



The NStar Chronicle

Project North Star Association of Canada

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Project Manager's Progress Report

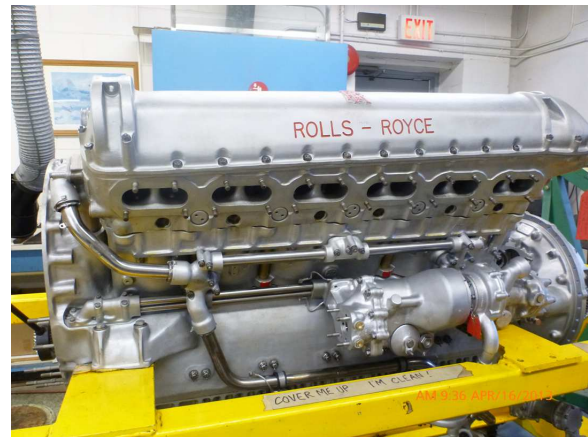
April 2013

Bruce Gemmill

During the last three months we have continued working on our two top priorities – Engine #3 and the interior of the North Star. Some of the external skin has also been polished. Volunteers were also involved in preparing the North Star and Argus for an early move outside, to accommodate an exhibit in the Storage Wing.

Engine and QEC

The engine rebuild is nearing completion, with magnetos and a few other accessories to be installed. The completed engine will soon be installed in the engine frame, then work will begin on the supercharger and intercooler.



North Star engine 3.

The basic engine frame is back together. The three radiator sections were cleaned and painted, then attached to the front of the frame. The rear cowl ring has been disassembled, and new mounting hardware is being fitted before the parts are painted and reassembled. The front cowl assembly (radiator cover) has also been cleaned, repaired and polished, ready to install. Other cowl panels will each be cleaned, repaired and polished, ready to install once the complete engine is in place. Work is also underway on a host of pipes, cables, accessories and

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fittings needed to complete the assembly of the engine and QEC prior to installation on the aircraft.

As mentioned, volunteers worked to prepare the North Star for an early move outside. Besides installing windows and closing other openings for weather protection, propeller #2 was installed on engine #2, rather than keeping it stored in the hangar.

Fuselage and Crew Area

The crew lounge and forward washroom are looking more finished, although much work still remains. New Plexiglas windows were installed in the crew lounge, washroom and APU closet. The water tank was installed in the ceiling, and the water lines hooked to the newly refurbished sink.

The air scoop that supplied cold air to the Janitrol heaters was badly corroded and removed for repair. This involved cutting away damaged aluminum and riveting carefully formed patches in place. The assembly was primed, then riveted back in place over the crew lounge. New insulation was installed in the ceiling, including a layer of heat resistant mica. Some pipes and wires have been installed, and the heating ducts were cleaned and recovered with fabric. These will be installed once the Janitrol heaters are in place.

The new galley is almost complete. After the original doors are repaired they will be attached to the new assembly, which can then be installed in the crew lounge, just behind the equipment rack. New wiring legends were produced for the inside of the electrical cabinets. These will be laminated before installation, to prevent deterioration from humidity.

The ceiling and wall panels in the forward and rear belly compartments have been stencilled and installed. The floor panels were badly scratched and in some cases stretched, due to the heavy load of baggage often carried in these compartments. Each panel is being assessed, and several have already been remade. These will be painted and stencilled, then installed later this spring.

One of the new de-icing boots has been successfully manufactured. This will be an on-going project, as time permits. Completed boots will be stored until other repair work on wings and stabilizers has been completed.

Work has begun manufacturing a full set of troop seats for the aircraft. A total of 33 seats will be sewn and fitted to new mounting frames. A design has been completed and fabric work has started. Some of the fittings have also been made. This work will continue for some time and all completed items will be stored until the main cabin has been repainted.



Forward vanity.

The forward washroom has most equipment returned, including the toilet and the window, minus the Plexiglas insert that is on order. Likewise, the vanity mirror and various fixtures were repainted and re-installed. The door will not be installed until the new flooring is glued down, one of the last tasks in the crew area.

The APU compartment, which had been converted to luggage and coat storage, has been re-assembled. The power inverter and cabinet were re-installed, along with the luggage shelf and floor.

Planned Restoration Work–2013

This summer we will replace all the items removed from the crew areas and continue the rebuild of engine #3.

