



# ROAR of the Harvard

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June 2017

## President's Report

By Bjarni Tryggvason

As the freshly installed President, this report will be more ramble than report - and short. I have been flying with CHAA, and COpsS, and on the Board since 2007, with a couple of years 'political' break in the middle. Not sure if that is enough experience to follow in the footsteps of Ray and Pat, who between them have held that role since I joined CHAA.



I would first like to thank Ray and Pat for their dedication to CHAA over those ten years, and the many years prior to that, years that I know only a little about, other than they reach back pretty much through the whole of CHAA's life. But I have a couple of observations: first that CHAA has been founded and built on the efforts and dedication of a lot of people, many who dedicated a great deal of their time to CHAA, and through that kept CHAA flying high, more often than not into headwinds. Secondly, through those efforts CHAA has operated for 32 years and is today the owner-operator of the largest single fleet of Harvards (or Texans) anywhere. Four of our eight Harvards are flying today, two others are almost flyable, just needing replacements of some minor parts. Some parts? Actually a couple of big parts -- engines. Two others are in the hands of the restoration crew, one progressing surely, one waiting its turn.

And then there is the Yale, restored over 20 years from a rather sad state into show condition, only to now be hampered by aging metal in another minor little part: the wing attach angles. And the lowly, but classic, Tiger Moth which has entertained the hanger for the past few years, and is now threatening to soar into the blue, ahhh, maybe make that clamber slowly into the low reaches of the atmosphere, lest it gets light headed.

Ten wise airplanes kept flying by the dedication of a lot of enthusiastic folks. And two good sized hangers, perhaps not the prettiest, but owned outright by CHAA. That is quite an accomplishment, achieved totally by the hands, and often pockets, of the many volunteers that make CHAA! I will freely admit that I foresee challenge ahead for all of us to keep CHAA going into the future, challenges made more so as the makeup of the membership shifts to generations that have not had the same historic connection to these grand old aircraft as did the founders.

My first task as President will be to simply take stock of where we are, and with the Board and membership, look ahead to where we want to go. My suggestion: fly to 100 years!

I will provide what I might refer to as 'The State of CHAA' summary at the first members meeting with the President's hat covering by frizzy grey hair.

***The ROAR of the Harvard is published quarterly and is a benefit of membership in the Canadian Harvard Aircraft Association. Submissions are welcome. Please send them to Terry Scott at [t.scott@harvards.com](mailto:t.scott@harvards.com) or mail them to CHAA. The next issue will be published Sept. 1, 2017.***

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**CHAA CALENDAR – EVENTS & AIRCRAFT**

<b>10-Jun</b>	<b>0900-1600</b>	<b>CHAA Fly Day</b>	<b>Open House</b>	All
17-Jun	1000hrs	Warton Air & Auto Extravaganza	Fly In	
26-Jun	TBD	Detroit River US/Canada Fly Past	3 Fly Pasts with Bombers	3
01-Jul	1300hrs	Port Burwell Canada Day	Light House, 3 Fly Pasts	4
01-Jul	1900hrs	Ingersoll Canada Day Celebrations	Downtown, 3 Fly Pasts	4
08-Jul	1000-1400	Anderson Aviation Centralia BBQ	Fly In	
09-Jul	0800-1600	Owen Sound	Fly In	
<b>15-Jul</b>	<b>0900-1600</b>	<b>CHAA Fly Day</b>	<b>Open House</b>	All
19-Jul	1800-1930	St. Thomas BBQ	Fly In	
20-Jul	1800-1930	Guelph Air Park BBQ	Fly In	
<b>05-Aug</b>	<b>0900-1600</b>	<b>CHAA Fly Day</b>	<b>Open House</b>	All
06-Aug	1005hrs	Waterloo Civic Square	3 Fly Pasts	4
12-Aug	0900-1600	Edenvale Gathering of the Classics	Fly In	
<b>26-Aug</b>	<b>0900-1600</b>	<b>CHAA Wings &amp; Wheels</b>	<b>Open House</b>	All
03-Sep	1500hrs	Sprucehaven Farm	3 Fly Pasts	2
10-Sep		Brampton Great War Museum	Fly In	1
15-Oct	1330hrs	Ohsweken Remembrance Day	3 Fly Pasts	4
05-Nov	1100hrs	Shedden Tom Hawkin's Fly Past	3 Fly Pasts	4
11-Nov	1100hrs	City of Toronto Remembrance Day	Downtown, Sunnybrook, EYC	4
11-Nov		Toronto - IBEW Remembrance Day	3 Fly Pasts	4

## CHAA ANNUAL BUSINESS MEETING – MARCH 18, 2017

Meeting called to order by President Pat Hanna at 10:07 a.m.

Pat asked if there were any new visitors – Gord Millar introduced himself to the group. Mike Hutchins brought a donation of a parachute and MK IV manuals.

Normally financial reports are given at the ABM but Pat advised that the accountants are still working on the numbers and they will be presented at the April general meeting.

Andy Armstrong's beautiful propeller art that he has donated to CHAA for our fundraising auction at the annual banquet was shown. Proxy bidding will be available.

Ken presented the minutes of the February meeting. Marg Hollister moved acceptance which was seconded by Bob Hollister. Accepted unanimously.

Pat introduced the current board. He then delivered the President's Report as follows:

The past year 2016 has been one of the most challenging in recent years for CHAA. It started off rather well, but around mid-season the whole picture changed from colour to black and white. Late in January of last year, several of us attended the NECAS meetings in Niagara Falls NY and we made some very important connections there. One connection was with the rejuvenated Quinte International Airshow at CFB Trenton, a show at which CHAA was a major participant for many years in



the 80s and 90s. Since negotiations about the money were not doing well, I offered to waive the appearance fee for their show as long as expenses for our entourage of aircrew and support crew were fully covered. This decision was controversial, but as it turned out, we had an excellent weekend confirming to the air show community that CHAA was back in the air show business. CHAA had a record weekend for stores and we even got involved in Kent Pietsch's routine with the support truck supplied by the Claytons. Another surprise was a last minute invite to the Great Lakes International Air Show in St. Thomas and again, we had the opportunity to showcase our talents and skills. Bjarni Tryggvason even demonstrated the emergency procedures for a runaway prop right in front of the show crowd, executing a perfect deadstick landing. The two shows were back to back, a week apart, but our volunteers were ready. We also

attended shows in Brantford and London, but were not show participants. A couple of the flydays were rained out and our premier event, the Annual Wings and Wheels had to move to a raindate Sunday, with outstanding results.

