



ROAR of the Harvard

Canada's grassroots organization devoted to keeping 'em flying

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Sept 2014

NOTICE BOARD

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ROAR on Website

Have you checked out the newly updated CHAA website? The Roar, Harvard Happenings and other current information is added often.

www.harvards.com

Volunteers Require

Please contact:
Sandra Sparkes;

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The Roar of the Harvard

We try our best to get all submitted information into this publication. Due to certain restrictions it is not always possible to include all articles or photographs. File sizes and having even page limits make it impossible at times to add all submissions. Sorry for any inconvenience.

A tribute to Bill Ritchie

by Ken Arnott

We were saddened this week (July 18/14) at the sudden and terrible news of friend and long-time CHAA member Bill Ritchie's passing. We were aware of the increasing seriousness of his illness (Pulmonary Fibrosis), but nevertheless still taken aback by the swiftness in which it took him from us. Because of this, we were denied the opportunity to fully demonstrate our gratitude, love, and respect befitting the commitment, dedication, and tireless work he gave to CHAA as Chief Technical Officer. From the time he took over that position at the death of Al Speirs, he excelled himself in not only in maintaining the status quo, but over time raised the level of CHAA's maintenance, restoration, and repair work to an all-time high. To this extent CHAA's membership is in his debt.

In attendance at the church of the Holy Redeemer in Pickering were Ken Arnott, Shane Clayton, Jack Mackenzie, Bob Healey, and Percy Contractor. At 12:55 after the service had concluded, one lone Harvard piloted by Allen Page approached from the north turning on smoke as it flew over the church. The awaiting congregation erupted in a spontaneous hearty round of hand clapping while Allen turned around and returned to do it again for a second pass. The family expressed its gratitude to those of us who had attended and to CHAA for the appearance of the Harvard.

As we at CHAA were denied honouring him as we had hoped to, so too was he denied participating in the glorifying of the Harvard on its seventy-fifth birthday at the "Gathering of Harvard's and Hero's".

Nevertheless, twice a week, every week, through summers and winters and over all of those years, Bill Ritchie gave of himself to insure that CHAA's Harvard fleet could in turn give of itself in living testament to its rightful place in our country's heritage. Bill will be much missed and we thank him for our time together.

At the going down of the sun, and in the morning, we will remember them.>

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Upcoming Events & Meetings 2014

--Tues Sept 16, -- Monthly member's meeting --
--- Sat Oct 18, 2014--- Member's monthly meeting --
--Sat Nov 15, 2014 --- Member's monthly meeting --
--Sat Dec 20, -- Monthly member's meeting --
--Sat Jan 17, 2015 -- Member's monthly meeting --
-- Sat Feb 21, 2015 -- Monthly member's meeting--
-- Sat March 21, 2015 -- Monthly member's meeting --
-- Tues April 21, 2015 -- Monthly member's meeting --

October 18, 2014 is all about YOU!

Join us for the CHAA Volunteer Appreciation BBQ to honour the dedication and efforts of the CHAA Volunteers and wrap up an amazing spring and summer of events, activities and programs. So many stories to tell, so many people to thank. Please mark the date and plan to attend. To be held at the hangar from Noon till 6PM.

Having a sense of numbers will help us plan. Please RSVP to chaavolunteersrock@gmail.com by October 12th

WW II aircraft and remains recovered from Vancouver Island mountainside

CBC News - May 30, 2014 Submitted by Terry Scott

A Second World War training aircraft and the remains of four airmen who went missing in 1942 have been recovered from a remote logging site on Vancouver Island.

The Avro Anson aircraft went missing on Oct. 30, 1942, after it left the air force base at Patricia Bay in Sidney on a navigational training flight.

After the aircraft failed to return to the base as planned, searches failed to locate any wreckage.

Last October, a logging crew working for Teal-Jones Cedar Products on a remote mountainside on the west coast of Vancouver Island near Port Renfrew came upon the wreckage.

The Department of National Defence surveyed the site and discovered the remains of the four airmen, but conditions at the time made it too difficult to recover them.

This month, specialists from the B.C. Coroners Service returned to the site with DND personnel and were able to recover and eventually identify the remains.

The surviving family members were then contacted to let them know of the discovery.

The four airmen included Sgt. William Baird from the Royal Canadian Air Force, and three members of the British Royal Air Force: Pilot Officer Charles Fox, Pilot Officer Anthony William Lawrence, and Sgt. Robert Ernest Luckock.

All four were members of the Royal Canadian Air Force 32 Operational Training Unit, and after they were presumed dead, their names were listed on the Ottawa memorial for the missing.

In statement issued on Friday, the Defence Minister Rob Nicholson said officials were working with their counterparts in the U.K. to provide a final resting place for the men's remains in a Commonwealth war graves plot.

