



# ROAR of the Harvard

Canada's grassroots organization devoted to keeping 'em flying

[www.harvards.com](http://www.harvards.com)

2011 No. 1

## Volunteer for Bingo

### We need your help!

Bingos are a major source of revenue for CHAA and can only continue with your assistance.

Up Coming Dates

- June 3
- September 11

Please contact:

*Torben Haarbye*  
(519) 679-1733

## 2011 CHAA Calendars

\$10.00 + \$2.00 shipping

Available at: K-W Surplus,  
Spitfire Emporium, CHAA Stores

Please contact:

*Pat Hanna*  
519-658-5464  
[aviatoris@rogers.com](mailto:aviatoris@rogers.com)

## Tillsonburg Events

- Jul 30 Fly Day
- Aug 27 Fly Day
- Sep 24 Wings'n Wheels

## Volunteers Required

Please contact:

*Sandra Sparkes*  
[sandpar@rogers.com](mailto:sandpar@rogers.com)  
Phone: (519) 634-8360

## 2010 President's Report: Ray Whitemore

The primary function of the President and C.O.E. position is to ensure the smooth running of the overall organization through the efforts of our Board of Directors and Committee Heads and thus in turn our many Volunteers, Donors and Sponsors.

Our Volunteers through their giving of time contribute by the raising of needed funds or in saving funds by their labour efforts. Our Donor's give their dollars that greatly assist us in the operation and meeting of CHAA's mandates.

All of the reports and results of these functions are found in the various committee write ups included in this Year's Annual Report.

As President, I can only add that 2010 was another great year for CHAA and it was special as we celebrated our 25<sup>th</sup> Anniversary, held a number of air-shows, flew the Yale after years of restoration efforts and honoured our CHAA founders in a special way.

This past year we also saw the successful start-up of our Flight Educations Program thanks to a grant from the Trillium Foundation and some very dedicated Volunteers of CHAA.

Also CHAA's Harvard Hawks Program has been extended and enhanced during 2010. Both of the above has created more involvement of the younger people in our community which should help ensure the continuation of CHAA into the future.

Our 25<sup>th</sup> Anniversary Committee did a bang up job in planning and celebrating this CHAA milestone. Funding for some of these special events was assisted by a grant from Celebrate Ontario. There were also many things happening during 2010 with new start up programs, airshows and expansion of existing programs.

These have been successfully reported on throughout the year on our Website and through our publications Harvard Happenings and the Roar.

I also felt that 2010 brought all aspects of CHAA closer together and helped enhance our relationships with others in the Vintage & Historical Airplane Community.

All this and more thanks to our Volunteers and Donors of their time, efforts and funding.

CHAA is what it is today because of this and all is appreciated as we preserve Canadian Aviation History for future generations.

## CHAA Executive

Position	Incumbent	Phone	Email
Director – Chairman	Pat Hanna	(519) 658-5464	aviatoris@rogers.com
Director – President	Bill Shepard	(519) 532-5613	billshepard@rogers.com
Director - Vice President	Pat Hanna	(519) 658-5464	aviatoris@rogers.com
Director – Treasurer	Ray Whittemore	(519) 745-2661	ray@spitcrazy.com
Director - Secretary	Robert Trowell	(519) 425-1510	btrow1946@yahoo.ca
Director – C.Tech.O	Bill Ritchie	(905) 509-2776	william.ritchie@sympatico.ca
Director – C.Ops.O	Tony Donnelly	(905) 456-6332	tony.marie.donnelly@sympatico.ca
Director - Chief Pilot	Dr. David Martin	(905)-685-3680	dcmartin18@gmail.com
Director	Shane Clayton	(519) 539-0767	sclayton_1@hotmail.com
Director	Tom Kaufman	519) 584-2999	tomkaufman@rogers.com
Director	George Wilson	(519) 686-5620	gnwilson@sympatico.ca
Accounts Executive	Ila Fallowfield	(519) 537-2257	ifield@execulink.com
Advisory / Future Planning	Vacant		
Air Display	Edward Soye	(647) 998-3578	edward@harvards.com
Archives & Museum	Shane Clayton	(519) 539-0767	sclayton_1@hotmail.com
Building & Property	Vacant		
Crew Ride Coordinator	Robert Trowell	(519) 425-1510	btrow1946@yahoo.ca
Finance Committee	Torben Haarbye	(519) 679-1733	thaarbye@fordkeast.on.ca
Flight Operations Officer	Edward Soye	(647) 998-3578	edward@harvards.com
Fund Raising Group	Tom Kaufman	(519) 584-2999	tomkaufman@rogers.com
Harvard Happenings	Sandra Sparkes	(519) 634-8360	sandpar@rogers.com
Harvard Hawks	Kip Davis	(519) 742-7690	kip39@rogers.com
Maintenance Chief	George Wilson	(519) 686-5620	gnwilson@sympatico.ca
Membership / Gift Certificates	Marion Bennell	(519) 633-0053	marionb1@sympatico.ca
Membership Group	Bill Shepard	(519) 532-5613	billshepard@rogers.com
Newsletter	Ken Arnott	(416) 322-9566	arnken99@yahoo.ca
	Wayne Wilkins	(519) 869-8119	wwilkins@harvards.com
Public Relations	Robert Trowell	(519) 425-1510	btrow1946@yahoo.ca
Dive Recovery Team	Walther Irie	(519) 425-4449	wirie@sympatico.ca walt@chaa-recovery.ca
Restorations	Ron Jay	(519) 582-2103	ronagnes@sympatico.ca
Scrap Books	Shane Clayton	(519) 539-0767	sclayton_1@hotmail.com
Service Crew Chief	Jack Viau	(519) 663-9440	jviau@lectron.on.ca
Stores Officer	Pat Hanna	(519) 658-5464	aviatoris@rogers.com

### Upcoming Events and Meetings for 2011

June		August	
3 Fri	Bingo Fundraiser	16 Tues	Member's Briefing
21 Tues	Member's Briefing	27 Sat	Member's Fly Day
July		Sept	
19 Tues	Member's Briefing	11 Sun	Bingo Fundraiser
30 Sat	Member's Fly Day	20 Tues	Member's Briefing
		24 Sat	CHAA Wheels 'n Wings

## Ray Healey Will Be Missed

Ray always had a number of CHAA issues to discuss at our monthly board meetings. He would drive from Mississauga to Woodstock with laptop and projector, and have Canada Stampings open to welcome the directors by 9:00 a.m. Ray has been the treasurer for CHAA as long as I have been a member, and he looked after all of CHAA's financial interests during that time. He was able to foresee opportunities, keep detailed records, and provide invaluable insights which resulted in numerous positive achievements.

When I think of Ray, I usually picture him at the end of the board room table with gleaming eyes as we would wrestle with emerging CHAA business---- but Ray was much more than that. He spearheaded the four shows celebrating CHAA's 25<sup>th</sup> anniversary. He maintained and enhanced relations with the CHAT aerobatic team, enabling them to showcase their 10<sup>th</sup> anniversary locally. Ray negotiated, bargained, and liaised with The Russell Group, Vintage Wings, Canadian Warplane Heritage, Great War Flying Museum, The Tiger Boys, Dunnville, and The Canadian Legion, and others.



My fondest recollections of Ray include lunches at Jimmy's restaurant. Ray would offer to drive, and conversations around the table would include anything and everything. I remember Ray in shorts and a T-shirt, helping to erect the snow fence for our air shows. He arrived at 9:00 a.m. He skinned his shin and twisted his ankle

by noon, but plugged away until 5:00 p.m. nonetheless. Ray worked tirelessly with the service crew at all of the shows and went out of his way to treat the pilots with the highest regard. I remember Ray stopping for a quick bite to eat and a flurry of problem solving at the Veterans' lunch tent which he and his brother Bob made a reality.

Ray was not all things to all people because he looked after the bottom line. He was a pragmatist. Ray loved CHAA and was a man of immense integrity. Debbie (my better half) put it so well after a brief chat when she met Ray for the first time. She commented that "he was remarkably intelligent, incredibly competent and that people like him are simply amazing."

