



# ROAR of the Harvard

Canada's grassroots organization devoted to keeping 'em flying

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September 2015

## President's Report

*By Pat Hanna*

The days are getting shorter and instead of looking forward to the summer season, we are starting to reflect on just how it all went. It has been a summer of change indeed! This year there was a notable absence of air shows in Ontario and so we had to modify our strategy a little bit.

One area of focus was the flight program. Several pilots from the ground school in the spring checked out on the Harvard and have been a big addition to the pilot roster. Also, a few from last year continued to increase their experience and confidence on the Harvard. As a result there are several pilots advancing through to formation flying. Special thanks to Scott McMaster and Dave Martin who have given liberally of their time to concentrate on training and practice. It reminds me of Mr. Harvard, the late Norm Beckham, who humorously used our beloved Canada Geese as an analogy to our pilots. When the geese first start flying in late spring, they are definitely in need of a lot of practice flights! Then by mid-summer



they start formation training. It is a noisy and anxious time for the geese when they first start off. There is a lot of communication between the birds and their formations are sometimes hard to define as such. However, with lots of practice flights and encouragement from the older, more experienced geese, by September they are flying tight and beautiful formations as they prepare to fly south. Our pilots have been practicing at every opportunity all summer and now when they fly over the home base, we are so very proud at their accomplishments! With each flight they become more skilled and comfortable flying together. We are just hoping they don't fly south...!

The Yale is finally starting to show signs that it was worth all the time and effort that has taken so many years to fulfill. I only wish that Lou Hill and all the good men that started this project back in the eighties could witness the Yale in flight. How proud they would be! Seven pilots are now checked out on the Yale and they are all very pleased with its flying and handling characteristics. There is a backseat ride promotion in place until the end of the flying season so experience the Yale for yourself or a loved one for only \$150.00! Contact Melanie Burden to book a flight now!

Several of us have enjoyed going to see the Tiger Boys in Guelph on Thursday evenings for a BBQ. There is lots of flying with rare and vintage aircraft each week. CHAA was invited to bring a Harvard to the BBQ which we did on two occasions and gave seven folks the "Harvard experience". The Guelph Air Park has short narrow runways, presenting a good challenge to the pilots. I think it was Hans Juergensen (pictured at the controls on page one) who said that if you could see the runway on landing, then you weren't on the runway! A great experience for all the pilots that participated!

In early August, we attended the Edenvale "Gathering of Classics" with three Harvards and full Stores. It was a great day of team bonding and working together. On August 22 and 23, the team attended the first annual "Aviation Fun Day" at the Region of Waterloo International Airport. The weather was perfect and crowds were good. Thanks to all who pitched in and gave a hand for these events. Our next special day is the Annual "Wings and Wheels Family Fun Day" event on Saturday, September 12. Bring all your friends to show them what is so special about CHAA!

Looking at current needs by the Association... the Board is seeking to fill the position of "Bookkeeper" for all our accounts. If you know someone who would be interested in this very important position, please contact Director/Treasurer Ray Whittemore. There is also a position available on the Board for a Director. Do you desire to serve the people of CHAA at a higher level and feel that you have some business skills to bring forward? We would like to talk to you! Shane and Ramona have outlined our financial needs in their reports. As long as we fly these vintage aircraft, those needs will exist! That we have six flying Harvards, the Yale and the Tiger Moth (all paid for) is a tribute to a very generous membership over the past thirty years! **THANK YOU!**

Special thanks to all the volunteers for the day-to-day jobs you do behind the scenes and when no one seems to notice or even care. **We do care** and we appreciate the smallest details as much as the big things that everyone can see. Every act of service done for CHAA ultimately keeps our Harvards flying for the generations to come. The Harvard is a history book that you can actually touch and fly! It is our mandate to protect our "history books" to honour the men and women who served our country in the generations before our own. We cannot and will not fail them!

