



The NStar Chronicle

Project North Star Association of Canada

Volume 9 | Issue 1 | January 2013

Project Manager's Progress Report

December 2012

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.

Engine #3 and QEC

The engine frame is slowly being rebuilt, as all parts are carefully removed, cleaned of corrosion and repainted. The radiators have been cleaned and stripped, painted and reattached to the frame. Work is underway to repair corrosion damage to various cowl panels, beginning with the massive radiator cover.

Fuselage and Crew Area

The crew lounge and forward washroom are now being fitted out with equipment restored over the fall and winter. The electrical panel doors have been re-installed, along with the oxygen regulators and oxygen control panel, and a new wall above the galley. A new galley is now being built, using the old, corroded unit as a template. Only the doors will be sal-

vaged. The water tank located in the ceiling over the navigation rack was removed, and corrosion damage repaired on the mounting bracket. The tank itself was cleaned, and the old cloth cover carefully removed. A new cover was stitched in place and coated with 'dope' to harden and stretch the fabric. It is now ready to be re-installed.



Robert Desjardins polishes a half century of oxidation and grime off the aircraft skin. Volunteers take turns on this endless exhausting task.

The forward washroom has most equipment returned, including the toilet and the window, minus

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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.

The heater and ducting has become a major item of work. All the ducts were removed and cleaned, but new woven fiberglass coverings will need to be attached. Material is on order. The main air scoop that feeds the heater was removed and found to be badly corroded. This item is being rebuilt and must be installed before the aircraft goes outside this spring.



Shayda Spakowski, a recent graduate in museum restoration assembles a de-icing boot in the hot press.

Work also continues on the floor, ceiling and wall panels from the under floor belly compartment. Some damaged panels may need to be replaced. Progress is also being made on the de-icing boots for the wings

We made good progress on our plan to build a set of troop seats for the aircraft. Our appeal for donations was highly successful, and most of the material needed for the seats has now been received. Numerous fittings were manufactured and painted, and are stored until the seats are ready to install.

Planned Restoration Work–2013

This winter 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.

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Engine #3 January Report

Garry Dupont, AME.

This follows from earlier reports wherein we had finished the engine overhaul – pistons, crank, bearings, cams and valves. Now, we work our way out to the exterior parts.

We have completely disassembled, cleaned, clear-coated and re-assembled the wheel case. The cam shafts are installed, the valves timed and clearance gaps adjusted. The oil filter relief valve assembly has been cleaned, treated and installed.



Garry Dupont and Richard Lodge struggle to remove a seized nut from a propeller gear case. Richard is pounding it with the impact wrench. Says Garry, – "If it won't come off we'll get a bigger bar." It comes off. Note the left hand thread.

The reduction gear box is being disassembled; the propeller shaft has come out without too much trouble. Work has started on the magnetos; when completed they will be installed and timed. After this is

done, the reduction gear box will be installed. The QEC is in the main restoration shop, and everything will come together soon.

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May 1, 1948, TCA Commenced Bermuda Service

James Dewolf

This story was written by James Dewolf and was originally published in "Bermuda Online" Our thanks to Mr. Dewolf for permission.

The Bermuda government welcomed the arrival of yet another airline to fly into and out of Bermuda on a regularly scheduled basis. Air Canada, then known as Trans Canada Airlines (TCA) started regular service from Canada, via Bermuda, to the West Indies. For the tourism chiefs of the Bermuda government, it was the opportunity they had long sought to market Bermuda's charms aggressively in Canada.



TCA North Star over Bermuda. Postcard image reproduced with the kind permission of www.cardcow.com

The TCA service began on a twice-weekly basis, operating four-engine Canadair North Star aircraft, with one schedule operating out of Montreal and the other from Toronto. On May 1st, in a ceremony at Montreal, members of the Canadian government and international aviation representatives met on the tarmac to inspect the 40-seater North Star CF-TFK, the

first ever such large passenger aircraft type to be built entirely in Canada.