Please be sure to read Jeff Tribe's article in the Tillsonburg News Feb 18, 2011. He interviews our secretary Bob Trowell regarding Ray's passing at [www.tillsonburgnews.com](http://www.tillsonburgnews.com).

Ray's full obituary can be viewed at [www.tunerporter.ca](http://www.tunerporter.ca) under Death Notices. If desired, remembrances on behalf of the Healey family may be made to the Canadian Harvard Aircraft Association, either online at [www.harvards.com](http://www.harvards.com) or mailed to 244411 Airport Road, P.O. Box 175, Tillsonburg, ON, N4G 3T9.

By George Wilson



### **HISTORY: A Herculean Task**

**Alistair MacKenzie, P.Eng**

During the dark days of World War II, Canadians undertook a mammoth job to build airfields and training centres for fighter pilots. The tremendous skills and ingenuity they applied to this task were the very essence of "modern project management."

The pressures of war have acted as a development spur in many areas of human endeavour and the methodology of project management is no exception. Canadians felt the effects of World War II in different ways. Although we were not subjected to direct warfare at home, two major projects carried out in this country had a significant impact on the war effort.

In both projects civil engineers played major roles; and in both cases it was in applying and improving project management techniques. One of the projects, involving work in both Canada and the United States, was the construction of the Alaska Highway, a joint U.S./Canadian venture. The other, which was carried out entirely within Canada, was the construction of the airfields and infrastructure to support the British Commonwealth Air Training Plan, or **BCATP**.

The "Plan" was created to address the critical shortage of trained flyers that existed at the outbreak of World War II. Although training facilities existed in Europe, it was realized that attempting to expand these schools in areas that would be subject to enemy attack was unlikely to be satisfactory. Great Britain, Canada, Australia and New Zealand therefore agreed to provide training facilities in Canada, to be operated by the Royal Canadian Air Force, with the object of turning out up to 1,500 trained aircrew from these countries per month.

The initial studies indicated that 58 training airfields would be required. The first of these was to be complete by May 1940, and the last had to be operational by April 1942. The airfields were to be built in every province across Canada (Newfoundland was not yet part of Canada).

The extent of the challenge faced by the Government of Canada and the Royal Canadian Air Force when the agreement was signed on December 17, 1939 may be understood when one realizes that the total establishment of the Royal Canadian Air Force at that date was only around 4,000 officers and men, about 300 mostly antiquated aircraft (although they had started to receive a few Hurricane fighters) and five airfields, of which only two were training airfields. But unlikely as it might seem, not only were the original Plan targets achieved, they were surpassed in both scope and time. Thirty-three airfields were completed by the end of 1940; the total had reached 69 by the end of 1941, and 81 by the end of 1942. A further seven in 1943 brought the grand total to 88. Each of these required a satellite airfield with many of the same facilities as the main airfield.

To manage this enormous task R. R. Collard, vice president of the Carter-Hall-Aldinger Construction Company of Winnipeg, was drafted into the RCAF with the rank of Wing Commander, and quickly set to work by assembling a large project management team in Ottawa.

One of the team's first tasks was to identify suitable airfield sites. Survey teams were set up consisting of an inspector and an engineer from the Department of Transport, plus an RCAF officer. As very few adequate topographical maps were available at that time, the teams had to identify likely locations from the air and follow up by examining each potential site on the ground. It was preferable to locate the sites near to populated areas for construction access and for the availability of services, so the sites finally chosen were focused mainly in southern Ontario and the southern parts of the Prairie Provinces.

While site selection was in progress, design had commenced on the airfields themselves and the ancillary buildings. As the plan was to train more than just pilots, there were several different types of training school. Each required different facilities and "standard" layouts were designed for the Elementary Flight Training School, the Service Flying Training School (more advanced), the Air Observer School and the Bombing and Gunnery School. In general, all runway layouts were standardized in an equilateral triangular pattern, so that there was always a runway available within 30 degrees of the wind direction. By the end of the project some 35,000,000 square yards (29,000,000 m<sup>2</sup>) of runway, taxiway and hardstanding paving had been laid.

Many types of building had to be designed: hangars, workshops, machine shops, boiler rooms, administration offices, classrooms, barrack blocks, mess blocks, hospitals, motor pools, recreation halls and club rooms. The application of excellent project management methods to this task led to the establishment of standard designs with components being prefabricated wherever possible.

Over the life of the project some 8,300 buildings were built, the largest being the aircraft hangars, of which some 700 were

constructed. These hangars posed the most difficult building design problems, as they had to provide a large clear space for aircraft maintenance, had to be well lit, heated and fireproof. They were required to be usable at temperatures as low as -40°F, and some sites had high velocity air "curtains" at the hangar doors to prevent loss of warm air when the doors were open. An early design decision was to use wood for as much of the construction as possible, largely because there was a shortage of steel due to other commitments for it in the war. Hangar sizes varied depending on the type of school and there were three main variants, the single hanger at 112 ft. x 126 ft., the double hangar at 112 ft. x 160 ft., and the double-double hangar at 224 ft. x 320 ft.

The hangars' structure consisted of Warren trusses supported on braced wooden columns. The main hangar doors were generally of the horizontally folding type, with wicket doors for personnel access. Siding was generally cedar shingles over diagonal sheeting. "Lean-to" buildings housing offices, stores, washrooms, etc. were provided on one or both "closed" ends of the hangar. Up to 10 large windows on each of these "closed" sides provided good natural lighting. As most construction was of wood, fire prevention and protection systems were very important. Water supplies were a problem on several sites, so almost 100 water pumping stations were built.

Records say that the design teams produced "more than 750,000 blueprints and 33,000 drawings." Construction work was carried out in a method similar to today's construction management process with "packages" of work being let out to contractors when the design was sufficiently advanced. Contractors had to be found who were competent to undertake work of this magnitude and urgency and they, too, learned a great deal about management methods. An indication of the volume of work required can be seen by the fact that in 1942 alone, some 1,000 contracts were awarded to a value of around \$80,000,000 -- a vast sum in those days.

The rapid build-up of the Plan meant that trainees were frequently on site before all

work was complete and a great deal of resourcefulness was necessary. At an early stage it had been decided that high standards of both design and construction were necessary to provide living and working conditions for the new aircrew that would help to counter the stresses they were feeling in this difficult period. Engineering and construction work did not end with the completion of the base construction. The bases had to be maintained summer and winter. As well, the introduction of newer and heavier aircraft meant that runways, taxiways and hardstanding areas had to be upgraded.

A total of 131,553 aircrew were trained over the life of the Plan, of which 72,835 were Canadians. Regrettably 856 trainees and instructors were to die during training and it is estimated that more than half of the BCATP graduates would be killed, wounded or taken prisoner whilst on active operations. Nevertheless the Plan succeeded to such an extent that by mid-1944 a decision was taken to start progressively closing the schools. By the end of that year only 52 were still operating, and all BCATP operations ceased on March 31, 1945.

Today 62 of these airfields remain in use, many as municipal airports. In 1998, the board of directors of the Canadian Society for Civil Engineering approved the commemoration of the design, construction and operation of the BCATP sites as a National Historic Civil Engineering Project. The Society intends to commemorate as many of these remaining sites as possible by installing on them an appropriate bronze plaque bearing details of the Plan and that particular sites' function. The first of these commemorations took place at the Oshawa Airfield, site of the No. 20 Elementary Flying Training School, and now Oshawa Municipal Airport, on November 14, 1999. CCE

*(Source: Canadian Consulting Engineer)*

*Alistair MacKenzie P. Eng. FCSCE is an associate professor at Ryerson Polytechnic University in Toronto, is chair of the National History Committee of the Canadian Society for Civil Engineering, and is past president of the Southern Ontario chapter of the Project Management Institute.*

## Harvard Hawks: Kip Davis

If you managed a Saturday visit the hanger #1 this winter you would have notice some young folk working on Harvard maintenance. Coming out most Saturdays were, Jesse Van Parys, Jesse Millar, John Kauk and Jarod Smith. Two of the boys are 12 years old and small enough to get into the hard to reach corners of the Harvard fuselage, a benefit not lost on some of the "old boys". Emphasis is on safety both in the hanger and on the ramp. There is no better way to learn vintage aircraft system than to polish and clean parts, each with a name and a function.