**TOGETHER, we will keep those Harvards FLYING!**

## CHAA Board and Committee Chairs

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Harvard Hawks	Vacant		
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### Upcoming Events & Meetings 2015

- Sat., Sept. 12 – Wings & Wheels Family Fun Day at Tillsonburg Airport –
- Sat., Sept. 19 -- Monthly Member's Briefing –
- Sun., Sept. 13 – Brampton Great War Museum Fly In –
- Sat., Sept. 19 – Guelph Tiger Boys Fly In –
- Sat., Sept. 19 – Western Fair Warrior's Day Parade Fly Past –
- Sat., Oct. 3 – Member's Appreciation BBQ –
- Sat., Oct. 17 -- Monthly Member's Briefing –
- Sun., Oct. 18 – Six Nations Remembrance Day Fly Past at Ohsweken –
- Sun., Nov. 8 – Tom Hawkins' Remembrance Fly Past –
- Wed., Nov. 11 – Remembrance Day Fly Past, Toronto --
- Sat., Nov. 21 -- Monthly Member's Briefing –
- Sat., Dec. 19 -- Monthly Member's Briefing –

## CHAA reunites another veteran with an old friend



At our August 1<sup>st</sup> Fly Day, CHAA was delighted to reunite Pete Kinzie of Burlington with an old friend – Bessy! Pete flew CF-UFZ in 1956 at Claresholm, Alberta and was a student on the first course that longtime CHAA member Bill Long instructed that year. After his time in the RCAF, Pete joined Air Canada and retired on the 747.



Above, Pete remembers how snug the cockpit was almost 60 years ago. Then, after donating to the re-paint Bessy campaign, he signed right beside the signature of another Claresholm comrade, Jim Thomas.

## CTechO Report – September 2015 - *By Shane Clayton*

We've had an exciting summer in both maintenance and restoration, and we're preparing for a busy maintenance season once the flying season winds down. So far this year, we haven't had to scrub any missions due to mechanical issues (knock on wood!) and I imagine we'll end 2015 in fine shape. Here's a breakdown of current projects:



**Yale 3399/C-GLJH** – The Yale (above, captured by Shawn Wylie) has been performing well this year, and the engine seems to be getting well ‘broken in’. At the time of writing this, she has only 17 hours flight time since her first flight in 2010! A normal break in period for a radial engine is in the 15-25 hour mark, so we're still getting the bugs ironed out. Every pilot who has flown her (currently seven active pilots) has commented on how well she runs and flies. We still have a few minor snags to address during her annual inspection this fall, but there's nothing to worry about. She is becoming a fine addition to the fleet. If you haven't had the pleasure of a flight experience in 'LJH, I highly recommend it!

**Tiger Moth 5030/C-GCOE** – The Tiger Moth has been sidelined this year as a result of a number of snags discovered this spring while carrying out an airworthiness directive (AD). Although we have lots of experience working on Harvards, Tiger Moths are not our specialty. Luckily we have friends who are experts in all things DH.82 related, and have been assisting us with parts and expertise. Special thanks to the Tiger Boys (Tom Dietrich & Bob Revell) as well as Dan Garyfalakis & Andy Scott. We now have all the parts required to put 'COE back together. All we need is our AME's valuable time in doing so. Look for 5030's valiant return to the skies in 2016!

**Harvard 20321/CF-UFZ/'Bessy'** – We had to take Bessy offline in mid-August as she had an oil change due. Since our AME Kerry was away on vacation and her annual inspection was due at the end of

August anyways, we started the annual inspection early by taking the cowling and some inspection panels off in anticipation for Kerry's return. UFZ's radio had an unexpected failure in early August, and it is currently still out for repairs. Her propeller is also due for it's 10 year overhaul this fall. With any luck, we'll have UFZ flying in time for the flypasts scheduled for October and November.

**Harvard AJ583/C-FHWX** – As many of you are already aware, HWX has been grounded this year due to a required engine overhaul. I received an updated quote from Covington Aircraft, and the cost to overhaul one of the two R-1340's we currently have sitting at their facility is in the neighbourhood of \$50,000 USD. If you would like to see HWX back in the air where she belongs, please don't hesitate to send in a donation for a very worthy cause. Earlier this summer just prior to our 30<sup>th</sup> Anniversary celebrations, HWX received new more accurate fuselage serial numbers and 'buzz' numbers, which were carefully applied by the Museum & Archives Chairman (his evil twin is a certain CTechO ☺) although we weren't able to completely strip off the right side '46' as we discovered it had been painted on using very hard epoxy heat paint. One more project for the fall!