In early July, we received direction from Transport Canada to stop our backseat flight experiences immediately, as we were in violation of the Canadian Aviation Regulations (CARs). They pointed out the new exemption program that we were to follow including 48 mandatory provisions. You know the challenges that we faced and it cost us dearly for the rest of the flying season. Our revenues were affected dramatically and there was much confusion and disorganization as we tried to figure out the whole situation. Through a communication misunderstanding, we did manage to give rides at our Wings and Wheels event as well as a day in Guelph to visit the Tiger Boys. Other than those two events, the season was lost with the exception of some over flights and formation training. To top that all off, Transport Canada, in response to a complaint against CHAA regarding backseat rides and improper maintenance procedures, did a one day audit of our records and facilities in November. Through honesty and integrity in our answers, they had no further concerns. Actually, much good came as a result of the day long meetings as they spent considerable time with us, going through the entire exemption point by point. This brought clarity and answers to a lot of questions we had.

Of course the other main issue we have faced is our bookkeeping services. This has been a mountain for us to cross over, but I believe we are finally getting turned in the right direction. In the late fall, Mel Blundell offered to take on the bookkeeping role which has been filled by Krista Whitcroft for the past two years. Looking back, there has been much criticism leveled towards Krista and I urge you to look forward with optimism and hope that Mel will be able to bring our records up to date. It is a huge time consuming task and in the end it proved to be too much for Krista to manage along with raising her family. My mother taught me to always be kind to each other... I offer my thanks to Krista and wish her well. A lot of people have been asking about their tax receipts. They have been processed and mailed, with the exception of a few that are missing addresses. There have been some concerns about proper amounts and if you have any questions, please talk to Poul or Mel and we will try and straighten them out. Fund raising has been a difficult and challenging reality with CHAA for all 32 years

of our existence. It is sad to see those two Harvards and the Yale just sitting, waiting for funds to get them back in the air. But we can and we will find the money somewhere. We always have.

In closing, I want to thank every volunteer and member of CHAA for the time and effort it requires to keep our fleet of Harvards flying. It takes a special love and passion and commitment to be here through rain or shine, sleet or snow to volunteer. The reward is to see and hear the Harvards take to the skies on another mission, reminding us ever so much of the sacrifices of our heroes that came before. It has been an honour and privilege to serve as your President for the past four years, but the time has come to step back and take a break. With some not so subtle encouragement from Ruth, I will not be standing for re-election to the Board this time. My sincere and heartfelt thanks to all of you who have supported and encouraged me over the years. Thank YOU!

The meeting continued with other business as follows:

Tax receipts have been sent. Please report any discrepancies.

A letter was received from our friends in Edenvale advising that the Canadian Revenue Agency is targeting organizations that offer rides with a tax receipt component.

Interim financial report was presented by Mel Blundell. The audited report will provide more complete information.

Diane Lawrence moved that all acts of the Board of Directors to December 31, 2016 be ratified, sanctioned, approved and confirmed. Michael Hutchins seconded. Carried unanimously.

Flight Operations. Bjarni Tryggvason submitted his report.

Technical Ops. Shane Clayton submitted his report. He indicated that currently 4 aircraft flying. RWN requires engine work Yale not flying. Tiger Moth to fly this spring. 304 still being worked on with limited funds available.

Craig suggested that crowdfunding be used to get Mk II's flying to their 100<sup>th</sup> anniversary.

PR / Website. Terry Scott presented. He reviewed the launch of the new website and said Ken Mist now administering.

Outlined media exposure in 2016. Spoke about the tours given. Guest speakers were thanked for their contributions to our meetings and banquet. Remembrance Day flyovers generated good exposure.

Shout out to all the committee heads.

Membership – Tracy Reddy reported that memberships down by 200. No membership drive was held in 2016. Currently 533 members. Spoke about the need to protect membership list confidentiality.

Stores – Pat reported successful sales at St. Thomas and Trenton. Approximately \$20,000 in sales in 2016. Current retail value of on hand inventory is about \$26,000.

Colin Jarvis moved that the Chairman's report be accepted. Diane Lawrence seconded. Carried unanimously.

Budgets – Stores - \$4000 in purchases in 2017 anticipated.

Maintenance - \$41,200

Board terms were clarified

Gord Millar moved that all member so named be accepted as board for 2017. Jeanette Rooke seconded. Carried without opposition.

Shane Clayton won the 50-50 and donated the \$112 back to CHAA

Pat Hanna moved and Mike Lawrence seconded that the meeting be adjourned. Carried. Meeting adjourned at 12:01 p.m.

*(Eds note: Pat, on behalf of the entire membership of CHAA and the aviation community in general, THANK YOU for the tremendous amount of sweat equity you have brought to CHAA. Your commitment to CHAA has been witnessed in countless ways over the years. We are very grateful for your service and know you will continue to play a part in the future of our great association.)*



## CHAA needs YOU!!!

CHAA is looking for volunteers to serve on our **Future Planning Committee** as well as a **Trillium Grant Committee**. These are two very important committees that need members who are ready to take action and get the ball rolling. If you have any previous experience with Trillium applications, it would be of great benefit – but it's not a requirement! CHAA members always step up to the plate and get things done.

If you're interested, please contact President **Bjarni Tryggvason** or Director/Secretary **Terry Scott**. Together, we will keep the Yellow Birds Flying!



*The following article from Airforce Magazine (Vol 39/No. 1) is reprinted with permission from the Royal Canadian Air Force Association. We thank CHAA member Dave Gibson for obtaining permission and forwarding the article to us for inclusion in The ROAR.*



# The **Forgotten** **Legacy** - 1 TTS

by T.F.J. Leversedge



Parades at 1 TTS could be a massive affair - RCAF Photo



Ask most current and / or recent RCAF members about the "mega-complex" and many will think of the Canadian Forces Leadership and Recruit School in Saint-Jean-sur-Richelieu, Quebec, which is often referred to by that name.

But there is another "mega-complex" that is now all but forgotten and that closed its doors for the last time relatively recently. The historic St. Thomas Psychiatric Hospital in St. Thomas, Ontario was closed in 2013 after finally being replaced by a new medical facility. So what connection does a psychiatric hospital have to the RCAF you might ask? If you travel to St Thomas, Ontario and visit the site of this old institution, you'll find a province of Ontario historical plaque out in front, which describes the relationship in very brief terms and which is labelled as the "RCAF Technical Training School."

Now some find it ironic that the RCAF was associated with a psychiatric hospital but as usual the true story is far more interesting and No. 1 Technical Training School (or 1 TTS) really was the first true "mega-complex." Most history books now give it barely a passing mention, but 1 TTS provided a massive contribution both to the British Commonwealth Air Training Plan (BCATP) and to the RCAF's overall war effort. Even most of the history books devoted to chronicling the BCATP, however, gloss over its contribution devoting, in some cases, just a single sentence to its activities.