In the Montreal ceremonies prior to this inaugural departure to Bermuda were Dr E P Warner, President of the International Civil Aviation Organization; the Hon Lionel Chevrier, Canada's Minister of Transport; Mr R C Vaughan, CMG, a director of TCA and President and Chairman of the Canadian National Railroad. Also on the aircraft were the Hon Ernest Bertrand, Canada's Postmaster General; Mr Gordon MacGregor, President of TCA, Mr W F English, Vice President Operations TCA; Mr A C McKim, Vice President Traffic TCA; Mr W S Thompson, Director of Public Relations TCA; and Sir William Hildred, Director-General of IATA. The five-hour flight to Bermuda also carried well-known press representatives from prominent Canadian newspapers and radio stations.

On its arrival in Bermuda the inaugural flight was met at the Civil Air Terminal of Kindley Field by the Worshipful Leon Fox, Mayor of St George's and an official party of senior Bermuda government representatives and other dignitaries. To celebrate the arrival of the distinguished Canadian visitors, the Governor of Bermuda, Admiral Sir Ralph Leatham welcomed them to Government House at an official reception held in their honour.

For 1948, the airline advertised its one way fare from Montreal to Bermuda at C\$85, with the round trip at C\$153. The fares from Toronto were C\$90 and C\$162. Then there was the "triangle tour", - Montreal-Bermuda-Toronto-Ottawa-Montreal, taken in either direction, starting and terminating at any point on the triangle, at C\$175 with a time limit of one year. The tariff also noted that tickets sold in Canada were subject to a 15% tax and that Bermuda would collect a departure tax of twelve shillings and sixpence.

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A Close Call for the North Star

Bill Upton, Canadair Historian, CASM Volunteer

In September 1963, a memorandum from Air Commodore G.G. Diamond, to Wing Commander R.V. Manning, Air Historian RCAF Headquarters, bluntly stated that:

“It has been our policy to preserve for museum purposes one example of each major type of aircraft that has been used by the RCAF. Sheer size with its associated storage problem is now forcing a modification of this policy and in case of the North Star, it has been decided that preservation of a complete aircraft is not warranted and that only the part of the main fuselage which contains the crew compartment should be held for future display. ...It is requested that part of a North Star’s fuselage which takes in the crew compartment and all associated radio, navigational, and piloting equipment be set aside and stored for future museum purposes.”

Just a month later, the Minister of Northern Affairs and National Resources, the Honourable Arthur Laing, expressed interest in the preservation of a North Star due to its outstanding contribution to air transportation in Canada. In a letter to Kenneth M. Molson, Curator of the National Aviation Museum, he proposed that an aircraft be set aside for the Museum to be temporarily stored at some RCAF Station until display space could be made available. Citing to W/C Manning that it would be a considerable problem to preserve an aircraft of this size in the limited storage facilities available, Mr. Molson stated that for reasons of economics, it would be preferable to reserve the last such aircraft in service. This would reduce preservation costs until the retirement of the fleet. Minister Laing suggested to the Minister of Na-

tional Defence that the aircraft should be placed at the Vancouver Airport, as there was no adequate display space at the Rockcliffe site. Such a fate did not bode well for the Museum.

On 8 December 1965, C-54GM serial 17506 made the last official RCAF North Star flight in a flyby salute for a most solemn occasion. This marked the end of the North Star era in the RCAF. Previously, the venerable North Star 17515, flying from nearby Mountain View, had landed at RCAF Station Trenton after a short flight, for ceremonial display where it joined highly polished aircraft 17508, which was on static duty in No. 10 Hangar. These two aircraft were honourably front and centre as the fleet stand-ins for the formal RCAF North Star stand-down and retirement ceremony at the base. Air Vice-Marshal W.A. Curtis, who had been the Chief of the Air Staff during the period of the North Star’s acquisition by the RCAF, spoke on the proud history and achievements of these aircraft. He then received the ceremonial aircraft log book from former North Star captain F/L J.A. McNair and flight engineer Sgt. V.P. Pawliuk. Following the retirement ceremony, 17515 was flown back to Mountain View on 9 December, having finally been slated to be preserved, not at Vancouver Airport, nor in pieces, but sensibly as a complete aircraft with the National Aeronautical Collection at Rockcliffe Airport, Ottawa.