**Harvards RWN, WPK, RZW & WLH** – Despite a slow start to the flying season due to unforeseen maintenance issues found last winter, we've been getting lots of flying from the remainder of the fleet. To date we haven't had any notable mechanical issues with the other four Harvards. The only maintenance issue from this summer was an oil change due on 3830/RWN and a voltage regulator issue on 20242/WPK, both of which were quickly resolved. Following the November 11<sup>th</sup> flypasts, we will be taking three Harvards offline immediately to begin their annual inspections. No major work is expected this year (famous last words!) other than 3830/RWN's propeller is due for the 10 year overhaul as well.

If you are looking for something rewarding to do in the next 6-7 months, there'll be plenty of activity in the maintenance hangar. As I've said many times before, many hands make light work!



*(Photo by Shane Clayton – his new “favourite” photo!)*

**CHAA's outstanding Service Crew takes time out from a busy Fly Day to pose for The Roar.**



### **T-6/SNJ/Harvard formation at Oshkosh**

*From Shane Clayton, via Facebook -- Just found this online...air-to-air video of a T-6/SNJ/Harvard formation July 20 at Oshkosh. Some familiar faces in there...Dan Springer in Harvard 432 and Don Stamp in his SNJ-5 (tail code 'DS'). If you look closely, the white/red 'SNJ' leading the formation is in fact Harvard Mk IIb FE986 owned by Todd Winemiller from Ohio. Here's the link to the amazing video:*

<https://www.youtube.com/watch?v=sO7eXMYaeog>



## Grandson retraces grandfather's path – By C.Tech.O Shane Clayton)

On Tuesday, July 28, we did a flight experience for James Henderson, who wanted to experience what his grandfather, R. E. Henderson - a wartime instructor, did 70+ years ago. His grandfather passed away 30 years ago, so it was a way to connect with a man he never really got to know.

Before his flight, James let me have a quick look at his grandfather's logbook, and I quickly noticed that



he had flown Yale 3399 on a number of occasions (5 times to be exact) while he was instructing at No. 1 SFTS Camp Borden in 1942-43. Once we found that, we took him over to have a closer look at 3399. Looking closer at the logbook, I found a few more familiar numbers throughout the pages, including Fleet Finches 4494 (now

owned by Cam Harrod) and 4488 (flown by the Tiger Boys in Guelph) as well as Yale 3372 (owned by Jim Mattice) and my own Yale 3390!

Counting up the numbers, Mr. Henderson flew 3372 84 different times and 3390 96 times! This was in 1943-44 while flying out of No. 4 Wireless School in Burtch/St. Catharines. Ironically, while Dan and James were taxiing out, Jim Mattice joined the circuit and landed in Yale 3372 (pictured below)! Imagine the odds. Lucky for me, James had a PDF copy of the logbook that he donated, so we can continue to share the story.



YEAR	AIRCRAFT	PILOT, OR	2ND PILOT, PUPIL	DUTY
1943	Type No.	1st PILOT	OR PASSENGER	(INCLUDING RESULTS AND REMARKS)
MONTH	DATE			TOTALS BROUGHT FORWARD
July	Yale 3426	self	LAC Panshon	19 (1-4)
"	Yale 3426	self	LAC Wilson	6 7-8-13-15-17
	<i>W. J. Panshon 5/6 8/15-16/17</i>			
July	Yale 3449	self	LAC Raymond	2-7-8-10-13-15-17-22
"	Yale 3449	self	LAC Wilson	19 (1-9)
"	Yale 3375	self	LAC Panshon	19 (1-8)
"	Yale 3449	self	LAC Raymond	19 (1-8)
"	Yale 3411	self		AC Test
"	Yale 3411	self	LAC Raymond	*1 Dual X-Country
"	Yale 3399	self	LAC Smith	*1 Dual X-Country
"	Yale 3375	self	LAC Smith	19 (1-9)
"	Yale 3449	self	LAC Wilson	*1 Dual X-Country
"	Yale 3375	self	LAC Wood	*1 Dual X-Country
"	Yale 3375	self	LAC Panshon	*1 Dual X-Country
"	Yale 3375	self	LAC Wood	19 (1-9)
"	Yale 3399	self	LAC Smith	19 (1-9)
"	Yale 3426	self	LAC Wilson	19 (10)
"	Yale 3426	self	LAC Smith	6-7-8-10-13-15-17-22
"	Yale 3449	self	LAC Wood	19 (1-3-5-7-10)
"	Yale 3426	self	LAC Raymond	19 (2-4-6-8-10)
	<i>July 28/44 LAC J. Mattice</i>			
GRAND TOTAL (Cols. (1) to (10))				TOTALS CARRIED FORWARD
412 Hrs. 40 Mins.				



