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December 2015

President's Report

By Pat Hanna



As you read this, the year 2015 is winding down and the winter season looms large. The flight line is just a quiet and lonely place these days. But in the nearby hangars

the maintenance team, led by CTechO Shane Clayton and his mentor, AME Kerry Wilkinson have begun an annual ritual (appropriately named "The Annual Inspection"!) on each Harvard. All exterior panels have been removed, exposing the inner workings and components to Inspector Kerry's probing flashlight beam and magnifying glass. These careful and thorough inspections are a significant factor in keeping the Harvards flying for seventy years and more. We all look forward to those early spring days when the hangar doors are opened and the rejuvenated Harvards are rolled out resplendent in their shiny yellow paint (except for Bessy!) and ready to ROAR into the skies once again!

2015 was indeed a year to remember! As CHAA entered its 30th year, we were able to sign a land lease with the Town of Tillsonburg for another 20 years. Over the past two years, Danny Richer and Martin Mattes have called Tillsonburg "home" for their warbird collections and recently Greg Harvey built a hangar and is bringing his Stearman to Tillsonburg. Bill Shepard also brought the Red Tail P-51C Mustang to Tillsonburg, where it enjoyed a stay in CHAA's north side hangar alongside its older siblings, the Harvards. CHAA continues to be the anchor organization for this growing "warbird friendly" airport.

The annual spring Ground School produced several pilot candidates, with many advancing through the training to become "line pilots". Several pilots also received their "FAST" formation patches this summer, both in two-plane and four-plane formations. Thanks to Bjarni Tryggvason, Scott McMaster and David Martin

for an outstanding job in flight ops this season! New to the flight program was our much anticipated Yale! Seven pilots did the required checkout and although the aircraft was kept close to home for most of the season as bugs were worked out, it had a very successful inaugural year. This was mainly due to the perseverance of the maintenance guys to get it right. THANK YOU! The Tiger Moth was out of service this year, but with encouragement from Tom Dietrich and the Tiger Boys, work should be completed in time for the 2016 flying season.

Harvard AJ583, also known as C-FHWX was forced to sit out the 2015 flying season. Its tired old Pratt and Whitney engine showed signs of serious wear and was withdrawn from service in March. As you read this report, there is a fund-raising campaign underway to have the engine overhauled at a cost approaching \$65,000.00 CDN. Early in the summer an anonymous CHAA member donated \$1000 to the fund with a challenge for others to match it! Then I received a phone call from Dr. John Cowan of Kingston, offering \$2000 with a similar challenge for matching donations. John was the previous caretaker and owner of HWX before he turned that responsibility over to CHAA in 1986. As HWX enters its 30th year of faithful service to CHAA, please be generous and let's get it back in the air! We have about \$40,000 to go yet before we can make the phone call to Covington Engines in Oklahoma to proceed...working together, we can get it done! HWX was CHAA's first Harvard!

As an overall operation, 2015 was a year of change, transition and advancement for CHAA. There were no air shows this year but we did participate in fly-ins at Edenvale and Owen Sound as well as the Tiger Boys weekend in Guelph. We also enjoyed two visits to the Guelph Air Park BBQ's, held weekly through the summer. Weather unfortunately played a significant role in watering down most of our planned events, including our 30th Anniversary Party, but it did not dampen the enthusiasm or spirits of our loyal

volunteers! One of the side effects...the bad weather did affect our "flight experiences" as numbers were down substantially. Total flight hours were a bit below budget this year too, totaling about 200 hours, but those hours were very productive in the training department as we build towards the future. I was particularly impressed with the overall enthusiasm by the pilots this year! They were eager to help out in any way possible with event set-up and cleanup, mingling with the guests, helping in stores etc. One exuberant pilot even attempted to give away his flight revenue and all attempts to do so were met with failure! I am sorry Hans, but at this point I must share this humorous story...Pilot Hans Juergensen brought a Harvard to Guelph on a Thursday evening and gave several backseat flight experiences. At the end of the evening Hans was fueling the Harvard for the half hour return flight to Tillsonburg and I handed him a large manila envelope with all the waivers and cash. When he arrived in Tillsonburg, he searched the airplane thoroughly and then realized he had left the envelope on top of the fuel pumps at Guelph! Back to Guelph by car, almost an hour and a half! Thankfully the envelope was still on the pumps and the cash intact. Relieved, he drove home to Waterdown. The next morning, Hans was quietly enjoying his coffee when his wife came running excitedly into the house, exclaiming there were \$50 and \$100 bills strewn all over the front lawn! Apparently all the cash had dropped out of the envelope the night before and the wind had scattered it all over his yard! Thankfully he retrieved it all and it added up to what was supposed to be in the envelope! I call it "The Misadventures of Hans, the Happy Harvard Pilot!"

