelerating well and as the halfway point was passed we were at Vrs (seventy knots). I eased back on the control column, and after what seemed like an age G-BESO started to climb clear of Mother Earth. At 500 feet we gingerly banked to the right to turn on to our north-westerly heading. At 75 knots we were climbing at 200 fpm……

Part 2 of the story of how Islander G-BESO made its way back to Bembridge will be published in the March 2016 issue of BNAPS News.

Origins of the Trislander

Introduction

After over 45 years operating the Trislander aircraft type, Aurigny Air Services is expected to retire the remaining three Trislanders in its fleet by mid-2016 and it seems to be an opportune time to look back over the origins of the type.

Although not built in large numbers Trislanders operated successfully in many different countries and proved to be economic and reliable, if a little lacking in comfort in some respects. Despite production of the Trislander ending in 1980, the type has soldiered on as exemplified by its service record in the Channel Islands with Aurigny Air Services.

The following article looks back at B-N's early ideas from 1965 for a higher capacity aircraft that embodied the key attributes of the BN-2 Islander. Inspired by Aurigny Air Services success with the Islander, the airline played a key role in the evolution of the BN-2A Mk III concept that led to the production of the Trislander and regarded as a "Triumph of Ingenuity".

Mainlander "DC3 Replacement" Project Proposals

Alongside the intensive programme of work to progress the BN-2 prototype through flight testing, certification and into production, in December 1965 B-N released preliminary technical details and cost proposals for a Mainlander project.

The basic concept was that of a scaled up BN-2 design to produce an economically attractive "DC3 replacement". A preliminary specification issued by B-N in 1965 described the aircraft as a high wing, four engined transport with accommodation for up to 27 passengers seated in triple seats with a wide aisle down one side to allow passengers to carry-on their own luggage. Higher powered, pressurised versions capable of accommodating 36 passengers were also considered. For the 27 seater version the engines were identified as 300 hp direct drive fuel injection Continental or Lycoming types. The aircraft featured a swing tail to enable carriage of cars or large items of freight. With a wingspan of 89ft, a length of 57ft and a maximum all up weight of 16,000lb, the Mainlander was expected to have a cruising speed of around 160mph at 6,000 ft and a take-off run to 50 ft of 1,650 ft. The sales price was estimated at £51,000 and an operating cost at £42,250 per annum, this showed a potential saving of £12,250 per annum when compared with DC operating costs.

It appears that no further work was done on the Mainlander concept beyond the initial specification and cost appraisal stage as the company had become wholly immersed in getting the BN-2 into production and any diversion of engineering effort would have been detrimental to the BN-2 project. The Mainlander name re-appeared some years later in 1972 as the FAN Mainlander three engine transport aircraft design proposal.

BN-2 Super "Stretched Islander" Built and Flown

Following the entry of the Islander into production it was inevitable that B-N would consider the prospects for airframe growth. This growth was seen in terms of payload rather than an increase in range as normal traffic growth would allow many Islander operators to consider introducing a larger aircraft on the same routes. The key design issue was how to stretch the Islander's payload capability without detracting from its proven flying characteristics and excellent operating economy. B-N decided to evaluate the problem by incorporating a fuselage stretch into the Islander prototype G-ATWU, c/n 002, that by late 1967 had completed the test work needed to obtain certification for the production BN-2A Islander.

The first significant change was the insertion of 33 inches in the fuselage forward of the wing, and the removal of the internal baggage area step which in both cases gained an extra double seat, increasing the passenger seating to 13 in addition to the pilot. B-N had identified the need to increase engine power for the BN-2 Super in the form of 400hp Lycoming IO-720 engines. However, the BN-2 Super in its initial configuration as the modified prototype, G-ATWU, retained the original 260hp Lycoming IO-540-E4C5 engines and was flown in this form on 14 July 1968. During a brief series of test flights it was found that although the handling was unaffected, the centre of gravity range was somewhat restricted, this being a factor in precluding further development of the BN-2 Super. One interesting test carried out was a straight line speed check between the BN-2 Super with standard 260hp engines and G-AVUB, c/n 009, which had been converted for test purposes as a BN-2S, fitted with turbo-charged 300 hp Rolls Royce Continental TSIO-520-E engines by FG Miles Aviation at Ford aerodrome in Sussex under contract to B-N. Comparative tests showed that, despite the power advantage of the 300hp Rolls Royce Continental

engines of the BN-2S, the stretched BN-2 Super, with an increased fineness ratio due to the increased fuselage length, was some 4 or 5 mph faster in level flight.