LAC C.A. Glen Rawson was a member of "No. 1 BCATP" course at Borden and one of the first Canadians to be trained as a pilot on the North American Harvard. Above, Glen is at the controls of a Mk1 at Borden in July 1940.

**Glen Rawson**, a longtime CHAA member/supporter was one of the very first Harvard pilots in Canada! He flew Harvard MK I's at Borden in 1940. He visited CHAA headquarters in May and is still quite spry for a mature gentleman! He enjoyed a ride in the Tiger Boys Tiger Moth a few weeks ago in Guelph. Gord Millar flies Glen around in his Piper Arrow and I promised Glen that the next time he shows up in Tillsonburg, CHAA is going to take him for another Harvard ride! His response..."Let's go!" Did I mention Glen is almost 99 years old? – *By Pat Hanna*

To the right, Glen Rawson stands between CHAA's Ray Whittemore (left) and CHAA President Pat Hanna.



## 30<sup>th</sup> Anniversary Celebration was a hit!

Thank you to all of the volunteers, members and visitors who made CHAA's 30<sup>th</sup> anniversary celebration on the weekend of June 13 and 14, 2015 at Tillsonburg Regional Airport such a success! The weather was less than ideal both mornings, but the CHAA spirit prevailed and we had some memorable moments both afternoons.

Saturday afternoon saw Harvards take to the skies, including a ride for 90-year-old Russ Moseley of Midland, Ontario who was a flight instructor in the BCATP from 1942 to 1945. He shared some wonderful stories of his time instructing at St. Catharines and Dunnville and was tickled pink to return to the air in a Harvard for the first time in 70 years. Ironically, just before he climbed into one of our Harvards, we checked his log book and realized he had flown 3222, Kent Beckham's MKA, at Dunnville. Unfortunately, Kent was about to depart CYTB to participate in a flypast then practice with the Harvard Aerobatic Team, so allowing Mr. Moseley to get up front and personal with an aircraft he had flown more than 70 years earlier was not possible – at least on this day. We agreed it's something to look forward to in the coming days.



Three former CHAA presidents joined us for a “storytelling” session Saturday afternoon. Lauren Lee, Kip Davis and Dave Timms informed and entertained the crowd for a full hour. We thank them for sharing their memories and thoughts of their involvement in CHAA over the years *(Photo courtesy of Eric Dumigan – <http://www.airic.ca>)*

**Check out the 30<sup>th</sup> Anniversary CHAA video by Rogers Cable at <http://www.rogerstv.com/page.aspx?lid=237&rid=15&gid=235917>**

Saturday also saw CHAA's Bill Shepard do several flypasts in the P-51C Mustang from the Commemorative Air Force Red Tail Squadron. Bill departed Sunday afternoon for Colorado before heading to the Seattle area for the next stop on the Rise Above tour. Learn more here: <http://www.redtail.org/>

Despite the low ceiling and frequent downpours, a handful of folks joined us in the hangar on Sunday to check out the remarkable history and archive displays, the Stores merchandise and



information tables of the Dive Recovery Team and Catharine Cowan’s framed Harvard poem.

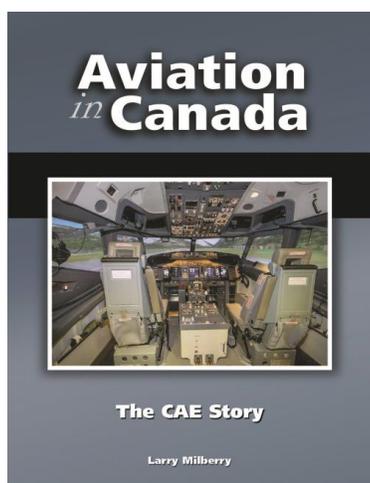
Without a doubt, the highlight of the weekend was the Sunday afternoon storytelling session with two of CHAA’s founding fathers – Len Fallowfield (pictured at left) and Bob Hewitt. It was a sometimes emotional discussion as Bob and Len told of how CHAA was formed in the mid 80’s, how the late Norm Beckham flew (solo) the first CHAA owned Harvard from Norwich to Woodstock (without EVER being checked out on a Harvard) and how they are humbled by the remarkable growth and state of the association today. Thank you, gentlemen! You have instilled in every CHAA member a sense of pride and camaraderie that is unmatched in any other aviation group.