So let's go back to the beginning. In perhaps an ironic RCAF-related coincidence, the St. Thomas Psychiatric Hospital opened its doors for the first time on 1 April 1939 and soon was at its capacity with over 2,400 patients. Built at a cost of more than CA\$7,000,000, even before construction was complete, the hospital, with its elaborate limestone

buildings, was already known as the finest mental health hospital in the country because of its ultra-modern design and state-of-the-art facilities. The site also included a total of 460 acres of land for the facility's food and produce needs.

But shortly after Canada's declaration of war, in September of 1939, Ontario's Premier Mitchell Hepburn and the province of Ontario quickly negotiated to lease the entire complex to the Department of National Defence in support of the war effort. By late October 1939, all the patients had been relocated to other facilities across the province and the entire hospital grounds were turned over to the RCAF for the duration of the war.

Prior to this, the RCAF had two small technical training facilities: No. 1 Technical Training School (1 TTS) was located at RCAF Station Trenton, Ontario and No. 2 Technical Training School (2 TTS) was located at Camp Borden, Ontario. These small facilities trained the riggers, fitters and other technical specialists (instrument repair, welders, etc.) required by the RCAF for its modest operations. In the 1920s and 1930s, the RCAF had fewer than 1,500 fully-trained tradesmen but with the outbreak of war, the RCAF was faced with the task of training huge numbers of personnel. The new BCATP scheme added to the enormity of task. Not only did the aircrew have to be trained but the support staff required to facilitate all of these operations also had to be enlisted, trained and distributed to both operational and training units.

The solution for the RCAF was to create a massive facility suited to the task. Both existing TTS' were closed and No. 1 Technical Training School was re-opened on the campus of the St. Thomas Psychiatric Hospital. Many of the hospital buildings were re-purposed and then rapidly re-equipped and staffed for the instruction of a series of practical courses in aircraft maintenance and repair, which typically lasted from 18 to 26 weeks each. The courses were designed to turn out young men who were competent to service military

aircraft. They were not intended to be experts in any phase of the work, but they would become qualified mechanics who had been competently trained in the various basic phases of engine and / or airframe maintenance and repair.

And perhaps not surprisingly, with the large receiving hospital and connected surgical and laboratory wards already in place, the RCAF also decided to retain a portion of the facility as a base hospital in support of the BCATP scheme. This wartime hospital had ward space for up to 200 beds if required, with a large, fully-equipped x-ray department. A flying ambulance service for the transporting of patients to the hospital from other training stations was also established. Accommodations were also provided for an associated dental hospital.

The task of creating all of these activities in a new location from scratch was not without its significant challenges. The school was initially designed to take care of a complement of 2,500 military students but the buildings used for barracks (complete with bars on the windows) could accommodate as many as 3,500 students. Of the planned cadre of 2,500 students, approximately 1,100 were to be trained as engine mechanics, 1,100 as airframe mechanics and with the remainder as electrical and instrument workers, fabric workers, parachute packers and metal workers as required. Initially, there were shortages of virtually everything needed: experienced personnel, instructors, training aids and even uniforms.

To lead the activities in St Thomas, the RCAF enlisted the support of veterans of Royal Air Force service who had been sent to Canada from England to assist with BCATP and in coordinating the training with that being advanced in the corresponding British schools. The initial officer in command (OIC) of the school was Wing Commander R.



Collis who had enrolled with the Royal Flying Corps in England a month after the Royal Flying Corps (RFC) was started in May, 1912, and who had been in active service ever since. Wing Commander Collis was succeeded by Group Captain J.H. Keens, who served as the OIC from 1941 until mid-1944. Keens was another RFC pilot. He, in turn, was succeeded by Wing Commander A.G. Vince, MBE Vince had returned to 1 TTS as OIC after first being the Chief Instructor there in 1939 at the rank of Warrant Officer (First Class). He had enlisted in the RCAF in 1924.

The first senior officer in charge of technical training, Wing Commander A.E. Case, had started his military flying career in 1912 with a Royal Navy wing, after being in service as a marine engineer with the British Merchant Marine for five years. He then had nearly another 20 years of service as technician and technical director in England, Egypt and the Mediterranean before he was transferred to Canada. Similarly, the senior administrative officer was Wing Commander H. G. Reid, CMG, CBE, DSO, whose military career dated back to the South African War

when he went overseas at the age of 18 years as a graduate of the Royal Military College at Kingston, Ontario. Wing Commander Reid had been living the peaceful life of a planter on the island of St. Lucia, British West Indies, when the war began and he was called back into active service because of his many years of experience in military administrative work. Many of the trades instructors were also drawn from RAF ranks and this sometimes caused communication problems as students struggled with understanding both unfamiliar technical terms along equally unfamiliar spoken accents from places like Liverpool or Lancashire.

With a lot of hard work and effort, however, the courses and the facilities were established and began efficiently churning out technical tradesmen. Everything was on a massive scale. The school was divided into two large wings with associated barrack blocks, along with separate libraries and recreational rooms for each wing. A significant feature of the school was that all the buildings were inter-connected by hallways and tunnels. This included the large three-story hotel-like brick structure, removed from the other buildings, in which the officers and technical instructors were quartered. From the time anyone entered the administration building, he or she could

literally visit every building in the group without going out-of-doors by simply traveling through the miles of hallways and tunnels.

The only buildings that the RCAF found necessary to provide in order to complete this immense ground training school were the assembly and drill hall and a number of training hangars. The assembly and drill hall could accommodate 2,000 personnel at one time. In overall infrastructure terms, 1 TTS was extremely well-equipped and completely self-contained with its own kitchens, power generating facilities and a firehall. A fitness obstacle course was installed and a parade ground was created. Separate facilities for workshops training, hydraulics and rigging training, along with instrument and electrical training were also created. Another separate facility for flight engineer training was also stood up. A technical stores was established and two purpose-built hangars were used to both simulate and / or support actual flight operations.

In addition to pure training facilities, the complex was also well equipped with various amenities. A large dining facility was supplemented by "wet and dry" canteens. In addition to the



F. Mogg and G. Phipps working on aircraft floats at 1 TTS - RCAF Photo



libraries and recreation rooms in the barracks, there were playing fields and facilities for tennis, softball, baseball, soccer, track and field, horseshoes and miniature golf. The school also developed its own band, orchestra and created the "Aircraftman," a monthly publication produced exclusively for the school. It featured articles and photos on local / unit activities along with cartoons and jokes. Each month also prominently featured a technical article on topics such as the "flux gate compass" or the "hydromatic propeller."

