



# The NStar Chronicle

Project North Star Association of Canada

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## North Star Restoration Report

*Bruce Gemmill*

Our team of volunteers continues to make steady progress on our North Star restoration. We have had several additional volunteers join our group. This has allowed us to expand our scope of work to include some preparation work on the fuselage in addition to the continuing work on engine no. 2 and the cockpit area.

### Engines and Propellers

The restoral of engine no. 2 is still on track. The engine block is complete and the crankshaft, cylinder heads and pistons have been installed. The auxiliary gearbox has been completely restored, along with most of the engine accessories. Work has now started on the supercharger. Plans are underway to install the engine on the engine frame soon.

### Engine Frame and Cowl Panels

The engine frame is ready to receive the completed engine block. Then all the accessories and cable as-

semblies can be attached. This work should be completed by December.

Cowl panels continue to be rebuilt, as time permits. These will be stored until the engine assembly is complete, and then will be installed once engine no. 2 is back on the aircraft. Engine no. 2 should be completed sometime in mid-2012. All four propellers have been restored, along with the four spinners. Three are installed back on the aircraft, while the fourth is in storage.

### Cockpit

Over the summer the navigation equipment rack was stripped and prepared for painting. This proved to be a time-consuming task because of the multiple layers of paint that needed to be removed, as well as the position of cables that could not be removed. There also is corrosion on the floor under this rack that must be dealt with later. Painting of the rack was finally completed on September 22nd. Over the winter the equipment that was removed from the rack will be cleaned and restored, then returned to their positions in the rack.

The rudder pedal assemblies and the centre control pedestal were installed in July. Several control cables were also replaced. After this, the control yoke

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was installed. All major flight controls are now back in place in the cockpit. This fall we will be able to install the instrument panels and various assemblies as well as new insulation and the restored headliners.



### Fuselage and Empennage

While the North Star was outside this summer, the horizontal stabilizers and flaps were removed. These are major assemblies and required a great deal of effort to remove without damage. These items must now be crated and sent for overhaul as they are too large for the existing restoration shop to handle. The brake packs have been sent for overhaul. The forward baggage compartment is cleaned and ready for painting. This will be followed by cleaning and restoration of the belly equipment hold and the engine nacelles. Each of these areas must be stripped of cables, conduits, access panels and various pumps and accessories before they can be painted and re-assembled. As an added challenge, these areas are small with limited access, so working in these areas will be difficult. Once the aircraft is back in the storage hangar, more of the fuselage can be polished. This is an ongoing project, but the effort put into polishing the external aluminum skin will be very visible and helps to show we are making progress on the aircraft.

### Planned Restoration Work–2011-2012

As mentioned, major accomplishments were made in the cockpit and several flight control assemblies were removed. There is now much equipment in need of restoration in the main shop.



Over the next year, we plan to complete most of the cockpit re-assembly and the installation of engine no. 2, then removal of engine no. 3. This year has seen a significant step in the restoration of our North Star, and this work will demonstrate very positive – and very visible – progress to the public.

#### FLASH

As we were going to “print”, we heard that engine no. 2 was back on the frame – in half the time it took to install the first.