Another great story was the flight of long time CHAA supporter Glen Rawson. Glen was on the first course of the BCATP at Camp Borden in 1940...flying Yales and Harvards! On September 6th, Glen again climbed into the backseat of Yale #3399 for an "instructional flight" with pilot Andrea Kuciak. It was 75 years after his last

flight in a Yale and his first time ever with a lady in the front seat! His logbook reveals he flew Yale #3399 several times in 1940! Glen will celebrate his 99th birthday in January!

Just last evening I spoke with Don Goddard in Hanover. Don sold the Yale to CHAA in the mid '80s and was a key person in those early years of restoration. He was overwhelmed with the photos I sent him of the Yale in flight! Although Don is in poor health, I promised him a ride in "his" Yale if he can come to Tillsonburg. He said that is the motivation he needs to beat the cancer...he really wants a ride in this aircraft that his kids used as a play toy in his backyard for 15 years!

On Saturday, April 23rd, 2016, we will convene at the Woodstock Legion (the Legion building is for sale, so the location may change) for the Annual Fund-Raising Banquet. This year's special Guest Speaker is Marc-Andre Valiquette who is an expert researcher and author of all things "Avro Arrow". Tickets will be on sale in February...posted through the website and Harvard Happenings.

Watch for an all new CHAA website in the near future as Terry Scott and Walt Irie work to bring it up to date and make it more informative and user-friendly. www.harvards.com

In closing, let me say on behalf of the Board of Directors of CHAA...THANK YOU to ALL our volunteers for your tireless efforts to keep the Harvards flying through the 2015 season! There were many fun times, sad times, frustrating times, and rewarding times, but through it all, we clung to that old English phrase "Keep Calm and Harvard On"! It was a season to remember and cherish!

May you all enjoy a Merry Christmas and a Happy New Year!



Join us for our annual Christmas gathering/Member's Briefing

on Saturday, Dec. 19, 2015 in the CHAA Ops Building.

Let's celebrate the season and a wonderful year for CHAA!

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Upcoming Events & Meetings 2015/2016

- Sat., Dec. 19 -- Monthly Member’s Briefing/Christmas party and Board Meeting—
- Sat., Jan. 16 -- Monthly Member’s Briefing and Board Meeting—
- Sat., Feb. 20 -- Monthly Member’s Briefing and Board Meeting—
- Sat., Mar. 19 – **Annual Business Meeting** and Board Meeting—
- Sat., Apr. 16 – Monthly Member’s Briefing—
- Sat., Apr. 23 – **Annual Fundraising Banquet** —

Remembering Thomas (Tom) John Hawkins – by Jack Schenck

Whenever we lose someone to the grim reaper, there is left a profound sadness in the lives of those in which that person played an important role. Tom was just such a person where members of 427 Wing, members of the Recreational Aircraft Association (which includes this writer), and of course his family are concerned. Every Friday morning, Tom was usually one of the first to arrive at the wing for lunch. He always managed to get the preferred parking spot close to the front walkway. We all knew his car with its distinctive license plate: NO 13 EFTS beside the veteran's poppy. Inside, Tom would always sit at the same table with his buddies Marion and Ray Bennell, Ed Dalgity, Jack Pettit, Bruce Tapp and Len with his wife Ila Fallowfield. Tom was an affable, easy-to-like kind of guy with an infectious, droll sense of humour, and always a gentleman. One Friday earlier this year,



Tom didn't show at the regular lunchtime. No one at his table knew why he was absent, and several weeks passed without Tom's presence. We all finally hear of his passing on June 28th while he was with family in Cambridge. Tom was a very private person and I learned sometime later that his wishes, as his health began to decline, were to leave most of us out of the loop. He just wanted to be with family.

My first involvement with Tom came about back in the '80s. My older brother told me of one of his former flying instructors while he was learning to fly at St. Eugene, Ontario (No. 13 EFTS). He said Tom was living in London and that I should track him down. I did just that and

we became fast friends. Tom had recently retired from the CNR where he spent many post-war years as a purchasing agent. All he needed was a bit of a shove to infect him with the aviation bug again. I invited him to be my passenger back in '88 then many flights thereafter. When I got my own amateur-built Jodel D-11 in the air, Tom helped me perform the gross weight climb test. From then on he never refused an invite to fly out to some event or to simply stooze around polluting the air. I always felt safe while he was on board, knowing that his superior judgment would prevail if needed.