A critical problem for the school from the very outset, however, was the acquisition of suitable training aids for the courses. The obsolete wood and fabric biplanes that made up a large portion of the RCAF's previous inventory were not representative of the aircraft the tradesmen would actually be working on. The initial courses had to make due with rudimentary training aids and / or poor specimens of actual aircraft. The Westland Wapitis and Armstrong Whitworth Siskin and Atlas biplanes that had been part of the RCAF's operational pre-war fleet were rapidly retired with some indeed ending up as training aids. Fortunately, more

relatively modern aircraft like the Northrop *Delta*, for which no practical wartime use could be found, ended up at St. Thomas as training aids. Combat operations quickly relegated other aircraft such as the *Fairey Battle* to the training role and these too ended up at 1 TTS. Four Curtiss P-40 *Tomahawk* fighters were also diverted to St. Thomas to serve as training aids. Other representative aircraft like the twin-engined Lockheed 12A and Avro *Anson* gradually appeared as did *Harvards* among other single engine and twin-engine types.

In all, during its relatively brief existence, No.1 Technical Training School in St Thomas alone would process and graduate between 45,000 and 50,000 ground crew for duty across all of the stations in the BCATP and with overseas units. In addition, the BCATP experience of having to constantly provide for and keep large numbers of training aircraft airborne around the clock also rapidly honed the skills of all the mechanics and technicians involved, making them invaluable in high-tempo front line operations.

Overall, 1 TTS rightly earned the reputation of being the finest set-up of its kind anywhere in the British Empire and it continued to refine and improve the technical training that was provided. It firmly laid the foundations for the high

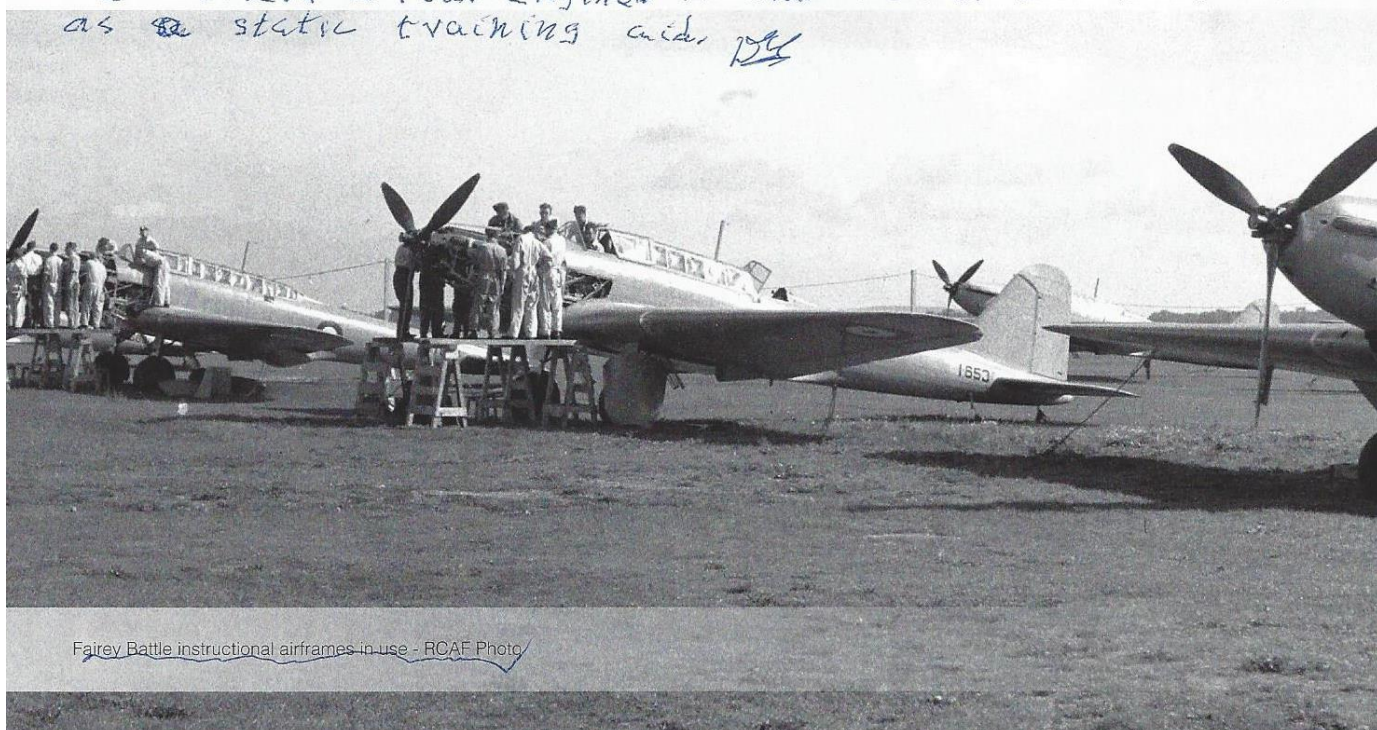
standards of technical training within the RCAF that are maintained to this day.

When the war ended in 1945, 1 TTS was closed and the entire complex was returned to the Ontario Department of Health. It was then restored to its prewar status as a premiere mental health facility. 2 TTS was re-opened in Borden and expanded to deal with the RCAF's post-war needs.

The Legacy of 1 TTS in St. Thomas, Ontario should not be forgotten. While Canada's contribution to the training of aircrew within the BCATP is still largely remembered, those fleets of BCATP aircraft simply would not have flown without skilled and talented technicians looking after them. Many of those same technicians looked after the RCAF's front-line combat aircraft as well contributing significantly "behind the scenes." 1 TTS in St Thomas was pivotal in making all of this happen and it truly was a "mega-complex" in every sense of this term.

Terry Leversedge is  
an Associate Editor at  
*Airforce Magazine*

I believe a four engined Halifax Bomber was once there as a static training aid. *TL*



Fairey Battle instructional airframes in use - RCAF Photo



## Royal Canadian Air Force unveils the 2017 “Canada 150” CF-18 Demonstration Hornet



April 4, 2017 – Cold Lake, Alta. – National Defence / Canadian Armed Forces

The Royal Canadian Air Force (RCAF) unveiled the CF-18 Demonstration Jet for its 2017 season today to celebrate Canada’s 150th anniversary of Confederation.

The unveiling ceremony took place at 4 Wing Cold Lake, Alberta, where the jet has been hosted for the past few weeks. Captain **Matthew Kutryk**, the 2017 Demonstration Pilot, as well as the technicians and support staff for the 2017 Demonstration Team attended, along with local dignitaries and military members.