Sewing of the seat fabric will begin soon and will continue until all the fabric has been stitched together. The frames will be manufactured later this year.

Next we expect to begin work to restore the main cabin. This will require removal of the wood cargo floor for a thorough cleaning and inspection. We expect to find some corrosion damage that will require repair.

PNSAC

My Days at the Home of the Merlin Engine

Richard Lodge

I am a bean counter and I always wanted to be an engineer. For 5 plus years in the late 1950s I had

struggled to overcome the boredom of training to be a Chartered Accountant in Leeds in Northern England. We worked long hours for free because it was said that our bosses would be giving us a valuable training.



Richard Lodge in the 1970s.

Most of my friends were at university and enjoyed long summer holidays when they would spend time tinkering with unreliable prewar old cars while I toiled away in an office. Weekends were supposed to be spent studying for accountancy exams. I always did the minimum amount of study and would move into my father's big old garage at the earliest opportunity to tinker with my 1934 Daimler limousine. The most common tools I had to use were my hands, Whitworth spanners, feeler gauges,

a good sized hammer and Swarfega for cleaning up before doing a little lightweight courting in the evenings.

Eventually the prized certificate arrived in the mail saying that I had qualified as a Chartered Accountant. I was now ready to leave the accountants' office behind and get a job as an accountant in industry. I could hardly believe my luck when I was offered a job as an assistant accountant in the Aero Engine Division of Rolls-Royce in Derby.



Nightingale Road office before closure in 2008.

As a young accountant I was very proud of myself to have got a job with such a prestigious company and I duly reported to work on my first Monday to be told that I would be given an induction period under the guidance of an experienced employee. I found I was put with two other green accountants to be guided by a man who was an ex WW2 regular army sergeant. He was about a foot shorter than me with a pencil moustache but had a typical sergeant's voice and manner. Les Hart knew very little about accounting and almost nothing about engineering but he certainly knew the company and the world. One of the best bits of advice he gave me was "Do not let the buggers get you down". I needed this advice on many occasions while at Rolls-Royce.

Following a bewildering first week of being shown round some of the R-R factories in Derby with my fellow new accountants, Les said we were ready to start work. I was told to report to the Overheads Department in the main accounting building near the Nightingale Road head office. Les introduced me to the supervisor of the department and then went on his way to deal with some other task. At that time R-R employed about 30,000 people in several factories around the UK and I felt very far removed from actual aero engines while sitting in this vast sea of clerical people. The building was a converted ware-

house and my office was in the middle of the huge second floor housing about 200 people. There was no air conditioning and very little ventilation. As the day wore on the atmosphere became putrid to say the least of it. My pleasure at being offered a job at Rolls-Royce was rapidly evaporating.

Derby in the 1960s was a two industry town, Rolls-Royce and the main railway workshops of the Midland Region of British Railways. For many people there were few choices other than to work at one of these two employers. Many of the employees at R-R had been with the company since leaving school at 16. They really did not like young inexperienced accountants being foisted upon them but I was new, full of enthusiasm and did not realize this.

The old sweats in the Overheads Department soon let me know that I might be more technically qualified than them but that was only an illusion. After a month or two, I made a bad mistake and my section leader came to me and said "You made a bad drop-off there". I had no idea what a drop-off was. He then called over the supervisor to discuss the mistake and said "Lodge here doesn't know what a drop-off is and I guess he doesn't know whether he is punched, bored or countersunk either." By that time I knew exactly what my mistake was but what neither of these men explained was the meaning of

their other comments. It took me some time to find Les Hart who told me that a drop-off referred to a careless person in the factory allowing an expensive part to drop onto the floor and break and secondly that punched, bored or countersunk described the method of making a certain part of my anatomy. I was beginning to realize that to survive at R-R I had

a lot to learn.

Shortly afterwards I got my own back on these gentlemen when, to their horror, I was appointed supervisor of the Overheads department.

In the next article I will describe how I came to enjoy the rest of my time at R-R and learnt about life in the real world of traditional British engineering.

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RAPCAN visits CASM

Retired Airline Pilots of Canada Visit the Canada Aviation and Space Museum

Bill Tate

At a monthly luncheon meeting of Retired Airline Pilots of Canada, Captain Jim Strang, retired A-340 Captain, advised me the annual general meeting for RAPCAN would be held in Ottawa in September 2012. Jim asked me if Project North Star Association of Canada could assist the Ottawa Chapter of RAPCAN in making sure all would have a good time.

