



BNAPS News September 2012

BNAPS News Vol 2 Iss 5 – September 2012

BN-3 Nymph/Freelance Meet Up at Bembridge

For the past year or so NAC Freelance G-NACI, originally BN-3 Nymph G-AXFB, has been resident in the hangar at Bembridge where it was originally built in 1969. The only production NAC Freelance G-NACA, owned by Alex Norman, visited Bembridge in July this year thus providing a rare photo opportunity with the two aircraft together.



First B-N Aircraft Built at Daedalus Airfield Lee-on-the-Solent Flies



BN2T-4S G-CGTC is seen here on an early test flight from Daedalus Airfield Lee-on-the-Solent around mid July 2012.

This is the first B-N aircraft to be built in the production facility at Lee and is destined to be delivered to the Police Service of Northern Island to replace their present Defender G-BSWR that has been in service since 1992.

Photo courtesy of Jon Butts, Lee Flying Association

www.eghf.co.uk

Princess 60 - Saunders-Roe Princess First Flight 60th Anniversary 22 August 2012

The Princess 60 event went well and a crowd of around 250 assembled on the East Cowes Waterfront to see the commemorative flypast by John Russell's Cessna 182 amphibian G-ESSL. An event report can be found under the following link:

<http://www.globalaviationresource.com/reports/2012/aviation-events-saunders-roe-princess-60th/index.php>

BNAPS supported the Princess event with a display stand as part of an informal "get together" in East Cowes Town Hall later in the day. The stand highlighted the part played by East Cowes to get the Islander into production when some 360 sets of Islander wings and fuselages were delivered to B-N from production lines set up in what was then Westland Aircraft's Falcon Works.

Thanks go to John Kenyon and Rita Edgcumbe for helping to make the Princess 60 event a success.



Islander fuselages and wings are seen here in production at Westland Aircraft/ BHC Falcon Works at East Cowes around 1970.

Production continued at East Cowes through to contract completion, by which time B-N had been acquired by the Fairey Group. Due to the continuing high demand for aircraft, parallel contract arrangements were made with Technoimport for Islander production to be established in Romania.

(photo courtesy of the George Marsh Collection).

Islander Mk III Picture – Can You Help?



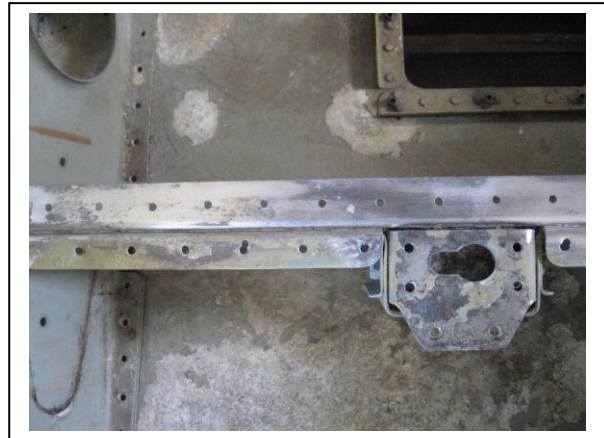
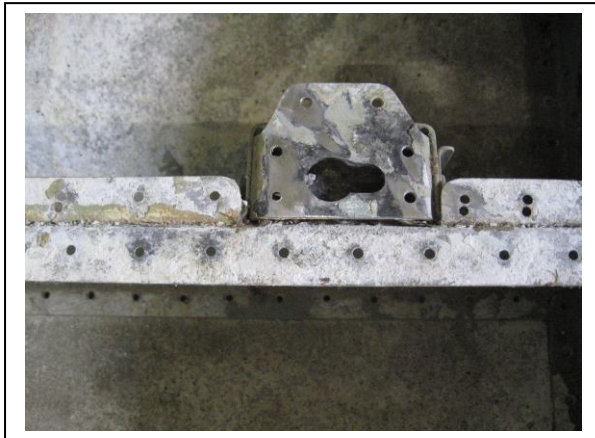
Mike Dore has sent Bob Wilson this photo of Islander Mk III G-ATWU in the Bembridge Experimental Hangar, possibly when the fin and rudder extension had been fitted. Bob was unable to identify the 3 workers in the foreground but is sure it is Taffy Lloyd in the centre behind the No Smoking Sign. Can anyone identify the people in the picture and maybe a precise date when it was taken?

VCN Restoration Progress – Latest News

Work was resumed early in September after the August stand-down period. Main areas of work are to complete the re-skinning of the rear fuselage side and roof sections and sorting out the corroded floor area and seat attachments.

The replacement roof panel has been dressed to fit and it is drilled ready to refit along with the new corner section. The side skins can also then be replaced, anti-corrosion treatment will be applied before these are finally riveted.

A good start has been made on de-corroding the fuselage floor structure with about 2/3rds of the horizontal surfaces tackled. Some corrosion of the vertical faces has also been attacked. The interfacing with outer skin will be tackled when the skin is removed. This has several patches of bad corrosion. The photos below show the area round one of the seat keyhole areas before and after de-corroding.



The progress of restoration work will be presented at the BNAPS social meeting on Tuesday 16 October in the form of an illustrated "walk through". As members of the restoration team will be present this is an ideal opportunity to meet some of the team and to gain an insight into what has been achieved, the difficulties that have been overcome and what is planned for the next phase.

It is a fact that the work has to be paced against the availability of funds and this is seen as becoming more of a problem. BNAPS is actively seeking and finding support from the industry and there is a continuing need to pursue fund raising initiatives and to increase the number of BNAPS supporters. Any assistance will be most welcome.

More BNAPS Supporters Club Members Needed

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

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 a completely independent organisation.

New Book "The Last Great Adventure in British Aviation" by Derek Kay, available from BNAPS

Derek Kay has kindly offered BNAPS a special price for copies of his book. A batch will be ordered as soon as we have 6 more orders to make up the minimum order quantity required. Books supplied by BNAPS will include an insert signed by Derek Kay and are priced at £8.99 from BNAPS, that is £1 off the list price, plus £1.50 for UK p&p. Each sale will contribute to BNAPS fund raising.

Ivan Berryman Produces New Artworks Depicting the BN-1F

Son of Denis Berryman and well known Island aviation artist Ivan Berryman has recently managed to find some time to create a pair of unique artworks depicting the BN-1F.



The first artwork depicts BN-1F G-ALZE as it might have looked when flying in its original form with the box section undercarriage legs and powered by the JAP J-99 flat twin engine.



The second artwork depicts BN-1F G-ALZE banking over Bembridge Airport in its later modified form as flown in the late summer of 1952.

The later BN-1F version had a Lycoming engine giving more power, a modified undercarriage, extended wing, enlarged fin and rudder and had end plates fitted to the tailplane.

Forthcoming BNAPS Events

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

16 October* - First of the 2012-2013 season's social meetings. The evening will be an open meeting for which there is no entry charge and all are welcome to attend.

The evening will include an illustrated review of VCN restoration progress and discussion of the way ahead to June 2015.

***Note the change of date from 25 September**

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

Details of further meetings later in 2012 and in 2013 will be advised.

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.

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