Soon after he retired, he plunged straight back into flying, soon instructing on ultra-light aircraft and buying one himself. And soon he joined the London Flying Club, checking out in Cessna's and Piper's. During the years from 1941 to '46, he contributed nearly 3000 flying hours with the British Commonwealth Air Training Plan which came into being under Prime Minister Wm. Lyon Mackenzie King. After soloing in a Tiger Moth at Malton base on Dec. 7, 1941, it seemed that nothing would stop him. In those six years of war, Tom made a tremendous contribution to keeping us all free by training dozens of young fliers at some 13 different air bases in Ontario and the prairies. Starting with Tiger Moths, he instructed on seven different aircraft types, single and double engine planes: Fleet Finch, Cornell (Fairchild M-62), Harvard, Avro Anson, Air Speed Oxford and Cessna Crane T-50. And gleaning through Tom's 4 log books loaned to me by his family, one gets a profile of his service years. In the "comment" columns, it was obvious that there were plenty of scary moments: once such entry being one word....crashed! I would love to know the details.

Tom would have turned 93 on August 26th this summer (born in 1922), but he died on June 28. He was part of the very fabric of RCAFA 427 Wing. I learned from Flo Douglas that he would quietly donate quantities of grocery supplies to the wing, stuff that he bought when on a good sale. Tom lost his brother, Edwin, in a flight training accident near Fingal, his wife Audreene a few years ago, then one of his two daughters, so he had his sad times. He and I had many good chats over a cup of tea in his home on King Street East. He was a lover of poetry and good jazz music, always had a stock answer when asked how he was: "Can't complain", he'd say. He was an accomplished cook and gave me a great recipe called "Grandma's fruit chutney." When we flew and I would ask him if wanted to take control, he'd say "No, I'll just sit here, fat, dumb and heavy!" He was neither fat nor dumb, but always seemed happy. I miss him terribly as I'm sure many of you do.

(Eds note: Tom was also a LIFE member of CHAA with membership # 290. He will be missed by all.)

Minutes of Canadian Harvard Aircraft Association Members Briefing, Sept. 19, 2015

Meeting was opened by President Pat Hanna

The minutes of the August 15, 2015 meeting were read by Pat Hanna who asked for their acceptance. Jack Mackenzie moved to accept the minutes and Ron Avey seconded the motion. Motion carried.

Pat reported that Waterloo was a learning experience. In which CHAA did no back seat rides, but stores merchandise was favourable.

Wings and Wheels was a very good day for CHAA. There were a total of 22 rides, the gate donations were very good and thanks to Phil Barnett, who stayed out at the gate for the entire day. The auction did well as did the donation from the cars. Overall we will exceed \$5000.

Ramona Ostrander has handed in her resignation as director effective immediately, due to family concerns.

Ray Whittemore is stepping down as treasurer effective October 1, but has agreed to stay on in the interim.

The board is now very keenly looking for two new directors.

A discussion regarding the bookkeeping was brought up again but no one to this date has been approached. Krista is doing a great job and has mostly gotten caught up but is finding it just very difficult with a young family.

Glen Rawson went for a ride in our Yale which was the first time in 75 years he has been in one.

CTechO Shane Clayton five Harvards are flying, Bessy is half way through the annual. Hopefully the majority of the annuals will be completed by the end of November. The Tiger Moth is awaiting AME time.

Ron Avey inquired as to how soon we will require an overhauled engine.

Pat commented that our planes are completely operational because of our volunteers. Only the AME receiving monies. It takes approximately 15 hours of volunteer time to support 1 hour of flying time, so it is amazing we have as many flying as we do.

Vice President Bill Shepard spoke on his Red Tail experience, the three main components of success being, horsepower, passion and resources. The Red Tail organization is a very large one with many retail outlets and 163 aircraft doing 40 shows a year.

COpsO Bjarni Triggvason along with the rest of the pilots are looking forward to participating in more airshows next year.

The paving on the apron has been put off until further notice.

A reminder of the **volunteers' lunch on October 3** – all volunteers and family members are welcome.

Motion to adjourn was made by John Brown, Seconded by Len Fallowfield, the motion carried.

Minutes of Canadian Harvard Aircraft Association Members Briefing, Oct. 17, 2015

President Pat Hanna opened the meeting asking if anyone was attending for the first time - there were none. Secretary Ken Arnott read the minutes from the previous meeting of September 19, 2015 and asked they be accepted. Dianne Lawrence moved to accept the minutes, Ila Fallowfield seconded it, and the motion carried.

Pat Hanna announced that member Marc Plouffe will be next month's speaker and will be speaking on his experience flying the B-25 Mitchell at the Canadian Warplane Heritage Museum in Hamilton.