"Our government makes every effort to honour those who have made the ultimate sacrifice for their country, irrespective of the length of time that has passed. This recovery, and subsequent burial, will provide closure to the families and give these fallen service members the dignity and respect they deserve," said Nicholson.

DND says more than 100 aircrew lost their lives while flying out of Patricia Bay during the Second World War.

We will never forget the sacrifice of those who came before us and the importance of recovering our fellow airmen cannot be understated. No matter how much time passes, doing the right thing for our people and for their families is an air force priority," said Lt.-Gen. Yvan Blodin, the commander of the Royal Canadian Air Force, in the statement. The Avro Anson was a twin-engine aircraft used for training bomber crews throughout the Commonwealth during the war.>

The Heroes in the Gathering of Harvards and Heroes What a weekend

By Shane Clayton

Who would have thought a "neat idea" I presented at a CHAA directors meeting over two years ago would have resulted in something that has impacted so many people! All because I happened to realize that the summer of 2014 marked the 75th anniversary of the Harvard entering Canadian service and we should do something to mark the occasion.

This weekend we had 20 Harvards (17 airworthy and 3 non-airworthy), a Yale and an SNJ Texan gathered at the airport at Tillsonburg, as well as three Tiger Moths (a British, Australian and Canadian example), a Fleet Finch and Fleet Cornell on site, and a special appearance from the Beechcraft T-6C Texan II demonstrator!

On top of that, there were at least a dozen former RCAF Harvard pilots attending, and we were able to get at least 7 or 8 of them back in the Harvard for 'one more flight'...with some of them having flown the very same aircraft 50 or 60 years ago!

I am very thankful to CHAA for going along with the idea, and for the many people who came together to make it happen!

To put the icing on the cake, we are even going to be featured on the National news tonight!!! CBC came down from Toronto today to film a segment, and will be featured on "The National" >





L to R Glen Knupp, Walter Irwin, Leah Taplay of Parkwood Hospital, Gordon Cattermole, Lisa Huibers of Parkwood Hospital, Peter Brown, Lorne Spicer and Bob Manningham. Water at 97 years young had a back seat ride with Bjarni.



Photos by Kevin W. Moore Photography

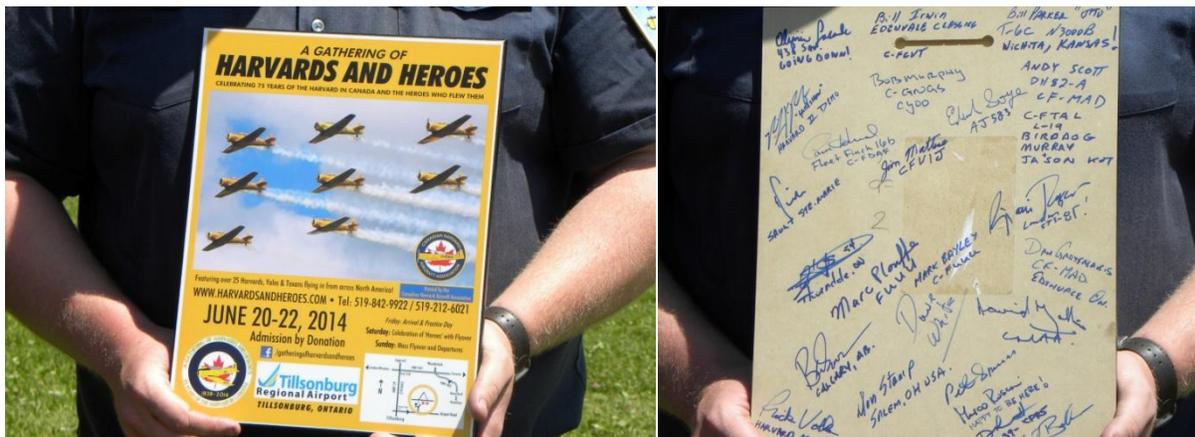


Photos by Pat Hanna



Photos by Gusair.com

Pictured here Pat and Shane accept a plaque from Diane. Diane had the foresight to grab a few Harvards and Heroes posters, have them mounted before the event then she had all visiting aircrews sign the back of the poster. The plaque will make a great addition to the CHAA museum and archives!



PLANNED GIVING
THE FIRST IN A SERIES OF THREE ARTICLES
by Tom Kaufman

We make a living by what we get, but we make a life by what we give.

Winston Churchill

We all plan. And in general, the more important an issue is to us, the more we are inclined to put a plan in place to create certainty that things happen as we envision. That sense of certainty can be used when considering your charitable gifting. Perhaps you would like to gift a significant amount to a charity but you currently do not have the resources. Perhaps you want to support an organization with your time and talents now and your treasures later. Planned giving allows you to do these things. There are many ways to address planned giving.

The two most common methods are a bequest in your will or the use of life insurance proceeds. If a bequest in your will, you specify an amount or portion of your estate is to be given to a charity. If through life insurance the charity is the beneficiary of a life insurance policy that you fund. One way is not better than the other, but there are differences.

