



Project North Star Newsletter

September 2005

Day 522: Mid-July '05

Sun-baked grinders, welders, and painters (AKA: Holmgren's Heroes), stoically stand around assorted pieces of GSE under a 10.5 plus U.V. sun sans sunscreen (because that's just sissy). Some concern was expressed that our brains might get baked in the hot sun, but it was pointed out that we had nothing to worry about on that score!

Instrument Panels and Front Seats

Great effort was expended on the removal of instrument panels, the Bendix Ignition



Analyzer, many black boxes, and the pilot, co-pilot, flight engineer and navigator's chairs from North Star 17515. Slave labour was volunteered by Norstar Norm and the usual stalwart crew. Stripping and cleaning of panels was perpetrated by the motley crew, and other ne'er do-wells. Disassembly, cleaning, sand-blasting, and chemical stripping

was executed; re-assembly, priming, painting, and coating of the chairs and harness assemblies was provided by Norstar Norm, and Mike Irvin.



Apparently, fire extinguishing chemical canisters were discovered in situ, and these were safely disposed of by Sargeant Schultz.

The North Star Simulator

A (not-so-priceless) relic was donated by the museum to Project North Star – a North Star simulator (the old nose section from 17503, which crashed in Vancouver back in the winter of '53). The simulator conversion was done by Genaire in St. Catherines, and delivered to the RCAF and Thunderbird squadron. Again, after great effort and noise, the simulator was stripped of rudder pedals, panels, somewhat unique toggle switches, the "Smoking is Now Permitted in First Class" sign, and all plaques and bat-device insignia.

The Big News

One of our comrades (and for this he will surely receive the Patriotic Order of the Red Star – First Class) has undertaken to requisition custom T-shirts. These will be rendered by a well-known U.K. artist and distributed to all (for some small coin not anywhere near the price of \$45.00).

In Other Camp News

Claude Lalande has finally saddled up and joined our ranks! With 15 years experience on North Stars, Claude will no doubt be our resident expert. And if you have any questions about the function or maintenance of 17515, for which Claude does not have an answer, you may win an official North Star tshirt.

Mike Irvin maintained the morale of our motley crew

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these many months by wearing amusing t-shirts. Massimo, step aside!

John Duggan:

The First in a Series of Volunteer Bios

By the mid-point of the war, John Duggan (RCAF – attached to RAF 201 Squadron) was with Coastal Command. He was based at Logh (Loch) Erne on the west coast of Scotland. Service with Coastal Command was measured in months, not missions (one tour = 15 months).

The first part of John's career while based at the freshwater loch took place in Sunderland flying boats. This was eloquently described thus: "It was like flying in a bloody yacht!"

Crews on convoy escort and sub-chasing duties were airborne routinely for 12 to 14 hours. As a consequence of these many long flights, John came down with a flu bug, and 'did time' in Long Kesh (a hospital which was later converted and used for IRA prisoners). He had been airborne for 15 hours without eating, and the Medical Officer just happened to overhear John turn down a meal in the mess hall. The M.O. checked his forehead, wrapped him in a blanket, and sent him by ambulance to the hospital. After several days of delirium and high fever (the nurses refused to relate his exact words back to him), John earned a short rest, then returned to duty on Warwicks – a medium-heavy bomber. These were air/sea rescue patrols. John remained

with 280 squadron and Warwicks for the duration,

about 20 months.

Although the only enemy action John saw during the war was while he was on leave – the bombing of London and the South coast – he did marry "The Adjutant" on the 17th July, _____. She had been stationed on a base in a Scottish town nearby. And yes, she was Scottish, not English!

A Major Contribution

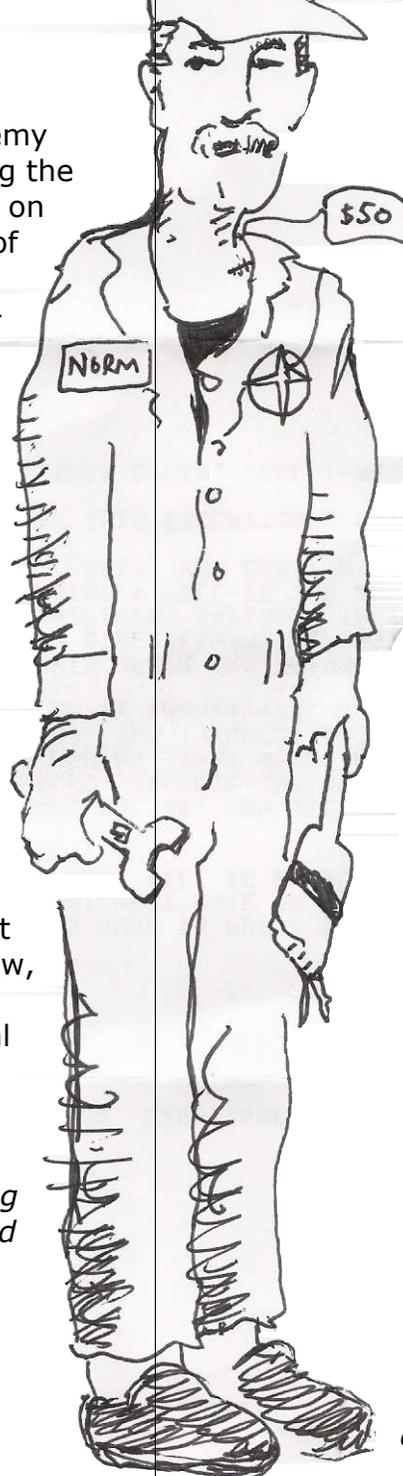
Thanks to Frank Moran for his contribution vis a vis WHMIS and Fall Arrest certification of the crew, not to mention a lot of work on removal and inspection of the engine cowlings.

A special thanks to Colonel Klink for giving the prisoners their Red Cross packages this month. Yo, Klink, you da man!

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NORSTAR



c. houston

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