Pat Hanna announced that Vice President Bill Shepard has assumed the volunteer position of Ambassador for CHAA, a better representative we couldn't hope for.

The Shedden Flypast for this year was named in commemoration of the late Tom Hawkins.

It was announced that the 1.5 hr. movie Reunion of Giants is being shown at 30 movie theatres across the country, including London, on November 11th 2015.

Paul Hayes from the Toronto Chapter of the Canadian Aviation Historical Society made the trip to Tillsonburg to personally present a cheque for \$500 dollars to CHAA in recognition of its continuing fine job of representing the Harvard aircraft and other aircraft of the BCATP.

CTechO Shane Clayton announced that there are 4 Harvards currently on line for Nov. 11th and that the Tiger Moth will get time for its annual after everything else is cleaned up.

Membership Chair Tracy Reddy is busy tidying up 2015, but stated the current growth pattern to be in the neighbourhood of 150 new members a year.

The Board of Directors is looking for new members to build the board back up to the minimum of 9 directors, and finally the maximum of 11 directors.

CHAA's Members Appreciation Day was unfortunately a cold and wet one, but Ruth Hanna was the grateful winner of the ride in a Harvard prize.

A presentation of the restoration and 2014 tour of Lancaster VRA is to be given Oct. 27th by Mr. Phil Etheridge of the Tillsonburg Military History Club at the Tillsonburg Legion.

Motion to adjourn was made by Terry Scott, seconded by Shane Clayton, the motion carried.



Check out this neat article by the Smithsonian's Air & Space magazine about the T-6 (CHAA even gets a mention!)

The second part of the article about Lance Aircraft in Dallas is pretty interesting too. Our Shane Clayton talks with John and/or Morey a few times a year when he orders parts to keep our fleet in the air.

<http://www.airspacemag.com/flight-today/best-airplane-that-ever-was-t6-texan-180957294/?no-ist>

CTechO Report – December 2015

Submitted by Shane Clayton



With the flying season for all intents and purposes behind us, we are moving full steam ahead with our winter maintenance program. Here's a breakdown of current projects:

Yale 3399/C-GLJH – The annual inspection continues on the Yale, but is inching closer to completion. The horizontal stabilizers and elevators have been removed to repair one of the stabilizers, but other than that there have been no major issues. Once we complete all the other annual inspection items, we will move the Yale to the other hangar in order for us to start the annual on another Harvard. The repaired horizontal stabilizer and all other components will be re-installed early next year before the flying season commences.

Harvard 20321/CF-UFZ/'Bessy' – Due to unforeseen maintenance issues, we were unfortunately unable to have UFZ's annual completed in time to be a back-up aircraft for the Nov. 11th flyovers. However, we are well on our way to completing her annual to make room for other Harvards. Bessy's propeller is currently out for it's 10 year overhaul at Q1 Aviation in Malton, and is expected back early in the new year.

Harvard 20242/C-FWPK – Following a marathon troubleshooting session in the week or so prior to Nov. 11th and her last second repairs that allowed her to take part in the flyovers, WPK became the first Harvard taken offline for the winter for her annual inspection. Items on the agenda include overhauled magnetos, new front ignition leads, repaired engine primer, replacing a few worn control cables and tailwheel assembly repairs. Work is progressing well, and is expected to be completed by early 2016 (knock on wood!)

Harvard 20304/C-FBZT – The outer wing sections were cleaned, prepped, and primed this fall by Spectrum Aviation, and are ready to be re-installed on to the center section when the time comes to re-assemble the airframe. The wings will most likely be painted in their vertical stored positions, as this not only saves floor space, but it is much easier to apply the markings to the wings vertically than trying to do so afterwards on the completed airframe. Our dedicated restoration volunteers are currently working on getting the control surfaces ready for inspection and priming before they are covered with fabric, as well as sorting out the intricate electrical system.

Harvard AJ583/C-FHWX – We were able to secure winter hangar storage for HWX thanks to the generous support of Greg Harvey. Greg built a hangar at Tillsonburg to house his Stearman, but it won't be arriving until the spring. Thanks Greg!

Harvards RWN, RZW & WLH – These three Harvards are still technically online, but will probably be parked for the winter awaiting their turn for annual inspections. WLH will be first, followed by RWN and then RZW. The only major thing on the agenda for these three is RWN's required propeller overhaul.

Tiger Moth 5030/C-GCOE – The Tiger Moth is still patiently waiting for fabric repairs and reassembly of her landing gear & lower wings. Everything is on hand to compete this, but it will take time to work COE into our AME's busy schedule with three other annual inspections and 20304's restoration all happening at the same time.

