



ROAR of the Harvard

Canada's grassroots organization devoted to keeping 'em flying

www.harvards.com

December 2014

President's Message

By Pat Hanna

The wind is howling outside the house and the snow is blowing all around like it is a January day! It is, however, just mid-November and the deadline is fast approaching to include this report in the ROAR!

The year 2014 is winding down, as is our flying program. Our last "official" flights were conducted on November 11th for Remembrance Day services in the Greater Toronto Area. Immediately after landing back home in Tillsonburg, several aircraft were taken off line and their annual inspections were commenced. CTechO Shane Clayton will likely report on the annuals elsewhere in this edition of the ROAR. Although just a month ago, Shane announced that all eight aircraft were operational, with the exception of course of the two Harvards currently undergoing complete restoration, we must advise the membership of some very extensive maintenance issues that need to be addressed over the next few weeks. The first and most crucial is that five propellers need to be serviced and overhauled in the next eighteen months at a cost starting around \$3000 CDN each and much higher if substantial work needs to be done on them. There are also three engines that are rapidly approaching overhaul time! These overhauls start at about \$50,000 USD! Sandra Sparkes and the fund-raising committee recently sent out our annual fund-raising letter and we appeal to you to be generous in supporting CHAA in keeping the Harvards, Yale and Tiger Moth all flying as a living memorial to those who paid the ultimate sacrifice.

The year 2014 has been a year of significant change in various roles of leadership. Sadly, CTechO Bill Ritchie passed away in early spring and **Shane Clayton** took on that responsibility. He and his team did a remarkable job in keeping the yellow birds flying! **Melanie Burden** stepped into the role of "backseat coordinator" and working with **COpsO Bjarni Tryggvason** (also new to that position in the spring), has met the challenge! **Krista Whitcroft** took on the bookkeeping responsibilities from retiring Ila Fallowfield and has done well in keeping the books in order! **Terry Scott** returned to the Board after an absence of several years. He will be looking after public relations and media representations. Terry brings a lot of experience to that position. **Scott McMaster** accepted the position of Chief Pilot from the retiring Greg Burnard. Special thanks to Greg for his dedication and support to CHAA in keeping the Harvards flying. Scott and Bjarni are developing the flight department to provide for a broader range of flying utilizing all the CHAA aircraft and the pilot pool more efficiently. Several pilots checked out in the Tiger Moth and the Yale and flew some formation qualifying flights as the season was

winding down. The spring flying looks very promising at this point. A special "Thank-You" to those who stepped forward when needed and brought a lot of enthusiasm with them.

This past year saw the implementation of "on-line" banking with PayPal, and although we certainly have had our challenges, it holds much promise for the future as we continue to tweak the process. We also started utilizing "The Square" card reader which makes credit card payments of merchandise and services so much more accurate and reliable.

From an administrative standpoint, I have a special request for all members who collect funds on behalf of CHAA. **ALL monies and mail must be sent directly to the CHAA box**, where it is opened and sorted out to the appropriate personnel. ALL monies must be accounted for with a slip of paper telling who it is from and what it is for. Sometimes it is nearly impossible for Krista to know where money came from and what it is for, so that it can be designated to in the accounting books. Please help Krista by acknowledging this simple request!

Ramona Ostrander was appointed to the Board in mid summer and brings a lot of experience in fund raising and leadership in charities to CHAA! She is going to be working closely with the Board to improve the management structure and development of our organizational chart to clearly define the different areas of responsibility and opportunity. This will lead the way for CHAA to apply for funding through various grants and subsidies that are out there. Ramona will be looking after the volunteer base also, so if she hasn't found you yet...she will! If you want to meet a world famous YouTube star, check her out in the Telus commercial which featured Ramona and the Canadian Harvard Aircraft Association!

The **Annual Fund Raising Banquet and Auction** is only five months away on Saturday, April 25, 2015. Tickets will go on sale for **\$35.00 each** at the February meeting. Guest Speaker this year will be **Peter Killin** of Campbell River, BC. Pete has over 30,000 hours mostly on floats and flying boats, most notably as a pilot of the magnificent Martin Mars water bomber! I had the privilege of flying Pete's right seat on a Beech 18 on floats a few years ago and remember him as an engaging and personable guy. You will enjoy his presentation, so get your tickets early! If you have items of interest, either new or home-made, which you would like to donate for the auctions...please advise Sandra Sparkes and Marg Hollister.

