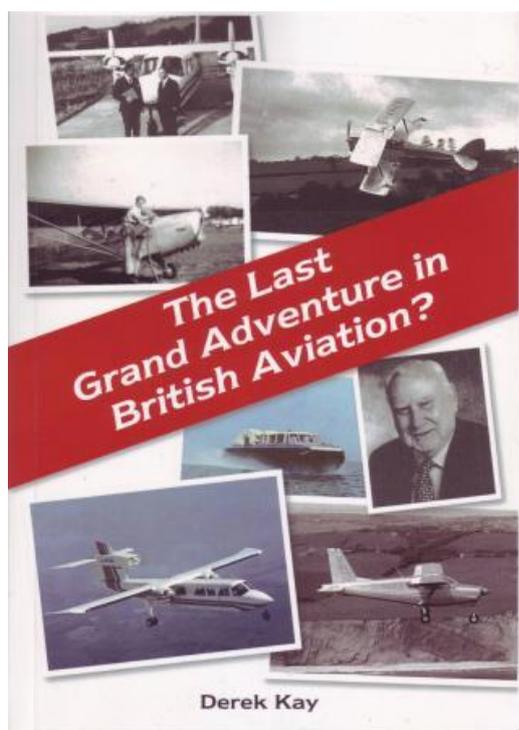




BNAPS News January 2012

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The B-N Story is told in a new book, “The Last Grand Adventure in British Aviation?” by Derek Kay



Derek Kay presents a compelling insider's view of working with B-N from the time he joined the company in 1966 until his retirement in 1998. Derek was recruited to set up the Air Technical Publications Group to produce the manuals and handbooks needed to support certification of the BN-2 Islander.

Derek has made full use of his meticulously kept diary to produce a personal account of his work with B-N and the many and varied people he had to deal with both inside and outside the company.

The dynamic and varied nature of the business of producing and selling the Islander world wide placed exceptional demands on Derek's technical publications team and their work was tackled with the same "can do" approach engendered by John Britten and Desmond Norman.

In his book Derek contrasts the somewhat frantic early days of B-N with the change to a more rigid and highly organised approach to managing the business in the Pilatus era.

Derek has acknowledged the help he received from Peter Gatrell, Peter Graham, Bob Wilson, Jim Birnie, Allan Wright of BN Historians, the late Ron Dack and no doubt many others to produce his book as a unique perspective on the "B-N story".

About the author:

Derek Kay began his industrial career at the age of 15 as an apprentice with Blackburn Aircraft Ltd. After National Service, during which he trained as a Flight Mechanic, he worked at A. V. Roe & Co. Ltd. in Woodford, Cheshire and later he joined Blackburn & General Aircraft Ltd., at Brough, East Yorkshire, as a Technical Author, working on the Beverley and Buccaneer. In 1966 he moved to the Isle of Wight and spent the rest of his career developing and running the Technical Publications Department at Britten-Norman Ltd. Derek's lifelong enthusiasm for aircraft has prompted him to write this book which he hopes all will enjoy sharing with him.

Priced at £9.99, the book is available from waterstones.com and through other booksellers. ISBN 978-1-907571-23-7.

More BNAPS Supporters Club Members Needed

If any BNAPS Supporters Club member knows of anyone who would be interested in joining please pass on BNAPS contact details as given on page 4. 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 a completely independent organisation.

Long Serving Islander G-AXUB for Sale



*Islander G-AXUB lifts off from Headcorn Airfield's grass runway for another parachuting sortie with the Headcorn Parachute Club
[Photo courtesy of Barry Potts].*

News has been received via BN Historians about the long serving Islander G-AXUB c/n 121 that is coming up for sale. XUB was first flown on 13 October 1969 and is a true "Island built" Islander.

Originally destined for delivery to Jonas Aircraft, New York, XUB was delivered to Bristow Helicopters on 3 April 1970 and a couple of weeks later moved to Lagos, Nigeria, under the registration mark 5N-AIJ. Still with Bristow Helicopters after a 10 year stint in Nigeria, c/n 121 took up its original UK registration of G-AXUB on 6 May 1980.