The unveiling gave everyone in attendance a chance to see, for the first time, the 2017 paint scheme, which has the aircraft fully-painted with a red and white design incorporating the Canada 150 logo. Painting the 2017 Demonstration jet has been a team effort between 3 Wing, which provided the jet and technicians to bring the design concept to life, and 4 Wing which provided hangar space and support throughout the painting.

Throughout the year, the Department of National Defence and the Canadian Armed Forces will support the Government of Canada’s celebration of Canada’s 150th anniversary of Confederation, participating in numerous events across the country. The upcoming air show season is a special opportunity for the RCAF and the Demonstration Team to join Canadians across the nation in celebrating shared values, achievements and Canada’s place in the world.

### *Quick Facts*

This year, the Royal Canadian Air Force is joining the Government of Canada in commemorating the 150th anniversary of the Confederation of Canada. Specifically, the RCAF will honour the history of the Canadian Armed Forces, including the RCAF, as a part of Canada’s proud history.

The specially-painted CF-18 Hornet features the official logo for “Canada 150” placed throughout the design. The logo is composed of a series of diamonds, or “celebratory gems”, arranged in the shape of the iconic maple leaf. The four diamonds at the base represent the four original provinces that formed Confederation in 1867: Ontario, Quebec, New Brunswick and Nova Scotia. Additional diamonds extend out from the base to create nine more points. Together, they symbolize Canada’s 13 provinces and territories. On the left wing, the timespan of Confederation is shown with the year of Confederation, 1867, and the 150th anniversary year – 2017. The right wing bears the official name of the celebration – “Canada 150”. All aspects of the design come together to create a truly unique and fitting tribute to this important year in Canada’s history.

Watch the video at <https://www.facebook.com/CF18Demo/videos/1305242212902089/>

## CHAA Member's Briefing April 15, 2017

Past President **Pat Hanna** opened the meeting at 10:02 a.m. He said there are no minutes from the last meeting available today. He welcomed everyone to the meeting and asked if anyone was here for the first time. **Bill Wright** identified himself. He joined CHAA last November and has been helping with maintenance.

Pat said the board met last week and that it feels good not to be the president or a director. He said it feels like a divorce after 16 years and that it has been an honour to serve for so many years. He promises to remain involved in CHAA activities.

The annual fundraising and awards banquet is next weekend. Pat said the attendance is at 124 as of today with 150 being the cutoff point. He needs to advise the Legion on Monday morning how many are coming. **Eric Dumigan** will be the guest speaker. There are lots of silent and live auction items to be had including the amazing prop from **Andy Armstrong**. Pat said you can still bid on the prop with a proxy bid which is available in the last ROAR. **Bob Healey** has arranged for an autographed jersey from the Ottawa Senators and, of course, there will be the famous butter tarts. Attitude adjustment at 4 p.m. with dinner at 5 p.m.

CTechO **Shane Clayton** reported that at the moment none of the aircraft are airworthy, technically speaking. He is waiting for paperwork on three Harvards regarding horizontal stabilizer repairs. Otherwise, WPK, Bessy and WLH are good to go. He said RZW is basically done – it just needs to be signed out. The Tiger Moth is almost ready – all that's left is a fuel tank issue that's being addressed and **George Wilson** is finishing up some work on the landing gear. Shane reported that BZT is progressing slowly, but it is moving ahead. Once the planes are flying, HWX and RWN will be back in the hangar to have their engines removed. As for the Yale, we still need to determine what to do regarding the attach angles.

There was a question about the AMO issue. Shane said **Kerry Wilkinson** is working on his own AMO designation and in the future CHAA will get its own in place. In the meantime, we will continue to farm out anything that requires AMO authorization.

Pat reported we have not received a financial report from the accountant yet. It will be presented to the membership when it's available. **Mel Blundell**, who is now serving as CHAA's bookkeeper, said the annual mail out fundraising drive fell flat this year. Instead of several thousand dollars, it generated only a few thousand. Mel said if anyone can think of any fundraising opportunities to let him know. He said losing the ability to provide back seat rides last year took its toll and we may have to look at increasing the cost of our flight experiences once they resume. Mel said we are not sinking yet, but we could be in better shape. Pat chimed in by saying we have been there before over the past 32 years. Right now we are debt free as far as assets, but we have operational debt. As gloomy as it sounds it's not that bad. Pat said CHAA's volunteers somehow seem to pull it together. Fortunately, we have not acquired any new aircraft for several years and therefore are not making payments.

**Mike Lawrence** reported he looked into a revenue generating opportunity with Amazon.com but it appears to be an American offering only. **Bill Wright** mentioned the Canadian Ski Patrol has something set up with Amazon and Mike will look into it. There could be a kickback if something is purchased on Amazon through the CHAA website, for example.

Mike said a lot of charities are benefitting from car donations. He has personally donated cars to Teen Challenge in the past. He will contact Donate A Car ([www.donateacar.com](http://www.donateacar.com)) out of Calgary and will investigate how CHAA can get involved in this sort of thing. He said it would take little effort on our part other than advertising.

Pat reported he received an email from Mike at Edenvale where the "Gathering of the Classics" folks are trying to work through the Transport Canada exemption. They are also being audited by the Canada Revenue Agency concerning their charitable status.

Pat said May 13 is our first Fly Day of 2017. He urged everyone to come out. He said there are new items in Stores this year including travel mugs, summer windbreakers and shirts with pockets for pens. The following Fly Day is June 10<sup>th</sup>.

**Gord McNulty** reported that registration is underway for the 54<sup>th</sup> annual conference of the Canadian Aviation Historical Society in London, ON for the first time. There is a full slate of speakers including CHAA's Terry Scott who will present on Friday, June 9<sup>th</sup>. (NOTE: This has been changed to Saturday, June 10 @ CHAA.) The guest speaker for the conference is accomplished pilot and broadcaster **Jacque Perrin**. On the 10<sup>th</sup>, delegates will be visiting CHAA. Gord said he had been in



contact with Canadian Warplane Heritage and they might be willing to bring the Norseman down to Tillsonburg that day as part of a training flight.

Acting President and COPSO **Bjarni Tryggvason** hopes to do some check flights next Saturday. A few pilots are looking forward to flying the Tiger Moth. A meeting of the Standards Committee is set for this afternoon. Members will review updates on the FOM to bring us into compliance with the Transport Canada exemption. It will then go to Board members for their approval. Bjarni said the ground school was conducted a couple of weeks ago and it may result in 4 or 5 pilots. A couple have all the qualifications while a couple are still working to that goal. One pilot has a marketing company and is quite keen to help us on the marketing front. Mike reported that the first 5 of our parachutes are ready and we will get more from the rigger soon.

