

# THE NORSEMAN NEWS

Spring 2021



THE OFFICIAL NEWSLETTER OF THE  
BRITISH COLUMBIA AVIATION MUSEUM

## Bermuda, Here we Come by Stan Brygadyr

It was a dark and stormy night, but we had to go to Bermuda, as a Royal Navy "A" Boat (submarine) was waiting for us to do Anti-Submarine (ASW) training. It was 25 Nov 1961, and my Commanding Officer (CO, VS-880 Sqn) was to lead a 4-plane formation of Tracker aircraft. I was his co-pilot (and thus the "lead navigator"). Navigating the 750nm to Bermuda, straight South of Halifax, was not normally a problem provided you stayed at 1000ft or below under Visual Flight Rules (VFR), in order to see the "wind-lanes" on the water surface and thus estimate the wind-speed and direction (this is "dead-reckoning" navigation). The Tracker was not equipped with any long-range navigation capability, only a low-frequency radio for airways beacons, and tactical air navigation (TACAN), for both airways and relative position to the carrier.



The expected morning departure was stymied by thick fog at our home base of Shearwater NS, and it didn't open up for an Instrument flight departure until late afternoon. Since we were now going for a night flight, and not VFR (so no formation!), we had to file an Oceanic flight plan individually, and we departed "stacked" at 9,8,7 and 6000 ft. Now came the challenge! The weather forecaster advised of a frontal system along the route, and winds at the start would be WSW at about 20kts. I therefore biased our heading slightly west of the required track; there was no ability once airborne to assess the wind direction or speed!

After about 4 hours airborne, and being in severe thunderstorm activity which produced St Elmo's Fire on our windscreen (which was a new experience for me and scary as hell!), we should have been able to receive the Bermuda Beacon or TACAN. With thunderstorms all around us the beacon was useless. We couldn't even tune it in due to the static; our apprehension level was rising rapidly! We motored on, and after four-and-a-half hours we should definitely have had the TACAN by now.

My CO said "What now Co-Pilot"? Fortunately, in pre-planning the trip, I had found a CONSOLAN chart for a beacon which broadcast a signal easterly from the Carolina coast - unaffected by thunderstorm activity. When I counted the "beeping signals" and charted them, I knew my latitude and thus that I was still a bit north of Bermuda. Since I had been biasing our heading for a westerly wind, it seemed logical that we were likely too far west of track due wind changes enroute. I advised the CO to turn left 60 degrees to an ESE heading. In about 20 minutes we got a TACAN lock-on at 90 miles, on-the-nose! Whew, what a relief! I advised the other 3 aircraft which took bearings from me to follow us into Kindley Field. But the drama wasn't over! In another 10 minutes the low fuel-warning lights illuminated meaning about 30-40 minutes to dry tanks(!) and we still had over 60nm to fly (at our cruise of 150kts that would take about 25 mins!). Well I'm here to tell the story so we (all 4 aircraft) landed with nothing but fumes in the tank! That five-and-a-half hour flight was my longest in a "Tracker" and one of my scariest (there were others!) flights ever.

## President's Message

### President's Message, Spring 2021

Spring has finally arrived and it is wonderful to see more light to brighten our days, flowers coming out everywhere and to feel warmer temperatures. With Covid vaccinations progressing there is a definite sense that a return to normality is within reach. However, we still have some way to go. I would like to remind everyone to remain vigilant, maintain social distancing, wear their face masks and take all other measures required to keep everyone as safe as possible.

There has been much happening at the museum - for example:

- The Hampton Gray memorial is now complete and looks great. A formal opening ceremony will be arranged as soon as practical;
- Our new strategic plan is being implemented and the final touches being put to a revised constitution that will keep us up to date with the latest rules and regulations;
- New point of sale software has been installed to update our gift store and allow online membership renewals and sales. Artefact cataloging is being revised to better manage our collection and allow online viewing;
- Ebay sales remain strong and we just received a substantial book collection for the library and to boost ebay stock;
- Library renovations are now complete with painting, carpets and new shelves. All our books are now in one place and there is room to grow our collection;
- The restoration hangar and external storage have been reorganized and tidied up. A lot of surplus junk has been disposed of;
- A new display area has been created just inside the restoration hangar. This has tidied this space up, made it safer for visitors and allowed us to put some more Lancaster items on display; New artefacts have arrived including Tracker engines, a Rolls Royce Merlin block that will help Lancaster restoration, and a hot air balloon. If anyone has basket and/or leather working experience your help in restoring this would be very welcome!