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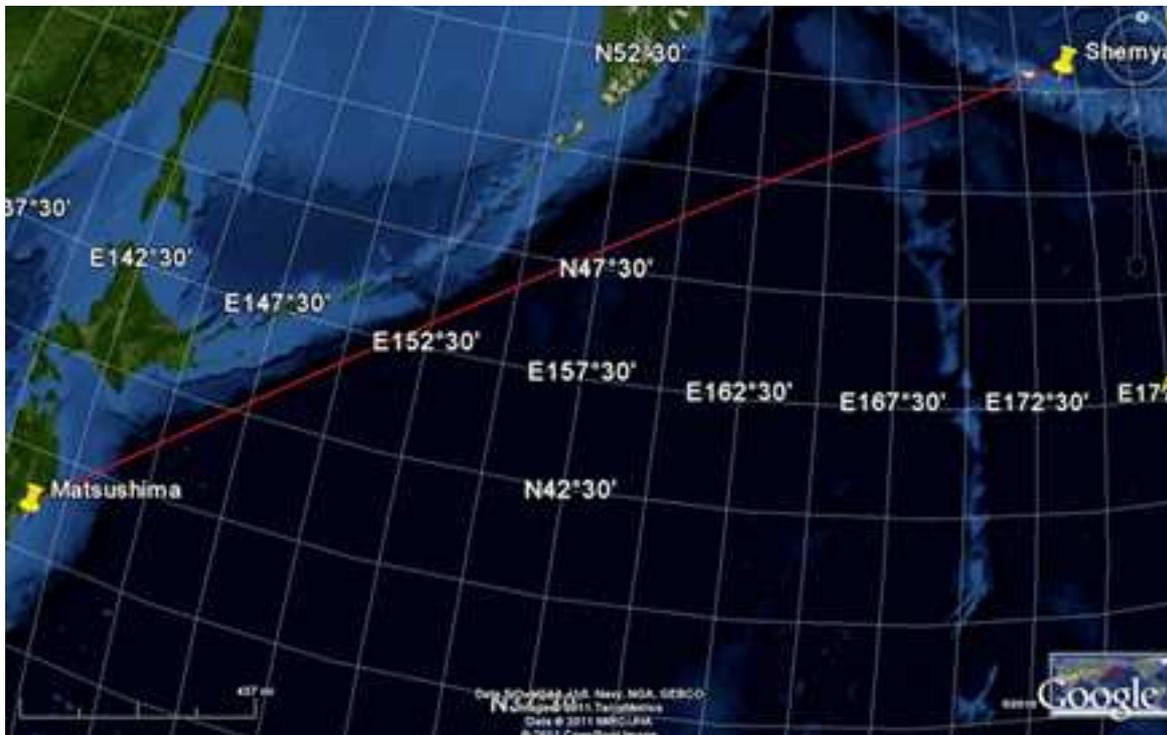
# Operation Hawk

## Part Three

*Tim Timmins*

Flights from Anchorage usually arrived at Shemya late at night and departed for Tokyo as soon as the aircraft could be refueled. The ground time varied from two to four hours. So the crew duty time between Anchorage and Tokyo could be up to 24 hours. A hard day's night, indeed. Take-off limits were frequently in question, and it was not unusual to park on the runway and wait until the pilots could see the

requisite number of runway lights for a takeoff clearance. On one occasion, the runway was covered in a layer of slush. It was reasoned that the powerful Rolls Royce engines and 10,000 feet of runway would allow us to take off. After a lengthy run at full power and failing to achieve flying speed, plus being carried well off the runway by a crosswind, the take-off was aborted. I had visions of something bad happening as we ripped out several runway lights before coming to a stop. Everyone was a bit shaken by the experience but gained a better appreciation for the amount drag slush could exert on an undercarriage.



The route between Shemya and Matsushima was only a short distance from the Kurile Islands (USSR)

There were few navigation aids on the route between Shemya and Japan. Flying at 10,000 feet or below, in cloud most of the time, navigators had to rely on pressure pattern. Using readings from the pressure and radar altimeters, at 30-minute intervals, the displacement port or starboard of the heading vector could be calculated. On one flight, after several hours in cloud, we were in the clear long enough for me to take a three-star astro fix. As I was taking the sightings, I realized that my observed altitudes were substantially different than my pre-computed readings. I completed the observations and alerted the crew to a potential large error in our position, as the

plot was some 200 miles short of our estimated position. I quickly established that my calculations were correct and that my astro fix was accurate. The pressure pattern, as was expected, had shown little displacement from the heading vector, indicating a head wind. However, the average wind speed was at least twice what had been forecast. More likely, we had encountered a low level jet stream. The radio officer sent out our revised position and requested a descent to the minimum altitude. We were back in cloud and had no way of determining if we were clear of the jet stream. After a couple more hours in cloud, we broke into the clear over a sea of white lights, the

Japanese fishing fleet off the coast near Matsushima. Spot winds, found using the B3 driftmeter and boat lights as a reference, showed that we were clear of the strong headwinds. We made our landfall at Matsushima and were able to continue on to Tokyo. The weather office there had the low level jet plotted on their charts.