**Jeannette Rooke** spoke about the auction for the banquet. She said everything is coming together and she thanked all the donors for their contributions. Pat thanked the auction committee for its work to date, specifically **Jeannette, Linda Brimson, Marg Hollister** and **Sandra Sparkes**.

**William McDowell** and **Stephen Smith** reported on backseat rides. William said if we are changing our pricing structure we need to do it soon. Only one flight experience has been booked so far but that is expected to change once the weather improves and the planes are back in the air. Of course, rides are conditional on meeting the TC exemption.

Longtime CHAA member and former chief pilot & instructor **Bill Long** delivered an informative and entertaining presentation on his RCAF career. He was thanked by Pat. The meeting was adjourned at 11:27 a.m.

The following is reprinted with permission from The Haldimand Press and reporter Jillian Zynomirski.

## DISCOVERING HISTORY IN LAKE ERIE



DUNNVILLE—The Canadian Harvard Aircraft Association Aircraft Recovery Team's divers observe the wreckage from the WWII Harvard on the bottom of Lake Erie.

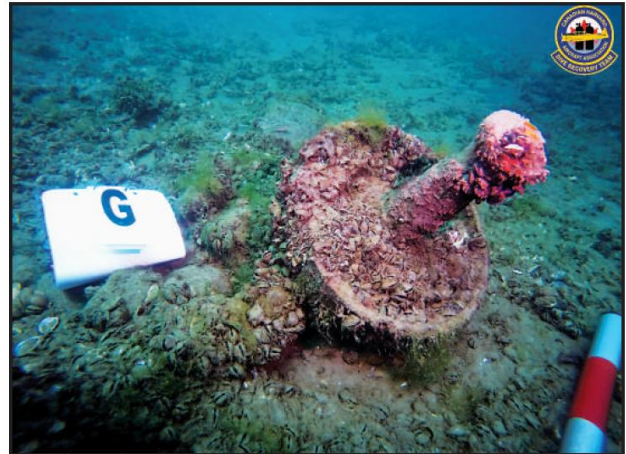
**By Jillian Zynomirski**  
The Haldimand Press

DUNNVILLE—The remains of a WWII Harvard plane that left No. 6 RCAF in Dunnville are returning home, more than 70 years after crashing into Lake Erie.

On June 19, 1943, 17-year-old Leading Aircrafts-

man (LAC) William Charles Smith left the No. 6 Flying Training School in Dunnville in a Harvard.

Not long after taking off, the English aircraftsman is believed to have become bored with his manoeuvres. He wandered away from the authorized training area and over to Lake Erie, where he



DUNNVILLE—The team has raised several artifacts. They are planning their next dive in July 2017.

—Photos by Paul Cachia, Special to The Haldimand Press.

found the SS Canadiana, a passenger ferry that travelled between Crystal Beach Amusement Park and Buffalo.

Smith put on an unauthorized exhibition of low-flying maneuvers above the 215-foot-long ship. Smith was wave-hopping at approximately 100 mph a mere five

to eight feet above water. As Smith approached the stern he quickly climbed above its deck and at 75 feet, the plane stalled and hit the water nose first, just 50 feet from the vessel. Smith was killed on impact. All that came back that day was his body and the fuselage.

(Continued On Page 14)



(Continued From Page 1)

"I believe there are eight headstones for the airmen that died (at the No. 6 RCAF). This is the story of one of the headstones," said Walter Irie, Chairman of the Canadian Harvard Airplane Association (CHAA) Aircraft Recovery Team.

The tragic crash and the recovery of the vintage plane will also be the topic of discussion at the upcoming Dunnville and District Heritage Association (DDHA) program at 7 p.m. on April 26 at Grandview Lodge.

In 2006, divers from the Fort Erie Underwater Recovery Unit & Scuba Club

discovered the vintage aircraft laying at the bottom of the lake. They contacted the CHAA Aircraft Recovery Team to identify their find. The Aircraft Recovery Team, which works with the Government of Ontario and the Canadian Conservation Institute, has since made a number of dives to survey the wreckage. The team has raised portions of the wreckage, which are housed at the No. 6 RCAF Museum. These artifacts include the magneto (off the engine), the pitot tube (off the wing, which determines air speed), the oil pump and the fire extinguisher. Portions of the plane remain on the bottom of the lake, including the engine, gear struts, tire and wing.

Irie said the team has made not made any other plane discoveries in Lake Erie.

The team has planned another dive for July and will raise more of the wreckage. "We're bringing back a significant portion of the plane to where it came from, which I think is pretty cool," said the No. 6 RCAF Museum's Vice President Peter Gay. "We are bringing back home a plane that left over 70 years ago."

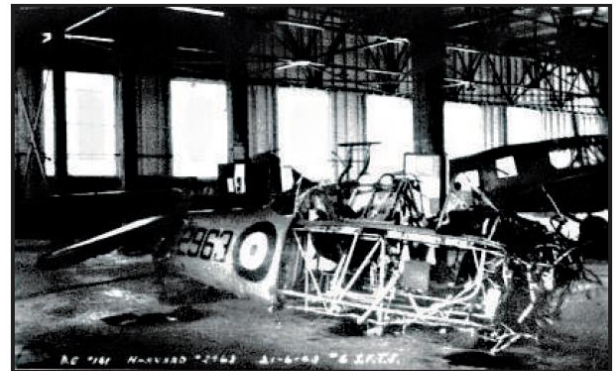
Irie said the artifacts have been in the water so long that zebra mussels have etched into the metals, which have a great deal of corrosion. Irie said that conservation of the artifacts is very important.

The April 26 heritage program will feature a presentation from the Aircraft Recovery Team on the history of the crash, history of the British Commonwealth Air Training Plan, the No. 6 RCAF Flying Training School's importance during the second world war and the pilots who flew there. The recovered artifacts will also be displayed and the team will speak on the



DUNNVILLE—These artifacts were recovered from the wreckage of the plane and include the magneto off the engine, the pitot tube off the wing (which determines air speed), the oil pump and the fire extinguisher.

—Haldimand Press photo by Jillian Zynomirski.



DUNNVILLE—Shown from the side is the fuselage from the plane, which was recovered in 1943.

—Photo courtesy of CHAA.

importance of conservation.