There is much to look forward to including:

- The relocation of the artefact storage area to the restoration hangar mezzanine. This will give more room for artefacts and space for display development. This will also free up space for a proper IT room at last;
- With winter over, snow melt will allow us to retrieve the Piasecki H21 helicopter from the interior. Meltwater will raise river levels allowing the Grumman Tracker to be barged to our museum from Chilliwack;
- Arrival of a used scissor lift to make maintenance tasks easier and much more.

Many thanks to all volunteers and members for your support. Please remember to renew your memberships. Take care now and looking forward a brighter future.

David Jackson,  
President BC Aviation Museum



## Important Upcoming Dates

January - April 2021

Due to the unusual times we live in, Museum events may be affected.

Speaker nights, volunteer lunches and other museum events are cancelled or postponed until further notice - however, since the Norseman News is published only four times a year, and pandemic-related events can change almost by the week, please continue to check happenings at the Museum's website or current Slipstream magazine for dates and events.

The museum itself is currently open Thursdays through Sundays, from 11am-3pm. Masks are now required for everyone visiting or working at the museum.



## Join or Renew Your Membership



## COMING SOON!

Further to the recent acquisition of a hot-air balloon, the museum has also added a Grumman CF2S-2 Tracker to its growing collection. The large, twin engine Tracker is currently sitting near the banks of the Fraser River outside of Chilliwack, awaiting the flood water that will enable a barge to bring it to Vancouver Island (see photos above, one at its last home in Abbotsford, and one on its way to the river). In the last half of the 1950s Canada acquired 100 Trackers for use in the anti-submarine role, while operating from Canadian aircraft carriers and land bases. All but one of these Canadian Trackers were built under license by de Havilland Canada between 1956 and 1960.

The Tracker legacy in respect of British Columbia is twofold. From 1960 until 1974 the Tracker was active in the maritime reconnaissance role while based at Patricia Bay with VU-33 Squadron. Thereafter the squadron was relocated to Comox, BC, where Trackers remained active until the type was completely withdrawn from military service in 1990. The library has a video of a Tracker performing a spectacular 'wheels up' landing at Pat Bay in 1968.

Then, beginning in 1978, 35 military-surplus Trackers were converted to civilian aerial tankers by Conair of Abbotsford. Now called Firecats, they performed important work fighting BC forest fires for decades until retired in 2009. Saskatchewan and Ontario also used Firecats for similar tasks, while France still operates eight Turbo Firecats.

In all, three Trackers are held by BC museums, the others being at Comox, and a Firecat conversion at Langley, BC. The BC Aviation Museum Tracker will be used to supplement our display of the Conair Douglas A-26 as an aerial tanker, and our Avro Lancaster in the maritime reconnaissance role.

## Lt. Hampton Gray, VC DSC RCNVR Memorial Monument



Lt Gray Monument Project Team

Featured in this photo are the four former Navy Members ultimately responsible for the Lt Hampton Gray Memorial Monument.

From left to right: Col Stan Brygadyr RCN/RCAF [ret] Project Secretary; Capt Terry Milne RCN [ret] Project Manager; LCDR Gerry Pash RCN [ret] Public Relations and Ceremonial Master Seaman Joe Buczkowski, RCN [ret] Project Originator

On Tuesday, January 5<sup>th</sup>, 2021, a momentous event took place at the BC Aviation Museum in Sidney. The installation of a Memorial Monument dedicated to Lt. Hampton Gray, legendary Naval Aviator, which was installed on the grounds of the Museum.

A resident of Nelson, BC, Hampton Gray, or “Hammy” as he was referred to, left UBC in 1940 at the age of 22, to join the Royal Canadian Navy Volunteer Reserve (RCNVR) and was sent to Britain for his naval training. During his naval aviation career, Lt. Gray was involved in a number of naval engagements, one of the most notable being the attack on the Amakusa, a Japanese destroyer. This engagement ended up taking his life when the Corsair he was flying was hit by enemy fire, plunging his aircraft into Onagawa Bay, Japan.