View of the "Stretched Islander" or Islander Super, G-ATWU, at Ford Aerodrome

However, information gained from test flights with G-ATWU, together with performance analysis in relation to certification requirements for single engine performance and control, had shown that the BN-2 Super would not be a viable approach without a major development programme to address single engine certification issues and further work on the BN-2 Super was therefore curtailed. Thus, the B-N design team now had to look in new directions to devise a more capable BN-2 Islander derivative.

BN-4 Transport Aircraft Design Studied

In 1969 B-N studied a larger transport aircraft concept and a general arrangement drawing for a new type the BN-4 was produced. A copy of the drawing has kindly been made available to BNAPS by Jon Orme who produced the drawing when he was employed by B-N as a design draughtsman. The drawing shows the BN-4 as a scaled up Islander with a high wing, fixed landing gear and having a wing span of 71ft an overall length of 46ft. Power was provided by four 260hp Lycoming O-540 engines. There was accommodation for 20 passengers in a 2+1 seating configuration, together with a crew of three consisting of 2 pilots and a hostess.

The BN-4 transport as it might have looked in flight is shown here in a painting by Ivan Berryman

As a new design considerable investment would have been required to produce a prototype and to conduct the test programme necessary to gain type certification. In view of B-N's financial position at the time it would appear that the inevitable decision was made not to take the BN-4 any further than just the GA stage.

BN-2A Mk.III (Trislander) - New 17 Passenger Aircraft Configuration Evolved as the BN-2A Mk.III

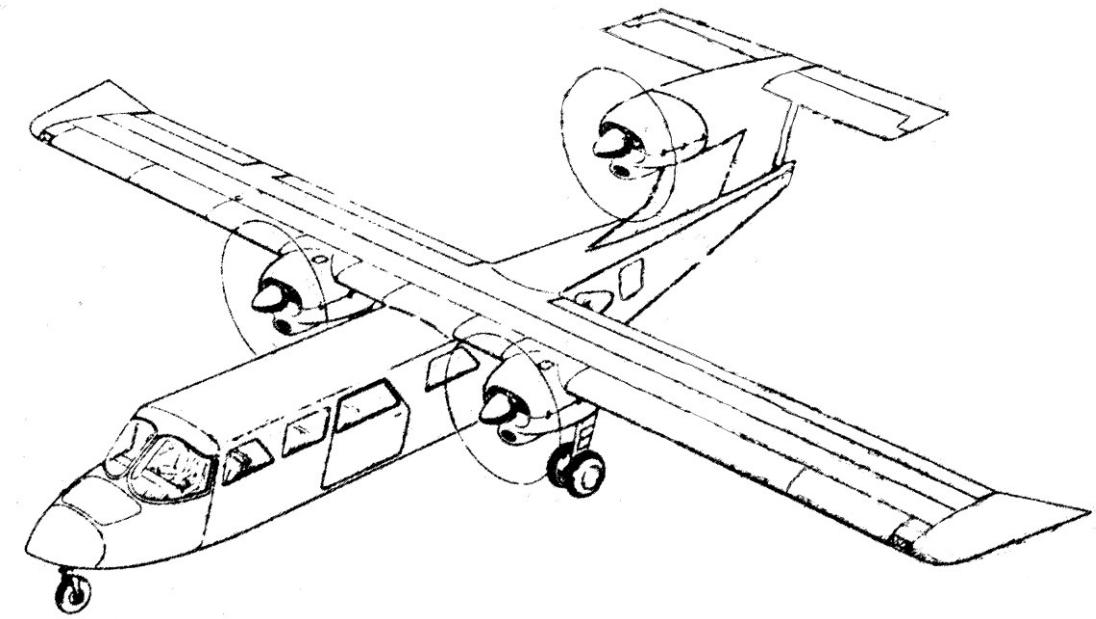
BN had been looking at ways to increase the carrying capacity of the Islander but as a result of evaluation of the "stretched" Islander or BN-2 Super, G-ATWU, had come to the conclusion that a twin engined configuration was not necessarily the best way ahead. It is understood that the basic "more than two but less than four" engine configuration concept for a larger transport aircraft as an Islander derivative was first developed when John Britten and Desmond Norman were on a business trip to the United States in February 1970, and apparently the "idea" for the new aircraft germinated in a Chicago motel one evening. A short while after their return, John Britten presented his usual envelope type sketch to the design team at Britten-Norman. The thinking behind the BN-2A Mk III is clearly stated in this extract from a paper presented by John Britten to the Reading Branch of the RAeS in November 1970:

"The most significant step forward that we have taken from the original Islander concept followed the realisation that the world's transport aircraft safety requirements seemed to be designed to favour three-engined aircraft and the appreciation that a third engine would not only be relatively easy to install on an Islander but would give many practical advantages.
The design that Desmond Norman and I sketched in a Chicago motel late in 1969 had obvious potential structural and aerodynamic problems. We felt that these could only be investigated quickly and economically by building a low cost prototype. The result was the Islander Mark III which first flew in September 1970. To our delight it turned out to be almost completely trouble free and we are now pressing forward with production plans. The Mark III will provide the step-up aircraft that existing Islander operators need for less than half the cost of a new 16-seat turbine-powered aircraft. About 80% of its airframe components and equipment are common to the standard Islander. It also increases the number of aircraft over which we can amortise the original Islander launching costs."

Early discussions with principals of Aurigny Air Services, one of the first airlines to operate the Islander, and which, due to its success, now needed a higher capacity aircraft sharing the same rugged reliability and operating economy, helped to confirm the commercial advantages of the aircraft and the possibility of a launch order.
In 1968, Aurigny Air Services became the second airline, after the Scottish airline Loganair, to operate the Islander on scheduled services when Islander G-AVCN, (c/n 003), was delivered. By 1970 eight Islanders were in operation with Aurigny Air Services over a route structure that included services from Guernsey and Jersey to Cherbourg and between Guernsey to and Alderney to Southampton. The popularity of the services offered by Aurigny Air Services in the Channel Islands and an annual passenger figure of around 145,000 by that time demanded further expansion. Addition of another four Islanders to the fleet did not appear to be an economic option and it became evident that a higher capacity aircraft was needed to meet passenger demands. Once again Sir Derrick Bailey consulted with Desmond and John over the need for a 16 seat aircraft that still retained the rugged dependability and "no frills" of the Islander. The concept was developed for a 3 engined Islander, designated the BN-2A Mk.III, having a high degree of airframe and engine commonality with the standard BN-2 Islander type. It was soon realised, however, that the aircraft offered extremely good economy of operation in terms of horse power per passenger and also enjoyed around 80% commonality with the Islander airframe and engines. Sir Derrick Bailey had played a key role in the evolution of the "Mk.III Islander" concept and adopted the same "You build it I'll buy it" approach as he had with the Islander 2 years earlier. It is a fact that without the interest and assistance of Aurigny Air Services, the BN-2A Mk.III variant of the Islander may never have been realised**.**

