



# The NStar Chronicle

Project North Star Association of Canada

Volume 8 | Issue 1 | April 2012

## North Star Restoration Report

*Bruce Gemmill*

During the last three months we have continued working on our two top priorities – Engine Nr 2 and the cockpit. We have a steady workforce of regular volunteers. We are beginning to plan for outside work on the aircraft this summer.

### Engines and QEC

The restoration of Engine Nr 2 is still on track for completion in early 2012. The engine is complete, with all assemblies and most cowl panels now in place. A lot of detail work was needed to ensure all pipes, hoses, clamps and other items were all installed exactly where they were originally. Quality control is important to ensure accuracy of the final assembly. The auxiliary gearbox has been installed on the firewall, so final preparations are now underway to install engine Nr 2 and the propeller, before the aircraft is moved outside.



### Cockpit

Good progress has been made in several areas of the cockpit. Most cables and equipment mounts have been attached, and the navigator table and instrument panel installed. New flooring has been laid down in the forward cockpit, and the crew door is ready to be installed. Some headliners have been attached, and others are ready to install. The drift meter was also installed, but then removed to protect it from damage. The cockpit curtains are finished.

<b>Contents of this volume:</b>	
North Star Restoration Report . . . . .	1
Recollections of Operation Hawk . . . . .	2
Notes from the President . . . . .	4
Nomination and Elections Policy . . . . .	4
PNSAC Quarterly Meeting . . . . .	5
Calendar of Events . . . . .	6
Board Members' Contact Information . . . . .	6



Work has begun to remove equipment and fittings from the crew area, so this can be stripped and painted while the aircraft is outside.



## Fuselage

The forward sbelly compartment panels were all refurbished and have been installed. The five main

oxygen bottles have been stripped, painted and stencilled, and are now being placed back in the carrier in the belly compartment. The forward end of this compartment now needs the same treatment. Some under-floor corrosion needs to be addressed. It was decided to refurbish the brake disk packs at the museum. This work has just begun. Work is progressing on the trial to construct a set of de-icing boots from strips of vulcanized rubber. These "boots" would not be functional, but they would have the same appearance on the aircraft at a fraction of the cost of new boots.

In the last update we incorrectly reported that the brakes had been sent out for overhaul. That was not the case. A quote was requested for the work, but a decision on whether to send the brakes out or restore them ourselves has not been taken. Similarly, our original plan was to send the stabilizers and flaps out for overhaul, but it may now be necessary for our volunteers to do this work.

## Planned Restoration Work–2012

We plan to have most equipment and furnishings installed in the cockpit by this summer. Work will then begin on restoring the crew rest area and the forward washroom. We also plan to restore the overhead heating ducts in the main cargo compartment, then proceed with work under the cargo floor. As soon as engine Nr 2 and propeller are in place, work will begin to remove and restore engine Nr 3. We also need to spend some time on our project documentation, which has fallen behind. It is best to complete this while the volunteers who did the work are still available.

PNSAC

# Recollections of Operation Hawk

## Part Four

*Tim Timmins*

Our arrival time in Tokyo was early to mid morning which meant we checked into the centrally located Marunouchi Hotel about noon. Travel-wise pundits

advised us to bite the bullet and make the adjustment to local time all at once. However, deep fatigue from a very long crew day and a persistent circadian rhythm made a nap irresistible. The result, of course, was that most of us slept through until the following morning. Thus, day two was the focal point of our layover in Tokyo, because, we left the hotel about

noon on day three for our return flight to McChord AFB.

The Marunouchi Hotel was an R&R facility operated by the British Commonwealth Occupation Forces, managed by the Australians, and staffed by Japanese nationals. It was a welcome change from transient quarters on USAF bases, single rooms, morning wakeup with tea service, laundry, shoe shine, and all meals served in a spacious dining room. The menus provided a wide choice of entrees including some Australian delicacies for the more adventurous diners. Australian lamb was a regular entree leading to an unfair characterization of the menu as, "sheep, ram, lamb. mutton or nuttin". The hotel cost us our entire daily subsistence allowance, but it was well worth the five dollar fee.

We could walk from our hotel to many of Tokyo's attractions, the Imperial Palace, General MacArthur's Headquarters, and the Ginza. The street stalls in the Ginza had an unlimited supply of all manner of goods, something for everyone. Bamboo fishing sets were purchased by people who never fished and never would fish. There were thousands of Zippo lighters for sale. For the discerning shopper there were high end items, such as cameras and pearls. Of course, the sport was to get the item you wanted at the best price. The final deal often hinged on a ten yen concession one way or the other which didn't make much sense, considering the exchange rate. The occupation forces used US dollar scrip in their facilities, which could be used to purchase Japanese yen at the official exchange rate of 360 to the dollar.

