



北美風沙 The North American LaSallians

Nov 2014

Toronto Chapter New Year's Eve Dinner

Date: Wednesday, December 31, 2014
 Reception: 6:30pm
 Event Time: 7:30pm-1:00am
 Venue: Casa Deluz Banquet Hall
 1571 Sandhurst Circle, Unit 107 Scarborough, Ontario
 Price: \$88.00
 Contact: Philip Wong (wong.philiphf@gmail.com)
 Chris Fong (shihangfong@yahoo.com)

Vancouver Chapter New Year's Eve Dance Party

Date: Wednesday, December 31, 2014
 Reception: 5:30pm
 Venue: Sheraton Vancouver Airport Hotel
 7551 Westminister Highway, Richmond, B.C.
 Price: \$110.00 (ticket purchased before November 30, 2014)
 Information: <http://nye2014.lscobavan.org>

About this newsletter

This newsletter is aimed at providing an electronic platform for communication among La Salle College old boys residing in North America. However, it shall not be used as a tool to promote any personal agenda. The editorial board therefore reserves the right to review and edit all submissions to ensure that no inappropriate contents appear in any issue of this newsletter. The editorial board also reserves the right to reject any submission that is not in line with the objective of this newsletter. Please send all your communications to editors@lscobaedm.org.

To subscribe to this newsletter, please email (with subject line: subscribe) to newsletter-lscobaedm-subscribe@lscobaedm.org.

Newsletter Committee comprises of the following members:

East Coast (USA)	Christopher Tse (1965), Peter Lai (1967)
Edmonton	Calvin Chan (1971)
San Francisco Bay Area	Ephrem Fung (1976), Ambrose Lee (1998)
Southern California	Eddie Shek (1985)
Toronto	Felix Leung (1985), Kevin Kwok (1988), Jimmy Chang (1966)
Vancouver	Victor Leung (1977), Richard Choo (1977)

Reminders

East Coast (USA)

Sunday Dim Sum Lunch

Date: every Sunday
 Time: noon
 Venue: Asian Jewels Seafood Restaurant
 133-30 39th Avenue, Flushing NY 11354
 Tel. 718-359-8600
 Contact: dimsum@nylscoba.org

Edmonton

Monthly Dim Sum Gathering

Date: Nov 7, 2014 (every first Friday)
 Time: noon
 Venue: Urban China Restaurant 潮樓大酒樓

Grey Cup Party

Date: Nov 30, 2013
 Time: 3:30pm – 8:00pm
 Venue: Finnagan's Bistro Bar & Billiards
 Contact: billshwong@shaw.ca

San Francisco Bay Area

Bimonthly Lunch gathering

Date: Dec 6, 2014 (1st Sat of every other month)
 Time: 1:00 pm- 3:00pm
 Venue: ABC Seafood Restaurant
 973 E Hillsdale Blvd, Foster City, CA 94404
 Contact: sf@lscoba.com

Southern California

Monthly Dim Sum Gathering

Date: every first Sunday
 Time: noon to 2 pm
 Venue: Empress Harbor Seafood Restaurant
 111 N. Atlantic Blvd., 3/F, Monterey Park

Toronto

New Year's Eve Dinner

Date: Dec 31, 2014
 Time: Reception 630 p.m.
 Event 7:30 p.m. – 1:00 a.m.
 Venue: Casa Deluz Banquet Hall
 1571 Sandhurst Circle, Unit 107
 Scarborough, Ontario
 Ticket: \$88 ea.

Vancouver

Badminton Night

Date: Every Monday
 Time: 8 pm – 10 pm (2 sessions)
 Venue: Richmond Pro
 130-5800 Minoru Blvd, Richmond
 Cost: \$5/session (i.e. \$10/2 hour)
 RSVP: ylfun@shaw.ca by every Friday



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Chapter News

San Francisco Bay Area Chapter

Golf Outing 2014

Ambrose Lee (1998)



Middle Left Picture:

George Law (1966); Stanley Leong (1966); Frank Lo (1966) Samuel Chan (1968)

Middle Right Picture :

Ambrose Lee (1998), Bryan Tang (1993), Frank Lo (1966), Stanley Leong (1966); George Law (1966); Joseph Kwok (1961); Philip Ozorio (1974)

Thank you all for joining the Golf Outing!! It was a perfect day to play on the field!!

On Sept 13th 2014, 8 LaSallians and friends met to hit some golf at the Peninsula Golf and Country Club in San Mateo. It was a perfect day with gentle breeze and California sunshine. We spent 5 hours on this beautiful golf course with lots of laughter and fun! It was an enjoyable day!

Thank you very much, George Law (1966), for coordinating the event. Special thanks also go to Joseph Kwok (1961) and Dr Samuel Chan (1968), who, as members of this private golf club, made the use of the club facilities for this event possible!