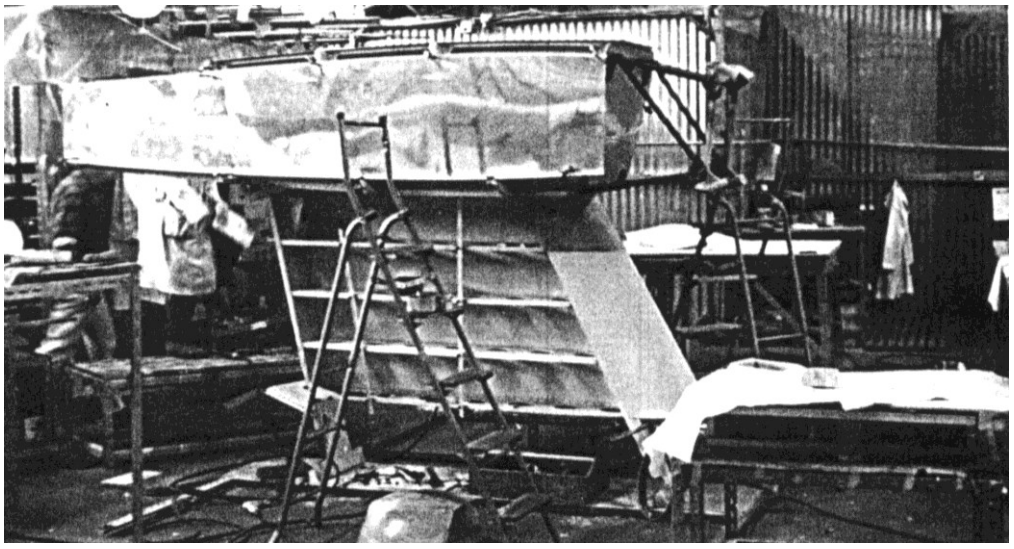
Islander G-ATWU adapted as BN-2A Mk.III Prototype

The BN-2A Mk.III Islander, later to be officially recognised as the Trislander, was designed in a few months by a close knit design team led by Denis Berryman, who had joined Britten Norman from the Miles Company based at Shoreham.



Early artist's impression of the BN-2A Islander MkIII

This small and enthusiastic team wasted no time in translating ideas for the new aircraft into reality. Stories of design ideas and sketches discussed over a drink at the Propeller Inn, or "design office annex", at Bembridge being incorporated into the Trislander prototype the next day are not too far from the truth.
The plan involved constructing a BN-2A Mk.III to prove the three-engined configuration. The "stretched" Islander development aircraft G-ATWU was available and could be used for this purpose. G-ATWU had completed its test programme in late 1968 which showed up some undesirable performance limitations and as a result further development of the stretched version had been curtailed. As the BN-2A Mk.III proof of concept demonstrator, G-ATWU was given a 90 inch fuselage stretch together with local fuselage strengthening by means of thicker skin material and doubler plates. The most obvious change was a new tail assembly incorporating a third engine.



BN-2A Islander Mk III tail unit under construction

Progress was rapid as a period of only 6 weeks was available from release of drawings in July 1970 for building the demonstrator and getting it ready for the first flight by the end of August. By all accounts this was achieved only through the dedication and enthusiastic efforts of all those involved together with a characteristic B-N "can do" approach to solving problems.

BN-2A Islander Mk III nearing completion at Bembridge, August 1970.

Despite severe cash flow problems that threatened the project, BN-2A Mk.III G-ATWU was completed in time and test flown from Bembridge at 6.45 am on 11 September 1970 with John Britten and Desmond Norman at the controls and Andy Coombe, B-N's deputy chief designer, as flight test observer. The flight lasted about an hour during which most of the handling envelope was explored, including feathering and un-feathering the third engine.
The aircraft with its several doors and box-shaped fuselage looked a little like a railway carriage and according to Desmond the aircraft flew "as if it were on rails". After refuelling, the aircraft was taken straight up for a second flight, followed by an Air Registration Board evaluation trip after which it flew direct to Farnborough for the 1970 SBAC Show. The novel three-engined configuration caused a mild sensation when it made its somewhat unexpected appearance at Farnborough, allegedly with the newly applied yellow paint finish still drying when it arrived.

BN-2A Islander Mk III G-ATWU arrives at the SBAC Farnborough Show 11 September, 1970 (Denis Calvert)

Flight-testing of the prototype BN-2A Mk.III went ahead quickly in the hands of B-N's chief test pilot Jim Birnie. Initial testing showed up a lack of directional stability but this was soon overcome by a fin extension and test flying of the hand-built prototype proceeded without undue difficulty. After the first phase of flight trials had proved the viability of the basic concept and evolved a necessary fin area increase, the prototype was grounded to become a structural test item.
The main area of concern was that of a critical failure condition that could arise in the event of a heavy landing where the inertia of the top engine installation would impose a severe bending moment on the fuselage. To prove the design it was necessary to test to destruction to evaluate this condition. In the event the fuselage structure failed at 105% of the ultimate design load, the failure taking the form of skin corrugation rather than fracture.