When you pass on and assets are distributed through your will, Revenue Canada taxes those assets as they pass through your will. The result is that there will be fewer assets to distribute to the beneficiaries of your estate. Life insurance benefits by-pass your estate and are not taxed so there is no reduction in the benefit received by the charity. Privacy can sometimes be an issue with donors. The contents of a will are available for the public to see once the will has been implemented. On the other hand, life insurance payouts are not public information.

There are tax advantages to charitable giving. In general terms, there is a tax credit given to the donor which can be used to offset taxes in the year of the donation. If the donation is given via a will the entire amount is treated as a tax credit on the donor's final (terminal return) and if applicable carried back to the previous return.

If a donation is made in the form of a life insurance policy, the donor can structure the policy to generate a tax credit equivalent to the premium paid every year or to have one large tax credit received when the policy benefit is paid to the charity at the time of death.

Planned giving is a wonderful tool for achieving your charitable goals. Whether your gift comes from your corporate assets or your personal assets, the impact of your gift will be appreciated by the charity you choose to support.>

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

CHAA represented at 75th anniversary of BCATP Fly-in

By Gord McNulty

The Canadian Harvard Aircraft Association was well represented at a colourful fly-in commemorating the 75th anniversary of the British Commonwealth Air Training Plan, held at the Canadian Warplane Heritage Museum on May 31, 2014.

Three CHAA aircraft --- Harvard Mark 2s, C-FRWN/3830 and C-FHWX/AJ583, along with NA-64 Yale C-GLJH/3399 --- were flown in, helping to make the event a big success. Under sunny skies, classic trainers exemplified by the Harvard, Yale, Cornell, DH 82C Tiger Moth, Fleet Finch and Stearman Model 75 were displayed for the special occasion. At least 16 visiting aircraft were involved, including two DHC-1 Chipmunks representing post-war RCAF primary training in the 1950s and 1960s.

The aircraft were beautifully finished. Stearman C-FOXU, "Miss Delish," restored by Dennis Simo, had been a cropduster. Restoration began in 2009 and it made its first flight in June, 2012. Fairchild Cornell CF-CVT, formerly "The Spirit of Fort Erie," was recently acquired by the Edenvale Classic Aircraft Foundation from Alf Beam of Fort Erie. Alf attended the fly-in with Harvard Mk 2 C-FMTA/2591. Hannu Halminen flew in Harvard 4 CF-VFG, ex-RCAF 20404, from Oshawa.

The Canadian Historical Aircraft Association of Windsor flew in with Chipmunk C-FCYR, ex-RCAF 18017, and Chipmunk C-FBNM, ex-RCAF 18054. Another Chipmunk, C-FCXP, stood out in the beautiful polished aluminum colours of DHC-1s that served initially with the RCAF and in Royal Canadian Flying Club refresher training. This aircraft is usually displayed in the CWHM hangar, courtesy of the family of the late Carey Moore. The RCAF switched all Chipmunks to high-visibility yellow in the fall of 1955.

Three Tiger Moths, and two Fleet Finches, arrived, with strong representation by the Tiger Boys of Guelph.

Starting in 1939, the BCATP produced 3,000 graduates per month at its peak. Overall, 131,533 aircrew had been trained for the RCAF, RAF, RAAF and RNZAF in five years until the plan ended in March, 1945. Included in the RCAF and RAF totals were some 12,000 Americans, French, Norwegians, Poles, Czechs, Dutch and Belgians. Between 40,000 and 45,000 groundcrew were trained.

A total of 856 trainees were killed in aircraft crashes at the training schools. The toll included 16 RAF fliers who died at No. 33 Air Navigation School at Mount Hope, site of the CWHM. Fourteen are buried in the nearby St. Paul's Anglican Church Cemetery, where a Remembrance Garden was dedicated to their memory in 2000.

As Fleet Finch owner and pilot Cam Harrod told CHCH TV News, the casualties were young men who never got to go overseas, realize their dreams to fly fighters and bombers on the front and receive medals. The casualties are sometimes overlooked in literature celebrating the tremendous accomplishments of the BCATP.

Instructors likewise didn't get into combat and few received acknowledgment for their contribution. The lack of recognition was covered by author Ted Barris in his book, *Behind the Glory: Canada's Role in*

the Allied Air War. A grateful Winston Churchill, at least, praised instructors and groundcrews for faithfully performing their duties “no less eager than their comrades for a share of the fighting.”

In a remarkable coincidence, the fly-in occurred shortly after the remains of four airmen who went missing in 1942 were recovered from a remote logging site on Vancouver Island, near Port Renfrew, British Columbia.