Last week, I had the opportunity to speak to the COPA Flight 26 "Breslau Flyers" about CHAA. Most have not had an opportunity to find out more about CHAA, so I invited them to fly down to Tillsonburg as a destination, visit CHAA, eat lunch in the airport restaurant, buy some fuel and fly home. There was much interest in this proposal.

As we enter the year 2015, this also comes as a year of celebration! CHAA is celebrating its 30th Anniversary...1985-2015! It seems incredible that 30 years have slipped by, but the ROAR of the Harvard is still a sweet sound that never grows old! Look for a celebration party in June!

Finally, to all of you from the Hanna family...A very wonderful Merry Christmas and an awesome Happy New Year!

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CHAA contact information: Phone 519 842-9922 or by mail at PO Box # 175 Tillsonburg, On. N4G 4H5

Upcoming Events & Meetings 2015

--Sat Dec 20, -- Monthly member's briefing --
--Sat Jan 17, 2015 -- Member's monthly briefing --
-- Sat Feb 21, 2015 -- Monthly member's briefing --
30th anniversary of CHAA watch for details next issue

“An Ordinary Hero”

Book Review by Gord McNulty

Aviation fans will enjoy this riveting narrative of how a boy from Hamilton realized his dream of becoming a pilot, was shot down in France and evaded the Nazis to reach Gibraltar, then returned to lead airmen in war.

In a revealing account of his exceptional RCAF career, Group Captain David Goldberg goes beyond typical military history to examine many dimensions of warfare and its psychological effects on pilots. Goldberg (1917-2006) told his story to Hamilton author David S. New in a series of 15 three-hour, tape recorded interviews.

This is a lively, fast-moving account. The book covers the challenges of mastering the Harvard in flight training, the thrill of flying the Spitfire, and the ever-present horrors of war facing fighter pilots. Goldberg was tested to the limit by the emotions and loneliness of being a wartime commanding officer, but he won his personal battle of attrition.

He had empathy for the pilots under his command and inspired them with his combat leadership. Goldberg’s vivid memory and thought-provoking observations make for a compelling book from start to finish.

While Goldberg faced many tense episodes, none were more challenging than being shot down by ground flak at low altitude while attacking a Luftwaffe airfield in his beloved Spitfire IX on March 8, 1944. It was his 80th operation.

As he described it: “The ground comes up fast. There’s an abrupt thud, then prolonged scraping and screeching --- the sound of a thousand fingernails moving down a blackboard. My speed drops quickly to a softer skidding sound. Hold on, baby. Hold on. No smoke. No flames. I’m okay! I’m going to live!”

The Spitfire flipped onto its back. Goldberg just managed to inch his way out of the cockpit and burned the aircraft before the Germans could capture it.

Tired, cold and hungry, he avoided detection with the help of the French underground. Life as a Jewish fugitive on the run was a nerve-wracking, cloak-and-dagger ordeal. He encountered a host of characters, from strangers who were willing to risk their lives to a mysterious bearded man “straight out of a Hollywood spy movie.”

Living with the constant fear of being turned over to the Germans, Goldberg fortuitously made it out of France with a larger group of downed airmen over the arduous Pyrenees Mountains to Spain. He finally arrived in Gibraltar two months after being shot down and was able to get word to his family that he was alive.

Goldberg sailed home to Canada for 30 days’ leave and a family reunion. Upset by people complaining about relative trivialities while the war was on, he wanted to “get back to the boys” overseas.

He was worried that he might never again fly in combat. After using the French underground system, Goldberg would be considered by the “brass hats” to be a security risk should he be captured by the enemy.

Goldberg, however, was posted to Italy and the only RCAF squadron in the Desert Air Force. Excelling in dive bombing and strafing sorties, he rose to commanding officer of 417 Squadron. In 1945 he was awarded the Distinguished Flying Cross for outstanding courage and skill in dangerous ground attack. Low flying didn’t leave any margin for error.

Ironically, Goldberg never downed a single German aircraft. A sensitive man, he abhorred killing. Only once did he claim a life and it left a painful memory. He was firing the guns of his Spitfire at a construction site for V-1 “buzz bombs” when a man stepped out of a building directly into the line of fire and was killed instantly.