And, thank you to CTV Kitchener for covering our anniversary event. Here’s a link to the story they did: <http://kitchener.ctvnews.ca/video?clipId=635349> featuring Russ Moseley.

Thank you to the organizers, under the direction of Ramona Ostrander, for staging a remarkable event! Onwards and upwards!

### “Aviation in Canada” now available



CHAA friend Larry Milberry, publisher and member of Canada’s Aviation Hall of Fame, tell us his latest book is now available.

The CAE Story is Volume 7 of CANAV Book’s renowned “Aviation in Canada” series begun in 2008.

*The CAE Story* takes you from Day 1 of Ken Patrick’s 1947 dream of building a futuristic electronics company, all the way into 2015. Ironically, in 1947 Patrick barely had a clue about flight simulators (other than the Link Trainer). Only by default does CAE get into the business with its CF-100 simulator, but the project nearly sinks CAE. In the nick of time, the company survives, then produces landmark Argus and F-104 simulation training systems. These episodes are vividly described, along with how

CAE transitions to digital computers. Next comes the narrative about CAE’s first commercial “sims” (Swissair and KLM DC-9s). Many amazing anecdotes pop up, including the strange case of JAT paying for its CAE DC-9 simulator with a shipload of canned meat—yes, barter was do-able in those days. You can check out ALL of the great books available from Larry and others at [www.canavbooks.com](http://www.canavbooks.com).

## FundOps Report – *By Ramona Ostrander*

How much money do we need? **Millions!** When do we need it? **Now!**

This is a common story in many non-profit organizations, including ours. But two distinct elements set us apart: 1) We have a mission that involves keeping vintage airplanes flying and vintage airplanes that are chock full of on-going maintenance surprises, and 2) the main thrust of funding over the last 30 years has been sourced from within the CHAA membership.

There has been some terrific grant funding achieved historically, as well as more recently corporate initiatives enabling the purchase of CHAA Membership/Backseat Ride Packages. Backseat rides, fly overs, mail out campaigns, memberships and auctions continue to be a strong source of funding.

With the loss of the majority of Airshows in Ontario this season, we lean heavily on special events across the province to boost backseat ride opportunities in conjunction with an increased event presence of CHAA Stores for retail, merchandise sales. This has proven a valid strategy this season.

CHAA members have continued to raise the bar with the launch of the DONATION MATCHING Program in June, with funds matching either a ROAR level of \$1,000 or a DOUBLE ROAR level of \$2,000. These funds are ear-marked for the \$65,000+ (USF) cost of one Harvard engine.

Beyond these core activities, preparation has begun in researching grant opportunities for submission in 2015/2016 with a focus on capital-based improvements. New revenue generation for established needs and goals. Hangars, equipment improvements, salaried staff, new roof, new portables, museum and even an ask for a Special Event RV! There is no shortage of goals or needs or wants lined up for our attention, and a clear path of priorities will be determined.

Maintenance. There is an amazing, incredible group of people on the CHAA Crew, and they just keep facing new requirements, that are accompanied by a sheepish grin when brought forward to the Board.

In my review of the flow of funds within the organization, it was quite clear that a second flow of funding was imperative. One that delivers a secured year-over-year consistency for the draw of money needed to support the general needs in ensuring flying Harvards. With the creation of this type of funding program, it frees up other revenue streams to direct towards the general goals and wish lists of CHAA.

Plans have begun for such a funding program. Its basic premise would secure a minimum guaranteed kitty of \$100,000.00 each year for 5 years. This program does have the scalability to expand upward from \$100,000.

Wait! No. Don't get squeamish! This plan is developed on the involvement of companies. So, what is the ask of the membership then? Your support in creating a referral network of company decision-makers you may have in your personal network of contacts.

Once final details are flushed through and approved by the Board of Directors, information pamphlets would be created for your use in sharing the program. The base number of secured companies to be involved is 1,000. To work with 500 members in CHAA (remember, our current membership is larger than 500), if each of these members were to provide one name of a business decision maker, we are half way there.

My goal as FundOps Chair is to have this newly defined initiative worked through and approved by the Board for a Fall 2015 start and an official promotional launch with the 1,000 businesses on board for the Fall of 2016.