The Avro Anson disappeared on 30 Oct., 1942, after it left the air force base at Patricia Bay on a navigational training flight. It lost radio contact early on and searchers failed to locate any wreckage at the time. Finally, last October, a logging crew came upon it. The Department of National Defence surveyed the site and discovered the remains of the airmen, but conditions made it too difficult to recover them. In May, specialists from the B.C. Coroners Service returned to the site with DND personnel. They recovered and identified the remains. Surviving family members were then informed about the discovery.

The four airmen included Sgt. William Baird from the RCAF, and three members of the RAF: Pilot Officer Charles Fox, Pilot Officer Anthony William Lawrence, and Sgt. Robert Ernest Luckock. All four were members of the RCAF 32 Operational Training Unit.

After they were presumed dead, their names were listed on the Ottawa memorial for the missing. Canadian and British officials plan to provide a final resting place for the men’s remains in a Commonwealth war graves plot.

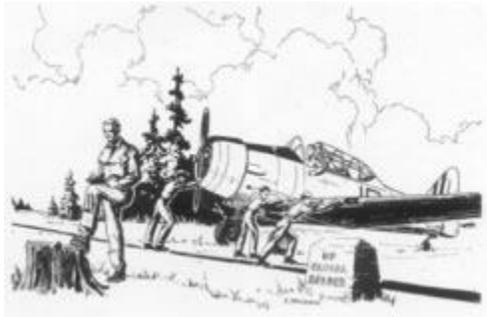
More than 100 aircrew lost their lives while flying out of Patricia Bay during the war.>



Saga of a Thoroughbred

By FLIGHT LIEUTENANT J. A. WHITELAW (The Roundel Vol 17, No. 4 May 1965)

The Harvard has been appropriately described as the aircraft which has defied the rules of obsolescence and ignored its own obituaries. But now, after almost 26 years of RCAF service, its days are drawing to a close. There are many serving and ex-RCAF members who will pause and reflect wistfully on past experiences and associations with this time-honoured trainer. Certainly no other aircraft in the history of the RCAF engenders the same nostalgic memories from so many thousands of fliers, from a wide variety of countries who, flew the "yellow peril" during their embryo pilot-days.

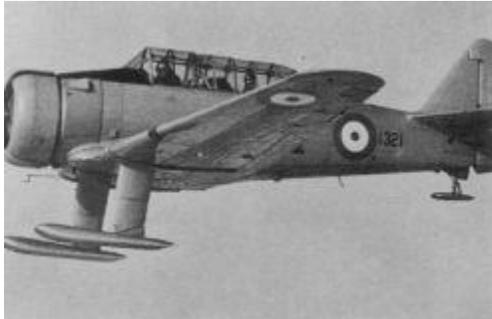


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Prior to the outbreak of the Second World War the RCAF had ordered 15 Harvard Mk I aircraft from the North American Aviation Company. These trainers were to play a vital role in the planned buildup of the RCAF. They were, in fact, the forerunners of the vast numbers of training aircraft which were later to support the British Commonwealth Air Training Plan (BCATP). Delivery of the first Mk I Harvard was made to Western Air Command on 19 July 1939. (This original aircraft flew, with minor mishaps, throughout the war but was eventually written off in an accident at No. 1 TTS Aylmer on 9 May '46.) Ninety additional Harvards were ordered from the USA during 1940. An interesting sidelight occurred during the delivery of these aircraft to Canada. To pre-serve the neutrality of the U.S. after Canada entered the war all Harvards purchased from the U.S. were flown to the international boundary at Coutts, Alberta and other points, and pushed or towed across the border into Canada. In November 1939, an officer of No. 111 Coast Artillery Co-operation Sqn., located at RCAF Stn. Vancouver,

proceeded to Coutts to complete arrangements for the acceptance of these aircraft, which were then flown to their Canadian destinations.



With

the beginning of the war and the commencement of the BCATP a massive buildup of training facilities took place across Canada. The Harvard was selected to be the prime advanced single-engine trainer and service flying training schools were established across Canada at such places as Camp Borden, Ottawa, Dunnville, Moncton, Summerside, St. Hubert, Kingston, Moose Jaw and Swift Current, to handle the vast influx of trainee pilots answering the call to the colours. In addition to the training of Canadian pilots, the Harvard was utilized to provide air instruction in Canada for pilots from almost every country allied against Germany during the war. RCAF Stn. Trenton, with one of the largest inventories of Harvard, became the home of Central Flying School and later No. 1 Flying Instructors' School where potential instructors received their training then went on to instruct other Harvard pilots.

In January 1940, 100 Mk II Harvards were ordered from the Noorduyn Company of Canada which was licensed to produce the aircraft in this country. This

original Canadian order was increased to 210 aircraft in July of the same year and subsequently increased again, until by the end of the war almost 2,000 Harvards had been supplied by the Noorduyn Company to the RCAF.