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



Diane Lawrence tells The ROAR... “Wings & Wheels is an awesome but busy day -I finally felt like part of the team today but I’m the one who took this picture so I’m not in it. This is what happens at the end of the day when the pilots and crew finally get to sit down! (Ok so they were laying down on the "cleaning" job!)



At the end of a long cool and windy day and after the planes are put to bed with a little rub down to clean them up,... there's nothing better than relaxing with friends, stories and maybe a beverage or two!

CHAA's 2015 Wings & Wheels event was, by all accounts, a very successful event. Can't wait to do it again! Thanks everyone for coming out, helping out and supporting CHAA! *(Mike Lawrence)*



Rick Volker, Pilot Extraordinaire in the "Extreme Harvard", leaves you with his wing tip view of his incredible performance at the 2015 Brantford Rotary Charity Airshow, over the Brantford Municipal Airport (after the rain stopped!) on Sept. 2nd. and asks..."See if you can identify avalanche (snap on top of loop), hover in slip immediately finishing Immelmann, hammerhead with snap roll, power on stall to appear like tail slide, and rolling turn to left." <https://www.youtube.com/watch?v=ndbYiOGVpFc>

We recommend you take a look at the fantastic images of the 2015 Rotary Charity Airshow as taken by Gus Corujo. <http://gusair.com/htdocs/html/brantford15.html> .

Well done Gus! Glad you enjoyed the show.

Annuals are well underway. In early September, Bessy (UFZ) was in the O.R. (Photo by Shane Clayton)



How many CHAA members does it take to change a magneto?

(Photo by Keith Arnot Burr)



AME Kerry Wilkinson working on the right magneto on WPK. It turned out that it was the right mag itself that was causing most of the issues, although we will be replacing all the spark plug leads (front and rear) this winter as we found that they were starting to wear out.

Glen Rawson flies again!

The Canadian Harvard Aircraft Association (CHAA) in Tillsonburg, Ontario is a living memorial to the tens of thousands of aircrews that trained in the British Commonwealth Air Training Plan (BCATP) during World War Two. CHAA has six operational Harvards, a rare NA-64 Yale and a De Havilland Tiger Moth. In 2014, CHAA helped celebrate the 75th Anniversary of the Harvard in Canadian service by taking several "Harvard" veterans for a flight in the Harvard. It was a heart moving experience for everyone.

This past year, COPA director Philip Englishman advised COPA Flight 26 Captain Gordon Millar that a local hero and veteran was moving from Hanover to Kitchener. Phil asked Gord to look after Glen Rawson and Gord graciously responded to his request. What a summer it has been!



Glen Rawson (pictured) was born in Brandon, Manitoba in January 1917. He found out early in life that he loved airplanes and flying, so when the Second World War broke out, Glen signed up for pilot training and was on the very first course of the BCATP at Camp Borden in 1940. Glen flew Harvards, Yales and Northrup A-17's while he was at 1SFTS Camp Borden. Later, Glen became an instructor on the Beech Expeditor and B-25 Mitchell bomber. He retired from the RCAF in 1962 with over 10,000 hours in his logbook.

Nowadays, Gord picks Glen up on Saturday mornings and escorts him to the Runways Cafe at the Region of Waterloo International Airport. There, Glen keeps his pilot buddies, some almost two generations younger than himself, entertained with his flying stories of days long past. Gord keeps Glen in flying shape too, and all the pushing and pulling to get Glen into the right seat of his Piper Arrow is well worth it once the engine is running! Glen still gives Gord "instructor's advice" when flying! Earlier in the spring, Gord flew Glen and myself down to Tillsonburg for breakfast and to see the Harvards and Yale. Glen and I were long-time friends through the Harvard association and it was great to get him reacquainted with a few of the "old" pilots. One was Len Fallowfield who fondly remembered a flight to Ottawa in 2000 with four Harvards to honour the Veterans. Glen was in the backseat of the lead Harvard for that trip. Gord casually suggested it would be really interesting to see Glen get one more trip in the Harvard.

In July, Gord flew Glen to a Thursday night Tiger Boys BBQ in Guelph, and again, after a lot of "pushing and pulling", Glen took a flight in the Tiger Moth! The stage was set!

On Saturday, September 5th, we met at Gord's hangar in Kitchener. A last minute phone call forced Gord to abandon the trip to Tillsonburg, but fellow COPA member Rob Gray offered his Piper Comanche and we flew down to Tillsonburg. I had decided we would take Glen for a ride in CHAA's freshly restored Yale.