On 5 May 1981 XUB was sold to the Headcorn Parachute Club in Kent and has been operated by the club ever since. XUB has accumulated over 19,000 flying hours over its 42 years of operation and the club's Chief Pilot James Wood has commented "I would love to see it continue flying as I find it a joy to fly". It is hoped that XUB will soon find a new home and continue flying for many years yet.

New Navigation Systems for Aurigny's Trislanders

Aurigny's fleet of Trislanders will use a satellite landing system to make it easier to land at Alderney Airport. The airline has trialled the system for a year and been given permission to use it by the Civil Aviation Authority. David Rice, flight operations director, said it allowed planes to land in worse weather than currently possible. He said the new system improved the long-term viability of the Trislander aircraft. The new system is expected to be installed on all the company's Trislanders early in 2012. Mr Rice said the system meant "low visibility approaches to Alderney can be made that would perhaps not otherwise have been possible. "Unlike Guernsey, Jersey and many other European airports, Alderney is too small to justify the cost of an instrument landing system." It utilises information from European Geostationary Navigation Overlay Service (EGNOS) which uses GPS to make low-visibility landings easier. Mr Rice said: "It will be of a huge benefit to our Alderney operations and we are delighted to have led the way. "Southampton Airport is also planning to introduce approach procedure using EGNOS." Colin Le Ray, Guernsey Airport's director, said: "This new process will create additional flight training business for Alderney and for this reason it puts Alderney Airport well and truly on the map."

Proposed BNAPS Group Visit to Ferguson Family Museum at Freshwater

Initial thought is being given to organising a BNAPS group visit to the Ferguson Family Museum near Freshwater [<http://www.ferguson-museum.co.uk/>] around April/May time next year.

The collection celebrates the life and achievements of Harry Ferguson and depicts his life and interests in the world of agriculture, aviation and motor racing. Perhaps these days he is most famous for his "Little Grey Fergie" tractor.

The exploits of the Wright Brothers fascinated the young Harry Ferguson and during subsequent years he visited many air shows and exhibitions including shows at Rheims and Blackpool where he took measurements from the aircraft there. On his return to Belfast he persuaded his brother Joe that it would be good for their garage business to build and fly planes. Finally on 31 December 1909 Ferguson was ready to go. The balance of the machine was near perfect and a successful flight of some 130 yards was made despite experiencing fierce gusts of wind.

Harry Ferguson had thus made the first flight of a heavier than air flying machine in Ireland and was arguably the first Briton to build and fly his own aeroplane, although this achievement has generally been credited to another pioneering aviator A V Roe.

A Saturday group visit is envisaged, meeting up at the museum for 10:30. After a tour of the museum and taking in a light lunch at the adjacent farm shop it may be possible, weather permitting etc, to go to the Needles Battery in the afternoon to see the rocket test bays and associated history of rocketry at High Down.

If anyone is interested in this visit please contact Bob Wealthy on 01329 315561

East Wight Workshop Refurbishment Completed

A major step forward was made following completion of the re-decoration and refurbishment of the East Wight Workshop early in January 2012. This has now enabled transfer of detail component parts and spares from temporary storage at Nettlestone so that the main restoration programme can proceed on a sound basis.

The team of volunteers, for this phase led jointly by Bob Wilson and Guy Palmer, has completed their work on cataloguing and surveying the component parts of "Charlie November", taking into account the recently declared BNAPS Trust's policy statement concerning restoration to a high quality standard for static exhibition.

Whilst the extent of workshop refurbishment has been more than originally envisaged and has taken longer than anticipated, it was the trust's decision that not only must the restoration work be conducted in a proper working environment, the workshop itself is tangible evidence of our resolve and properly reflects the standards laid down for the restoration work. This is particularly important as we will be expected to show what is being done to gain the confidence of potential sponsors and to support a series of anticipated grant applications.

For 2012 we now look forward to the "real" restoration work gathering pace

BNAPS Talk Evening 24 January - "Aviation at Bembridge 1905 -2012"

For over 100 years Bembridge has played a significant part in the evolution of British aviation since early attempts to fly were made by Dr. F.A. Barton, his son Dudley and F.L. Rawson when they constructed the Barton-Rawson Hydro-multiplane around 1905. This illustrated talk will be given by Bob Wealthy and takes the story of aviation at Bembridge from this time to the present day.