Yours in La Salle,

LSCOBASF (Bay Area) Chapter

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Toronto Chapter

Joint School Alumni Table Tennis Tournament 2014

Kevin Kwok (1988)

Joint School Alumni Table Tennis Tournament 2014 took place on 19 July 2014 at Canadian Chinese Table Tennis Association.

Many old boys, friends and family, attended the event to show their support for the LSOBA table tennis teams. This year, we sent 2 teams to compete in this tournament. Our Team A did remarkably well amongst 18 teams by capturing the overall title after 10 hours marathon competition, while our Team B managed to capture 4th runner up title.

Result:

- Champion: La Salle Old Boys Association
- 1st runners up: Munsang College Old Boys Association
- 2nd runners up: Kings College Old Boys Association

Our roster:

- John Keung (1965) -Team Captain
- Daniel Kwong (1969)
- Charles Yap (1971)
- John Chow (1978)
- Eric Yu (1980)
- Kevin Kwok (1988) - Manager
- Kevin Li (2012)
- Jason Ng (2016)



For the overall success of this year's table tennis team, we would like to express our deepest gratitude to John Keung (1965), Michael Mau (1965) and Peter Lau (1970).





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Annual BBQ

Kevin Kwok (1988)

Our Annual BBQ took place on 24 August 2014 in Thompson Park. The event was well attended by 200 old boys with family and friends. Attending old boys were from different generations, from the classes of 1950s to 2000s. We were also pleased to have a group of old boys from class of 1964 attending as one of the events of their 50th Anniversary reunion in Toronto.

A big hand to Paul Khoo (1971) and numerous helpers who contributed to another successful event!





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Joint School Alumni Soccer Tournament

Kevin Kwok (1988)

The Joint School Alumni Soccer Tournament was held on 17 Aug 2014 with 4 participating Hong Kong secondary school alumni associations, including those of St Joseph College, Ramondi College, Salesian group and La Salle College. The La Salle OBA team was the hot favorite as we had never tasted defeat in matches with these same teams in the past few years.

As a team of brothers, whenever our players came off the soccer field, regardless of their performance they received warm and loud applause from our supporters.

Our team was also proud that none of its members was given a yellow or red card in any of the matches, and we were the only team with this achievement.

Besides 6 tournament games, we arranged 1 exhibition game for the players 50+ years of age between HK Chinese University Alumni and Joint School teams. The final line up was (CUHK Alumni + LSCOBAs) vs (Salesian + Ramondi) and more than 50 players participated in this 90 minutes game.

History repeated itself, we managed to win all games and we achieved the feat 4 years in a row.





Global Reunion

LA Loves Endeavour: the Space Shuttle

This article first appeared in the La Salle College Old Boys Global Reunion 2014 program book.

Anthony Luk (1966)

On the weekend of October 12, 2012, the space shuttle Endeavour nestled on a 16-wheel remote control carriage and rolled at the maximum speed of two miles per hour from a United Airlines hangar in Los Angeles International Airport to the Samuel Oschin Pavilion in California Science Center. Tens of thousands of Los Angeles residents lined the 12-mile route, waved the American flag and snapped countless photos as Endeavour trekked through neighborhoods and marked the end of the space shuttle era. The momentous occasion ushered the newest attraction to Southern California with which residents and tourists can closely absorb Endeavour's history as well as that of the space shuttle program.

Stepping Into the Space Age

The space shuttle, formally known as the Space Transportation System (STS), is deemed the most sophisticated and versatile of flying machines. "It is launched as a rocket, orbits the earth as a spacecraft, and returns as a glider to a runway landing," wrote George Torres, a long-time space enthusiast. The development of these advanced technologies dates back to the race into space between the former Soviet Union and the United States. In the early '60s, the Mercury space program sent in each mission an astronaut into the earth orbit to study his adaptation to zero gravity, and developed the procedures to recover the capsule and astronaut safely. In the mid '60s, the Gemini spacecraft carried two astronauts, were equipped with onboard propulsion, guidance and navigational systems for orbital maneuvers, along with radar for developing the rendezvous and docking techniques indispensable for lunar missions. The Gemini program pioneered extravehicular activity as astronauts demonstrated the ability to perform spacewalks with protective suits and gear -- in particular, the hand-held self-maneuvering propulsion unit.

President Kennedy's invigorating words "of landing a man on the moon and returning him safely to earth" propelled the nation to accept the challenges in full support of the Apollo space program. Many can still visualize Neil Armstrong's first step on the lunar surface. In retrospect, the Apollo missions were a hundredfold more difficult with more unknowns than those of Mercury and Gemini. Three unmanned programs comprising of Ranger, Lunar Orbiter and Surveyor produced data to possible lunar landing sites and verified that the firmness of the lunar soil could support a heavier landing craft. The three-stage Saturn V rocket was perfected to catapult the Apollo command, service, and lunar modules to escape the earth's gravitational pull. Manned missions to build confidence in the separation of the lunar module from the command module, and the subsequent rendezvous and docking maneuvers under the moon's gravitational field were repeated. In a four-day trip to the moon, the giant leap of the Apollo 11 mission with Michael Collins orbiting in the command module, Neil Armstrong and Buzz Aldrin landed the lunar module named Eagle at the Sea of Tranquility with almost the whole world watching on July 20, 1969.