A third edition of his story **“A Formidable Hero”**, which journeys his life from childhood through to his final days, will soon be for sale in the BC Aviation Museum’s gift shop. It is, a truly remarkable story of a true legendary Canadian Aviator. A highly recommended reading for anyone interested, in this era of history and the life of one of the best who flew during World War II.

Notable contributors to the design, creation and installment of the monument include Veterans Affairs Canada, Royal Canadian Legion BC/Yukon Command, Naval Association of Canada, British Columbia Aviation Museum, Stewart Monumental Works Ltd and Rusnak Gallant Design Ltd.

Several private donations were also made, one of them our museums, Peter Keith Murray. Many more names [ including the 4 gentlemen pictured with the monument] are engraved on a beautiful granite bench that faces the monument as part of the Memorial.

If you have not already seen this exceptional dedication to a “Legendary Naval Aviator”, please take some time to visit the Aviation Museum to see this outdoor tribute.

## **ARGUS: The Watchful Guardian** by David Olson

March 28 1957. This Spring day in Montreal opened a new chapter in the history of the RCAF and Canadian aviation. Heads must have turned as Canadair CL-28 (RCAF 20710) thundered into the air on its maiden flight.

This was no ordinary day, nor any ordinary aircraft. This was the ARGUS! The RCAF issued the specification for the maritime patrol Lancaster replacement in 1952 and despite the daunting task of new design and manufacture Canadair won the contract and produced and flew the first aircraft in just three years from 1954 to 1957.

Why ARGUS? In Greek mythology Argus was a giant with a hundred eyes – the guardian of a princess, becoming known as “the Watchful Guardian”.

Since WW2, building a new maritime military aircraft has been a problem for Governments and Air Forces. Production runs are usually short, while stringent operational requirements make the cost of designing and developing a completely new airframe significant or prohibitive. Thus, most maritime military aircraft since WW2 have been developed from an existing aircraft. Examples were: the RAF Shackleton – from the Lancaster, and the Nimrod from the Comet; the US Navy Orion (Canadian Aurora) from the Lockheed Electra, and lately the P-8 Poseidon from the Boeing 737. The Argus was no exception, but given when it was built and the available technology it was a major achievement at a time when Canadian aviation was making huge strides. (c.f. The Avro Arrow and De Haviland). The NATO specified, Dassault-Breguet Atlantic, operated by France, Germany, Netherlands and Italy, was an exception. (Three were later sold by France to Pakistan)



Canadair CL-28 Argus (Photo: Canadian Aviation and Space Museum)

The RCAF and Canadair settled on the Bristol Britannia airliner as the basis for the CL-28 but the challenges were enormous. Contemporary gas turbine engines could not give the fuel economy needed for long (up to 24hours) low level missions and the need to carry a large munitions load in an internal bomb bay precluded the pressurized cabin of the low wing Britannia. The airframe stresses of maritime operations gave the Canadair designers yet more problems to solve. The result was a “Made in Canada” series of “firsts”.

To meet the challenges Canadair engineers designed a completely new non-pressurized fuselage, and used the Britannia wings, tail surfaces and landing gear. A tremendous feat in those days and to handle the low-level flying stresses, new metal bonding techniques had to be developed and innovations like titanium and structural plastics were incorporated. To fit the low wing design, two separate 18ft bomb bays were incorporated, fore and aft of the main spar unlike the huge single bomb bays of the Lancaster and Shackleton (remember the “dreaded main spar”!). To handle the power and range requirements, the four Bristol Proteus turboprops were replaced by Wright R-3350 turbo compound 3700hp 18-cylinder

radial engines.