Officially retired, but now offered a new lease on life, North Star C-54GM, RCAF serial number 17515 was cleaned and spruced up. Being delivered from 6RD at Mountain View on 20 December 1965, it performed the final flight and landing of the type at RCAF Station Rockcliffe, for acceptance towards display at the National Aeronautical Collection. Happily, a good fate.

In its nearly seventeen years of transport service all over the conflicted and peaceful parts of the world, this tired old aircraft had accumulated a respectable 20,092 hours of flight time when it finally rolled to a stop at the Museum.

PNSAC

Notes from the President

Richard Lodge

This newsletter is coming to you somewhat later than usual because our hard-working webmaster and newsletter designer, Drew Hodge, very sensibly decided to take a Christmas vacation in the south of France where he could enjoy warmer weather, good wine and plenty of smelly cheese. As a result I am writing this piece in 2013.

In the last newsletter of 2012 I stated that we were in our 8th year of operations. This is not the whole story since 2013 is actually the 10th anniversary of the foundation of PNSAC. To mark this milestone we are planning an event to bring all our members together and to showcase the very considerable achievements made by those of our members who are able to get their hands dirty and work on the plane.

Looking back on the first 10 years, I can see how far we have moved in this time. We are no longer an embryo organization trying to prove ourselves. We now have over 100 members, many of whom are able to volunteer their time and expertise to work on the plane or provide other valuable help to the Association. This is something to celebrate since PNSAC is the first volunteer organization carrying out a major

project at the Aviation Museum.

Over the past couple of years we have established very good contacts with other aviation organizations in the Ottawa area, thanks to the efforts of our Vice President, Bill Tate. We are hoping that the next quarterly members' meeting will be held jointly with the Ottawa Airport Watch. The meeting will take place in the evening on Friday April 5, subject to final confirmation from the Museum. This is a change from Easter Saturday, March 30 which was the date shown in the last newsletter. We are not sure yet whether our members will prefer an evening meeting to the normal Saturday morning meeting and so it is an experiment which we will monitor carefully. At the meeting we are hoping to be able to take everybody on a tour of the North Star, which is situated at present in the Storage Hangar at the Museum.

Although the Museum will only be hosting one major event in 2013, Canada Day, we are continuously looking for opportunities to show off to our members and the public the work we have been doing. Although there are no specific events planned yet, other than the 10th anniversary celebration, we are hoping that it will be possible during the year to organize one or more events in addition to the planned October 5 bus trip to the Bombardier and CAE facilities in the Montreal area.

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Calendar of Events

Note: The March quarterly meeting has been changed from Saturday, March 30 to Friday, April 5 at 7.00 pm. This will be a joint meeting with Ottawa Airport Watch.

March 21, 2013	Board of Directors' Meeting
April 5, 2013	Quarterly Meeting
June 6, 2013	Board of Directors' Meeting
June 15, 2013	Annual General Meeting
June 15, 2013	Board of Directors' Meeting (post AGM)
June 27, 2013	Board of Directors' Meeting (first meeting of new Board)

Erratum

In our last issue of the Chronicle, we reported on the 2012 PNSAC Invitational Golf Tournament, and the story was credited to Bill Tate. The little problem is that the story laid praises on Tate for his excellent or-

ganization of the event; now we have to make it clear that our Tate would never blow his own horn like that. No, the story was actually submitted anonymously by Ron Lemieux, and the editor is eager to correct the record.

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¹This newsletter is typeset using L^AT_EX. 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.