Continued implementation of tried and true

revenue generating activities + grant writing + corporate initiatives + planned giving = the initial funding strategy proposed for CHAA's immediate and 5 year goals to establish a new level of financial sustainability within our organization.

In the meantime, if you already have business contacts that you wish to share, please email full contact details to [r\\_ostrander@harvards.com](mailto:r_ostrander@harvards.com).

PLEASE NOTE: any contact information will ONLY be used to develop a database in preparation for the program. At this early stage, no contact of any kind will be made. Members will have full information on the program prior to any contact being made.

Thank you for the continued support of CHAA. You have made it all it is today and I look forward to deepening that support with the addition of complimenting resources.



This is where the passion starts. Sorry kid, you're hooked. CHAA's Percy Contractor introduces a young man to the cockpit of a Harvard. (Photo by Ken Mist)

## The 'Lost Squadron' - Tragedy in the Adirondack Mountains

**By Shawn Wylie**

It was the 15<sup>th</sup> of June, 1942 when four Harvards from #13 SFTS launched from St-Hubert, Quebec to conduct a night navigational exercise. Each aircraft was manned by an instructor and a student pilot. 'G' Flight was expected to make a 3-leg flight from St-Hubert to Ottawa, and then back again. The previous days flying had had to be cancelled due to poor weather with flying operations ending around 1500 hours. The next day, the 15<sup>th</sup>, flight operations commenced once again although the weather was cool and cloudy.

That was to be the final flight for 3 of the instructors and student pilots.

During the flight, with the weather and nightfall closing in, the aircraft had lost their bearings and wandered into the Adirondack Mountain region of New York. With the low cloud cover and poor visibility all four Harvards had flown into the mountains located in the Ragged Lake area. While search efforts for the missing aircraft from #13 SFTS had begun early on the 16<sup>th</sup> those efforts were curtailed due to low cloud ceilings and impending weather. No news about the missing aircraft was received until one

of the instructors, F/O Wilson flying in Harvard 2931, telephoned from Fountain's Store in Owls Head, NY. He reported that he had been involved in a crash at about 11:10 pm the previous night and that his student, LAC Desloges was seriously injured. Realizing that his student had received severe injury F/O Wilson had struck out down the mountainside to get help. During his wanderings he came across some lights of a camp across the lake. He somehow managed to break into a boathouse where he came across a canoe. Using the canoe he paddled his way across the lake to the camp where he found it to be inhabited by Mr. Joe Gagnon. Gagnon took F/O Wilson through six miles of rugged terrain to the store in Owls Head where he made his first report.

The RCAF immediately dispatched rescue personnel and ambulances under the direction of S/L O'Connell. Throughout their journey reports of other crashed aircraft came floating in to #13 SFTS. In the meantime as word of the crash got out, local citizen volunteers including nurses and ambulance crews, the Department of Environmental Conservation, the New York State Guard, the New York State Police, and the Boy Scouts, began searching for the remaining aircraft. The DEC dispatched an aircraft to search for wreckage. During their search they found the site of Harvard 3109 and Harvard 2931 in which F/O Wilson had been flying. RCAF flying crew also located Harvard 3092 which had flipped onto its back during the crash, instantly killing the instructor, P/O Thompson. His student, LAC Sanders, emerged from the woods at about 1100 hrs earlier in the day.

Of the eight instructors and students in the flight, 3 were killed and a couple of others suffered serious injuries. In fact F/Sgt Shum in Harvard 3109 received a King's Commendation for saving the life of his student, LAC Lacerte.

### **To the present...**

Skip forward 73 years and meet Scott Van laer. Scott is a Forest Ranger in the Adirondack Park charged with locating, surveying, and documenting old aircraft crash sites. His efforts and documentation assist in the search and recovery efforts of recently crashed aircraft by negating old crashes from the search. Since the documentation of these wreck sites is decades old and before the use of GPS coordinates, Scott has been researching and locating these wrecks through a lot of effort and some rugged footwork in the Adirondack Mountains.

His research includes using crash reports, interviews, newspaper articles, and word of mouth from the local hunters and populace.



Scott contacted CHAA last October hoping to find some more information regarding what he calls ‘the Lost Squadron’. Fortunately the CHAA Aircraft Recovery Team was able to assist him with a map taken from the original crash report. Scott credits the Recovery Team with allowing him to find one of the Harvards to date, and to focus his search on the other aircraft involved in the flight. Knowing that there are other aircraft nearby motivates Scott to continue his search.