The CHAA Aircraft Recovery Team, based in Tillsonburg, works all over Ontario to recover Harvard planes, including current projects in Muskoka, Toronto and Kingston. Team members come from all over to join in with searches and research. The team is made up of about 15 to 18 members who help with research, diving, sonar imaging of the lake floor, remotely operated underwater vehicles (ROV) and more. The team is open to anyone, not just divers. In order to be a member you simply have to be willing to give your time, said Irie.

"We are hoping that with the dive team, the ROVs

and technology, that we're reaching to a younger audience to learn about the history during the second world war," said Irie. There will be a few members who come out to the heritage program and will be available to answer questions.

"Come out and listen to the story about that crash," said Irie. "We're hoping that going forward we can have a lot more stories to present to the public."

The CHAA's flying museum is located in Tillsonburg. Its mission is to acquire, preserve, restore, maintain, display and demonstrate the Harvard and other training aircraft associated with the Royal Canadian Air Force (RCAF).

g contributions from:

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NEPTUNE WATER

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Grace United Church

JOHN BROEDER'S MACHINE

Peter Woodhouse



## Annual Awards Banquet and Fund-Raising Auction – By Pat Hanna

On Saturday, April 22<sup>nd</sup> 2017, an enthusiastic group of folks met at the Royal Canadian Legion, Tillsonburg Branch to celebrate our annual awards banquet and auction. Plans had been underway for several months and finally the big day was here. **Linda Brimson** and **Jeannette Rooke** looked after gathering and recording all auction items and Jeannette also sold the tickets for the second year in a row. They, along with **Sandra Sparkes** and **Marg Hollister** were very busy that morning getting the room set up. By the time dinner time came, there were over 120 guests present and there certainly was a buzz in the air for several reasons. Well known propeller artist, **Andy Armstrong** had created a fantastic display propeller with one-of-a-kind artwork that was certain to do well at auction. A last minute donation by the Ottawa Senators “Stanley Cup contending” hockey team was a team jersey signed by team captain **Erik Karlsson**. **Ila Fallowfield** presented a dozen butter tarts for the live auction also.

Membership plaques for new Life Members and anniversary pins were handed out to the recipients in attendance. The late **Glen Rawson** was given an Honorary Life Membership plaque which **Gord Millar** will present to his family. Glen passed away in March 2016 at age 99. He was on the first course of the British Commonwealth Air Training Plan at Camp Borden in 1940. He had flown CHAA's Yale #3399 in 1941 and again in 2015!



**Kevin Gawne** was awarded the Super Dzus Wrench Award for his contribution in Service and Maintenance. **Mel Blundell** (pictured at left with Pat Hanna) was the recipient of the President's Award for his contribution to the finance committee and many tasks around our Tillsonburg hangars, including many facility group tours. The “Members Choice Award” had two recipients this year, **Jeannette Rooke** and **Jack Mackenzie** (pictured at right)! Congratulations to you all for your dedication and loyalty to CHAA!

Auctioneer **John Picone** approached the auction microphone with a guitar on his shoulder...a guitar?!

John then sang a special song about Harvard pilots that he had written himself...but with an auctioneer's twist! Before he would sing the each verse, people had to come up with cash for him to proceed. After the song was over, he had raised \$100! The butter tarts were first up in the live auction and right away there was some enthusiastic bidding by newcomers **TJ Lilliman** and **Bruce Tapp**! TJ was willing to donate his airport and Bruce almost gave up his new Camaro convertible, but **Ray Whittemore** stood up and defiantly bid \$2000 for the tarts and before TJ and Bruce could respond, the tarts belonged to Ray! For those of you doing the



math, that works out to \$153.85 per tart (baker's dozen “13”). Next up was the hockey jersey and of course, since we were in the heart of “Leaf's Nation”, we had to open up the phone lines to reach farther out into the Senators area. The Healeys of Bala (in Muskoka) and the Healeys of Kingston got into a family feud about who would get the jersey! **Alevia Healey** of the Kingston Healeys won out in the end with a wonderful bid of \$600! Finally the prop went to auction and Andy Armstrong was in attendance to facilitate the transfer of ownership to the highest bidder at \$1000, **Ken Mist**! (Andy and Ken pictured at left.) Interestingly, Ken had already purchased another propeller design of a T-33 jet (by Andy) and so he donated that one back into the auction! All in all...a very successful auction with over \$8000



raised to help sustain our Harvards as a living memorial to those who paid the ultimate sacrifice for our country! Sincere thanks to all the contributors and bidders on this “funtastic” auction! Special thanks to **Gus and Clara Corujo** for taking event pictures all evening!

After everyone got their breath back again, world renowned aviation photojournalist and CHAA member **Eric Dumigan** took our breath away again with an amazing presentation of his favourite and most meaningful photos...each photo having its own story to tell! Included in his photos were many taken by another upcoming photographer...his wife **Bernadette**!

A wonderful evening shared by all! Many thanks to all the contributors, bidders and attendees who supported CHAA in a very big way on this night in April! To see more images from this special night, visit Gus Corujo's website at: <http://gusair.com/htdocs/Airshows/2017/17CHAA-Awards/17chaa-awards.html>.



## Flight Ops Report – By President and COpsO Bjarni Tryggvason

Flight operations has had a reasonably good start for this year. Of the five new-to-CHAA pilots that attended the Harvard ground school March 25-26, three have started their conversion checks on the Harvard, all quite experienced with tail wheel wrestling, so expected to make peace with the Harvard in short order, and keep **Scott McMaster** cool in the back seat.

In 2016, we had 16 active pilots. So far this year we have 11 pilots flying, 9 who have dazzled one or the other of our two conversion check pilots, **Scott** and **Percy Contractor**, plus the two of them, who have yet to dazzle each other - that will come. Another four from last year are still in the wings and expected to do their annuals and fly this year. Two pilots from last year have decided to bow out, **Michael Curtis**, who has wisely decided to spend weekends with his young family, and **Dave Martin** who has decided that with 16 years of flying with CHAA along with many of those life things claiming time, not to fly with us on a regular basis. He will help out on occasion with form checks and is always welcome to do so. Adding the three new conversions and one continuing from last year we should have 20 active pilots this year.

For the first time in many years five of our pilots attended a NATA organized formation weekend at CWH in Hamilton on the



weekend of May 20 & 21. As part of that **Scott**, **Al Paige** and **myself** had a good time in an eight plane formation over Niagara Falls with the eight Harvards/Texans accompanied by a formation of four T-28's. **Andrea Kuciak**, **Poul Hansen** and **Rob Pejisa** were there as well, with Andrea and Poul getting some form time in. **Andrej Bagar** had a good intro to four plane formation and did really quite well in the four slot with me relaxing and enjoying the view in the back seat. This was a good reconnection with the NATA organization, a connection we plan to maintain. The weekend was organized by **Alf Beam**, who flew his T-28. Dave Martin flew Alf's Harvard during the clinic and was the lead in the eight plane formation with Al, Scott and myself holding solidly on his lead in a diamond, followed by the other four aircraft close behind in line abreast.