We had another bad experience with weather conditions on a return flight from Tokyo to Shemya in November 1950. Several hours after departure, we were informed that the Shemya Airport was closed due to ice-covered runways and winds in excess of 100 mph. Our only option was to proceed to our alternate, the Naval Air Station at Adak. Unfortunately the weather reports for Adak were dodgy: low ceiling and high winds. And the forecast for our arrival time indicated deteriorating conditions. By the time we began our GCA approach at Adak, it was late at night, the ceiling and visibility were at published minimum and the wind was 80 mph with gusts. The descent was over rough terrain which generated strong mechanical turbulence. The aircraft bucked, lunged, lurched and rolled making it extremely difficult for Gordon Webb to maintain control and follow the GCA operator's instructions. We had no passengers on board, which was fortunate as anything that was not secured was flying around the cabin. As we passed through GCA minimums, the operator called for an overshoot. The pilots did not see approach or runway lights, which did not bode well for a second approach. It was a repeat of the first approach, but Gordon saw a couple of approach lights and was able to identify the end of the runway and land the aircraft. I have never in my experience seen a pilot so severely tested. The high winds made taxiing and parking the aircraft difficult, and

the props had to be feathered to keep them from rotating in the wind. We were thankful to be in Adak. We had no other place to go.

In October 1950, a few hours out of Shemya enroute to Tokyo, Doc Payne and his crew had a runaway propeller on North Star 17504. They had not reached the critical point (equal time point), so they turned back to Shemya. The propeller could not be feathered, so there was a risk that it could fly off and damage the aircraft. Speed was reduced to a minimum to lessen the risk and the aircraft made it back to Shemya without further incident.

The International Date Line was located to the west of Shemya. On westbound flights, the local time was adjusted ahead 24 hours, and eastbound it was moved back 24 hours. This created quite a bit of confusion for passengers and some crewmembers. The explanation that the lost day on the westbound flight would be regained on the eastbound flight was reassuring to most. But what happens if you do not return? Have you lost a whole day from your life?

Flights arrived at Haneda Air Force Base, located on the edge of Tokyo Bay, early to mid morning. Crews were bussed to their billets at Camp Ebisu or the Maranuchi Hotel in central Tokyo. Everyone would be dog tired after a very long crew day, so a shower and nap before meeting for dinner was the normal routine. I didn't make dinner the first time. When my alarm sounded, I killed it and was back to sleep in a nanosecond. I woke up the next morning, feeling fully refreshed. There was a cold cup of tea on the night table beside the bed which caused me to reflect on how it got there, considering the fact that due to the hot weather, I had slept on top of the bed sans pyjamas.

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## A Mid-Winter's Dream

*Bill Tate*

What a night! Weather is marginal, blowing snow, low ceilings along with low visibility and icing conditions. To add to the mix, the aircraft we were using went unserviceable, which added to our duty day, and the only way to alleviate this was to wait for our relief pilot to drive in while we waited for the arrival of the new aircraft.

My First Officer and I grabbed a bite to eat at one of the restaurants in the terminal building in Montreal, and after our meal I told him I would go back to the crew room for a "power nap" while this mess

sorted itself out. Prior to going into the crew room, I advised the duty clerk to wake me up in time for flight planning and other duties. Prior to taking my nap, I looked outside and took in the sight of another lovely winter night in Canada and mentally kicked myself for not taking the trip to Santiago where it was only 33 Celsius and sunny.

Prior to stretching out, I looked at some of the pictures in the room and, among these, a picture of that iconic piece of Canadian aviation history, the North Star in a similar winter scene. It did not take long for me to enter the land of nod and I was fast asleep.