Mention must be made of the 1957 National Film Board documentary on the Argus, "Birth of a Giant". A must see for any aviation enthusiast, it records the building of what was then the largest aircraft ever manufactured in Canada. And the Argus was BIG, with a maximum take-off weight of 157,000 lbs (78.5tonnes), 39.1 metres long (128 ft) and wing span of 43.4 metres (142 ft). This huge wing span placed extra demands on the skills of the pilots in the anti-submarine and shipping role. As pilots know, flying a large aircraft at very low level over the sea at night tests pilot and aircraft to the limit. These exceptional conditions took the lives of all sixteen people on Argus MkII 20727 on the night of 23 March 1965. On a night ASW exercise with a Royal Navy submarine north of Puerto Rico, a wingtip hit a high swell during a steep turn, the aircraft cartwheeled into the sea and was totally destroyed. This is an aspect of military operations that the public may not know or see. Training for war often requires aircraft to be flown to the limit and accidents can and do occur.

Two RAF Shackletons hit the sea during the early 1960's and miraculously survived. One, off Northern Ireland hit the sea during a night bombing exercise, tearing off the radome and bomb doors and damaging the propellor blades. The other on my own squadron, on a daylight bombing exercise hit the sea, tearing off the radome. Shackleton crews silently pondered the events.

Carrying one of the largest crews in the business the Argus had amazing range and endurance and could fly for up to 26 hours on operations. On 1-2 October 1959, an Argus of 407 Sqn set a Canadian military record for the longest duration unrefueled flight; just over 31 hours flying from RNZAF Base Ohakea to



Argus and Neptune 1981 (Photo: Wikimedia Commons)

USNAS Barbers Point Hawaii. The first 13 Argus were Mk1's with the American AN/APS 20 radar; the remaining 20 were Mk2's with the British ASV21 radar in a smaller chin radome and some different nav/com/ASW equipment.

The Argus was often envied by other air forces. On a detachment to RCAF Greenwood (RAF Shackleton Mk3 XF 702) in April 1962 I was privileged to fly on a night anti-submarine exercise in Argus MkI 20713 (Flt Lt Ashby RCAF). RAF crews were impressed by the spacious fuselage of the Argus and its range of equipment – but we still loved the Shack - the ultimate Lancaster. A bond existed between maritime air forces and RAF Shackleton squadrons often had RCAF and RAAF officers on exchange. Canada should always be proud of the Argus and the crews who flew them, playing a vital role in the years of the Cold War. It had a long operational life for the times (1958 –82), was the largest aircraft built in Canada and probably had the most effective ASW capability in the world at the time.

The NFB film is fascinating, seeing the Argus being designed by men in jackets and ties and smoking pipes! But it reminds us of the importance of national heavy aircraft engineering capability, crucial in these days of "offshore" manufacture and software for everything.

David Olsen

## Leonard Shebeski - A Canadian Hero by Doug Rollins

On 7 July 1942 Pilot Officer Leonard Shebeski was seated in the nose of Bristol Bolingbroke #9118, which was undertaking another wartime maritime patrol. Shebeski, a native of Manitoba and the navigator / bomb aimer, had been posted to RCAF Station Patricia Bay as a member of RCAF Squadron #115 (BR). In May of that year, they and Squadron 118 (F) were suddenly ordered north to Annette Island; an American military base located off the coast of Alaska almost 1,000 kilometers north of Seattle. Now designated as 'Y Wing', the two RCAF squadrons were helping to deal with the recent Japanese invasion of the Aleutian Islands. With Shebeski in the Bolingbroke on that day was the pilot, Flying Officer W. E. Thomas, and a Wireless Air Gunner, William Evans. At this point they were 216 kilometers north-west of their base; the weather was good and the seas were calm. Everything pointed to yet another long and boring patrol over the frigid coastal environs.

All of this suddenly changed when Shebeski spotted a suspicious swirl in the sparkling waters below. Overflying the area, the crew spotted a cigar-shaped object just beneath the water. No friendly forces were in the area, so this had to be a Japanese submarine. Reversing their course, Shebeski released a 250-bound anti-shiping bomb that exploded near the object. The crew then observed a dark 150-foot stain appear on the water. The following morning, two American Coast Guard cutters appeared on the scene and reported the strong smell of diesel fuel. In a coordinated attack lasting 18 hours in all, they dumped depth charges on a stream of bubbles



and reported a definite kill. Military Intelligence concluded that the submarine was RO-32, a Japanese submarine designed for coastal defense. For their part in the action, Thomas and Shebeski were Mentioned in Dispatches, and given a citation by the U.S. Army Air Force.