These same four Harvard Hawks are spending about half their day on the Harvard simulators set up in the training room. The students are undergoing simulated flight exercises bringing them to the point of introducing them to Harvard formation and aerobatic flight. Our training log indicates that it has taken about 30 hrs. of simulator time for each student to reach this point.

I invite any current or past CHAA pilots to try out the simulators and learn how much of the flying is like real time!

In the four or five years that we have the Hawks working with us, they rapidly expand their knowledge of aircraft, leadership and team work. One of our Hawks, Heather McMillan, has recently completed a BSc degree at Waterloo University in Science and Aviation and has also earned a commercial flying license with a multi-engine ticket. She's now working on her IFR rating. Another regular attendee, Jesse Van Parys, was selected #1 Air Cadet out of 500 at last summer's Cadet Camp in Trenton. And, I must not forget Sean Voskamp who first soloed a Harvard at 17 and is now at the pointy end of a 757.

I expect that with the new flying season, some new Harvard Hawks will appear, looking for the opportunity to "learn" the Harvard and so with this thought in mind; I find it amazing that these 70 year old birds are still teaching our grandchildren aviation skills!

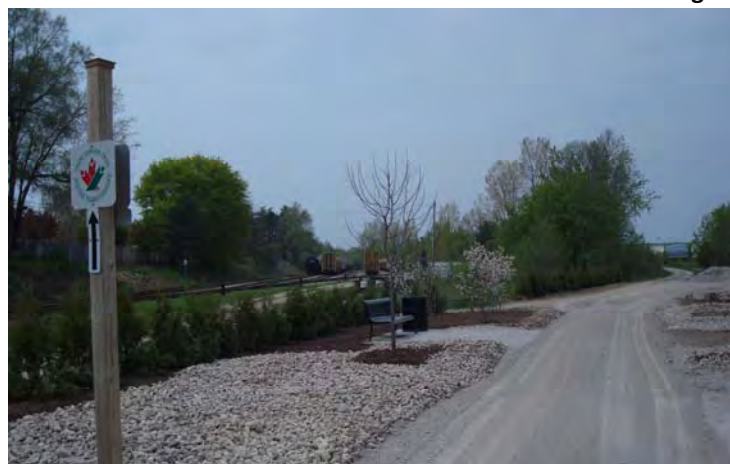
Thanks CHAA for supporting the Harvard Hawk program and providing an opportunity for the advancement of our youth. "This is only the beginning"

## The Thunderbird Project: George Wilson

The Directors of the Canadian Harvard Aircraft Association have endorsed a cooperative tree planting initiative with the town of Tillsonburg. Funding is being provided by the Harvard Association to plant approximately 400 saplings in order to offset CHAA's carbon footprint.

We are soliciting your help to support the initiative financially through a donation.

It is our plan to give a Robert Davidson Thunderbird crest to all members who choose to support this worthwhile endeavour. Robert Davidson is a Haida artist from British Columbia, and he has authorized our use of his design for this project. The beautiful crest is shown below. It is sure to be a hit with young folks at our CHAA Fly Days.



This Thunderbird Project began with a desire to offset the CO2 produced from our flying activities. Rather than paying a carbon offset organization, direct involvement with the town of Tillsonburg

"Keep Tillsonburg Beautiful Day" program was chosen. This will keep our contributions local and enhance our relationship with Tillsonburg.



The following statement found on [www.coloradotrees.org](http://www.coloradotrees.org) clarifies the rationale. "Over a 50-year lifetime, a tree generates \$37,500 worth of oxygen, provides \$62,000 worth of air pollution control, recycles \$37,500 worth of water, and controls \$31,250 worth of soil erosion."

The Thunderbird was chosen as a symbol for many reasons. It represents flight, loud and powerful sound, and aboriginal Canadians who made substantial sacrifices during both World Wars. Some of the mythology surrounding the Thunderbird is presented on [www.whats-your-sign.com](http://www.whats-your-sign.com), and detailed below. Be sure to check out Robert Davidson's recent work at [www.robertdavidson.ca](http://www.robertdavidson.ca).

There are several variations in Native traditions about the Thunderbird.

Some tribes view the Thunderbird as an omen of war. When quaking peals of thunder rattle the heavens, it's a sign the spirits are warring in the skies. This was also a **foretelling of victory** for tribal wars

fought on the ground - particularly when ritual ceremonies and dances were reverently adhered to.

Other, more peace-keeping tribes viewed the Thunderbird as a supreme Nature Spirit and a solar animal. Its eyes

were said to be made from the sun, and upon waking in the morning, the Thunderbird issued the dawning day.

(Photos via George Wilson)

## Harvard Manufacturing Series: Canadian Car and Foundry

At the start of the 20th Century, Fort William (half of what is now Thunder Bay, the other half being Port Arthur) was a growing port on western Lake Superior, offering inducements to companies to move their manufacturing plants to the city. On 25 October 1909, Canadian Car and Foundry were created by the merger of three railway car manufacturers: Canada Car Company and Dominion Car and Foundry Company of Montreal, and Rhodes Curry Company of Amherst, Nova Scotia. In 1912, Fort William offered the new company cash to build a plant in the city, a proposal to which the company and taxpayers agreed..

During the First World War, Canadian Car and Foundry built railway cars and 12 small minesweepers for the French Navy at its Thunder Bay shops. By 1921, however, production of any sort at Can Car, as it was known locally, had died. Ripe to the possibility of the aviation industry, management began courting aircraft manufacturers in 1935 to bring the idle Thunder Bay plant back into production. By 1936 deals had been reached with Burnelli and Grumman to build aircraft under license. Can Car officially opened again on 3 August 1937.

The first airplanes to be built at Can Car were Grumman G-23 biplane fighters, known in the United States as the FF-1. Through shady dealings on the part of some arms brokers, 34 of an order for 50 aircraft made their way to Spain to participate on the side of the Republican forces in that country's civil war. The arms embargo against Spain caught up with the other 16 aircraft. The Canadian government bought fourteen of these, being named the "Goblin" in RCAF service. However, the total production line of 52 was soon completed, which meant that Can Car did not have any more work.

Can Car also, in a daring move during the Depression, set up its own design shop. It hired Michael Gregor, who had experience with two American firms, as the Chief Engineer. He designed the Gregor FDB-1 biplane fighter, convinced of the superiority of biplanes over monoplanes. Despite the fact that the FDB-1 did perform well at low

altitudes, nobody was interested in the design, even after testing of the single aircraft, manufactured in 1939. High-powered monoplanes were becoming the dominant force at all altitudes.

Can Car's design shop can claim a Canadian and international first. In early 1938, Elsie MacGill was hired (see the separate entry). She began designing the Maple Leaf II trainer, the first aircraft in the world designed by a woman. The first flight of the Maple Leaf II was on 31 October 1939. Again, a Can Car product did not go into production, in part because de Havilland had a two-year lead in producing training aircraft, and because the Maple Leaf was considered too easy to fly. Some examples of the aircraft were produced and sold to Mexico.

What saved Can Car was the need of Great Britain to rearm the Royal Air Force (RAF), believing that a war with Germany was looming. In May 1938 a British Air Mission came to Canada to examine the possibility of building aircraft in Canada. C.D. Howe, the Member of Parliament for Fort William, ensured that the mission visited Can Car. In December 1938 an order for Hawker Hurricanes was announced. The first aircraft began to roll off the assembly line in January 1940, after months of tooling and preparation, with deliveries to Great Britain beginning in April 1940. Can Car went on to build 1451 Hurricanes, for the RAF and RCAF, with about 30 serving in the Battle of Britain. The last Hurricane produced at Can Car, serial number PZ865 now flies with the RAF's Battle of Britain Memorial Flight.