"Captain Tate, wake up! Your crew is waiting for you at Stand Four". Stand four, I thought. Where in God's name is that at Dorval? Focusing on the face in

front of me, which I did not recognize, I asked why I was not woken up earlier. I was told I had never put in that request.

Groggily I wandered downstairs, and what even made it more confusing was that all the passengers were well dressed. Following the signs to Stand Four, I found a sales agent by the door who told me all passengers and crew were aboard waiting for me to board. Opening the door I walked out into, not a warm jetway but outdoors in one of Canada's blizzards. By the time I got to the air stairs going up inside this strange four-engined airplane, not only was I frozen but my feet were soaked by the slush on the ramp.

At the door I was met by a flight attendant in a uniform that I thought belonged in a museum!

Cold and with wet feet, I was pleased with the warm welcome and coffee to take up front into the cockpit. If I was not surprised by the flight attendant when I walked into the flight deck, I was shocked when I saw the other three other crew members on the flight deck.

One had maps and charts all over his work station, which I later surmised to be a navigator, and another was in front of a huge rack of radio gear with a Morse code key. The only crew member I recognized was the First Officer in the right seat. Sheepishly, I crawled into my usual seat, trying to make sense of all the straps I had to fasten for my seat belts, not to mention the controls I had to figure out.

I made a passing comment to the crew about what a crappy night it was to go to work, and the navigator piped up that we had very strong tail winds to London which would not only have us in early, but would mean avoiding the technical stop for fuel in Prestwick. After that I heard an explosive exchange of Morse code by the radio officer who told me that we had our clearance and were good to leave. Immediately after that, the flight attendant came up and said the door was closed and passengers were seated. I thanked her and looked up at all the switches and levers and asked myself, "How do I start this beast"?

Remembering my training in C.R.M. (Cockpit Resource Management, which should not to be confused with: This is the cockpit, you are the resource and I am the management!), I turned to the F/O, who I had never seen before, and asked him to give me the checklist and start the engines. He appeared

shocked, but I reminded him that at sometime he would be the Captain, and now was a good time as any to start. We went through the litany of items on the checklist, and at the end I said, "Wind them up". In my life I cannot remember so many switches thrown, buttons pushed to get one engine started - let alone four.

When all four engines were finally running, it reminded me of being in a large noisy factory - and we still had eleven hours to go! On receipt of taxi instructions, the only things that looked familiar were throttles (Push them forward and it gets real noisy!), parking brake, which I released, and a nose wheel steering wheel in front of me which was very intuitive in its operation.

Slowly the taxiways sort of made sense to me and eventually I made it to the end of the runway. I read off more checklists and again I was amazed at all the gymnastics of the exercise - along with how complicated it seemed. With the high noise level in the cockpit - I almost had to shout - I suggested to the F/O I would be the P.N.F. and he could do the trip over to London. On that he went right on cue discussing speeds for take-off (which was low compared to what I knew) along with power settings (of which I had not heard in years).

I lined the aircraft up on the runway and told my colleague that he had control. If I thought it was noisy on start up, my ears were assaulted by the raw power that these strange engines made at take off power. Acceleration was very slow, and after what I thought was a very long time, the nose lifted off and we clawed our way into the air.

I remembered our historical verbal calls and said "positive rate" (we were climbing), and the F/O raised his thumb over the throttles. Using that as my cue I raised the landing gear which went into its bays with a satisfactory clunk. I could not get over the roar of the engines which sounded as though they were going to shake us apart.

Speaking of shaking, why was someone shaking my shoulder? I groggily turned over. My F/O told me that our flight plan was completed, then wondered why I was flying a North Star in my sleep. I mumbled something about lovely airport food and indigestion, but once on my feet, I looked again at the picture of the North Star on a typical mid-winter's night in Dorval, and then understood what had happened.

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# Volunteering at the CASM

*Cedric St-Amour*

Museums and volunteers have a long history together in North America. This is a great way for people to give back to their community and help promote Canada's rich history. In 2008, Heritage Canada estimated that there were over 55,000 volunteers in museums across the country and that this number has tripled in the past decade.