The main difference between the Mk I and II aircraft was the change to an all-metal fuselage and squared wing tips. The power plant was the same in each and with the exception of a few minor modifications, the Pratt and Whitney Wasp, rated at 550 Brake Horsepower, is still in use in Harvards today. This engine has established itself as a symbol of continuing reliability, a fact which would be readily confirmed by those who flew the Harvard during their training days and in later years.

As the BCATP gained momentum the familiar throaty roar of the Harvard was heard the length and breadth of the populated areas of this country. Some 11,000 Canadians plus another 8,000 from allied countries received pilot training on the Harvard aircraft in Canada during the war years.

From the training point of view the Harvard was considered to be an excellent investment. With a fairly high wing loading (21.5 lbs per sq. ft.) and consequently a relatively high landing speed, the Harvard required from the pupil something of the same skill he would later require in handling operational aircraft. It was fully aerobatic, not too easily controlled and sufficiently rugged to endure the heavy loadings and rough landings frequently

imposed upon it by student pilots. Serviceability was uniformly high and at no time was there a serious shortage of airframe or engine spares. The record shows that Harvard equipped training schools had much less difficulty in fulfilling their training requirements than was experienced by schools equipped with other aircraft. The chief hazard in flying the Harvard was its undeniable tendency to ground-loop caused apparently by the design of the tail wheel and a high centre of gravity. Modifications to produce a partially steerable tail wheel have since been incorporated but the Harvard still tends to ground-loop unless carefully handled. A stern taskmaster, but a reliable and efficient trainer, the Harvard, because of this ground looping tendency, required the pilot to be constantly alert, particularly during the landing phase.

During 1943 as the BCATP reached its peak output the Harvard kept pace and some were eventually modified as armament trainers capable of carrying machine guns, rockets and practice bombs. Student pilots of that era were thus indoctrinated in the art of offensive warfare prior to their taking operational training on more advanced aircraft.



In the late 1944 as the tide of war turned in favour of the allies, the BCATP was gradually phased-out until it ceased operation completely in 1945. The Harvard, rated as the finest aircraft of its class in the world had trained thousands of pilots, had flown almost four million hours and had played an inestimable part in the winning of the ultimate victory. At this time the future of the Harvard was uncertain. Many stations retained small numbers for practice flying and communications flights but the majority of Harvards on strength at the end of hostilities were placed in long term storage on abandoned airfields across the country. A period of readjustment [had] begun.

RCAF post-war pilot training was commenced on a small scale in 1947. Again the Harvard aircraft was called upon to be the prime basic trainer and in fact an experiment in one stage training was begun to eliminate initial training on an elementary type aircraft. A Harvard training school was established at RCAF Stn. Centralia and the first post-war course of pilot trainees graduated in 1948. In August 1949 Canada joined with 11 other nations in the formation of the North Atlantic Treaty Organization and was committed to provide training facilities for pilots and navigators from

NATO countries. The wartime airfields of this country once again reverberated to the distinctive roar of the Harvard aircraft as the RCAF commenced a rapid build up to meet this new requirement. Training schools were established at RCAF Stns. Moose Jaw, Claresholm, Calgary and eventually Penhold, to instruct trainee pilots from Norway, Denmark, Italy, France, West Germany, Portugal, Turkey, Belgium, Holland, and Great Britain. Many former instructors and wartime pilots were recalled to the service to man the re-activated Stations. Once again the sound and sight of the faithful Harvard became a part of the Western Canadian scene.

The Mk IV Harvard was introduced in early 1951. This latest version was of the same basic design as the Mk II but embodied more sophisticated instrumentation and a greater fuel capacity for longer range. A 10 channel VHF set and radio compass installation in the new models was a far cry from the original Gosport Tube, and later electrical intercoms, incorporated in the Mk I and II. Production of the Mk IV was carried out at the Fort William plant of the Canadian Car and Foundry Company where approximately 270 of these aircraft were manufactured. During this same period civilian contracts were let for the overhaul and modification of Mk II Harvards coming out of storage or from time-expired active service. As a note of interest, the Canadian Car and Foundry Company under a license agreement with North American Aviation, manufactured and supplied

Harvard spare parts for Canada, Great Britain, Norway, Sweden, Denmark, Holland, Belgium, France, Switzerland, Spain, Portugal, Belgium Congo, Pakistan, Egypt, China and New Zealand. Most of the Harvards held by these countries were manufactured by the Noorduy Company during the war years and it has been estimated that there are roughly 2000 Harvards still providing useful service around the world.