Trislander Production Prototype , G-AYTU, c/n 245, at Bembridge early in 1971 (BNAPS)

Now officially named as the BN-2A Mk.III Trislander, the definitive production prototype, G-AYTU wearing the Aurigny Air Services colour scheme, was built by converting an existing Islander airframe using the same "cut and shut" conversion approach adopted for the prototype. G-AYTU thus became the vehicle for certification of the aircraft type after a first flight in early 1971, although it was not a true demonstration aircraft as it had to accommodate control movement instrumentation and ballast stowage for test purposes.
Around this time the B-N design team gained a Queen's Award for Industry for the innovative Trislander three-engined configuration.

Trislander Enters Production

The first batch of production Trislanders was built at Bembridge as Islander conversions. Later, with B-N under the ownership of the Fairey Group, a dedicated production line was set up at the Fairey Group factory in Gosselies, Belgium, to make up for a shortfall of work there due to delays in the offshore F 16 production programme. In 1977 the Fairey Group encountered financial difficulties and following a period of receivership, the B-N interests of the Fairey Group were acquired by the Swiss Pilatus Aircraft Company in July 1978.

Aurigny Air Services Trislander G-JOEY, c/n 1016, over Alderney (Aurigny Air Services)

The factory at Gosselies was not part of the new business after the B-N assets had been acquired by Pilatus Aircraft and in any case the factory was required for the Belgian F16 programme. The remaining 12 unfinished Trislander airframe component sets were put in store and later sold to a Florida based company. The last production Trislander was sold from Bembridge in 1984 to the Botswana Defence Force and no further Trislander production has been undertaken by B-N since that time.
Around 1999 the possibility of re-starting production on the basis of interest from China was

considered and this for a time this remained as a possibility if significant customer orders were to emerge. Construction was initiated for a new Trislander to act as a demonstrator as a result of the interest from China but this work was curtailed due to loss of confidence in the market prospects for B-N in the region.

Aurigny Air Services Trislander G-BEVT, c/n 1057, soon to be retired from service

As a type the Trislander has served Aurigny Air Services continuously from its introduction into service in 1971 for approaching forty years and appears to be irreplaceable. The long period of successful Aurigny Air Services Trislander operations has proved beyond doubt the validity of the original design concept and the intrinsic design integrity of this unique Britten Norman product as an affordable and economic passenger carrying aircraft capable of long term profitable operation with rugged dependability. The long record of successful Trislander operations for high intensity scheduled air services has shown that the design was right and is proof that the aircraft could have been in even wider use and would have attracted a larger number of sales under more favourable circumstances.

Bob Wealthy, January, 2016

Aurigny Air Services Pulls Out of Guernsey to Jersey Route

Dave O'Byrne Facebook 18/1/16
Sad news today - after almost 50 years of continuous service, the Aurigny Air Services route between Jersey and Guernsey will cease on 16 March. For the last two years there has been a code-share operation with Blue Islands. At the height of its popularity in the 1970s, half hourly flights operated in both directions from 0730 to 1930 using a fleet of Islanders and Trislanders.

CH Aviation news website 19/1/16
Aurigny's fellow Channel Island operator Blue Islands have announced they will cease code-sharing on flights between Guernsey and Jersey with effect from March 16. The inter-island code-share agreement came into effect in March 2014 and was valid for an initial period of two years.

As it stands, Blue Islands will continue to operate the route following Aurigny's pull out. According to a statement, all passengers booked on Aurigny's Guernsey-Jersey services between March 17 and 26 will be re-booked automatically onto a Blue Islands flights.

Despite the announcement, the Guernsey government has asked Aurigny to prepare a plan to resume the route in the event Blue Islands, as a consequence of its impending flybe franchise agreement, is unable to operate the route on an acceptable basis.

Treasury and Resources Minister, Deputy Gavin St Pier, said: "We have asked Aurigny to develop a business case and detailed plan for restoring its own independent services and to ensure that it stands ready to re-enter the route in the event that the franchise results in a material reduction in service levels or fare increase. However, this would be a substantial undertaking requiring significant investment, so we will be carefully monitoring developments in the weeks ahead before deciding whether this can be justified in the wider interests of the Bailiwick,"

Superb Islander Rebuild in Queensland, Australia

Islander VH-OBJ is seen here stripped down to bare metal

The former Alligator Airways BN2A-21 Islander c/n 458, VH-OBJ, has been the subject of a full strip down and rebuild by Maryborough Aviation Services before being delivered to a new owner, a Vanuatu based airline.