The Canada Aviation & Space Museum (CASM) is no exception. In fact, there are currently 150 active volunteers at CASM. Each year, this dedicated group contributes on average 16,000 volunteer hours to the projects and operations of the museum. Where are all the volunteers? About 30 or so are dedicated to Project North Star (PNS). During the 2010-11 fiscal year, PNS volunteers dedicated 8,730 hours to the project, which represents over 50% of the total volunteer hours at the museum.



Cedric St-Amour

Aside from PNS, volunteers are also involved in research and administration work. Another important aspect for volunteers is the interpretation they provide to museum visitors. Many of you are either witnesses to history or participants in historical moments in Canadian aviation history. Your passion and knowledge is very powerful and inspiring for the visitors. You help bring the artefacts to life and transmit our nation's aviation history to younger generations.

How do museums benefit from the presence of volunteers? The fact is that you are excellent ambassadors for CASM. Indeed, every day, you are able to represent and promote CASM to your community, the museum visitors and other aeronautical associations. Furthermore, you have a passion, skills and experience that simply cannot be bought and that is invaluable to CASM's operations. By generously donating your time, you make projects like PNS possible.

On behalf of all my colleagues at CASM, I thank you for generous contribution in helping us promote our nation's aviation history.

Would you like to volunteer at CASM? We are always looking for passionate and dedicated volunteers! I invite you to communicate directly with me.

*Cedric St-Amour*

*Coordinator, Volunteer Services*

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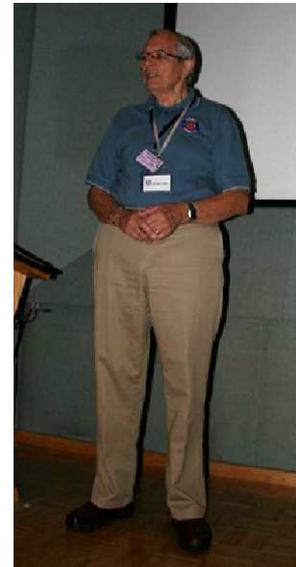
## Notes from the President

*Richard Lodge*

Summer has now drawn to a close and for those living in Ottawa, it was a glorious three months. The North Star has been outside the hangar for many weeks and work on it has not been hindered by bad weather.

On Sunday, September 18, Bill Tate, our Vice President, and I attended the Battle of Britain commemoration event at the aviation museum. Having lived in Britain through the Second World War, I always find the event very moving, particularly if we have a cloudless sunny day as we did this year. July to September 1940 were months of continuous sunshine in southern England while the young air crews fought the air battle on both sides.

After thinking about the air crews in the Second World War, I got to thinking about the air crews who fought the Cold War in the 1950s and 1960s. The North Star is a plane from the Cold War. It is very easy for us to forget, when working on the restoration of the plane, that we all owe a debt of gratitude to the air crews who flew long hours in often dangerous and very uncomfortable conditions protecting Canada in many different ways.



Richard Lodge

We are fortunate that our immediate past president, Austin Timmins, was such an air crew member. He flew for many years in the North Star. Tim has kindly agreed to give a talk at our next association quarterly meeting in December on his time flying with the plane. Tim is sure to give us a very interesting presentation. He will help us all to remember that we are not restoring just another plane that was flying in the sky but one that was the working environment for many people like Tim.

As one who can remember the roar of Merlin engined bombers roaring over my home in England during the Second World War, it will be good to listen to Tim bringing another Merlin engined plane, the North Star, to life again, if only verbally and in photographs.

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## Volunteers' Corner

**Charles Baril**

My first love affair was with trains which went fast and made a lot of noise. That was when I was 4 or 5 years old. However, because airplanes went faster, I became more interested in them.

Soon my parents bought me the Time Life video series called Air Power. I watched these films in the back of my parents' archery shop. I was an only child and often had to entertain myself while my parents worked. My aviation collection expanded to other videos on air power, individual aircraft, and books on various aspects of military history.