As the production of the last of the Hurricanes was scheduled to be in May 1943, Can Car was searching for other aircraft to build in Thunder Bay. The answer was the Curtiss-Wright SB2C Helldiver, a large torpedo bomber designed and built for the United States Navy. In May 1942, Can Car received an order for 1000 Helldivers, while Fairchild Aircraft in Montreal received an order for 300. These aircraft were designated the SBW and SBF respectively, although they were identical to the Curtiss-built SB2Cs. After initial production problems, brought about by the more than 53,000 design changes requested by the US Navy, the first aircraft of the 835 built in Fort William flew on 22 July 1943.

Can Car also had aircraft production and overhaul facilities at five sites in and near Montreal and at Amherst, Nova Scotia, all of which began production with the Second World War. These plants produced a variety of parts ranging from variable pitch propellers to Avro Anson wings. The plant in Amherst also produced the Avro Anson and then joined the Quebec plants in overhauling and modifying almost 1500 aircraft.

During the war, more than 6800 people were working at Can Car in Thunder Bay in three shifts, with over 4,000 on the production line. Overall, Can Car had 15,000 employees in aircraft production in 1944, and was the biggest aviation manufacturer in Canada.

With the end of the war, production of military aircraft ceased. The company bought the rights to manufacture the Noorduyn Norseman, which it made at the St. Laurent, Quebec plant. Production ceased in 1953 when a group of businessmen bought the rights, the jigs and equipment and started Noorduyn Norseman Aircraft Ltd. The Montreal plant also built the CBY-3 Loadmaster, an aircraft in which the fuselage was designed to provide lift and based on a design by American designer Vincent Burnelli. Only one aircraft was made and despite efforts to garner orders, none were received.

With the creation of the North Atlantic Treaty Organization Air Training Plan in 1950 the RCAF required new training aircraft. On 6 March 1951 the plant received a contract for 270 North American Harvard's. In January 1953, shortly after the last Harvard rolled off the production line, Can Car received an order for the Beech Mentor – 100 for the United States Air Force and 25 for the RCAF. When this order was completed, the plant continued to produce spare parts and conduct repairs into 1956; however, this was the last aircraft manufacturing associated with Can Car.

On 08 June 1955, A.V. Roe Canada offered to purchase Can Car. Despite several changes in ownership, Can Car's facility in Fort William continues to operate, now producing railway cars for Bombardier.

(Source: Globalsecurity.org)

# 2010 Annual Report

## 2010 Flight Operations Year End Report

2010 was a flying season of mixed fortunes for a variety of reasons. Happily, it was a safe one from a flying standpoint.

The season kicked off a little late with aircraft leaving their winter hibernation somewhat reluctantly. Thanks here to Bill Ritchie and George Wilson for navigating their way through a fair number of unexpected technical and parts availability issues. Many thanks also to the service/maintenance volunteers for performing the grunt work and the aircraft cleaning crews who spent many a Saturday lying on the hangar floor cleaning our 'yellow birds'.

The 2010 ground school provided us with four candidates, three of whom moved on to conversion training. Only one new pilot graduated, one withdrew from training and a third started and is keen to resume conversion training once routine annual check-outs have been completed this coming spring.

Four of our newer pilots began formation training during 2010 and will no doubt progress further during 2011.

Overall, the flying hours on our fleet was below predicted: Harvard - 214 hours, Moth – 17 hours, Yale – 5 hours, against a planned utilization 290, 33 and 35 hours, respectively.

There were a number of reasons for this significant shortfall. First, we are short of conversion pilots and new candidates. Currently there are only two pilots qualified to perform annual/currency checks and conversion training. The same two pilots also have commitments with the CHAA Formation Team. In 2011 every effort will be made to qualify two more pilots to carry out annual and sixty-day currency checks, which will free the two conversion pilots to concentrate on initial conversion flying.

Addressing the low number of candidates for conversion, the 2011 ground school is being presented by Robert Kostecka who has kindly offered his services and his high-quality Harvard ground school training programme for our use. We have also maintained interest amongst potential pilots and should have a bumper crop of new candidates for the 2011 season.

The Tiger Moth utilization rate should improve in 2011 with Chief Pilot David Martin running a Moth ground school this March, the first in a number of years.

The Yale did make its inaugural flight in 2010, only to be beset by a major engine failure, expertly handled by Canadian Harvard Aerobatic Team pilot Dave Hewitt. The Yale will be returning to the flight line during Spring 2011. We are hoping an enthusiastic pilot steps forward to manage and market the Yale so we can also see another type of 'Yellow Bird' grace the skies over Ontario.

Second, we had a reduction in member crew rides and barnstorming events over the summer of 2010. Member fly days were reduced as a by-product of our four Tillsonburg air shows. The air

shows produced comparable revenue; however, it was at the expense of actual flying hours and new members. In 2011 we will be returning to our traditional fly days and a single, two-day air show.

Pilots are also being actively encouraged to find aviation venues and events to which we can fly crew rides, exploiting what has proven to be both a valuable source of new members and invaluable flight experience for our pilots.

In summary, I am confident that along with the CHAA Formation Team attending air shows, CHAA hosting four member fly days and increased barnstorming opportunities, flying hours and revenue will improve significantly in 2011.

**Submitted by Tony Donnelly, Chief Operations Officer**

## 2010 Chief Technical Officer's Report

In my CTECHO Annual Report last year I predicted that 2010 could be our best year yet, and it definitely was.

Our Harvard fleet was kept serviceable and was displayed at four major events at our home airfield of Tillsonburg, as well as attending several airshows and fly-ins in Ontario and the USA. The Yale LJH was issued a CofA by Transport Canada, was test flown by Larry Lysiuk and Dave Hewitt and made her inaugural flight in June. An engine problem halted flight operations but at least we achieved the objective of getting the aircraft back into the air for the first time since the mid 1940's. The Tiger Moth was put back into service after completing a top overhaul on her engine. COE provided an opportunity for many of our members to have an open cockpit flight experience and was also flown in each of CHAAs four airshows. It was also demonstrated at its birthplace of Downsview Ontario where it participated in the 100th Anniversary of DeHavilland and Bombardiers Open House.

In Restorations, work on MTX continued. The wing restoration work has been completed and the center section has been closed up. Harvard 20304, which was donated by the Tyrell family has been registered to CHAA and is now known as C-GBZT. With the work on

MTX put aside for the time being, restoration efforts will now be focused on BZT. The engine problem experienced by LJH during the inaugural flight, have been resolved and the aircraft is being prepared to resume flight operations this spring. Mancel Waugh has been leading the restoration of the Harvard Hydraulic Demonstration unit and will have the unit ready for display for visitors in 2011. The volunteer group in Restorations, led by Ron Jay, logged more than 2000 hours of volunteer time during 2010.

The Service Crew turned out for all of the events at Tillsonburg to help prepare the aircraft, assist with loading passengers and control visitor traffic on the ramp. Jack Viau volunteered to take charge of the Service Crew and is the new Service Crew Chief. Jack will be running the Service Crew Ground School this spring. Check our web site for the schedule.

In Maintenance there was a continuous stream of projects to work on. Annual inspections and Wing Attach Angle inspections took up much of the teams efforts, however there were a number of engine and airframe maintenance jobs to work on. My thanks to the volunteers who showed up to work on the aircraft every Saturday and Tuesdays. During the year CHAA volunteers in Maintenance and Service Crew logged more than 3000 hrs. of volunteer efforts. George Wilson has agreed to take on the role of Maintenance Crew Chief and has been directing maintenance operations for most of 2010.

As usual, the AME's who work with us to ensure that our work is done properly and to ensure that the aircraft are airworthy, deserve a lot of credit. Kerry Wilkinson and Rick Lee again gave us a great deal of support this year. Larry Lysiuk also provided technical support when we required it and has proved to be a valuable backup resource.