The concept of using the Harvard as a combination elementary and intermediate trainer was discontinued in early 1953 and a return to the wartime method of having a lighter type aircraft as an elementary trainer was instituted. Student pilots of this period were given approximately 25 hours on the Chipmunk prior to proceeding to the flying training schools for Harvard training, where they received 162 hours of flying before going on to advanced training on the T-33. By 1954 serious consideration was being given to providing the RCAF with a replacement for the aging Harvard. In line with this, a new intermediate trainer designated the Mentor or T-34, designed and manufactured by the Beech Aircraft Corporation, made its appearance upon the scene. An experimental course of student pilots was processed through normal training at No. 4 FTS Penhold on this aircraft but, for various reasons, the Mentor was not considered acceptable and its use in the RCAF was terminated. The Harvard meanwhile renewed its lease on life and continued turning out pilots as it had been doing for some 16 years at that point.

The requirement for the training of NATO aircrew diminished somewhat after 1955 and by 1960 Stns. Moose Jaw and Penhold were the only remaining Harvard flying schools in the RCAF. By this time several hundred surplus Harvards had been turned over to Crown Assets for disposal, many of which found a ready market among the civilian operators of the country and particularly ex-RCAF pilots. The sound of the Harvard has not been quieted but rather it continues, in civilian markings, to shatter the stillness of many small airfields, from British Columbia to Newfoundland. It has often been asked why a great number of Harvards in the air make no more noise than one Harvard in the air by itself. The answer, presumably, is that there is no more noise in the world than that made by one Harvard, and that it is physically and mathematically impossible to multiply infinity. Therefore, when you have heard one Harvard you have heard them all.

During the period 1955-60 work was continuing on the project of obtaining a suitable replacement for the Harvard with a view to instituting all-jet training in the RCAF. In 1959 a new primary jet-trainer, the CL-41, designed and built by Canadair, was ready in prototype. This was the aircraft destined to displace the Harvard; however, it was to be another five years before the CL-41 would be available in sufficient quantity to staff the training schools. In the spring of 1962 a group of instructors at RCAF Stn. Moose Jaw formed a Harvard acrobatic team to perform during Air Force Day at

that unit. As a result of this noisy, fast moving display the popularity of the tireless Harvard became immediately evident when Stn. Moose Jaw was flooded with requests to have the "Goldilocks" perform at other Air Force Days and air shows across the country. Before the team was disbanded in 1964 they had demonstrated their prowess, and the versatility of the Harvard, at dozens of air shows including the Canadian International Air Show in Toronto. The "crazy formation" displayed by this group was a sight to be long remembered by spectators and proved to be one of the highlights of the show.



The post-war record of the Harvards' achievements is impressive. More than 6000 Canadian and NATO student pilots have received training on this aircraft and in addition a number of trainees from the Nigerian Air Force were trained on Harvards at No. 4 FTS Penhold and at FIS Moose Jaw in 1964. Most student pilots undergoing training today were not yet born when the Harvard was making its invaluable contribution to the Allied cause during the Second World War.

There are very few pilots of this present day who have not logged Harvard flying hours at some time

during their careers. For those who have not and for those to come who may never have the opportunity to fly this aircraft, one can only say that for them a very real part of the aviation story has been missed.

At RCAF Stn. Penhold the final Harvard course is nearing completion. On 21 May '65, the last group of Canadian student pilots to fly the Harvard as an RCAF trainer will graduate and the "Yellow Peril" will have completed another job "well done". This aircraft, which has established itself as one of the most successful and renowned trainers in the history of flying and has probably trained more pilots than any other aircraft, will leave behind a record unparalleled in the annals of aviation. There are many who will mourn its retirement from Canadian training and there are, some who will forever stoutly maintain that the Harvard will never be replaced. It will always hold the place of honour it has forged for itself through long and faithful service. When the Harvard is finally retired it will bring to a close a memorable and splendid era in the history of the RCAF.>

Bill Long Reaches Milestone in 20242

Folks, please join with me as we celebrate and honour long time CHAA pilot / instructor, Mr. Bill Long! August 3, 2014, Bill is going to climb into and fly RCAF Harvard #20242, exactly 60 years after that day in 1954, when he flew #20242 for the first time at RCAF Base Claresholm in Alberta! What an accomplishment, Bill! Congratulations!



Memories of Bill Ritchie.

CHAA has lost some fine members over the last few years, but three of them have especially affected me. The first one was the inimitable Charlie Fox whose endless energy amazed me and who honoured me with an aerobatic ride in MTX, which proved to be both his and the aircraft's last flight. The second was Ray Healey, that brilliant organizer par excellence, whose emails written at 0300 hours, never ceased to confound me. And now Bill Ritchie, whose passing in July, affected me profoundly, because Bill was a true 'flying buddy'!

Many summers ago, I helped Bill with his Harvard conversion. This proved to be a tough challenge for him and his progress was both protracted and slow, mainly because he was in his mid sixties and it is tough to teach an 'old dog new tricks'. I was accused of taking on another 'project', but persisted because I had witnessed the sterling effort Bill had made as a member of the service crew and realized that he was type of member we needed. What a fine 'project' Bill turned out to be, as he proceeded to be CtechO, a member of the board, and involved in the Yale restoration and the rebuild of the Tyrell Harvard; but best of all, Bill became the champion of the Tiger Moth.