Germination of the Space Shuttle

At the height of the Apollo program, the Space Task Group appointed by President Nixon set new initiatives to the U. S. space program. The recommendations were to develop a reusable space transportation system and to advance technologies in communication and meteorology. Initiatives demand innovations, which were numerous in the shuttle fleet. The salient innovations are the space shuttle main engine (SSME), the orbiter's thermal protective system (TPS), and the computerized flight control system. Visitors to the Samuel Oschin Pavilion can easily spot the results of the development from the first two innovations when walking around and underneath the space shuttle Endeavour. The following paragraphs will describe them in some detail. Readers will realize the significant contributions and legacy of the aerospace companies in California to the Space Transportation System. By the way, visitors can stand next to the Mercury and Gemini spacecraft on the second floor of the California Science Center.

Origin of Endeavour

Congress authorized the construction of a new orbital vehicle, eventually cataloged as OV-105, to replace Challenger, the space shuttle that was lost soon after launch. OV-105 was named, based on a historic ocean exploration vessel through a contest among elementary and secondary school children. The name Endeavour was chosen to emulate the spirit and adventure of the ship commanded by Captain James Cook in performing astronomical measurements in the Southern Pacific in 1768. In a later voyage, Captain Cook discovered New Zealand, surveyed Australia, and navigated the Great Barrier Reef.

Endeavour is the youngest space shuttle. Spare parts of the shuttles Discovery and Atlantis were used to build Endeavour. The North American Rockwell plant in Downey, some 10 miles southeast of downtown Los Angeles, was the prime contractor of the space



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shuttle program. Each one of the space shuttles was constructed there, and came together in final assembly in Palmdale, a town at the edge of Mojave Desert.

Experiencing Endeavour

Upon entering the Samuel Oschin Pavilion, visitors will gaze upward at the starboard side of Endeavour. Compared with the sleek design of today's commercial air carriers like the Boeing 787 Dreamliner or the Airbus A380, the long wing span is not in sight. Instead, the space shuttle features a pair of short wings and a vertical tail at the rear of its huge body. In the early going, engineers at Downey pioneered the computerized flight control programs to guide the flight of the aerodynamically unstable body of the shuttle. The technology known as fly-by-wire has become a common practice in all modern aircraft.

Examining the underside of Endeavour, visitors will appreciate the complexity of the thermal protection system (TPS). Over 31,000 silica ceramic tiles formed the first layer to shield the space shuttle from the searing 2,700-degree Fahrenheit heat during its re-entry from space as well as the extreme minus 275 degrees Fahrenheit in outer space with the shuttle orbiting at an altitude of 200

miles from mother earth. Each tile was individually contoured to follow the shuttle's curvature in dimensions varying from less than ½-inch to 3 ½ inches in thickness, and from about 1-inch to about 6-inches squared. Lockheed Missiles and Space Company at Sunnyvale in Northern California developed TPS, which is one of the technologies to make the shuttle reusable for repeated missions.



Space Shuttle Main Engine.
(Photo provided by Spencer Liu)



Class 1966 and friends toured the Space Shuttle Endeavour exhibition at California Science Center on August 10 during LSC Global Reunion 2014.
(Photo provided by Robert Chao)



A happy group of LSC Old Boys at the Endeavour exhibition.
(Photo provided by Spencer Liu)

Standing at the rear of Endeavour and looking upward, three space shuttle main engines (SSMEs) with their nozzles distinguish themselves. They are the paramount achievements of Rocketdyne at Canoga Park in the San Fernando Valley of Southern California. These reusable rocket engines demonstrated the breakthrough technology in helping to jettison the 2,250-ton shuttle assembly to as high as 384 miles above Earth in as many as 55 missions. The SSMEs are not only sturdy but also elegantly designed to fit in the tail section of the space shuttle. A Rocketdyne SSME is on display at the ground level with charts explaining the rapid fuel pump system supplying liquid hydrogen and oxygen to the SSMEs. With the temperature inside the combustion chamber reaching 6000 degrees Fahrenheit, the exhaust could easily melt the aluminum nozzle but was saved by rings of jets lining the inside cavity of the nozzle and flushing it with liquid hydrogen.