The four airshows we put on to mark our 25th anniversary made 2010 a busy but exciting year. I look forward to 2011 and the challenges it will bring and I look forward to another year as CTECHO. My goal for the year is to have our 6 Harvards, the Yale and the Tiger Moth all in the air at one time.

Watch CHAA's schedule of events if you want to see this when it happens and if you would like to help make this happen give me a call, volunteers are always welcome. With the continued support of CHAA's membership, I am sure that 2011 will be just as exciting as 2010.

**Submitted by Bill Ritchie, Director and C.TECH.O**

## 2010 Fundraising Committee Report

CHAA is blessed with a membership that not only understands the philosophy of giving of your time, talents and treasures but a membership that acts on that philosophy. From a fundraising perspective, the time and talents of the volunteers who make the various fundraising activities such as the mail-out campaign, the annual banquet and auction "simply happen"; the work of those who generously spend their time working the bingos and stores stations and the event draws, auctions

and raffles are what make CHAA fundraising possible. In addition, the membership is also generous with its treasures as evidenced by the success of the various fundraising campaigns within CHAA.

During 2010, the efforts noted above resulted in tremendous results including the following;

Mail-Out Campaign	\$ 27,000
Bingos Banquet & Auction	\$ 11,500
Stores	\$ 6,850
Education Program	\$ 5,485
Flyday	\$ 3,300
Auctions	\$ 2,015

In addition to the above, the 50/50 draws at monthly meetings and the various draws and raffles at fly days were key in taking our fundraising to additional areas.

The 25th anniversary year for CHAA saw a record number of flying events. These were funded in large part by grants - both Trillium and Celebrate Ontario. Without the tireless efforts of Ray Healey who led the charge of accessing the funds and a host of other members who volunteered their time these events would not have happened. Speaking of flying, the Crew Ride program at CHAA is one of the largest fundraising aspects of the organization. Without the time and talent (and treasures since they often pay to fly) of the CHAA pilots, this crucial program would not happen. So to the pilots and the supporting maintenance and ground crews, thank you!

Some new fundraising initiatives were launched in 2010. The common theme with these new initiatives is to secure externally generated funds. In other words, we are looking to raise funds through activities and programs that do not simply ask our members for more.

The Education Program (which was organized in 2009) had its first year. Focusing on the Grade 6 Flight segment, the program complements the science curriculum for the students. As a direct result of the efforts of CHAA volunteers, the program has been well received by the students and the teachers alike. While the first year results have shown great success, we are in a “test mode” and will know better by the end of 2011 whether the program will be a solid revenue generator for the association on an ongoing basis.

Another new initiative started in 2010 is the selling of Corporate Memberships. The membership category is aimed at companies who have ongoing business with CHAA and are willing to donate their services on an ongoing basis. Our first Corporate member (Tillsonburg Fire and Safety) is pleased to be associated with CHAA and we welcome them aboard!

An additional fundraising focus this year is the start of an ongoing campaign to raise capital funds which will be applied to future needs such as engine overhauls and aircraft painting. To this end, CHAA has begun to work with large companies and Foundations to seek significant donations. While success in this area has been elusive to date, efforts will be continued and we are confident of success.

While not new for 2010, the CHAA Planned Giving Program (details are on the CHAA website) is a great way for future commitments to be made. It is important to remember that Planned Giving offer everyone the chance to do just that...plan to give. Our website provides a great starting point to learn more about this program.

While CHAA members should be impressed with the commitment the membership makes to fundraising, it is important to note that much is done by few. This is especially true with the donations of time and talents. So to those who give of their time and/or their talents and/or their treasures we thank you for your ongoing commitment. CHAA is a wonderful organization run by volunteers...so if you can, in addition to volunteering your treasures, volunteer your time and your talent to a fundraising activity or event. Rest assured your help will be greatly appreciated and beneficial.

**Submitted by Tom Kaufman, Director and Fundraising Group Chair**

### 2010 Membership Report

YEARLY COMPARISON	2008	2009	2010
Corporate Sponsor Members	0	0	1
Sponsor / Life Members	161	163	171
General Members	546	650	611
Harvard Hawks	50	68	67
Complimentary Members	<u>12</u>	<u>12</u>	<u>12</u>
<b>Total</b>	<b>769</b>	<b>893</b>	<b>862</b>

A new Membership Category – Corporate Sponsor – was added during the year as CHAA welcomed our very first corporate.

11 Sponsor / Life Members, 200 General Members, 22 Harvard Hawks and 18 families who joined under the Family Membership were added to the membership in 2010.

Eighteen 25-year pins were presented at the 25th anniversary celebration.

At the annual dinner in April 14, 25-year pins, 10 20-year pins, 19 10-year pins will be presented for continuous membership in CHAA.

In 2010 CHAA was saddened by the passing of several members. Because of the world-wide distribution of the ROAR of the HARVARD the only way that CHAA learned of the passing of many members is when the newsletter is returned marked “deceased”.

**Submitted by Marion Bennell, Membership Chair**

### 2010 Public Relations Report

Radio was the main part of our success in 2010. Many 30 second spots aired for each Fly Day on three regional stations gave CHAA a reach that stretched from Windsor to Mississauga and from Georgian Bay to the south shore of Lake Erie. These commercials were cost effective and reached a much wider audience than could have been achieved with print advertising. The aircraft sounds certainly enhanced the commercials.

Ads in Old Auto Magazine were used to advertise our Wings ‘n Wheels Day and contributed to the day’s success.

The food vendors were enthusiastic about being part of our Fly Days and all expressed interest in returning in 2011.

I must thank the Southwest Oxford Fire Department, Oxford County EMS and the Tillsonburg Detachment of the OPP. They brought staff and equipment to our events at no charge to CHAA, a savings to us of many thousands of dollars. I presented each group with a Certificate of Appreciation in the latter part of the year.

Free Community Service Announcements were placed on several radio and newspaper websites helping to publicize our events.

Radio stations attended our events and made spot broadcasts to their listeners inviting them to come to the Tillsonburg airport and see the Harvards.

Once again, my thanks go to Jeff Tribe of the Tillsonburg News. As in 2009, his feature articles about CHAA throughout the year gave our organization high visible within the region.

The colour flyer for our Fly Days was sent to numerous tour organizations including bus and motorcycle tour companies.

I gave fourteen tours throughout the season outside of Fly days. They ranged from two people to larger groups of school children and older adults. The interest in CHAA and how we help maintain our Canadian aviation heritage was evident in the questions I received from our guests.

Tourism Oxford continued to play a major role in "getting the word out" about CHAA. They distributed several press releases about CHAA to not only the media but to their over 150 members.

Their tourism guide with our half-page ad was distributed to tourism kiosks in numerous regional locations. Our flyer was placed in key locations throughout the Quality Inn in Woodstock. My thanks to Cathy Bingham and her staff for their ongoing support of CHAA.

While the weather proved a major headache for us in 2010, overall it was a successful year with good attendance at our events.

*A big vote of thanks to all the volunteers who worked so hard making our 2010 season so great.*

#### **2011 Forecast**

We have three regular Fly Days in 2011 as well as our September Wings 'n Wheels. Radio will be the dominant advertising medium. With just one major event (Wings 'n Wheels), there will be emphasis on that Fly Day. Flyers will be widely distributed throughout the area, including regional airports, bus and motorcycle tour companies and the Royal Canadian Legion. Again, Tourism Oxford will be assisting us with press releases. Tourism Oxford will be publicizing our events through their press releases.

CHAA member John Nation from North Carolina has been invited to bring his Spitfire simulator to one or more of our events and he has stated he will be here at least once. As well, the Chatham vintage military group will be bringing historic Canadian army vehicles to Wings 'n Wheels. Veterans groups and cadets will also be invited to our events.

The Town of Tillsonburg will be assisting us by placing information about our Fly Days on their web site.