Those feeling the need for a little diversion from shopping could take a sightseeing tour in a rickshaw. Or, for a few extra yen, rickshaw races could be organized. Just to be fair, the passenger would take his turn pulling the owner and his rickshaw. For the ultimate in excitement, there was the taxi ride. Most of the taxis were powered by charcoal burners mounted on the rear bumper. With a few magic words, "hubba hubba ding dong", your taxi would take off in a cloud of smoke, careening through the traffic, narrowly missing pedestrians who seemed oblivious to their brush with certain death. It was a ride to remember.

There were numerous incidents, mostly harmless, at the Marunouchi Hotel. One involved my roommate from McChord AFB. His friend and drink-

ing buddy, a former RCAF navigator from Montreal, was flying with Alaskan Airlines and eventually the two met at the Marunouchi. Over time their conversation got progressively animated, argumentative and nasty. It appeared that they might come to blows as they started moving around the hotel, up the stairs, down the elevators, in and out of restricted areas. Needless to say they had everyone's attention.

Finally my roommate is on the roof of the hotel and his friend is in the courtyard below, holding a half-filled glass of water. He is invited to jump and his friend will catch him in the glass. No fool, he is not going to jump because his friend will move the glass. This great spoof ends when my roommate is escorted off the roof to the front door of the hotel where his personal belongings are waiting. "Sayonara, and don't come back."

All RCAF airlift flights terminated at Haneda AFB. Airlift to Korea was provided by USAF Troop Carrier squadrons based at Ashiya. I had the opportunity to spend a few days with these squadrons in April 1951. Our North Stars did fly into Korea from time to time on Canadian missions and I flew on one to Kimpo (Seoul) in October 1951. See photo below.



*North Star at Kimpo (Seoul) October 1951: Timmins Collection*

Crews left the Marunouchi Hotel around noon on day three for Haneda AFB where their aircraft would be serviced and ready for a late afternoon departure. With the prevailing westerly winds, crews usually flew all the way to McChord AFB with refuel stops at Shemya and Anchorage. The crew time for a round trip to Tokyo was about 50 hours.

PNSAC

# Notes from the President

*Richard Lodge*

The March quarterly members' meeting is behind us and what a memorable meeting it was. You will be able to see a report of the meeting elsewhere in the Newsletter.

Once again we are about to start our summer operations. We will soon pull the plane out of the hangar and continue with work that can only be done outside. Our Project Manager has written his usual report and it will be obvious that considerable progress is being made.

This year we have three major summer events planned: participation in the Classic Air Rallye on June 9; our 3-day bus trip to the Hamilton Air Show and a visit to Niagara wineries on June 15 - 17, and finally participation in the Canada Day event on July 1. All these events need considerable volunteer effort to put together and run.

Even if you cannot volunteer during the working week on the plane restoration work itself, we always welcome other volunteer members who can help us with all the other activities of our Association. Don't be shy about volunteering; you will meet like-minded people, make new friends and help with the preservation of Canada's aviation heritage. You can start the volunteer process at [info@projectnorthstar.ca](mailto:info@projectnorthstar.ca)

We are always trying to find better ways of com-

municating with our members. and have now added a Facebook page under the name Project North Star. We are starting to post details and pictures of major milestones and events. If you need help setting up a Facebook membership and your 4 year child or grandchild cannot do it for you, we can send you an electronic step-by-step guide if you send an email to [info@projectnorthstar.ca](mailto:info@projectnorthstar.ca)

We will be holding our Annual General Meeting on Saturday, June 2. The Board of Directors has developed a nomination and election policy for Directors. This is an important step forward for the Association. Elsewhere in the Newsletter there is an explanation of the policy which we encourage everyone to read.

Finally, you will all be aware of recent government cutbacks. The Canadian Aviation and Space Museum has not been spared. Although it has not affected the financing of the North Star restoration yet, we are expecting funding constraints in the future and may have to rely more on donations from our members. We have some very generous members and our donation receipts have been growing well. One very helpful way to assist the funding of the Association is to sign up to join our group of monthly donors. Small regular monthly tax deductible donations really add up when several members are making donations. If you contact [info@projectnorthstar.ca](mailto:info@projectnorthstar.ca) we can easily sign you up and of course you can stop at any time.

PNSAC

## Nomination and Elections Policy

### Related to the election of the Board of Directors

Historically the Board of Directors have been acclaimed at each annual general meeting. However, as the organization grows it is anticipated that there will be more candidates vying for positions on the Board than there are places, of which there are presently six. With that in mind the Board has decided to establish a nominations policy. The new Nominations and Elections Policy, which was adopted by the Board at its meeting on March 28th, is intended to go into effect immediately. The elections to the Board at the next Annual General Meeting will be conducted under the new policy. In summary, the Nominations Policy provides as follows:

1. A notice and forms will be sent out to members 45 days in advance of the annual general meeting inviting the nomination of candidates to the Board.

The notice will be sent by email only.

2. Nominations will require movers and seconders, and the written consent of the candidate. A candidate will not be permitted to self-nominate.