I was taken to the Canada Aviation and Space

Museum (CASM) as a small child and this too fostered my keen interest in aircraft. I have fond memories of the Lancaster in particular and this brought me back again and again to visit the museum. The museum, even then, hosted sleep-over nights for children. I vividly remember sleeping under the tip of one of the Lancaster wings. And for a 10-year old child this was an overpowering sensation! My parents admitted that the museum was my second home.



Charles Baril

During my high school years I became a volunteer at the Cesna Interpretation Centre at the CASM. I carried on this volunteer work for over 10 years.

I was also a member of the Royal Canadian Air Cadets, 742 Montgomery Legion, now the National Capital Squadron. I very much enjoyed my time there, doing Basic Training, Introduction to Leadership, and the Space Camp, both as a participant and as a staff member.

After high school I wanted to study aircraft design and enrolled in mechanical engineering at the University of Ottawa. Around the same time my parents became aware of Project North Star and suggested that I become involved. It was then that I met Robert Holmgren, who also encouraged me to become a volunteer. Robert was always welcoming, helpful and friendly. That was over 5 years ago.

In 2007, I embarked on the Museum Studies Program at Algonquin College. This 3-year program I completed in 2010. During the Summer months I volunteered for Project North Star. I also worked on other projects, including a 4-month placement at CASM (a requirement for the completion of the Applied Museum Studies Program). This project was a complete photo and written documentation of the Avro Anson Mark V aircraft's condition, including a treatment proposal. That report is now part of the museum's collection.

Subsequently I had a short term contract with the CASM to reassemble the museum's WWI Sopwith Pup Fighter. The aircraft had been on display at the Canadian Warplanes Heritage Museum and had been returned to CASM in crates. Subsequently, I also worked on the Bolingbrook as well as on the RV211 turbo fan engine frame.

I am leaving PNS temporarily to work at the Canadian War Museum on contract. I hope soon to obtain full time work in the field of aircraft restoration.

## Rolf Geiger

My life in Canada began in September, 1960, with one suitcase and \$95 in my pocket. But then, youthful exuberance knows no bounds!

I got a job producing transformer cores. In the house next door to the plant where I worked lived a couple who took me in for room and board. They spoke English and French which exposed me to both languages. The lady of the house also taught English and that is where I met my wife. Françoise and I got married in 1963, and our son Richard was born in '65.

Of course, winding transformer cores was not tool-making and I looked for work more closely related to my competence. I soon found a job in a machine shop. The work was varied, but the machine tool park ancient, more like a museum than a manufacturing plant.



Rolf Geiger

Next I worked for a large company in Granby, Québec, as a toolmaker. I had made steady progress in this company when they offered me a position to lead a large tooling department in Bonn, Germany, which I declined, since arrangements to start our own company were in an advanced state. A friend and I were in the process of starting up a machine

shop. We aimed to build sophisticated and precise production equipment. It started out modestly but was a success from the start. Jean Daniel left the company 3 years later.

Françoise came on board full time to manage the commercial aspect. She did the bookkeeping, purchasing and payroll, while I looked after sales, production and engineering. Richard joined us a little later to develop our information technology. Our first CAD-CAM system was purchased in '83 and we obtained ISO 9002 certification in '92. Among our customers were IBM, GE, Air Canada, and Kraft General Foods. We also exported to several IBM plants in the U.S. When we sold our company in

'96 to a group of engineers, it had become a sophisticated and successful operation of about 20 skilled collaborators.

In 1976 I participated in the Olympic Games as agent de liaison for the German equestrian team in Bromont, Québec. It was a wonderful experience.

And now I have the good fortune to be associated with interesting and capable colleagues at the Canadian Aviation and Space Museum restoring North Star 17515. I marvel at the excellence and quality of the work being produced. It provides an opportunity for me to use practical skills acquired over the years in producing replacement parts for the aircraft as well as special tools.