Our guests would want to visit the North Star, and they would also like to see the DC-9 and the F-86 in the storage hangar. Many of them started their early jet experience flying the Sabres and had their command promotion on the DC-9. These visits were quickly approved, along with the booking of the Bush Theatre with the assistance of Stephen Quick, Director General of the CASM.

RAPCAN had no idea how many people would be coming to Ottawa. Based on previous annual general meeting attendance, from a low of 30 to a high of 300, a figure of 125 was suggested for planning purposes. Next question, how many people would want to come to the CASM and see the North Star versus the Vintage Wings of Canada Air Show?

As we got closer to the date, the North Star visit was chosen by 71 visitors and 75 attended the Air Show. Our own Mike Irvin made sure that the DC-9 was shown in the best possible way, and PNSAC volunteers assisted through the day. Among our guests there were several former North Star pilots for Trans Canada Airlines who added interesting insights into that aircraft.

Ron Lemieux, former Director of Protocol at Rideau Hall, was instrumental in ensuring a private

tour of the Governor General's Residence. All members of that tour were impressed with the history and beauty, and with the kindness of staff who assisted those with mobility issues.

The day started with Richard Lodge welcoming the group in the Bush Theatre and an additional welcome by Stephen Quick. Next, a Power Point presentation highlighted the work to date, followed by the drawing of a 50/50 draw.

Having some insight of the pilot psyche and knowing there would be a two hour beer call at the RCAF Mess before dinner I made an off-the-cuff suggestion. That suggestion was - rather than accept the 50/50 prize and "have fifty of your closest friends" hit you up for free beer at the Mess, the winner might make a cash donation back to PNSAC. It was most appreciated that the winner did so, which in turn made Paul Labranche, our "guardian of the vault" very happy as well.

After the tours of the North Star, DC-9, engine shop and restoration area were finished, eight former F-86 pilots were allowed an up-close and personal view of their former aircraft. It was amazing to watch fifty years evaporating on their faces as they went up the step ladder to see their old airplane. Much to the relief of Jim Strang, the tours were finished in time to allow for a visitation of the CASM exhibits and still make beer call!

In conversation with various members of RAPCAN they all seemed consistent that this was an incredibly detailed restoration that has far exceeded anything else they have seen. A well deserved "well done" for those who work on the North Star as well as the ambassadors of PNSAC who gave their time to show what we have done on the restoration of this iconic aircraft.

PNSAC

Notes from the President

Richard Lodge

As I write these notes in the middle of April, I see a fresh fall of snow on the ground. For the first time in many years, the North Star, already out in the open, will be covered in snow. This unusual situation has been caused by the Star Wars exhibition to be located in the Storage Hangar this summer. The larger Argus airplane has also been moved outside, in a position which reduces visibility of the North Star for the public. This will present a challenge to us in showing off our work to Museum visitors.

The Star Wars exhibition has also affected our plans for commemorating the 10th anniversary of the founding of the Project North Star Association. We are now planning to celebrate the anniversary when we open the North Star for the public on Canada Day. That will be the only time this summer when we can invite the general public to see the North Star and

offer our members conducted tours inside the plane. We will ensure that there are good directions to the North Star and volunteers located in the main Museum will assist visitors and members in finding it.

All this has had only a minor effect on the plane restoration. We are very actively working both inside the restoration shop and inside the plane itself. As usual our Project Manager has provided elsewhere in the Chronicle a comprehensive report of our progress.

In the next Chronicle, we are planning to start a Letters to the Editor section. Many of our members are not located in Ottawa and may well have interesting questions or comments on our work, or stories or pictures about North Star in general. We will welcome any letters or stories, which should be sent to the Editor (editor@projectnorthstar.ca) by email or by mail to the address shown on the last page of this newsletter. As with any publication, our editor will decide whether an item should be published.

PNSAC

Special Events

Project North Star Visit to RCAF 426 Squadron "Thunderbirds" – Friday Jun 14, 2013'

Project North Star is pleased to announce a tour of 426 Squadron at RCAF Trenton on Friday, June 14th, 2013. This visit came up at very short notice, through the help of Tim Timmins (retired Colonel CAF and member of PNSAC) and Lieutenant Colonel Damon Perrault, Commanding Officer of 426 Squadron.

Due to the fantastic demand that was generated for our trip to Montreal, I would strongly recommend an early booking to avoid disappointment as seats are limited for this fun day of activities.