Some would think it easy to locate a 70 year old crash site but there is much more to it than hiking up a mountainside and finding bits of metal. For one thing, the overgrowth prevents aerial searches and, even on the ground the searching is limited to a few feet. The topography means a well planned visit rather than just a walk in the woods. Van laer plans to continue his search for the remaining aircraft during the ‘better seasons’ when the undergrowth isn’t as wild. That usually means early spring or late fall.

Having located one of the crashed Harvards his goal is to locate the remaining.

This is a list of the ‘Lost Squadron’ instructors and students;

<b>Aircraft #</b>	<b>Instructor/Student</b>	<b>Demise</b>
<b>Harvard 3092</b>	P/O R.A. Thompson (J10153) and LAC R.V. Sanders, RAF, (658130)	P/O Thompson was killed instantly upon impact. LAC Sanders eventually made his way from the crash site and was able to report.
<b>Harvard 3109</b>	F/S Shum (R77071), and LAC Rosario 'Bob' S. Lacerte, (R115519)	While seriously injured with a broken leg and other injuries F/Sgt Shum was attended to by LAC Lacerte. Lacerte managed to splint F/Sgt Shum’s wounds and provide comfort throughout the wet night by lighting small fires using pieces of parachute and wet sticks. His actions gained him a King’s Commendation.
<b>Harvard 3090</b>	WO2 Val Legacy/ LAC J.C. Theorette	Both pronounced Deceased.
<b>Harvard 2931</b>	F/O Wilson (J7943) / LAC Desloges	LAC Desloges walked out a few days later with facial injuries. He later lost an eye but went on to get married and produce five children. F/O Wilson was the first to report the crash having made the canoe trip to Owls Head.

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### **ATTENTION -- ROAR LOVERS !!!**

Would you like to receive your quarterly newsletter sooner and in a digital format – plus, in full living colour? If not, you’re missing out on some beautiful, vibrant images! Please let us know if you’re willing to help save us some \$\$\$ on printing and postage and we’ll send you an email with a link once the latest ROAR has been published and posted on the CHAA website. Just send an email to Terry Scott at [t\\_scott@harvards.com](mailto:t_scott@harvards.com) to let us know you do not require a hard copy of the Roar mailed to you. Thank you.

For seventy years Russell Moseley of Midland, Ontario has lived with the regret that he never had an opportunity to serve his country overseas in World War Two. He learned to fly at St. Catharines in Tiger Moths and Harvards at Dunnville, before becoming an instructor pilot. On June 13, CHAA honoured Mr. Moseley for his service in the BCATP as an instructor pilot at FIS Trenton during the war. I suggested to Russell that we would like to honour him with a ride in a Harvard. So, at age ninety, and with the help of Bob Healey, we got him strapped into a very familiar seat! Harvard pilot Rob Pejsa was going for a check ride with a BCATP instructor in back! Russell and his escort, daughter Linda Moseley became CHAA Life Members on this special day! – *Pat Hanna*



*(At left, CHAA's Rob Pejsa with his ninety year old WW2 instructor Russell Moseley as they prepare to start up.)*

EDS NOTE: Russell was featured in the CTV News story on our 30<sup>th</sup> Anniversary celebrations. Check out the video at:  
<http://kitchener.ctvnews.ca/video?clipId=635349>

### **CHAA goes to the dogs!** *By Ramona Ostrander*

It amazes me to see the COOL FACTOR of a 75 year old airplane in today's media. It's a testament to the power of history. Veterans... Reenactments... Flashback Pin Ups... Couples in love ... we thought we had seen it all. Then Crusoe the Wonder Dog came along. This sweet, pint-sized dachshund spent an hour doing a photo shoot with the wind in his ears and history under his paws.

Fresh back from his tour in Europe where he even did a cooking video in Italy, his duties here in Oxford County's WeinerFest had him looking for a place to capture the COOL of the County. Canadian Harvard Aircraft Association delivered. Working with TOURISM OXFORD and Tillsonburg Regional Airport we

had a super sweet time watching Crusoe earn his wings on the 'Pilot Maker' of WWII; as his acknowledgement of all veteran and active military dogs.

Okay, a few cushions were needed, but Crusoe was a complete natural. Check out all his adventures at <http://www.celebritydachshund.com/>.