Around the expanse of the Samuel Oschin Space Pavilion, dozens of charts illustrate the components of the space shuttle, and summarize each of Endeavour's missions. Pay attention to the orbital maneuvering system (OMS), which are two smaller engines located above the main engines and used to make major orbit changes. Aerojet, a Californian rocket and missile propulsion manufacturer, developed the OMS. A second set of engines with small thrusters, named the reaction control system (RCS), was employed to adjust the shuttle position. Endeavour pointed towards the earth for earth-observing experiments or towards deep



space for astronomy experiments. The display charts can direct visitors to find the primary thrusters and Vernier thrusters of the RCS.

Milestones of Endeavour

Each of the twenty-five Endeavour missions accomplished a set of milestones. The eight-member crew space shuttle, combined with its large payload bay, Canadian robotic arm, advanced avionics systems and agile space suits and gears carried out missions (a) in the delivery of telescopes, sensors, planetary probes, satellites and components of the International Space Station, (b) in satellite retrieval, repair and resupply, (c) testing space observation equipment in the payload bay and bringing it back to earth for refinement, and (d) on-orbit assembly of space apparatuses.

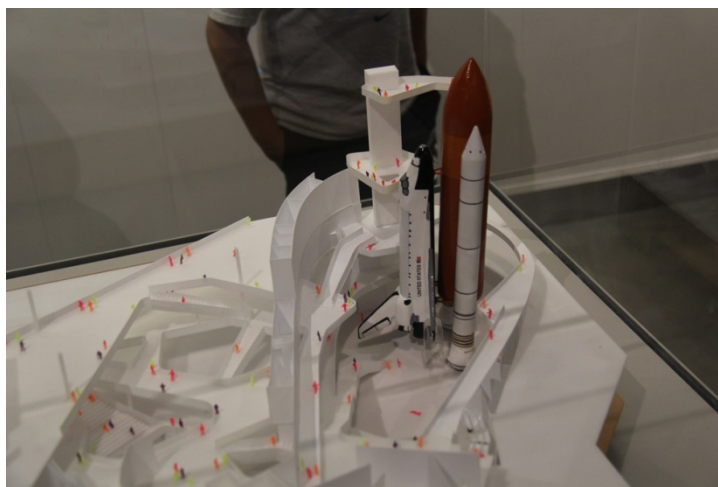
Salient milestones of Endeavour missions include:

- In STS-49, captured the INTELSAT VI (F3) satellite and installed a new rocket package, and successfully launched it into orbit 23,000 miles above earth.
- In STS-57, carried the first flight of SPACEHAB (which is on display in the Samuel Oschin Pavilion).
- In STS-61, repaired the blurry Hubble Space Telescope by installing a new set of optics to focus light rays on the sensor arrays. Within weeks after Endeavour's landing, beautiful images of the outer space were transmitted by the Hubble Space Telescope and viewed by citizens worldwide.
- In STS-88, Endeavour helped create the International Space Station. It took the first American component of the station called the Unity node, which is the passageway connecting the working and living modules, to space and joined it to the Russian Zarya module, which was already in orbit.
- Endeavour was the first orbiter to deploy a forty-foot-diameter drag chute that reduced the rollout distance by one to two thousand feet. The drag chute was subsequently added to space shuttles Discovery and Atlantis.

A Glimpse into the Future

The plans for the Samuel Oschin Air and Space Center, the permanent home for Space Shuttle Endeavour, are closely under wraps. Curiosity-seekers surreptitiously obtained photos of the Center's model. They revealed the orbiter mounted vertically on the external fuel tank with two solid rocket boosters. The entire configuration resembled an imminent STS mission on a launch complex in Cape Canaveral. The Center will integrate immersive experiences for the next generation to continue dreaming atmospheric flights and exploration of the universe. Henceforth the countdown has begun for the next phase of the Endeavour exhibition in Southern California.

Old and new aerospace companies have won NASA contracts to develop the next-generation crewed space vehicle. The three finalists are: Boeing, Sierra Nevada and SpaceX. Boeing's division in Huntington Beach in Southern California based the design of its CST-100 on the Apollo spacecraft but extends it to carry seven crews. Sierra Nevada Corporation is developing its Dream Chaser spacecraft, an Apollo-shuttle hybrid that also carries a crew of seven. The Dream Chaser will be capable of landing on any runway that can handle the 737 commuter jets. Space Technology Exploration Corporation or SpaceX, a company at Hawthorne in Southern California, has the most innovative and challenging design called the Dragon V2. It is a spaceship to carry people and cargo and to land on four footpads by clever controls of rocket power. The winning spacecraft will extend the glory left behind by the retired space shuttle fleet, yet pursue supreme and cost-effective capabilities.



Model of Endeavour's permanent home. (Photo by Spencer Liu)

Postscript: On September 16, 2014, NASA announced its selection of Boeing's CST-100 and SpaceX's Crew Dragon spacecraft to transport astronauts to the International Space Station from U.S. soil by 2017.