The only problem was that after the war RO-32 was still afloat, and Japanese records showed that no submarine was even in the area at the time.

So the mystery deepened and it was generally concluded that the object must have been a whale until years later when it was revealed that the Soviets had lost submarine shch-138 sometime during the same period. A poor-quality photograph of the attack shows a near-miss; just above the surface is a conning tower, on which the number 8 can barely be discerned. Officially, the tight-lipped Soviet mil-

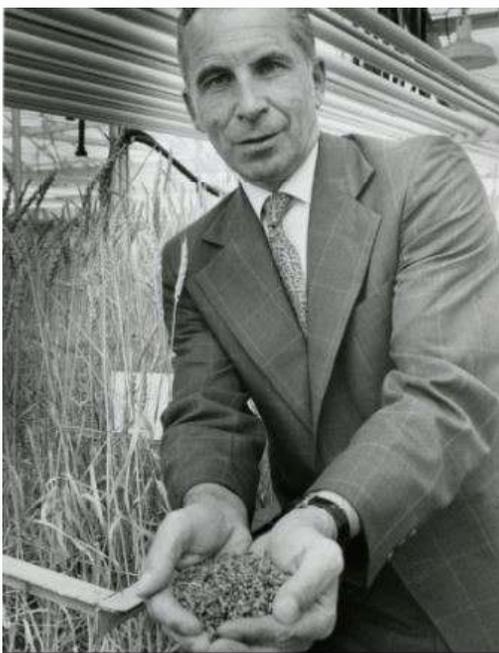


itary has never confirmed or denied that one of their submarines was in the area, or what it might have been doing at the time.

And so the incident languished in military annals; meanwhile the participants had gone on to other things. On September 21, 1942 the port engine failed on Bolingbroke 9118 during takeoff; it crashed into

the tree-tops and was written-off but fortunately all crewmen survived. Meanwhile, Shebeski re-mustered as a pilot and spent the rest of the war in Canada instructing fledglings in the Commonwealth Air Training Plan. When the war ended Leonard returned to the University of Manitoba, where he had earlier earned an under-graduate degree in agriculture, and obtained his Masters Degree in 1946. He then taught at the University of Saskatchewan until 1953, at which time he moved back to the University of Manitoba to become the Head of Plant Science. By now he was married, and had started a family of what would become four daughters. In 1965 Shebeski became the Dean of the university, a position he held until his retirement in 1979.

In retirement, Leonard remained active, working on projects for CIDA and the World Bank, including a one-year assignment in Nigeria as the Director of Research at the International Institute of Tropical Agriculture. He received many awards for his distinguished work; honorary doctorates in both the University of Saskatchewan Canada and Manitoba, a Fellowship in both the Agricultural Institute of



Canada and the Royal Society of Canada, and a foreign member of the Lenin All-Union Academy of Agricultural Sciences in Moscow. In 1977 he became an Officer of the Order of Canada and in 2004 was inducted into the Manitoba Agriculture Hall of Fame.

Meanwhile, with the family now grown and gone, Leonard and his wife lived quietly in retirement in Victoria, on Vancouver Island; just down the road from his old wartime base of Patricia Bay. In 2010 he passed away at Broadmead Lodge; only two days after turning 96. And for all of this remarkable life well lived, as a young man just setting out to make his mark on the world, Leonard Shebeski and his Bolingbroke mates became the only RCAF crew credited with a submarine kill in the Pacific Theatre during World War II.

## Another Canadian Lancaster: Mk X KB 889 by Ted Syme

In the late 1970's I was a volunteer for a Canadian-built Lancaster restoration project at the Oshawa, Ontario airport. KB 889 was one of the first production block of 300 aircraft built by Victory Aircraft, Malton, Ontario. U.S. Packard built Rolls-Royce Merlin 38 engines (1390 hp) were in the first 75 aircraft followed by more powerful Merlin 224 engines (1610 hp) in the subsequent aircraft, and all FM block aircraft.