With the opening of Bembridge Farm as an airfield in 1920 virtually all local aviation activities have been centred on what is now known as Bembridge Airport. In 1921 the landing ground at Bembridge Farm became one of the first in the country to gain an official licence. Since that time Bembridge Airport has supported private fliers, flying training, gliding, air services and of course the historic association of John Britten and Desmond Norman and all that followed, principally with their crop spraying business, BN-1, BN-2 and BN-3 aircraft and early hovercraft developments under the Cushioncraft name.

Despite the difficulties encountered last year, Bembridge Airport remains in use and, with its all weather hard runway and conveniently located Propeller Inn, continues to be a valuable Island asset and a popular destination for private fliers and training aircraft. If time permits the evening will include some recent video material of aircraft operations at Bembridge.

BNAPS on the web

In the early part of 2012 it is planned to initiate work on setting up a BNAPS website covering news, progress reports, related articles and on-line sales facilities. A members-only access facility will be added later on to enable BNAPS Supporters Club members to view heritage photo galleries and articles and other documents related to B-N and local Isle of Wight heritage as well as up to date aerospace news that may be of relevant interest.

In the meantime the following links give access to information that may be of interest:

<http://www.iwcp.co.uk/news/news/flight-salute-to-island-aircraft-34589.aspx>

woottonbridgeiow.org.uk/social/?cat=69

asp-gb.secure-zone.net/v2/index.jsp?id=58/112/2749&startPage=23

bnhistorians.co.uk (note that back issues of BNAPS News can now be viewed on the BNH website)

islandheartcareclub.org.uk/wp-content/uploads/tickertape/tt0701.pdf Article by Peter Ward

http://www.bwavg.co.uk/The_Islands_Oldest_Islander_on_the_Move_BNAPS_News_Release_2010_001_V2a.pdf

BNAPS Items for Sale - Price List January 2012

1. Trislander 40th book (2nd edition) @ £3.50*
2. Islander VCN restoration book – "The Story So Far" (2nd Edition) @ £3.50*
3. Nymph and Freelance book (1st Edition) @ £5.00*
4. Britten Sheriff book (1st Edition) @ £3.50*
5. BN-1F Finibee book (2nd edition) @ £3.50*
6. Trislander lapel pins @ £2.50
7. Aviation at Bembridge book (3rd Edition planned for Spring 2012) @ £6.50
8. BNAPS "Charlie November Restoration" mug @ £6.00*
9. Postcards depicting B-N Islanders and Trislanders @ 50p each or 3 for £1.00
10. Islander 40th pens @ 50p
11. BNAPS enamelled lapel badges @ £2.00
12. BNAPS sew on patches @£1.50
13. Islander 40th key rings @ £1.00
14. Islander 40th mugs @ £2.50
15. Islander VCN A3 colour print @ £2.00
16. B-N Caps (original style logo) @ £3.50
17. BNAPS polo shirts blue or grey L, XL £15.00 each

Items marked * are available to BNAPS Supporters Club members at 50p off marked price

Above items are normally on sale at BNAPS events or place an order by e mail or by writing to the BNAPS contact address below. UK post and package will be in addition to prices shown above.

Can you Help?.

If you can help with VCN restoration work, please contact Bob Wilson or any of the other trustees, see contact details on this page.

We also need help with event organisation and publicity, archive management, etc.

Forthcoming BNAPS Events in 2012

BNAPS Social Evenings will be held at the Propeller Inn unless otherwise advised, please arrive by 19:00 for a start at 19:30. Talks will generally finish by 21:00.

Entry charge for is £1.00 for BNAPS Supporters Club members and £2.00 for visitors.

24 January 2012 – BNAPS Social Evening - An illustrated talk titled "Aviation at Bembridge 1905 - 2012" will be given by Bob Wealthy.

27 March 2012 BNAPS Social Evening – details to be advised

Events later in 2012 are at the planning stage and will be announced in due course.

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,
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Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy.

Peter Graham is chairman of the board of trustees.

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