



BNAPS News November 2011

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BNAPS Celebrates Trislander's 40 Years with Aurigny Air Services

1 October 2011 marked 40 years since Aurigny Air Services brought their first Trislander G-AYWI into service on their routes between the Channel Islands and Alderney's mainland link to Southampton. Having started the inter-Island service in 1968 with B-N Islander G-AVCN, passenger numbers increased rapidly such that within a year or so Aurigny was looking for a higher capacity aircraft. The owner of Aurigny, Sir Derrick Bailey, was well acquainted with John Britten and Desmond Norman and asked what they could do. The result was a low risk adaptation of the basic BN-2 Islander as the Islander Mk III or Trislander.

Aurigny Air Services' first B-N Trislander G-AYWI, delivered in August 1971 and entered service on 1 October 1971.



Aurigny Air Services now has 6 Trislanders in its fleet and by way of a small celebration BNAPS Supporters Club member Tony Smart and BNAPS Trustee Bob Wealthy booked a day trip from Southampton to Alderney on 2 October. Thanks to the help of an Aurigny pilot and the airline staff at Southampton and Alderney the number 2 seats were allocated to the BNAPS passengers and, with perfect weather on the day, the delights of the "Trislander Experience" were enjoyed to the full. On arrival at Alderney a small welcoming group had been organised by Alderney resident and BNAPS Supporters Club member Sheila Marshall; also a special celebratory cake had been made for the day. This was all most unexpected and very much appreciated.



Sheila Marshall and Tony Smart, with Aurigny Air Services pilot Warwick Bayman, prepare to sample the celebratory cake at the Alderney Air Terminal

After a special BNAPS tour of Alderney, courtesy of Sheila Marshall, Trislander G-RBCI arrived back from Southampton ready to return the BNAPS party to Southampton, certainly a day to remember.

"A Career in Flying" a Talk by Iain Young MBE BSc FRAeS Tuesday 29 November at the Propeller Inn

For the next BNAPS social evening on Tuesday 29 November 2011 we are looking forward to a talk by Iain Young, titled "A Career in Flying". Iain graduated with a degree in electronics in 1968 and joined the Royal Air Force in 1972 and later on in 1981 trained as a test pilot at the Empire Test Pilots' School, Boscombe Down, where he subsequently served as Principal Tutor.

Following retirement from the RAF in 1989, Iain joined Pilatus Britten-Norman (PBN) as Head of Flight Operations.

After a period as an Inspector of Air Accidents with the UK Air Accident Investigation Branch, Iain joined Marshall Aerospace as a test pilot and was appointed Chief Test Pilot in August 1999. He holds full civil and military test flying approvals but also has a keen interest in Light Aviation and is a Flight Instructor and Examiner. He owns a Robin 2100a, holds an ATPL, and has approximately 10,000 flying hours on 100 aeroplane and helicopter types.



One of the highlights of Iain's flying career was flying Vulcan XH558 as part of the testing undertaken by Marshall Aerospace for the "Vulcan to the Sky" project

Iain is Managing Director of Marshall Executive Aviation and the Cambridge Aero Club, a Fellow of the Royal Aeronautical Society & former Chair of its Flight Test Group, former Chair of the Aerospace, Defence and Security (formerly SBAC) Flight Operations Committee, and member of the Farnborough International Airshow Flying Control Committee. He was awarded the MBE in 2009 for services to aviation.

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. Our aim is to recruit at least 5 new members/month

VCN Parts Cataloguing and Condition Survey Nears Completion

The cataloguing exercise is absolutely vital to minimise wasted effort downstream such that immediate action can be taken to seek out replacements in anticipation of the stage when they will be needed later on in the restoration programme. Over the past few months, in somewhat uncomfortable conditions, members of the BNAPS Engineering Operations team have spent a considerable amount of their time on the cataloguing and sorting exercise at the Nettlestone Barn storage facility. Thanks go to Guy Palmer, Bob Ward, Paul Thomasson and Keith Winter for putting in the effort.

Looking at the declared restoration policy, see this page, it is clear that for a static restoration the cataloguing work will shortly have gone as far as is necessary for present purposes and the time has come to transfer parts to the refurbished Workshop by the end of December so that restoration work can start in the New Year.



The above photographs show on the left the general working area where parts are selected, identified and where possible by B-N part number and assessed as regards condition and future use. Labeled parts are then placed in organised storage, as shown in the right hand photograph, using the racking purchased with a grant obtained from the Radio Solent Community Chest scheme.

Charlie November "Fly or No Fly" Restoration Policy Declared

Much thought has been given by BNAPS Trustees regarding the possibility of a restoration to fly for "Charlie November". Advice has been sought from the CAA, those who have worked on the Islander and those directly involved in the work on the aircraft, both with B-N and under the BNAPS banner. BNAPS has been fortunate to meet up with Dr Robert Fleming who masterminded the "Vulcan to the Sky" project and came down to Bembridge to give us the benefit of his experience. After due consideration BNAPS Trustees have declared the restoration policy as follows:

"The unique characteristic of G-AVCN (cn 003) is that it is the first production Islander to be manufactured and is also the oldest surviving Islander. All aircraft are modified and have replacement parts installed during their lifetime, but the original structure, parts and equipment recovered from Puerto Rico represent cn 003 in its last form and provide a meaningful basis for restoration of this historic Islander.

Because sufficient original structure and parts are available, the legitimacy of the description of the aircraft as cn 003 can be retained. However, much of this original structure, and many of the parts, are no longer airworthy or in a condition suitable for restoration to an airworthy state. If, in order to retain originality and legitimacy, these are included in the restored aircraft then it will of necessity be a static exhibit. The aircraft could be rebuilt to a flying condition provided that sufficient funds, information, parts and labour were available, but only by replacing major elements of the existing structure and parts.

In this case only a much smaller percentage of the original would be incorporated into the resulting aircraft. The unique identity would be diluted to a point where its claim to be cn 003 would lie with its nameplate and its logbook, but no longer through its airframe.

The Trustees were of the opinion that the purpose of the restoration should therefore be to produce a high quality and professional static exhibit incorporating as much of the original aircraft as possible and which would indeed be, and may legitimately be presented as, cn 003. The Trustees agreed that working flying controls and a basic electrical system, sufficient to power internal and external lighting, should be installed."

Roll out of the restored aircraft will be at a designated date in Q4 2014/Q1 2015 in readiness for public display on 13 June 2015 for the 50th anniversary of the BN-2 prototype's first flight.

BNAPS Items for Sale - Price List November 2011

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 end of 2011) @ £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 address below. UK post and package will be in addition to prices shown above.

Can You Help?

We urgently need more volunteers to help with completion of workshop refurbishment and for the restoration of "Charlie November" A variety of skills are needed, please contact Bob Wilson or any of the other trustees, see contact details on this page.

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

Forthcoming BNAPS Events in 2011/2012

Talks 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 talks is £1.00 for BNAPS Supporters Club members and £2.00 for visitors.

29 November 2011 - Talk titled "A Career in Flying" will be given by Iain Young about his test flying career with the RAF, B-N and as Chief Test Pilot with Marshalls of Cambridge.
23 January 2012 -Talk, Details to be advised
27 March 2012 BNAPS Supporters Club AGM – members only.
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:
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Trustees are Peter Graham, Bob Wilson, Guy Palmer and Bob Wealthy.
Peter Graham is chairman of the board of trustees.

How to contact BNAPS:

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