Our Tiger Moth COE, has proved to be a real 'hangar queen', but never the less a delightful one. Bill seemed to love her dearly and spent an extraordinary amount of time organizing maintenance and improvements to the point where she is now reliable and a pleasure to fly. He became a check pilot and gave the technical lectures at the annual ground school. He took her to fly-ins to offer front seat crew rides and about three years ago, after one such day at Kincardine, Bill flew the Moth home in horrible weather, scud running all the way, but as calm as a cucumber on landing at Tilly. This cool persona of his 'saved our bacon' one day when we were up together and the canopy broke free of its mountings and the plexiglass burst with explosive force. Its aluminum frame caught Bill around his neck, bruising his throat, but Bill calmly held onto it to prevent it from striking our tailplane, allowing me to land safely.

After I remarried, I brought my new wife to Tillsonburg and it was that gentleman, Bill Ritchie who was charming in his welcome and kindly showed her around. She was even more enamoured with him when he took her two young sons for a ride on the tractor, but his attitude soured when they hijacked the golf cart and careened around in it until they eventually collided with a hangar door. This was the only occasion that I ever heard Bill use foul language, as he banned them from all CHAA property! They later described him as that "angry dude who looked like Col Saunders".

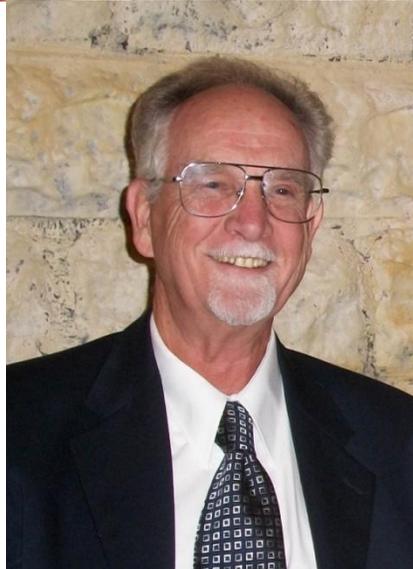
Two years ago, Bill's health began to deteriorate and by last summer, he had stopped flying solo and would on occasion join me late on a Saturday to enjoy some of the finest flying to be had; namely taking the Moth up and around the patch, in the calm of the early evening, hoping for that elusive perfect three-point landing on the grass and the thrill it produces. One such evening, Bill sat down to chat and I noticed that he was short of breath at rest. He quietly informed me that his disease was poorly controlled. Despite my protests, he helped me push the Moth to the pumps to refuel, declined my offer to fly and helped me start up. As I taxied out, he gave me a brief wave goodbye, along with that wry smile of his. I never saw him again.

No man is perfect and Bill was a stubborn man who was often criticized for taking too long to complete jobs on the various aircraft, but in his defence, he was always concerned about cost and strove to find the cheapest deal for CHAA. He was also a determined, quiet, yet humble and honest man, typical of so many the CHAA supporters who make this such a wonderful organization

And so I wish Bill Godspeed. He was a wonderful 'flying buddy' and I, like many others, will miss him dearly.

David Martin

Remembering Bill Ritchie



Shane Leads Tourism Oxford on CHAA Tour



They arrived by the bus load to see the CHAA facility



Shane took time from his maintenance duties to explain the workings of CHAA's aircraft and CHAA

Harvard Happenings

If you wish to receive CHAA's monthly email newsletter, Harvard Happenings, please send a quick message to Sandra at harvardhappenings@gmail.com

The Canadian Harvard Aircraft Association's

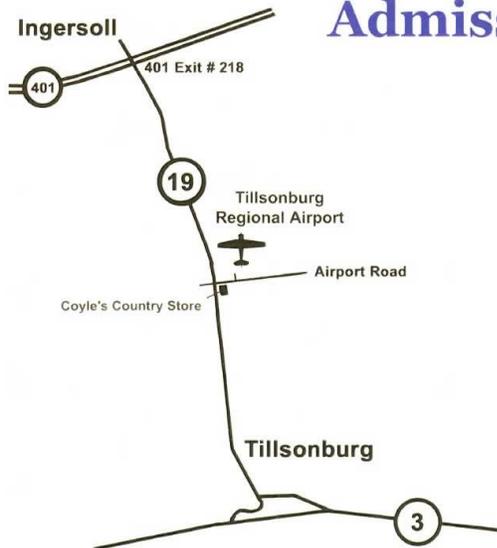
Wings & Wheels Family Fun Day

7th Annual!