**Submitted by Bob Trowell, Director, Board Secretary and PR Chair**

## **2010 Archives & Museum Committee Report**

From a historical perspective, 2010 has been a most interesting year. Not only was it CHAA's 25<sup>th</sup> Anniversary, but also saw our volunteers put on four airshow events to celebrate, and on top of that, the Yale finally took to the skies for the first time since 1946. To that end, it was the goal of the Archives & Museum Committee to document this important year in CHAA's history for future generations to enjoy, and did so with great enthusiasm.

The Committee also assisted our new Education program with slideshows covering the history of CHAA as well as the BCATP. These were shown to the visiting Grade 6 students and were very popular. Various items were donated to the archives this past year, and one of the most interesting was an original leather pilot's helmet, goggles and oxygen mask that belonged to Belgian Spitfire and Typhoon pilot Lodewijk "Manu" Geerts. Among his other accomplishments, he was the commanding officer of 609 Squadron RAF in 1943-44. A huge thank you goes to Bill Lamon for this remarkable donation.

If anyone has items they wish to donate to the archives / museum / scrapbook, please let us know.

**Submitted by Shane Clayton, Archives and Museum Committee Chair**

## 2010 Stores Report

The year 2010 was a very busy and successful year in stores. Our total sales for the year exceeded \$20,000. This was accomplished because dedicated individuals sacrificed their time to man tables at four major events and other fly-days at our Tillsonburg base. Bruce Tapp was team leader for these events and kept his volunteers very busy...especially when the rains came and dry T-shirts became a hot commodity! Thanks to all who helped out at our home base.

Bruce also does a sales pitch at each of our monthly "members briefings". He does a very good "Vanna White" impersonation and always backs up his sales pitch by modeling CHAA "logo" wear!

The CHAA Stores Travelling Roadshow made stops at CFB Trenton, Kitchener, Midland, Edenvale and Downsview. We also had a great weekend in Geneseo, NY. The sales that are achieved at these "off base" events and the interesting people we meet is truly amazing! These people always "have a story to tell"! I would like to name all the volunteers who helped, but with the fear of missing someone who helped, suffice it for me to say a major "THANK-YOU!" to those hard-working volunteers who traveled to the various locations and worked long hours to promote CHAA. Was it worth the effort? Absolutely!

In 2010, CHAA Stores was the exclusive seller of the "CANADIAN HARVARD AEROBATIC TEAM" line of "10th Anniversary" shirts and hats. These shirts and hats were a popular addition to our traditional CHAA "logo" wear, which continues to be our sales leader. This year we added affordable toys which really caught the attention of the younger crowd. For adult "kids" we also offered some metal die-cast collectibles of the Avro Arrow and Harvard. Look for more new items during the 2011 season.

CHAA Stores will continue to focus on providing a nice selection of quality merchandise at a fair price for members and the public alike. Are you proud and excited about what CHAA is doing to keep our Harvards flying? By wearing CHAA "logo" wear, you are supporting CHAA financially and also promoting CHAA in the wider community outside the airport. A few years ago while vacationing in British Columbia, I met a man wearing a CHAA large logo T-shirt! He had received it from a friend who bought it at an airshow in Ontario while east on vacation. It was his favourite T-shirt!

Last summer we sold several T-shirts at Edenvale to some British tourists. Our CHAA logo is known world-wide!

THANK YOU! YOUR SUPPORT OF CHAA STORES IS APPRECIATED AND NECESSARY TO PROVIDE FUNDS TO KEEP OUR HARVARDS FLYING!

**Respectfully submitted, Pat Hanna**

## 2010 Crew Ride Report

I assumed responsibility for Crew Rides (formerly called Backseat Rides) in the fall of 2010. The year was very successful with total income from rides of more than \$32,000. All Rides are now coordinated with Ed Soye, Tony Donnelly and Marion Bennell.

More than twenty crew ride gift certificates were sold over the Christmas season and will be redeemed during our 2011 Fly Days. I will be aggressively marketing our Crew Rides for 2011, both at Tillsonburg and for several away events. With the Yale being available in 2011, I look forward to another successful season of Crew Rides.

**Submitted by Bob Trowell, Crew Ride Co-ordinator**

## 2010 Dive Recovery Team Report



The Dive Recovery Team had another busy year in 2010 being involved with the Provincial Marine Archaeologist on sonar searches, attending the Aviation Archaeology Summit in Denver, Colorado and participating at various community events with our display booth.

In March we participated at the annual Shipwreck Symposium in Welland, Ontario. This is a very well attended event which allowed our team to inform the diving public about our activities and those of CHAA itself. The team has been participating in this event for the last six years and we will be there again April 2th 2011.

In March we organized our fifth trip to the National Archives in Ottawa. Our focus was to research the Harvards that had been sold as surplus equipment at the end of their service careers. This information is used to help us finalize the number of accidents involving missing aircraft. The highlight of our trip was definitely the tour organized by Ken Arnott of the Vintage Wings of Canada's museum in Gatineau, QC.

In April members of the dive team attended a 2 day aviation archaeology summit hosted by the Colorado Aviation Historical Society. Delegates from across the United States and Canada gathered with the purpose of creating a multi-national aviation archaeology organization. The goal of this new organization is to preserve, protect, and promote our aviation heritage through stewardship, ethically responsible research, investigation, exploration, and excavation of relevant sites and facilities, while providing information and education so that others will remember and may be inspired.

We also had the opportunity to have our display booth at the Dunnville and Tillsonburg Airshows.

This gave us a great opportunity to meet other aviation enthusiasts, inform them about CHAA's Dive Team and display the work we have done to date.

During the fall the team had the opportunity to work with Simon Spooner, the Provincial Marine Archaeologist, on sonar search for Harvard AJ538 lost off Wolfe Island near Kingston. We would like to thank Simon for all his help and advice given to us during this search.

We encourage everyone to visit our web site [www.chaa-recovery.ca](http://www.chaa-recovery.ca) and our Facebook page to keep abreast of our activities for 2011.

**Submitted by Walther Irie, Chairman – CHAA Dive Recovery Team**

## 2010 Harvard Hawks Report

The Harvard Hawks were formed several years ago by Pat Hanna to promote and encourage youth under the age of eighteen to join in the activities of CHAA.

The Hawks are managed under a committee consisting of Pat Hanna, Director; Kip Davis, Chairperson; Jesse Van Parys, Lori Van Parys, Ilene Chesterman, and Shane Clayton.

Originally, the objective was to provide a "crew ride" for young people at a reasonable rate. However, some of these young people wanted something more than just a ride and it was found that we could use them for aircraft service, cleaning and helping on flyways. Although, 36 have signed up in the last two years, only a few have continued to work at the Hanger. The "hands on" aircraft work consists of a lot of polishing and cleaning as well as learning the Harvard "inside out". Several of these Hawks have qualified for 50 hours "Community Service" under the Ontario High School program.

The committee has tried to achieve a balance between "having fun" and doing necessary chores on the aircraft and hanger. The most dynamic items recently acquired are the Microsoft SIM 10 flight simulators and they have brought a whole new dimension to our Hawk program. Provided by a Trillium Grant, four computers, with throttle quadrants and rudders are in use in the training room.

These simulators will be moved to special "hooded" enclosure in the north hanger this summer.

Finding space and heat is an on-going issue and will only be resolved when another hanger is built.

The simulators have some revenue potential with a proposed \$10.00/hr. usage fee or \$15.00 Hawk membership. This will be tried through 2011 with four Hawk instructors now being trained. Service clubs working with youth are urged to contact Kip Davis or Bob Trowell for details.

Although the SIM 10 program includes 32 different aircraft we have developed Harvard content which simulates most aspects of flight, including formation. Our long term objective is to be able to fly a four plane formation. We currently can produce a two plane "gaggle".

All the current FAST hand signals are taught along with CHAA formation procedures, and aerobatics.

Anyone wishing to join the Hawk program is invited to contact Kip Davis or any of the committee members. Any adults with an interest in the Hawk program are also very welcome.