The finished result – looks good for a forty year old aircraft

Photos of the rebuild are thanks to Dave Geck at Maryborough Aviation Services and can be viewed here:
http://airqueensland.blogspot.com.au/2015/01/maryborough-aviation-services_16.html

Also see http://www.frasercoastchronicle.com.au/videos/britten-norman-islander/32238/

Islander G-AXUB featured in TV Programme "Saved"

A recent episode in the ITV series "Saved" featured the Headcorn Parachute Club's long serving Islander G-AXUB, c/n 121, in a re-enactment of what happened when a parachute jump went wrong in Germany on 17 July 2008. At the time reports about the incident were somewhat brief and lacked detail – now some seven years on all was revealed in the TV programme about an outstanding act of bravery and courage.

Typical view of G-AXUB taking off for a parachuting sortie.

G-AXUB trails a dummy for the TV re-enactment

Major Jeremy Denning, Commandant of the Joint Service Parachuting Centre in Bad Lippspring in Germany was supervising a jump from an Islander and was the last of six on board to leave the aircraft. Unfortunately as he jumped, he caught his foot in a static line and was left helplessly trailing behind the aircraft. The pilot was Garth Greyling, a 33 year old civilian pilot, who was unaware of the fact that Major Denning was in real trouble until on approach to land when the ground crew spotted the trailing body and Garth was told to stay in the air.

After rapidly considering what might be done it was decided that the pilot would have to cut the static line and, it was hoped, Major Denning could then safely open his parachute. However, as the Islander had no autopilot this meant the pilot having to leave the controls, go to the back of the cabin and get a knife from its stowage. After four attempts Garth managed to trim the aircraft so that he could get to the back and was able to cut the line. Major Denning successfully opened his parachute after free falling to speed his descent and landed safely. He was rushed to hospital suffering from severe bruising and shock. A month later Major Denning had fully recovered and was parachuting again.

With the enthusiastic support of Major Denning, Garth Greyling was later given the Royal Humane Society award for saving life and the Royal Aeronautical Society's Salomon Trophy for exceptional airmanship.

For a full account of the incident see http://www.telegraph.co.uk/news/uknews/12076228/The-day-my-life-hung-in-the-balance-at-7000-ft.html

Guyana Trislander Operator News

The former Blue Islands Trislander c/n 1039, G-BEDP, was originally with Golden Arrow Airways in Guyana as 8R-GGB some 18 months ago. It has now appeared in a new guise as 8R-GRD in the colours of local Islander operator Roraima Airways.
The Trislander has proved very popular with tourists in Guyana, particularly with the added security of having three engines when flying over dense jungle areas.

BN Heritage – the Mexican Connection

BNAPS had the pleasure of meeting up with Jose Guerrero and Francisco Vidales from Mexico when they came along to "Islander 50". They are with an aircraft operator based in Culiacan, in the Sinaloa region of Mexico that operates a fleet of Islanders for passenger flights and for transporting tractor parts.

Thanks to Roberto Ruiz in Mexico for the above image of a collection of Islander models operated in Mexico in a special display together a set of framed Ivan Berryman prints.

The Islander fleet consists of BN-2A-27 c/n 486, XB-LVU; BN-2A-8 c/n 353, XB-PVZ; BN-2A-20 c/n 525, XB-ALD. BN-2A-8 c/n 356, XA-DEW, was written off but will be rebuilt to fly again. BN-2A c/n 024, XB-EBZ and BN-2A-8 c/n 681, XA-DIM, are both temporarily withdrawn from use.
More about these Islanders in Mexico will be included in a future issue of BNAPS News.

B-N at Farnborough 50 Years Ago

BN-2 Islanders G-ATWU and G-ATCT lined up on the runway at Farnborough in 1966 – could this be re-enacted at Farnborough in 2016?