“That starkly vivid image would remain with me for the rest of my life,” he recalled. “Never again would I be able to kill even a rabbit, never again take life of any kind.”

Goldberg observed that pilots on both sides respected, rather than hated, the enemy. “The movies often seem to glorify killing, but you won’t find many soldiers, sailors or airmen, on either side, who want to kill another human being. We were at war with war, not against other men.”

Goldberg flew a total of 233 operations, more than double the normal tour of duty. He lost 12 pilots and never forgot them.

After the war, he flew P-51 Mustangs with 424 Auxiliary Squadron and was commanding officer of 16 Wing at Mount Hope. He once made a successful dead-stick landing in a Mustang with the gear down and received a letter from Ottawa thanking him for bringing the fighter back intact.

Goldberg didn’t see himself as a hero. He gave the credit to everyone who laid their lives on the line, including those who

served in the background: the men and women of the French underground and the merchant seamen who transported troops in the perilous, submarine-infested North Atlantic.

Though he saw the cruelty and chaos of war, Goldberg felt the esprit de corps and camaraderie of the air force made all the difference. The joys of being a pilot gave him the experience of a lifetime, many times over. Goldberg never looked back once he mastered the ups and downs of the Link trainer, “the closest thing to living hell” he had ever experienced. Goldberg’s first solo in the Fleet Finch at No. 12 EFTS, Goderich, was a thrill. Then he went to Saskatoon to master the Harvard, an aircraft that was “unforgiving of youthful high jinks” and required no small amount of courage to fly in formation flying with wingtips only a few feet apart.

Goldberg accidentally crash-landed a Harvard after forgetting to lower the undercarriage, but he retained his status as class leader nonetheless. Posted to Dunnville as a flight instructor, Goldberg flew an aerobatics show in a Harvard on Labour Day, 1942, and flirted with disaster when he was too low on his final pass.

Goldberg’s talent for drawing in the reader leaves a strong impression. Consider, for example, his excitement when flying the Spitfire. What an adrenalin rush it was as he started the engine of the legendary British fighter for the first time.

“I my mind I was at the Battle of Britain,” he recalled. “...A flash of fire from the exhaust stubs, blue smoke, black smoke, *bang, bang...*a thundering crackle, the smoke banished as she catches. A tremendous roar, a torrent of wind from the propeller presses the grass back as she catches. She’s alive! And I was alive, more alive than I’d ever been.”

Hollywood could not write a better script.

An Ordinary Hero: The Story of David Goldberg WWII Canadian Spitfire Pilot, by David S. New, Pottersfield Press, 255 pages, \$22.95

An Ordinary Hero can be ordered through Nimbus.ca or by emailing Bryan Prince Bookseller at thiggins@princebooks.net. It is also available at the Canadian Warplane Heritage Museum Gift Shop or at Coles.



CHAA Hosts Rolls Royce Car Club

On September 22 CHAA hosted Rolls Royce cars from across Ontario

Photos by Terry Scott



Shane Clayton and Roger Hadfield on a cold September day featuring vintage cars and airplanes

Help Wanted

Several volunteer positions need to be filled at CHAA

Long Hours

No Pay

If you feel you have what it takes to be a CHAA volunteer please call any director listed on page one to apply

You will not be asked to do anything you feel is too much

Any help is appreciated

Call today

Also In This Issue

You will find two handouts they are the "Mail Out" fund raiser form and the 2015 Annual Business Meeting notice and proxy.

Both notices are also going to be printed in the issue so Roar readers who get the Roar on line can print a copy and send it in.

Did You Know A Harvard aircraft

Has a wingspan of 42 feet

Is powered by a 600 horse power Pratt & Whitney 9 cylinder radial engine

Burns 30 plus gallons of fuel per hour

Both optimists and pessimists contribute to our society. The optimist invents the airplane and the pessimist the parachute. ~Gil Stern

Volunteer BBQ Held

A BBQ was held to thank the volunteers for their hard work and dedication throughout the 2014 flying season. Despite cool temperature and a mix of sun and cloud with occasional light rain a good turnout attended for hamburgers, hot dogs and sausage on a bun. The crowd was treated to good food, good company and for those who stayed long enough a 4 ship Harvard formation flight departed on a mission to the Aylmer area.



Top left, Jensen Smith enjoys sausage on a bun with a juice box, CHAA monthly meeting, Ray, Roy and Melanie talk shop and our BBQ cooks at work.