Saturday, September 13th, 2014
Tillsonburg Regional Airport
9 AM - 4 PM

Admission by Donation



Activities Include:

- opportunities for flight experiences in the Harvard, Yale and Tiger Moth*
- BBQ lunch & musical entertainment
- Hangar tours and static displays
- Silent Auction
- Door Prizes for vintage car attendees

* aircraft availability subject to weather, maintenance, and other circumstances

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A Rare 60th Anniversary

Aug 3 2014 marked a very special and very rare 60th anniversary, that few of us mortals will ever experience. Sixty years earlier, Aug 3 1954, Bill Long made his first flight, starting his training as an RCAF pilot. The aircraft he flew was Harvard 242, which now flies as one of the six CHAA Harvards. The photos show Bill, the happy young adventurer, and Bill the somewhat more experienced and wiser pilot. You can hardly tell them apart: the young Bill wearing a happy smile of anticipation, and the later Bill with that smile of great satisfaction with a life of flying. Few of us get to bookend that many years of flying with flights in the same aircraft. This is a great example of what CHAA and all its dedicated supporters make possible.

Bill has more than 2000 hours in Harvards, gained as an instructor in the RCAF, and still being augmented by Bill's role as a check pilot at CWH and at CHAA.

Congratulations Bill! I hope I can one day at least fly a 60th anniversary flight, even if not on the same airplane as the first one I flew: a humble Cherokee 140.

By the way Bill, you could also go for a hop in a T-33, another fine airplane that the young Bill flew.

Bjarni Tryggvason
COpsO



Greetings from the President's chair,

The summer is already winding down and the days are getting shorter, but the Harvards have lots of "ROARING" left to do yet before the flying season is done! The past few months have been very busy at home and away from base. Our biggest event of the year was "A Gathering of Harvards and Heroes" which occurred over the June 20-22 weekend. The weather was near perfect on both Saturday and Sunday and sure made our job easier! We had close to 20 Harvards and one SNJ on the field and they came from places like Quebec, Ohio, Sault Ste. Marie and everywhere in between! It was an awesome site to see them all here on the ground and in the air. One of the important goals of the weekend was to honour the veterans who had

a connection to the Harvard in military service. Ten vets took backseat rides including two World War Two Harvard pilots...93 year old Len Wilson and 97 year old Walter Irwin! Neither had ever dreamed of another Harvard ride in their lifetime! All the vets were so appreciative of the opportunity to relive the Harvard experience. They came from far and wide to join us..such as Ian Sibbald from Vancouver Island, BC, Ron Anderson from Winnipeg, MB, and Ray Babineau from Rockford, Illinois, etc. We were also featured on the CBC "The National" news on the Sunday night! All in all, an amazing weekend and sincere thanks to all the volunteers who made it happen! Special mention to Jade Engineering for a \$750.00 sponsorship and the Town of Tillsonburg who gave a \$1000.00 grant to assist with the costs to honour the vets.

A few months ago I sent out a couple of personnel requests...Krista Whitcroft gamely answered the call to be the new bookkeeper for CHAA and after an intense three month training course, she has got the "thumbs up" from Ila Fallowfield and Torben Haarbye! Bjarni Tryggvason answered the call for a new COpsO and is working through the challenges of that very interesting job! Thanks to you both for stepping up and helping! Well, we have to make another appeal to the membership for a couple more positions...there is a need for someone with advanced computer skills to help Shawn Wylie with the technical intricacies of the website. It is our most important tool of information on the internet and we are having challenges. Shawn would be very appreciative of your help! Secondly, there is a need for leadership in the Harvard Hawk program. Kip Davis retired from the position last year and the program is suspended pending a new leader. My wife Ruth suggested this program in the early nineties when I was membership chair. Gordie was nine years old and driving us crazy to be a member of CHAA! The realization was "that the kids are the future of CHAA" and that we needed to get them interested early in life. Several of those kids have used the Harvard Hawks as the springboard to future aviation interests and jobs. If you are good with young people, why don't you have some fun with this interesting position!

EVERYONE loves Eric Dumigan's outstanding photography! Even his wife has taken to photography (and giving him a run for his money!). Eric, in conjunction with CHAA, is offering an unique opportunity to learn the skills (no tricks with Eric!) of the trade by having a photographer's clinic on Saturday, September 20 (rain date is Sunday Sept. 21) which includes two formation flights in the Harvard to test your new knowledge! Cost is only \$1000.00 (a real bargain compared to other courses offered elsewhere) for the one day course and includes lunch. Sign up today!

"Wings and Wheels 2014" is our next big event to be held September 13th and it is a perfect opportunity to see the Harvards and the volunteers in action! Please bring your friends and family! Your support helps all areas of CHAA, like buying memberships, a backseat ride gift certificate (that will get their attention!) or helping stores sales by buying a brand new Roger Cross DVD production called "The Yellow Birds of Tillsonburg", or perhaps some new fall items such as ladies and men's softshell jackets or warm sweatshirts! Every bit helps!

TOGETHER...Let's keep those Harvards flying!!!

Pat Hanna