B-N caused something of a stir at the 1966 SBAC Farnborough Show when the company arranged for about 300 of its staff to attend.

Islanders G-ATCT and G-ATWU performed an inspiring display routine that caught the imagination.

There were simultaneous take offs and landings and near aerobatic manoeuvres. The Islander's single engine performance was ably demonstrated.

"Islander for the Island" Fund Raising Initiative

BNAPS) is about to launch the "Islander for the Island" major fund raising scheme that is aimed at securing the long term future of the historic B-N Islander G-AVCN. Initially fundraising will be aimed at raising £20,000 to complete of the restoration of G-AVCN as a high quality static exhibit and to provide secure storage through to the end of 2018.

The Scheme

BNAPS is a registered charity and with your help has raised over £20,000 to date to support the restoration of Islander G-AVCN. This funding is made up of donations by BNAPS Supporters Club members and friends, grants from organisations such as the Transport Trust, BBC Radio Solent Community Chest, Isle of Wight High Sheriff's Trust and the generosity of individual donors together with income from BNAPS merchandise sales and fund raising events.

All donations will be individually acknowledged and the donor's name/organisation entered into our BNAPS Roll of Honour which will be displayed alongside the completed aircraft.

How You Can Help

- Become a BNAPS Supporters Club member;
- Become a BNAPS Corporate Supporter;
- Make a regular donation to BNAPS by direct debit or possibly through the Workplace Giving scheme (www.workplacegiving.co.uk)
- Make an individual one off donation to BNAPS;
- Make arrangements for a legacy donation to BNAPS.

"Islander for the Island" Brochure and Donation Registration Form

Further information about the "Islander for the Island" fund raising scheme will be presented in a brochure and registration form due for circulation in January 2016. In the meantime please register your interest by contacting BNAPS by telephone on 01329 315561 or by e mail bob@bnaps.org.uk

BNAPS "Islander 50" Items for Sale

(See page 28 for How To Order details)

B-N cap as illustrated with original style logo
£7.50 + £2.00 UK p&p

Islander 50 commemoration mug incorporating images of the "First of the Many" and "First Man Out" artworks plus "Islander 50" badge
£6.00 + £2.50 UK p&p

"G-AVCN Restoration Project – The Continuing Story " book, 3rd Edition, full colour, 28 pages, £4.00 + £1.80 UK p&p

"BN-2 Islander – 50 Years On" book, full colour, 24 pages, £4.00 + £1.80 UK p&p

"Islander 50" stickers 50p each or 3 for £1.00. Post free if included with other purchases

"Islander 50" DVD

BNAPS has produced a 45 minute DVD covering "Islander 50" and all that happened on the 13 June 2015 to make it a memorable occasion.
The DVD is priced at £10.00 including UK p&p.

Islander 50 artwork prints signed by Ivan Berryman, £30.00 each + £5.00 UK p&p

"First of the Many" Islander prototype, G-ATCT, is shown departing Bembridge Airport to go to the Paris Air Show on 17 June 1965

"First Man Out" depicts the occasion when Tony Austin made the first ever parachute drop from an Islander in September 1965

BN-2 Islander G-ATCT – Farnborough 1966 Livery

Other BNAPS Items for Sale

BNAPS Ltd is the sales arm of BNAPS, selling books, prints and memorabilia etc., and 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 BNAPS Ltd Sales by e mail sales@bnaps.org.uk

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.*

G-AVCN 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 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.
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 Christmas Meal

The BNAPS Christmas meal at Foxes Restaurant in Bembridge on 4 December, 2015, was enjoyed by 38 BNAPS supporters and guests – thanks go to Rita Edgcumbe for setting up all the arrangements and to Foxes Restaurant for a splendid meal.

Forthcoming BNAPS Events

After the Propeller Inn closed last December BNAPS has been looking for a suitable venue for the next social meeting – arrangements will be notified in the near future

BNAPS is at present involved with other local aviation and heritage related groups in planning an event in April that is aimed at raising public awareness of the importance of recognising the Isle of Wight's aviation heritage – details to follow in the March BNAPS News.

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
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Hampshire,
PO14 2PQ

Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy.
Bob Wealthy Chairman of the Board of Trustees

How to contact BNAPS:
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