KB 889 was test flown on Feb 12, 1944 at Malton, then taken on strength by the RCAF on July 6, 1944 in England, and was subsequently assigned to 419, 428, and 405 Squadrons.

While with 428 Sq, a training flight flown by S/L F. Macdonnell and crew, the mid-upper gunner F/L B. Hunchburger was taking a compass reading for the navigator, the aircraft flew into towering cumulus clouds and in the violence the

aircraft flipped on its back and Hunchburger decided to bail out. While clipping on his chute it opened and he leaped into space, bounced off the tail plane and landed beside a farm house not far from Derby bruising his right leg and returned to Middleton St. George aerodrome.

It returned Canada in June 1945, to 661 (Heavy Bomber) Wing, Yarmouth, Nova Scotia, for Tiger Force, It then went into storage, and later modified to a Mk.10 MR, and operated with RCAF 408(P) Squadron in the early 1960's.

KB 889 has an interesting historical note with a connection to BCAM's FMI04. Archives indicate KB 899 was temporarily detached to 107 (Rescue Unit) Torbay, Newfoundland as a temporary replacement aircraft for FMI04 while was it at Fairey Aviation, Dartmouth, N.S. for 4 months undergoing modifications.

As Lancasters were being taken out of service in the 60's, KB 889 was stored unspecified location (probably Greenwood N.S.)

KB 889 was sold in May 1964 to Age of Flight Museum in Niagara Falls, Ontario, and put on display in 1965. Ownership changed in 1968 to Mr. Ken Short of Oshawa, Ontario, who planned to restore it to flying condition.

During its time outside at the Oshawa airport, there had been sporadic attempts to get KB 889 airworthy. Doug Arnold, a wealthy British antique aircraft collector, was negotiating to purchase it. It was believed that the engines were low time and had been rotated at intervals over the years. (I was present one weekend of one of the engines being turned over after we had done some work on the electrics). It was agreed with Doug Arnold in writing that the Canadian Warplanes Heritage Museum (CWHM) in Hamilton, ON could have the engines in exchange in assisting Mr. Arnold to obtain the necessary export permit for the aircraft. He did not need the engines, as he was going to fit Merlin Mk



Lancaster KB 889 outside at the Oshawa, ON airport c. 1978 (as I remember it)

500's (civilianized Merlin T24/2's), which he had obtained from Spain, rather than the Packard Merlin 224's, when he restored the Lancaster in England.

#  
#



A wintry scene at the Oshawa, ON airport c. 1980

Permission to remove the engines as agreed had been slow in coming from England, so a CWHM member took a trip to Oshawa and discovered that the aircraft was being rapidly dismantled and crated on Mr. Arnold's instructions. CWHM knew if the aircraft was shipped overseas with the engines, they would have little jurisdiction over them once out of Canada.

The only course was to inform the Canadian government and contact the Canadian Aeronautical Preservation Association (CAPA) to have the export permit withdrawn until the engine issue was resolved. The outcome of all this was that Doug Arnold was fined \$4000 for attempting to illegally export the ex-RCAF Lancaster KB889 from Canada, as he failed to honour the agreement with CWHM and CAPA. This agreement stated that the aircraft could be exported only if its four Merlins were turned over to the CWHM, but because Mr. Arnold had decided to try and take the engines to England first, his export permit was revoked until the issue could be resolved between all parties. This was done with a full legal document and the aircraft was released when the engines arrived at Mount Hope. (Source: Mynarski's Lanc, Boston Mills Press 1989)



Lancaster KB 889 now at Duxford, IWM, Cambridge, UK

So, in 1984, KB 889 was shipped to Blackbushe, Hampshire in the UK and registered as G-LANC. Then on to the RAF Battle of Britain Foundation for complete restoration to a static display in a wartime configuration using parts of Avro Lincoln RF342.

Purchased by the Imperial War Museum and delivered in May 1986 to Duxford, and put on public display in January 1994 at the Duxford Air Museum, Cambridgeshire, where it remains today.

#

**Who Am I?** I am a figure involved in aviation (and other things). Can you guess who I am from the clues below? Submit your answer to [norsemannews@bcam.net](mailto:norsemannews@bcam.net) to gain recognition (verbal only, alas) in the next newsletter!