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## Recent Events

*Jim Riddoch, Karen Lochhead*

### **PNSAC Quarterly Meeting: September 24, 2011**

Richard Lodge, PNSAC President, welcomed all present and congratulated Eric Brown on becoming a new member. He reported that this had been an active year, although public display days had disappointing attendances. He also indicated that it had been a reasonably successful financial year.

The President noted that with regard to the proposed trip to CFB Trenton on November 4, we are looking for more participation. If this trip is successful there is a plan to have another trip to the Canadian Warplanes Heritage Museum near Hamilton next year.

Karen Lochhead has issued an E-mail inviting attendees to a presentation by Marc-Andre Bernier, Chief Underwater Archaeologist with Parks Canada here at the new CASM theatre on October 13th at 7:00 p.m. This will be a Public Lecture entitled: "A World War II Underwater Time Capsule: The Discovery of an American Plane in Gulf of St. Lawrence".

The President also mentioned that the next quarterly meeting will include a presentation by Tim Timmins on North Star operations. He also indicated that we have approached Christina Lucas, CASM Communications, about participating in the museum's Facebook page. Finally the President issued a big thank you to Bill Hough for his generous donation to the PNS Trust Fund to cover the cost of purchasing a swaging tool.

Paul Labranche, Treasurer, reported on the PNS Profits and Loss Comparison for the period April through August 2011 as well as the Balance Sheet, and he explained the variances from last year.

Bruce Gemmill, PNS Project Manager, reported on the extensive work accomplished while the aircraft has been positioned outside. Intensive manual stripping of paint from the navigator equipment rack involved four months of work by twelve volunteers. It has now been repainted.

Plans for this winter are to install the cockpit instrumentation, insulation and the navigator equipment. This work will provide an impressive display on days when the aircraft is open to the public.

Flight control surfaces such as the rudder, flaps and elevators have been removed for restoration. The cockpit rudder pedals and control pedestal have also been reinstalled and look very good. Future work includes installing more insulation, panels and head liners in the cockpit area. It is hoped to have this work completed before next summer. Work on No. 2 is progressing well, and the engine should be ready to be installed on the engine frame in the near future. This progress shows improvement over engine No. 1, some 16 months versus 3 years. It is hoped to have Engine Number 2 mounted on the aircraft next spring. As well, cleaning, paint stripping and masking is being completed in the forward cargo compartment. However, the window of opportunity for repainting is fast closing due to weather changes and the necessity of returning the aircraft to the storage hangar. A full restoration report appears elsewhere in the newsletter.

During a Q & A, Ted Devey asked if any assistance from the Aerospace and Telecommunications Engineering Support Squadron (ATESS) in Trenton

had been requested as they had indicated interest in the project. Bruce replied that the upcoming visit to CFB Trenton might be a good opportunity to follow up on this question. Bruce added that the MOU with Aveos is still in the works.

Bill Tate, PNSAC Vice-President, reported on the monthly meetings that are regularly held with CASM Director General Stephen Quick. Bill reminded us that the Director General is very enthusiastic about Project North Star and has been extremely cooperative with our group and attentive to our needs. Bill informed members that Ron Lemieux has been asked to take the lead on the board for fundraising issues and to assist museum staff in their efforts to raise funds for the North Star Trust Fund. Karen Lochhead will assist Ron in this effort. He also informed members that there would be a visit to the museum and PNS on October 18 by Air Canada Pionniers from Montreal. Other information of interest to members: The MOU between PNSAC and the museum is approaching a major anniversary, and this will give us an opportunity to review and update the agreement; The North Star kiosk will be moved to a more favourable/visible location near the front lobby of the museum along with a donation box similar to the Beaufighter display; and, The Classic Air Rallye will return next year on June 9, 2012.