CHAA's Yale #3399 served the BCATP at Camp Borden during the war. It was also featured in the James Cagney movie "Captains of the Clouds"! After disposal, it spent many years rotting in the fields at Ernie Simmons' farm near Tillsonburg. Following the famous auction in September 1970, the Yale found a new home in Kitchener-Waterloo. From there, it came to CHAA in the mid-'80s and restoration began, spearheaded by retired RCAF Wing Commander Lou Hill. Sadly most of the original CHAA "Geritol Gang" passed away before the restoration was completed, but in 2015, Yale #3399 entered "regular service" alongside the Harvards. It is registered as "C-GLJH" in honour of Lou Hill.

A team of "rampies" were on hand to assist Glen into the backseat of the Yale...more pushing and pulling"! The pilot was Andrea Kuciak, who also flies the Harvard. Andrea's husband and CHAA's Chief Pilot, Scott McMaster, offered to fly a photo mission with Andrea using Harvard #20436, the former "Bill Lamon Harvard" and "Honourary Member of #2 Wing" at Moose Jaw.



We did a formation take-off and climbed over the Tillsonburg Regional Airport while I shot a number of photos of Glen, Andrea and the Yale. Glen then took the stick and they headed south for some air work. Half an hour later the Yale landed and Glen was all smiles! Andrea said he was very smooth and coordinated on the controls, but it was a challenge trying to get the stick back! It was overwhelming for Glen to have another flight in a type he had logged 40 hours in exactly 75 years ago at Camp Borden. With a twinkle in his eye, he also stated that it was his first ever flight with a lady as pilot-in-command and that he considered Andrea an excellent pilot!

For the volunteer members of the Canadian Harvard Aircraft Association, taking a Veteran like Glen Rawson for a flight in a vintage World War Two aircraft is the highest honour we can give as a living tribute.

We believe Glen could possibly be the oldest Veteran in Canada to take a flight in a warbird! Glen will be 99 years old in January 2016!



(Photos and article by Pat Hanna, CHAA President)



CHAA was well represented Sept 19-20 at the Tiger Boys Fly In at the Guelph Airpark. Our fearless leader Pat Hanna (pictured) held down the fort with help from Bob Searson... (Photo by Mike Lawrence)

CTechO Shane Clayton under attack by the Tiger Boys? (Photo by Pat Hanna)



Harvards preparing for and staging Warriors Day flypast in London on Sept. 19th.



Canadian astronaut & CHAA C Ops O celebrates his 70th birthday in style

Story and photos by Eric Dumigan

Bjarni Tryggvason, one of the original six Canadian astronauts, who flew on the Space Shuttle Discovery in 1997 as a payload specialist, celebrated his 70th birthday by flying seven aerobatic flights in six aircraft.



While many would have retired by 70, Tryggvason is an academics instructor with the International Test Pilots School in London, Ont. and the chief operations officer at the Canadian Harvard Aircraft Association in Tillsonburg, Ont.

On a sunny Sept. 20, family and friends gathered at Tillsonburg Airport (CYTB) to wish Tryggvason a happy birthday. His children, Mike and Lauren, helped organize the day that would see him make seven aerobatic flights, one for each decade.

(Above, Bjarni Tryggvason rolls Mike Smith's Pitts Special.

Below, Tryggvason, in the cockpit of the ITPS L-39 poses with his children, Mike and Lauren.)

The first flight of the day was in Larry Ernewein's Bucker Jungmann, a true classic aerobatic aircraft. All flights were conducted over CYTB above 5,000 ft.

He then flew Bruce Bond's Bellanca Super Decathlon, followed closely by a flight in Pete McLeod's Red Bull Air Race Edge 540. After a quick lunch it was on to Mike Smith's Pitts Special and an A2A photo shoot.

Next up was a two ship Harvard aerobatic flight with Scott McMaster and then a solo Harvard aerobatic routine. The seventh and final flight was in the International Test Pilots School Aero Vodochody L-39 Albatross. The day was topped off with a birthday cake, complete with an edible space shuttle.



Tryggvason was born Sept. 21, 1945, in Reykjavik, Iceland. As part of the Canadian Space Agency he completed a captaincy check in the Tutor jet trainer and is an Airline Transport rated pilot with a love of aerobatics.

Growing up in Canada he attended schools in Nova Scotia and British Columbia. In 1972, he obtained a bachelor of applied science in engineering physics from the University of British Columbia and completed postgraduate work in engineering with specialization in applied mathematics and fluid dynamics at the University of Western Ontario.