**Submitted by Kip Davis**

# 2010 Treasurer's Report

Canadian Harvard Aircraft Association Financial Report  
Year End December 31st, 2010

With the untimely passing of Ray Healey, our Treasurer, I have jumped in to fill the gap created but not the shoes of Ray Healey who was not only CHAA's Treasurer and a Director for many years but one of the hardest working individuals for CHAA's benefit in so many other ways. CHAA will miss his dedication to the organization not only for the fine work he did as Treasurer but in every aspect of CHAA's operations.

*On a personal note and I'm sure others in the CHAA's organization feel honoured and appreciated to have known Ray not only as a friend but an unselfish individual dedicated to CHAA and always willing to step in to help and encourage others in CHAA and the community of Vintage Aviation.*

The financial figures and results from 2010, I will attempt to analyze but as stated earlier with Ray's involvement in so many aspects of CHAA I want to emphasize that not only did Ray work on budgeting and recording the very successful results for the year but helped in so many ways in making them happen. Good financial results in 2010 when combined with success of not only meeting but improving and expanding our operation, is a winning combination for CHAA. Not only Ray Healey would have given credit to our many volunteer and sponsors in making 2010 such a successful year but this Ray does as well.

Revenues up, long term debt is down. Grants for the year 2010 obtained and successfully utilized in increasing and improving our assets and fundraising programs and operations.

Financial results in a charitable organization are difficult to fully understand and appreciate and 2010 with airshows and grants with their various stipulations on use complicate the situation even more. Suffice to say that the blending of our dollars in and out, our results of 2010 in dealing with the future, our dealing with debt and meeting our various mandates were successfully met with an outline and comments below that I trust can be easily understood.

CHAA as a non-profit charitable organization is required to produce an audited financial report yearly, based on standard accounting methods. These reports including consolidated statements of Revenue & Expenses, Cash Flow Statements and Statement of Financial Position are included as prepared by our Auditor elsewhere in this Annual Report.

The report below is an analysis of the audited report broke down such a way in an attempt for clarity in understanding the financial report as well as overall operations. For the report depreciation of our assets is not taken into account and various revenues are netted with appropriate expenses for clarity in understanding. The use of grants in reducing expenses, generating revenue or adding to capital assets is explained.

## Revenue:

Membership Donations	\$24,600	Adjusted for deferrals
General Donations	\$17,460	
Travel Donations	Net 0	(When offsetting travel expense deducted)
*Flight Operations	Net \$4,900	(Further explanation to arrive at net amount outlined below)
Bingos	Net \$11,533	This Revenue source has been decreasing over the Years. 20% below last year.
Stores	Net \$5,485	Plus inventory build up of \$3,800 added to assets. Sales for 2010 were over \$20,000 an increase of 25% over last year.
Education Program on Flight	Net \$3,300	Most expenses in 2010 covered by grant
Misc. Income	Net \$7,400	This consisted of gate donations from events in Tillsonburg plus Calendar Sales, BBQ Draw and Other Miscellaneous income after deducting Advertising and Promotional expenses of \$9,000 For events and air-shows held in 2010

Fundraising Net \$8,868 Consists of Revenue obtained from various auction And draws held at CHAA events in 2010. This Revenue made possible by non-cash donations of items for Auctions and Draws.

Mail Out Fundraising Program Net \$32,468 Includes some of 2009 Campaign funds received in 2010.

**Expenses:** (Not already netted)

- Brochures & Awards \$ 2,460
- Museum/Recovery \$ 800
- Website (Update) \$ 2,500
- Premises \$26,185
- Office and Administration \$22,420

Excess of Revenues over Expenses used to cover payment on Lamond's Harvard & MTX 2010 Restoration costs and to cover some deferred 2010 Liabilities in 2011 such as taxes and crew rides paid for in 2010 for use in 2011 flying season.

\*Flight Operations Explanation on Revenues & Expenses to arrive at net contribution of \$4,900.

Revenues \$96,190 This came from crew rides adjusted for deferrals of \$47,445 and Flight Ops Donations of \$48,745.

Flight Ops Donations of \$48,745 were made of up of \$26,700 Pilots Contribution and \$22,045 sponsored events and flyovers.

Expenses of \$91,288 (which is made up of the following expenses only in calculating Flight Costs and used for yearly budgeting purposes:

Maintenance & Annuals for on-line aircraft only	\$49,048
Fuel	\$31,457
Aircraft Insurance	\$ 8,621
Oil	\$ 1,992
Misc Tools & Supplies	\$ 170

Additional Comments on Net Flights Ops Revenue received 2010. Revenue was below budgeted amount as planned for total Aircraft 2010 Flight Hours were not achieved as follows:

- Harvards short approximately 76 hours from plan
- Yale short approximately 25 hours from plan
- Tiger Moth short approximately 16 hours from plan

There was varying reasons for these shortages, some beyond our control such as weather and mechanical failures. Flight rates are set each year to cover anticipated fuel and oil costs, insurance, maintenance and annuals with total aircraft flying hours indicated by flight group. Reduction in total hours produces less Revenue than budgeted for even when unused budgeted Fuel & Oil costs are deducted to fewer total hours.

Airshow Finances: Net result basically a break-even situation with expenses of approximately \$88,750 offset by Celebrate Ontario Grant of \$40,000 and re-donations to CHAA of \$48,750 from paid air-shows participants. Advertising costs of approximately \$9,000 not funded was allocated to miscellaneous income from gate receipts received as advertising was primarily to promote show attendance from which donations were received.

Celebrate Ontario Grant of \$40,000 as indicated used to reduce some of show costs.

Trillium Grant: \$57,700 was used to purchase parachutes approximately \$13,000 with the balance used for initial educational program costs in 2010, building updates. New roof and carpet in administration building, simulators and computers for Youth & Educational Programs, and many other items adding to our Capital Assets. A full report on uses of this grant is available on request.

**Ray Whittemore**

## MEMBERSHIP Report

Marion Bennell, Membership Chair

Since the last issue of the ROAR CHAA has welcomed the following:

Life Members – Martha Wadsworth, Geneseo NY; Keith Robb, Toronto

General Members - Jack Waud, Ingersoll; David Paton, Mount Elgin; Noel Vermeersch, Ingersoll; Larry Belnap, Woodstock; Tim Stackhouse, Embro; Brian Verspeeten, Tillsonburg; James McNamara, Woodstock; Dave Pye, Woodstock; Paul Zeigler, Fergus; Fred McQueen, Sault Ste. Marie; Jeff Bowen, Jarvis; Gord McKnight, Tillsonburg; Steven Wright, Woodstock; Lee Bowen, Jarvis; Greg Cottrell, Ingersoll; Alan Roberts; Woodstock; Fred Coutts, Tillsonburg; Douglas Boughner, Delhi; Wayne Stefan, Burford; Angela Gradish, Tillsonburg; Robert Saunders, Bright; Willem Kort, Courtland; Doug Tasker, London; David Dance, Springfield; Stephen Wilson, London; Rita O'Neil, London; Douglas Jennings; David Desaverio, Burlington; Peter G. Podebry, Ottawa;

Alex Campbell, Ottawa; Josh Dilliott, St. Catharines; Jeff Lowe, Oakville; David McMillan, Mississauga; Elaine Oswald, Mississauga; Andrew J. Thain, North York; Marc B. Thomson, Dundas;

Harvard Hawks – Alex & Stephanie Bowen, Jarvis; Dylan Chesterman, Tillsonburg;

Dylan Harvey, Norwich;

Thank you to all members who have renewed their memberships. Welcome back to a number who have been absent for a few years.

CHAA has been saddened over the past several months by the passing of many long-time active members. Our sincerest sympathy to all their families.

CHAA looks forward to another busy flying season and the many new members that will join in order to have a long-awaited crew flight in one of the Harvards or the Tiger Moth. Those members with gift certificates will be contacted either by the membership chair or the crew flight chair regarding your flight. If unavailable to take your flight on one of the designated MEMBERS' FLY DAYS please contact the crew flight chair.

TO ALL MEMBERS – If you have a change in your postal address PLEASE send changes to the Membership Chair. Several envelopes from every mailing in 2010 were returned as undeliverable as membership has not received the change of address.