A visit to Trenton has been arranged for November 4. The exact itinerary will be confirmed at a later date, but the plan is to leave from the museum, stop in the west end to pick up additional passengers, then proceed to Trenton, arriving at approximately 10:30 a.m. Depending on numbers, the party will be split into two groups, one to the Flight Line and the other to Operations. The group will have lunch at a local restaurant, complete the tours in the afternoon and return to Ottawa by 8:30pm.

Following a brief discussion, it was suggested that the invitation be extended to other groups, such as staff from Vintage Wings and from CASM.

Cedric St-Amour then delivered a presentation on volunteerism at the museum, and in particular the contribution of PNS volunteers to the restoration of the North Star. He informed members that PNS volunteers will have soon logged in 40,000 hours restoring the aircraft.

Phil Chrysler gave a personal presentation on volunteerism and why he joined Project North Star. He said that volunteering not only furthers his interest in aviation history, it keeps him active and provides an escape from domestic bliss!

Following the presentations, members were invited to comment on these and other matters of interest. Bill Hough indicated that he has been a volunteer at the museum since 1994, and although he is no longer as active, he still remains very interested in our project and supports our efforts. Richard re-

sponded that not all volunteers were involved in the actual restoration of the aircraft, but that there were many other ways in which members, such as himself, are contributing to the project.

Ted Devey remarked that we do not appear to have much publicity for the project, particularly in the local news. Bill Tate responded that he has been in touch with members of the media who have shown an interest in PNS, and that the Retired Airline Pilots Canadian Airlines (RAPCAN) Newsletter is planning an article on the project. Phil Chrysler indicated that our merchandising efforts during special events, not to mention the sale of PNS items in the museum gift shop, have helped publicize the project.

Garry Dupont then requested Eric Brown, as the newest member, to draw the winning ticket for the 50/50 draw. To the surprise of all present, Eric drew his own ticket. As there was no further business, Richard adjourned the meeting and invited all to enjoy refreshments.

From notes by Jim Riddoch.

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## The 2011 PNSAC Open: August 9, 2011

And, the winners were...

Oops – There was a three-way tie!

This amazing coincidence happened at the recent – and, we hope, first of many – Project North Star Golf Tournament which took place at the Loch March Golf and Country Club in mid-August.



And away we go



Critical eyes

For this "Best Ball" tourney, the two-person teams were (in no particular order) as follows:

Tim Timmins and Ron Lemieux; Bill Tate and Frank Reardon; Bruce Gemmill and his son Mike; Murray Beaulieu and Karen Lochhead; Rolf Geiger and Murray's brother-in law Henry; and, last but not least, Jim.

The day started for some with breakfast at the Club House. Tee times started just after 10:00 a.m. – a very reasonable and leisurely beginning.

The first foursome of Tim, Ron, Bill and Frank got away in relatively good fashion (as seen by the foursome next up). However, from time to time, there could from a distance be seen some "lingering in the rough" or "hovering above waterhole" behaviour. Of course, none of these activities was observed with the second foursome, of which the author of this report was a member. And the last three players (who started a bit late) could not be observed at all because they were so far behind.



Jim



Murray

So, to set the record (or scores) straight, the outcome for all 18 holes was as follows:

- Tim and Ron: 87 – Congratulations Team!
- Murray and Karen: Another low of 87!
- Rolf and Henry: By weight of major talent, another score of 87!

And, the rest of the good news: All other players broke 100.

The game finished through a light Summer rain and the players repaired for a small pint and the usual golf chatter.



Comparing notes.

A great time was had by all. Can't wait until next year.

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# Calendar of Events

November 4, 2011	Visit to CFB Trenton and to the Royal Canadian Air Force Museum
November 24, 2011	Board of Directors' Meeting
December 3, 2011	PNSAC Quarterly Meeting
March 22, 2012	Board of Directors' Meeting
March 31, 2012	Quarterly Meeting
May 31, 2012	Board of Directors' Meeting
June 9, 2012	Annual General Meeting
	Board of Directors' Meeting
	Classic Air Rallye
July 1, 2012	North Star on display on Canada Day

## Board Members' Contact Information

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Your comments on the contents of this issue are also appreciated.

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