As one of the first Canadian astronauts he trained as a backup payload specialist for STS-52 and was a payload specialist on board STS-85, which took off Aug. 7, 1997 and lasted 12 days.



Left, tearing down the Tillsonburg runway in Pete McLeod's Canadian Red Bull Air Race Edge 540. Right, Scott McMaster and Tryggvason perform a two-ship aerobatic flight in two Canadian Harvard Aircraft Association aircraft.



He also has an honorary doctorate from the University of Iceland and has received the Order of the Falcon, an Icelandic medal of achievement.

Tryggvason also had the privilege of piloting a replica Silver Dart on the ice of Baddeck Bay for the 100th anniversary of powered flight in Canada and the British Empire on Feb. 22, 2009.



Tryggvason and Larry Ernewein taxi in after a short aerobatic flight in the classic trainer. Eric Dumigan Photo

Check out the complete story at <http://skiesmag.com/news/article/Canadianastronautcelebrateshis70thbirthday> .

**Canadian Harvard Aircraft Association
Notice of 2016 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 **19th day of March, 2016 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, 2015
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 19th day of March, 2016 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 plus add Signature of Member

TO BE VALID ALL PROXIES MUST BE MAILED OR EMAILED BY MARCH 1, 2016 to:

CHAA Annual Business Meeting
c/o Terry Scott
Canadian Harvard Aircraft Association
Box 175
Tillsonburg ON
N4G 4H5

CAF Red Tail Squadron Announces P-51C Pilot Bill Shepard Promoted To Sqn Leader



Minneapolis, Minn. – October 13, 2016 – The Commemorative Air Force (CAF) Red Tail Squadron, America’s tribute to the Tuskegee Airmen, today announced that Bill Shepard has been promoted to Squadron Leader. Shepard has been an outstanding volunteer and advocate for the organization since 2009, piloting the Squadron’s P-51C Mustang around the country and speaking to thousands about the importance of the history and legacy of the Tuskegee Airmen. He succeeds current Squadron Leader Brad Lang, who has served in the position for five years.

“We value Brad’s years of excellent leadership and thank him for being an integral player as the organization has built the RISE ABOVE program,” said Stephan Brown, president of the Commemorative Air Force. “The selection of Bill Shepard to take on this important role was a wonderful choice. He has shown great skill and dedication in his years with the CAF Red Tail Squadron and we look forward to his continued success as he implements his own vision for leadership and growth.”

The CAF Red Tail Squadron Leader is not only responsible for the organization’s operations and management, but is charged with ensuring the Squadron’s commitment to the Tuskegee Airmen, and the vision of its founder, the late Don Hinz, is robust and continues to grow.



“The experience I’ve garnered in my career, as well as my time as an aviator and volunteer, has equipped me for this new responsibility. But more importantly, I have profound respect for the Tuskegee Airmen. It is my duty to

honor these inspirational heroes through our incredible educational outreach initiatives, which Brad Lang has so expertly put in place,” said Shepard. “My goal is to build upon the leadership before me to ensure the CAF Red Tail Squadron remains sustainable, becomes more streamlined and increases its impact on the communities we engage with so people of all ages can be inspired by and benefit from the lessons of the Tuskegee Airmen.”

Shepard is the manager of supply chain management for Fortune Minerals, and is also the firm’s manager of community engagement, bringing business acumen and a talent for community relations to the role of Squadron Leader. He holds a degree in Industrial Management and has over 20 years of previous experience in the automotive and aerospace industries. In addition to his volunteer service with the CAF Red Tail Squadron, he has held leadership positions with the Canadian Harvard Aircraft Association, Tuskegee Airmen National Museum and the Urban Pilots Network.

The CAF Red Tail Squadron would also like to thank Lang for his extraordinary volunteer service to the organization. Under his leadership, Lang has overseen the rapid expansion of the Squadron’s educational outreach efforts, including the debut of the RISE ABOVE Traveling Exhibit. Himself the son of an original Tuskegee Airman, Lang leaves a lasting impact on the mission of the Red Tail Squadron to educate audiences around the country about the history and legacy of the Tuskegee Airmen.

“I’ve enjoyed many experiences as the CAF Red Tail Squadron leader, especially interacting with our supporters. The looks of astonishment and admiration after the crowds have experienced the RISE ABOVE Traveling Exhibit or the P-51C Mustang are wonderful. These moments illuminate how history can still captivate the public’s attention,” said Lang. “I have great respect for Bill Shepard. He has demonstrated that he understands the importance of inspiring new generations and is deeply committed to preserving the legacy of the Tuskegee Airmen.”