The membership chair has current addresses of all members.

CHAA NAME BADGES – Last year many of our members ordered name badges to wear at airshows, both on site and away, at meetings and to identify themselves as proud members of CHAA wherever they were. I have been contacted regarding names badges again this year. If you are interested please contact me at 519-633-0053 or by e-mail at [marionb1@sympatico.ca](mailto:marionb1@sympatico.ca). At this time I cannot quote a price as I will be going with a new distributor. The minimal order will be for 25 badges.

RE ROAR BY E-MAIL – Many members already receive the ROAR by e-mail. The pictures are in colour and the ROAR is on the web site days before it is delivered by CANADA POST. In the very near future all members who have internet access will receive their copies of all communications from CHAA either by direct e-mail or through the web site [www.harvards.com](http://www.harvards.com). No longer will copies of the ROAR be mailed to those with e-mail addresses



### Members Briefings:

#### December 18, 2010

The December 18<sup>th</sup> Briefing was chaired by director **Pat Hanna** who asked if there were any attending for the first time. There were none.

Pat gave a run down and extolled the many virtues of his and Ruth's Florida Holiday at the Jacksonville Airbase and Air Show.

Secretary **Ken Arnott** read the minutes from the previous meeting of November 20, 2010 and asked that they be accepted. John Brown made a motion to accept the minutes and Bob Trowel seconded it and the motion carried.

Membership Chair **Marion Bennell** reported 250 members have already renewed their dues, 20 gift certificates applied for and 22 new memberships have been signed.

**Bob Trowell** Reported 15 inquiries for Crew Rides and a grant from Celebrate Ontario are in the works for next year's Wings and Wheels show.

CTechO **Bill Ritchie** reported that RZW's Annual is now complete.

Other aircraft are moving forward with no particular surprises. Bill praised Terry Wilkins for his great work in making so many things come together over the past year.

Restoration Report by **Ron Jay** stated Mancel Waugh and his crew are just about finished their beautifully restored Hydraulic Teaching Board funded by the Ed Program.

Harvard 304 is on-going but has more corrosion than expected which means it will take longer.

MTX's fuel tanks are ready to be installed and the Yale engine is slowly being put together again.

**Greg Burnard** reported the fly past for the opening of the Charley Fox over-pass has been so much delayed by the weather that it has been re-scheduled for a date in May to be announced.

Eric Dumigan's new book is well worth seeing and the publisher is worth investigating for perhaps being of some use to CHAA in the near future. Anyone interested in Eric's book can find it at AIRIC.com

**Greg Burnard** represented CHAA and stepped up to the plate with a last minute sponsorship for a London soccer team.

**Jesse Van Parys** is to be heartily congratulated for having been awarded a jump in rank in the Air Cadets from Corp. to Sgt. in one move.

**Kip Davis** reported the Harvard Hawks making good progress with their new simulator program.

#### January 15, 2011

The January 15<sup>th</sup> briefing was chaired by director **Pat Hanna** who asked if there

were any new attendees, there were four: Scott Brown, Tim Sackos, Pat Johnston, and Accompanied by Marc Plouffe from CWH.

Secretary **Ken Arnott** read the minutes for the previous briefing of December 18, 2010 and asked that they be accepted. Len Fallowfield moved to accept the minutes and Shane Clayton seconded it and the motion carried.

Maintenance Chief **George Wilson** reported being approached by Ron Jay's restoration group for additional heat in Hangar 2 as the cold weather is impeding their progress.

George also reported all work on UFZ, HWX, RZW are proceeding on schedule, PK and LH being the last to be done this year.

Kerry Wilkinson, Bill Ritchie, Shane Clayton Jack MacKenzie, Walter Harris, Doug Tasker Ralph Morris, Rick Maclum, Greg Steel, Tim Stackhouse, Greg Burnard, Len Fallowfield and John Demery are all to be applauded for their tireless efforts to bring this about.

**Bill Shepard** reported for COPSO Edward Soye regarding the up-coming flying season as very promising. They are working on some new routines, offering differing packages, and Bill Long and the Formation Camp will be returning on May 28/. Marc Plouffe and Bill Rouw also announced the long awaited getting together with CWH as they are reinstating their annual air show on June 18/19 of 2011. 2012 will mark their 40<sup>th</sup> anniversary year so there will be more expected participation with them at that time. July 17<sup>th</sup> however will be an Open House and fly in breakfast with waiver on landing fees.

**Pat Hanna** announced tickets for the annual dinner are on sale at \$30. each

President **Ray Whittemore** reiterated the findings of the Town of Tillsonburg's commissioned survey. Planning Supervisor Cyphus Panschow confirmed the future of the airport lies in the continuation and publicizing of CHAA's Warbird mecca image; featuring the current intact infrastructure services of Restoration, Avionics, Paint Shop work, a museum and its inherent possibilities.

There was no speaker but much snow so Pat adjourned the meeting.

## February 19, 2011

The February Briefing was chaired by director **George Wilson** who asked if any new attendees were present, there were six: Gordon Ferguson of 404 Sqdn. Wayne Sherack Cliff Stocken Leslie Gabor Jeffrey Bethel a pilot from Jamaica Edward Long.

Secretary **Ken Arnott** read the minutes from the previous briefing of January 15, 2011 and asked that they be accepted. Bruce Tapp moved to accept the minutes and John Brown seconded it and the motion carried.

**George Wilson** paid tribute to the association's growing losses of members having recently passed away. Two minutes of silence was observed by those present for Al Spiers, Dr. Lloyd Buckley, and most recently our Treasurer Ray Healey.

George Wilson also stated that the current 11 member board is expected to be reduced to 9 directors for this coming year, and that the current disruption being experienced in re vamping the board will be dealt with at the up-coming Annual Business Meeting March 19, 2011.

**Bob Trowell** reported the grants from Celebrate Ontario have been re-applied for 2011's up-coming flying season and he is optimistic we will be successful again.

**Tony Donnelly** reported progress on the assembling of a new offer to CHAA members. It is a 3 Day Away Air Show Packages for back seaters featuring back seat flight donation, accommodation, food, and free beer, plus access to VIP air crew areas while on tour at air shows with our Harvards.

CTechO **Bill Ritchie** reported on the continuing progress on the Harvard fleet's Annuals as being satisfactory. The Tiger moth's prop has been sent away to Leavens Bros. for refinishing and the Yale's engine is ready for re-assembly. MTX and BZT are continuing their restoration with Greg Steele's able

assistance in paint stripping and firewall work. But some work has had to be curtailed because of cold weather.

Bill also revisited that old growing problem of having the heaters for the south side of hangar 2 up-graded, and the air vents in the north side sealed up and insulated. Hangar 1 too is in need of a new plastic vapour barrier on its thermal wall. Bill is still looking for a volunteer Building Superintendent to take over the administration of our buildings maintenance and those ongoing issues of winter operation.

**Mike Merlo** announced the Spring Refresher course for Service Crew personnel will be announced later but should be sometime in May.

**Lori Van Parys** announced the signing up of 4 field trip visitations from local schools to take part in our Grade 6 Theory of Flight Education Program. They will be on March 23/ 24/ 30/ and November 10<sup>th</sup>.

Lori also advised us that the Tillsonburg Air Cadets have requested the holding of their Annual Inspection at the Air Port in the presence of Harvard Aircraft being the backdrop. George Wilson would be forwarding their request to the board for approval.

Director **George Wilson** indicated he has been in touch with Tillsonburg's Kelly Batt who looks after parks for the town. George was concerned about the possible repercussions of an undesirable carbon footprint from the operations of our Harvard aircraft. After having met with Mr. Batt, George was gratified to learn that CHAA's footprint is not a large one, and that it could be offset easily through the planting of trees. George will be studying this further and make a recommendation to the board.

Current fundraising mailer has now realized \$27,344.

Mike McKenzie moved to adjourn the meeting and Mike Merlo seconded it and the meeting was adjourned.