Our visit to 426 Squadron, which does all the training for the new C-130J, will involve a tour of their brand new state of the art training facilities that includes the two airframes that are used for technician training, another airframe for training loadmasters, a procedure trainer, and full motion simulators with the usual caveat "operational requirements."

After our visit, we will attend the RCAF Memorial Museum which has undergone a major upgrade to its display area along with their work shops.

Afterwards we will have a debriefing at Rumour's Restaurant for schnitzel before returning to Ottawa.

The cost per person is \$70:00. Please send two cheques including a non-refundable deposit of \$30:00 and a post-dated cheque in the amount of \$40:00 dated May 14, 2013.

Please note "Trenton Trip" on your cheques in addition to sending me (Bill Tatae) an e-mail message (pnsac.specialevents@gmail.com) to confirm your participation. Please include your full name and date of birth in your e-mail message (this is a requirement of RCAF Security) as well as your preferred contact information, email or telephone.

Active volunteers can bring your cheques to the PNSAC office at the CASM or alternatively mail to:

PNSAC
P.O.Box 44005
514 Montreal Road
Ottawa, ON
K1K 4P8

Third Annual Golf Day at Loch March – Wednesday August 14, 2013

Our Second planned Special Event is for Wednesday August 14th which is Third Annual Golf Day at Loch March in Carp Ontario.

The day will start off with breakfast at 09:00 with golf starting shortly after 10:00.

The club professional, as last year, has graciously given PNSAC two free passes for 18 holes at Loch March, which will be awarded for the longest drive (staying in bounds of course) and closest to the pin. Format will be best ball.

Afterwards on the deck, we will discuss the day's game and the Vice-President will give the winner a "free beer" for their effort.

Please email pnsac.specialevents@gmail.com to confirm you are coming and call the starter at Loch March 613-839-5885.

Please visit the web site www.lochmarch.com for more information such as facilities and dress code.

Montreal Area Control Centre and the Bombardier Aerospace – Friday October 4, 2013

Our Third planned Special Event, on Friday October 4th, is a trip to the Montreal Area Control Centre and the Bombardier Aerospace factory in Dorval.

The Montreal Area Control Centre is a secure facility responsible for Radar Air Traffic Control in the Quebec region including northern Labrador up to Baffin Island. This tour will have us divided into smaller groups due to the requirement for quiet so as not to disturb the Air Traffic Controllers. For operational considerations this tour could be cancelled on short notice if there is a declared emergency or an emergency in progress.

After a lunch break we will travel to the Bombardier factory in Dorval where the CRJ series jet aircraft are built.

For dinner we will proceed to the Willow Inn in Hudson before proceeding back to Ottawa.

As this tour is now sold out we can accept bookings on a cancellation basis only.

To make a cancellation booking please email pnsac.specialevents@gmail.com to confirm you are willing to standby for this trip, and mail a non-refundable cheque payable to PNSAC for \$60:00 payable to PNSAC and in the cheque memo please put in Montreal trip. Please note this cheque will only be cashed if space becomes available and if no space becomes available the cheque will be destroyed.

Please mail the completed booking sheet and cheques to:

PNSAC
P.O.Box 44005
514 Montreal Road
Ottawa, ON
K1K 4P8

PNSAC

Special Presentation



"Do I really have to wear it?"

At a Board meeting on March 20, the directors presented a PNSAC golf shirt to our hard-working Secretary, Roger Button. Our Vice President Bill Tate made the presentation; the joy and gratitude are evident on Roger's face.

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Calendar of Events

Note: The date of the Annual General meeting has been changed and will now be held on Saturday, June 8, 2013.

May 30, 2013	Board of Directors' Meeting
June 8, 2013	Annual General Meeting
June 8, 2013	Board of Directors' Meeting (post AGM)
June 27, 2013	Board of Directors' Meeting (first meeting of new Board)
September 12, 2013	Board of Directors' Meeting (to be confirmed)
September 21, 2013	Members' Quarterly Meeting (to be confirmed)
November 28, 2013	Board of Directors' Meeting (to be confirmed)
December 7, 2013	Members' Quarterly Meeting (to be confirmed)
March 20, 2014	Board of Directors' Meeting (to be confirmed)
March 29, 2014	Members' Quarterly Meeting (to be confirmed)

Board Members' Contact Information

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