The CAF Red Tail Squadron is part of the Commemorative Air Force (CAF). To learn more about the organization, it’s mission or to become a donor, visit www.redtail.org or follow the Squadron on Facebook at www.facebook.com/cafredtailsquadron.

CONGRATULATIONS, Shep, from all your friends at CHAA!



CHAA Life Member Mac Mazurek makes unscheduled landing with mini-Spit

Long-time CHAA member Mac Mazurek relied on his 45 years of skill and experience as a pilot when he made a forced landing in a cornfield with his beloved ¾ scale Spitfire on October 2. The landing happened less than a kilometer from the Chatham-Kent Municipal Airport in southwestern Ontario.



Fortunately, Mac only needed some stitches to his forehead and cheek. But his beloved aircraft didn’t fare so well. For the complete story, visit <http://www.chathamdailynews.ca/2015/10/14/oct-2-forced-landing-was-just-the-latest-for-thamesvilles-mac-mazurek> .

Also, check out Mac’s website for complete information on the aircraft and the tremendous work he put (and will put) into this beautiful aircraft. <http://users.xplornet.com/~macmaz/>

2016 Fundraising Campaign

Dear CHAA Members,

In 2015 we celebrated thirty years of honouring our Veterans; thirty years of fulfilling our mandate; thirty years of preserving our part of Canadian aviation history.

When we fulfill our mandate "...to acquire, preserve, restore, maintain, display and demonstrate the Harvard aircraft and other aircraft associated with the British Commonwealth Air Training Plan..." CHAA honours the memory of all those who served and are serving today, many who have given the ultimate sacrifice. *We do not take this responsibility lightly.* When we touch the wing, turn the prop, see the roundel, smell the oil, hear the roar and feel the rumble, our hearts fill with respect, passion and pride, and we are dedicated to preserving this fleet entrusted to our care.

This past Spring, our maintenance team discovered metal shavings in the oil filter of Harvard AJ583/C-FHWX (metal shavings are an indication the internal parts are close to wearing out, and the engine requires an overhaul). We have two other R-1340 engines stored at Covington Aircraft's shop in Oklahoma, waiting for an overhaul. The cost to overhaul each of these engines has been quoted at just under \$50,000 USD, plus shipping. The current exchange rate puts this cost at just over \$65,000 CDN each. From previous donations, we have \$25,000 set aside in our Engine Overhaul Fund, therefore an additional \$40,000 will be required. **We are seeking your help to get an engine overhauled and return AJ583 to the skies.**

Recently, two Engine Overhaul Challenge Donations were made – one for \$1000 and another for \$2000. If able, you could match one of those OR make a donation of your choice – *all donations are gratefully received and will be 100% used for the purpose of an engine overhaul (unless you indicate otherwise).*

For your convenience, there are three methods of donating:

- 1. Cash or cheque donation** handed to Marg or Bob Hollister at the hangar (along with the form below)
- 2. Cheque or Visa/MasterCard info** mailed to CHAA's Fundraising Committee Box 175, Tillsonburg ON N4G 4H5 (along with the form below)
- 3. Go to our website www.harvards.com** and donate through The ROAR Store

Please, show your continued support and donate now. Thank you for your help; together, we will continue to honour our Veterans, fulfill our mandate and keep our Yellow Birds flying.

----- Include bottom section with in-person or mail-in donation -----

Here is my gift to support CHAA!

Name: _____

Address: _____

My donation: ___\$50 ___\$100 ___\$500 ___\$1000 ___\$2000 ___Other

___ Enclosed is my Cheque made payable to CHAA

___ I authorize CHAA to charge my ___VISA ___MasterCard

Card #: _____ Expiry Date: _____

Signature: _____

CHAA is a registered Canadian charity. Registration # BN12944 5961 RR0001

Thank you! A tax receipt will be issued for donations received by December 15, 2015.

Donations received after this date will be credited toward 2016 tax receipts.



Paul Hayes (on right) of the Canadian Aviation Historical Society (Toronto chapter) and CHAA's newest board member presents President Pat Hanna with a cheque for \$500 at the Oct. 17th Members Briefing. Thank you to the good folks at CAHS! (Photo by Terry Scott)

#1 "Harvards Up Early" limited print for sale

CHAA member Bruce Warwick of Chatham, Ontario is selling his Harvards Up Early frame print by Lance Russworm. What makes this one so special? **It's #1 of 495 limited edition prints!** Now THAT'S special! Bruce paid \$425 when first purchased and will sell for same. Call or email Bruce at (519) 351-2455 or bwarwick@kent.net.



Membership Renewal – Do it now!!!

It's that time of year again. Renew your 2016 membership before December 31st to remain current!

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 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 |