3. The nominating forms will have to be received not later than 15 days before the annual general meeting.

4. If there are insufficient candidates generated by this process, nominations from the floor will be accepted at the annual general meeting.

5. In the event there are more candidates than positions, an election by secret ballot will be held at the annual general meeting, under the supervision of the corporate secretary. The successful candidates will be announced at the meeting but the actual votes will not be disclosed unless the membership so moves.

PNSAC

# PNSAC Quarterly Meeting

Vintage Wings, 31 March 2012

*Jim Riddoch*

## Introduction and Welcome

Richard Lodge, President welcomed all present and thanked them for coming. Richard informed those present that two BOD members will be stepping down this year, Ron Lemieux and Jim Riddoch. The BOD is reviewing the procedure for accepting nominations as there appears to be more potential candidates than vacancies and this is good news. This last year has been quite successful in terms of membership, finances and progress in the restoration.

## Treasurer's Report

Paul Labranche (Treasurer) reported that this year was considerably better than last year, net income \$3,121 versus \$793. Total assets are worth \$29,695.

## Membership Report

Bruce Gemmill, Membership Secretary advised last year we reached 97 members. So far this year almost half have renewed. Our current membership stands at 55.

## Project Report

Bruce Gemmill, Project Manager gave a brief update on progress on the restoration to date.

## Award of Certificates

Richard presented a Certificate of Appreciation for 5000 hours to Bruce Gemmill, 2000 hours to Bill Tate, 1000 hours to Phil Chrysler and 1000 hours to Murray Beaulieu (not present). Photos were taken with President Richard Lodge and recipients.

## Presentation by Bob Fleck, President of Vintage Wings

Rob Fleck gave a very interesting presentation and slide show based on the theme of the British Commonwealth Air Training Plan (BCATP) and explained why aircraft in the collection are named af-

ter Canadian pilots who were trained in BCATP and flew during the Second World War.

He explained that BCATP is represented in the many training aircraft in the VW collection, and he gave us the background of each name depicted on their aircraft.

## President's Wrap-up and 50-50 draw

Richard wrapped up the proceedings, there being no questions and no further business Gary Dupont asked Roger Button to draw the winning ticket and Mike Hope won \$60 which he kindly returned to the project.

## Guided Tour of Vintage Wings

The tour was conducted by three VW selected guides, namely George Mayer, Michael Virr and Jay Hunt.

Aircraft displayed in the VW collection included the following:

- DeHavilland DH-82C
- Tiger Moth
- Boeing PT-27 Stearman
- Fairchild Fleet Cornell III
- North sAmerican Harvard MK IV
- Fairey Swordfish MK II
- Curtiss P-40N Kittyhawk
- Hawker Hurricane MKIV
- Hawker Hurricane MK II
- Supermarine Spitfire MKIV
- Supermarine Spitfire MK XIVE
- Supermarine Spitfire MK XVIIE
- North American Mustang P-51D MKIV
- Goodyear FG-1D Corsair
- DeHavilland DHC-2 Beaver
- Canadair Sabre MK V

# Calendar of Events

May 31, 2012	Board of Directors' Meeting
June 2, 2012	Annual General Meeting
June 15-17, 2012	Hamilton Air Show
July 1, 2012	North Star on display on Canada Day

# Board Members' Contact Information

## PNSAC Executive

*Richard Lodge*  
 Director, President  
 613-837-8282  
[rlodge@rogers.com](mailto:rlodge@rogers.com)

*Bill Tate*  
 Director, Vice President  
 613-523-8817  
[billtate@bell.net](mailto:billtate@bell.net)

*Bruce Gemmill*  
 Director, Membership; Project Manager  
 613-841-7248  
[dbgemmill@rogers.com](mailto:dbgemmill@rogers.com)

*Jim Riddoch*  
 Director at large  
[jim.riddoch@rogers.com](mailto:jim.riddoch@rogers.com)

*Garry Dupont*  
 Director at large  
 Deputy Project Manager  
[gkdupont@magma.ca](mailto:gkdupont@magma.ca)

*Roger Button, BA. MA. LLB.*  
 Corporate Secretary  
[rbutton@hallray.ca](mailto:rbutton@hallray.ca)

*Paul Labranche*  
 Treasurer  
[plabranche@andrews.ca](mailto:plabranche@andrews.ca)

## Newsletter

*Editor: Bruce Grant*

*Typesetter: Drew Hodge*

*PNSAC Newsletter<sup>1</sup> email address:*  
[info@projectnorthstar.ca](mailto:info@projectnorthstar.ca) – Attention: Editor  
*Web site:* [www.projectnorthstar.ca](http://www.projectnorthstar.ca)

<sup>1</sup>This newsletter is typeset using L<sup>A</sup>T<sub>E</sub>X. The style package used for the newsletter (PNSAC.sty) is a modification of GRASSnews.sty belonging to the Geographic Analysis Resources Support System (GRASS). The modification was made possible by kind permission of the Editor-in-Chief of GRASS-News.