PLANNED GIVING

THE SECOND IN A SERIES OF THREE ARTICLES

By Tom Kaufman

"It is more rewarding to watch money change the world than to watch it accumulate."

Gloria Steinem

In the first article of this series, the concept of planned giving was outlined. In a nutshell, planned giving is simply making a plan today to ensure that your charitable gifting goals will be met. In this article we will look a bit deeper into how a planned giving strategy can be used to allow you to effectively "give more with less".

When you gift "cash" to a charitable organization, you are giving tax paid money. In other words, you paid taxes to the government when you earned that money whether it was a salary, a bonus or investment income. While we all must pay our taxes, we are well within our rights to look for legal ways to avoid paying tax. Tax planning is a key element to planned giving as shown in the following example.

You have 100 shares of a publicly traded company that you purchased for \$10.00 per share. Today they are trading at \$20.00 per share. You decide to gift \$2,000.00 to a charity. So you sell the shares to generate cash to give to the charity. The Canadian government however will deduct capital gains tax from your appreciated investment. Depending on your personal tax rate, you will likely have between \$1,900.00 and \$1,750.00 cash which you can donate. You will then receive a tax receipt from the charity once you donate that amount.

If however, you simply gift the shares to the charity, the government does not take any tax from you on the capital gains and the charity (which legally must sell the shares right away) will therefore end up with \$2,000.00 in cash and you will get a tax receipt for \$2,000.00. A bigger positive for both parties and at no additional cost to you: giving more with less!!

Another key element to planned giving is using life insurance. You have decided you would like to give \$50,000.00 to a charity over your life time. Being 60 years old, you are comfortable planning on giving \$2,000.00 each year for the next 25 years of your life. The \$2,000.00 every year is tax paid money. If you pass away prematurely, using the \$2,000.00 annual giving strategy you will not achieve your life time goal.

If you took out a \$50,000.00 life insurance policy you could pay \$1,765.00 of tax paid money every year in premiums **for 20 years**. After 20 years you don't have to pay any more premiums...ever! So give \$2,000.00 for 25 years (total \$50,000.00) and hope you live long enough to see your goal met or give \$1,765.00 for 20 years (total \$35,300.00) and regardless of when you pass away be assured of having your lifetime charitable goals achieved. With a well organized planned giving strategy, you indeed can give more with less.

In the next article we will look at how you can structure your gift to realize greater tax receipts. If you would like to learn more about how to organize a planned gift speak with your financial advisor or you can reach Tom at tkaufman@erb-erb.com

Canadian Harvard Aircraft Association

Notice of 2015 Annual Business Meeting

Take notice, the Annual Business Meeting of the members of the Canadian Harvard Aircraft Association will be held at Tillsonburg, Ontario on the 21st day of March, 2015 at the hour of 10:00 a.m. local time to:

Confirm acts of the Directors and Officers

Receive the Annual Report of the Association including the audited financial statements

Receive reports of committee chairs

Appoint auditors for the upcoming fiscal year

Elect Directors

If you are unable to attend the meeting, but wish to send a proxy, please use the form below.

Issued this 1st day of December, 2014

By Order of the Board of Directors

Canadian Harvard Aircraft Association

Proxy: Annual Business Meeting of Members

The undersigned, a member in good standing of the Canadian Harvard Aircraft Association (CHAA), hereby revokes any previous proxies and appoints

_____ or failing him/her

_____ or failing him/her the President or Secretary of CHAA as his/her proxy to attend the annual meeting of the members of CHAA to be held on the 21st day of March, 2015 at Tillsonburg, Ontario at 10:00 a.m. local time to vote, execute, consent and otherwise act for the undersigned in the same manner and with the same effect as if the undersigned was personally present at the meeting. The undersigned hereby undertakes to ratify and confirm all that the said proxy holder may do by virtue hereof. This proxy includes the power and authority to vote on all matters that may come before the said meeting.

Dated: The _____ day of _____, _____ (year)

Print Name

Signature of Member

TO BE VALID ALL PROXIES MUST BE MAILED OR EMAILED BY MARCH 1, 2015 to:

CHAA Annual Business Meeting c/o Vic Whitcroft

Canadian Harvard Aircraft Association

Box 175, Tillsonburg ON N4G 4H5

v_whitcroft@harvards.com