## Membership Renewal – Do it now!!!

It's that time of year again. CHAA's 2016 renewals commence September 1st. This means your membership will be good until December 2016.

In order to best serve our members there are three options to renew:

- Fill out the attached membership renewal form, input your credit card information or include a cheque and mail to the address listed at the top.
- Visit our website at <http://www.harvards.com/product-category/memberships/> select the one year membership and make a payment online using PayPal.
- Should you not feel comfortable with paying online through PayPal the final option is by phone, providing your credit card information and we will manually process the payment to your credit card. Should this option best suit you please let me know the best time to call you and we can proceed. Once payment has been received your renewal will be processed and a renewal sticker will be sent by mail.

The above being said, we have our monthly members meetings at the hangar every third Saturday of the month from 1000 hrs to 1200 hrs. Membership Chair Tracy Reddy will also accept and will provide you with your renewal immediately. Until then, if you have any question please feel free to email or call Tracy at [membership@harvards.com](mailto:membership@harvards.com) or (519) 404-4843.

Thank you for your support!

**CANADIAN HARVARD AIRCRAFT ASSOCIATION**  
P. O. BOX 175, TILLSONBURG, ONTARIO N4G 4H5 (519) 842-9922

**MEMBERSHIP APPLICATION / RENEWAL**

MEMBERSHIP NUMBER \_\_\_\_\_

NAME \_\_\_\_\_ BIRTHDATE \_\_\_\_\_  
(HARVARD HAWKS ONLY)

STREET OR R. R. \_\_\_\_\_ APT. NUMBER \_\_\_\_\_

CITY & PROV/STATE \_\_\_\_\_ POSTAL/ZIP CODE \_\_\_\_\_

COUNTRY \_\_\_\_\_

TELEPHONE (Res.) (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

(The following for use of Board and Committees ONLY)

TELEPHONE (Bus) (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ FAX (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

E-MAIL ADDRESS \_\_\_\_\_

**MAKE PAYMENTS TO CANADIAN HARVARD AIRCRAFT ASSOCIATION**

ANNUAL MEMBERSHIP	\$50.00
FAMILY MEMBERSHIP	\$75.00
(PLEASE INCLUDE PRIMARY MEMBER NAME _____)	
LIFE MEMBERSHIP	\$500.00
SPONSOR MEMBERSHIP	\$1000.00
HARVARD HAWKS (to last day of 18th year)	\$15.00

*CHEQUE / CASH / VISA / MASTERCARD / AMEX (PLEASE CIRCLE)*

CREDIT CARD # \_\_\_\_\_ EXPIRY DATE \_\_\_\_ / \_\_\_\_

PRINT NAME AS ON CREDIT CARD \_\_\_\_\_

DONATION \_\_\_\_\_ TOTAL AMOUNT \_\_\_\_\_

(ALL RECEIPTS ARE ISSUED AFTER December 31)

SIGNATURE \_\_\_\_\_

I AM INTERESTED IN – (CHECK ALL BELOW THAT APPLY)

- |   |  |
|---|--|
| <input type="checkbox"/> FLYING THE HARVARD (Licensed Pilot)    | <input type="checkbox"/> FUNDRAISING           |
| <input type="checkbox"/> FLYING THE TIGER MOTH (Licensed Pilot) | <input type="checkbox"/> PUBLIC RELATIONS      |
| <input type="checkbox"/> FLYING THE YALE (Licensed Pilot)       | <input type="checkbox"/> STORES SALES          |
| <input type="checkbox"/> GROUND SCHOOL COURSES                  | <input type="checkbox"/> HISTORICAL RESEARCH   |
| <input type="checkbox"/> AIRCRAFT GROUND CREW & MAINTENANCE     | <input type="checkbox"/> ARCHIVES              |
| <input type="checkbox"/> RESTORATIONS                           | <input type="checkbox"/> PHOTOGRAPHY & ARTWORK |
| <input type="checkbox"/> BUILDING MAINTENANCE                   | <input type="checkbox"/> MEMBERSHIP COMMITTEE  |
| <input type="checkbox"/> AIRSHOWS                               | <input type="checkbox"/> NEWSLETTER            |
| <input type="checkbox"/> SPECIAL EVENTS                         | <input type="checkbox"/> RECOVERY GROUP        |