1. I was born in the eastern USA before the First World War. I learned to fly in my teens and soloed in 1928.
2. After university, I joined the US Naval Reserve and trained as a fighter pilot. In the years before WW2, I worked for different airlines and became a pilot trainer. In 1939 and 1940, I helped introduce Pan American flying boats to the North Atlantic. When the USA entered the war in 1941, I was called up and ferried flying boats between the USA and Europe.
3. After the war, I became a test pilot for airlines, and for aviation companies as well, making early tests of the Lockheed Constellation, the Boeing Stratocruiser – even the Martin Mars! I eventually became chief pilot at Pan American World Airways.
4. In 1950, Pan Am purchased a modified P-51 Mustang. Equipped with long-range fuel tanks, I flew it non-stop from New York to London. In the same year I flew the Mustang across the North Pole in another non-stop flight, from Norway to Alaska.
5. As many flying milestones as I made, I may well be best known for marrying one of the best-known Hollywood movie stars of the 1940s and 50s.

The correct answer to the last issue's Who Am I is Fern Villeneuve, chief pilot of the original Golden Arrows. No correct guesses... in fact, no guesses at all!

**The British Columbia Aviation Museum**  
**1910 Norseman Road, Sidney, B.C. V8L 5V5**  
**Ph. 250 655 3300 Website: [www.bcam.net](http://www.bcam.net)**

**Your Board of Directors:**

President:	Dave Jackson	250 656 0254	<a href="mailto:davejackson@bcam.net">davejackson@bcam.net</a>
Vice President:	Mike Ingram	250 881 2660	<a href="mailto:mikeingram@bcam.net">mikeingram@bcam.net</a>
Secretary:	Mac Duffield	250 655 3855	<a href="mailto:macduffield@bcam.net">macduffield@bcam.net</a>
Treasurer:	Bob Saunders	250 652 2574	<a href="mailto:accounts@bcam.net">accounts@bcam.net</a>
Directors :	Russ Hudson	250 656 5173	<a href="mailto:russHUDSON@bcam.net">russHUDSON@bcam.net</a>
	Grant Hopkins	250 216 5267	<a href="mailto:granthopkins@bcam.net">granthopkins@bcam.net</a>
	Pat Phillips	250 652 4201	<a href="mailto:patphillips@bcam.net">patphillips@bcam.net</a>

**Other Very Nearly Important People:**

Aircraft Archives/Librarian:	Doug Rollins	250 655 4184	<a href="mailto:library@bcam.net">library@bcam.net</a>
Artifacts:	Brian Hay	250 655 3187	<a href="mailto:artifacts@bcam.net">artifacts@bcam.net</a>
Membership Records:	Norm Dressler	250 656 3771	<a href="mailto:membership@bcam.net">membership@bcam.net</a>
Volunteer Co-Ordinator:	Jan Lewis	250 665 6062	<a href="mailto:janlewis@bcam.net">janlewis@bcam.net</a>
Restoration Shop Manager	Clive Sparks	250 889 8040	<a href="mailto:clivesparks@bcam.net">clivesparks@bcam.net</a>
Gift Shop Team (2 volunteers):	Eleanore Arkesteyn	250 656 4589	<a href="mailto:giftshop@bcam.net">giftshop@bcam.net</a>
Norseman Newsletter:	Dave Byrnes	778 848 4677	<a href="mailto:norsemannews@bcam.net">norsemannews@bcam.net</a>
Norseman Room Rental:	Barbara Gilbert	250 655 3794	<a href="mailto:inquiries@bcam.net">inquiries@bcam.net</a>
Ground Maintenance:	Sally Atton	250 656 9464	<a href="mailto:robotton@shaw.ca">robotton@shaw.ca</a>
eBay Sales	Sandy Peel	250 658 5171	<a href="mailto:sandypeel@bcam.net">sandypeel@bcam.net</a>

**Please contact Editor at: [norsemannews@bcam.net](mailto:norsemannews@bcam.net) with your ideas and comments for future newsletters** or in writing to

The Editor, Norseman News, BCAM, 1910 Norseman Road, Sidney, B.C. V8L 5V5 CANADA