We have over the past six months or so revised our Flight Operations Manual (FOM) to bring it into line with the Transport Canada requirements to allow flying under the exemption which will allow us to fly revenue flights. The new FOM was formally adopted by the Board in early May. Thanks to Shane we have in place an agreement with Flite Line in CYKF to act as our AMO, fulfilling one of the TC requirements. That leaves one outstanding item, a formal approval from TC of our maintenance schedule as the last item to clear off before we can fly revenue flights. Shane is working that item.

As many of you know at the last Board my 'temporary' was changed to 'real' President. Hence I will, within the next couple of months, be looking to have one of the other pilots to take on the COpsO role. Volunteers?

## CHAA Member's Briefing May 20, 2017

**Pat Hanna** called meeting at 10.00 a.m. He asked if anyone was attending for the first time. **Chris Moffatt** and **Rick Martin** were welcomed. Pat welcomed **Roy Venn** back.

Pat read the minutes of the March 2017 meeting: Moved by **Tom Szoldatits**; Seconded by **John Brown**; Carried.

Pat read the minutes of the April 2017 meeting: Moved by **Bruce Tapp**; Seconded by **Gord Miller**; Carried.

A replacement for **Ken Mist** on the board was requested as Ken has many commitments and feels unable to continue.

Pat talked about **Ray Taylor** and how unfortunate he was killed last Saturday flying his Monocoup. The family had requested donations to CHAA and Pat said several donations had been received. Condolences have been sent to the family.



Hamilton was hosting the Formation Clinic this weekend, and four of our planes and many of our members were attending.

Pat reported on our Annual Banquet and Auction held in April. The evening was a great event enjoyed by all with 121 people attending. **John Picone** was our auctioneer and did an outstanding job. The auction was very successful. We came out money ahead.

The exemption has been applied for all aspects covered. We should be good for June 10 fly day.

Pat discussed the calendar of upcoming events, and he would like to have someone fill in for him on the next 3 meetings. July 15 is a meeting and also a fly day – the meeting may be cancelled.

Stores has some new merchandise in the upcoming events; new golf shirts and jackets.

**Jack MacKenzie** reported on maintenance – they are working on the Tiger Moth hoping it will fly in the near future.

Membership Chair **Tracy Reddy** requested anyone who hasn't sent in their membership to please do so.

**Melanie Burden** reported on the flights – trying to attend more fly-ins. There are not a lot of air shows, still waiting on London. Brantford will only have stores at their air show.

**Linda Brimson** talked about a project she is trying to start. It will be a soft cover book about the history of CHAA and she would like to do this while there is still a few of the founding members available. She inquired about our archival material and would like pictures of early years of CHAA. If someone has material they think would be appropriate they can contact by email.

**Cam White** reported the tour that came from Fanshawe Campus was a great success. He would like to get Wifi to work inside where the lunch room is.

**Gord Miller** spoke to us for a few minutes about drones. He works for the Clareton Drone Academy teaching the proper procedure in flying them. For commercial use the operator requires a ground school, advanced mapping skills and radio licence. Transport Canada requires drone licence for private use – law is in place – but no enforcement. He explained the rules and regulations of drones and how serious the issue is, especially when it applies to people who don't care, or the drone becomes a loose fly-away.

**Tom Szoldatits** commented on the Service Crew Training and that it was a success.

Pat adjourned the meeting at 11:20; Moved by **Jack MacKenzie**; Seconded by **Roy Venn**; Carried.

## CTechO Report – By Shane Clayton

The flying season is upon us once again, and I am glad to report that due to the hard work of our maintenance crew over the winter we have four Harvards up and running. As we go to press, I am also happy to say that our Tiger Moth has also returned to the skies following a lengthy maintenance program.



After spending all of the 2016 season offline in preparation for attach angle inspections, the Yale is still grounded as the inspections revealed that intergranular corrosion was indeed present in the attach angles. This corrosion is due to inadequate heat treating techniques used by North American during the manufacturing process in 1939-40, and not by exterior conditions in the 75+ years since then. The extent of the corrosion was hard to detect, but the fact that it was present in all 10 critical attach angles on the airframe has led to the decision to keep her grounded until new replacements can be manufactured. Unfortunately, the attach angles are quite different than those found on the Harvard, and

even the engineering drawings are difficult to come by. We are currently looking into finding the required documentation, but in the meantime we are still keeping the Yale in taxiable status.

On the Transport Canada Exemption front, we have entered into an agreement with Flite Line Services in order to provide AMO maintenance services when required for our four Harvards (and later this season, the Tiger Moth) in order to satisfy one of the conditions of the exemption. Our AME Kerry Wilkinson is currently applying to Transport Canada for an AMO for his own business, and once that process is completed we will be using Kerry's AMO for our maintenance needs. The process of creating our own internal AMO for CHAA is still on the table, but will require much more work and planning.

The final step for us to fully comply with the Transport Canada exemption was the approved maintenance schedules. Due to a miscommunication during our meeting with Transport Canada personnel last fall, we believed that our current maintenance schedules were already considered acceptable. This error was quickly rectified, and we are currently awaiting approval from Transport Canada for our maintenance schedules.

Harvard 20304's restoration is continuing at a steady pace. We are currently replacing nutplates on the wings and fuselage where needed, as well as working on the plumbing and wiring. As the famous line goes when it comes to aircraft restoration: '90% done, 90% to go!' There are still quite a few small projects that need to be completed, as well as a number of items to be obtained (engine accessories, avionics, battery, tires/tubes, etc.) before she is completed. Any help in those regards is greatly appreciated.

As you have probably noticed, both of our airworthy Harvard Mk IIs (AJ583/HWX & 3830/RWN) are currently grounded for engine replacement. HWX has been stripped down between the engine and firewall in preparation for eventual engine replacement, and we are currently doing the same thing to RWN. However, you must realize that it is not just two engines that require overhaul. In a short time, it will be five or six. The engines on Harvards 20242/WPK, 20422/RZW and 20436/WLH are all high time engines, and it is just a matter of time before they will need to be sent out as well. The 6<sup>th</sup> engine required is of course for Harvard 3191/MTX, which we will be working on once again when 20304 is completed. I don't mean to alarm anyone, but it is a very real issue that we will be facing much sooner than later. Your assistance in fundraising to keep the Yellow Birds in the air is very much appreciated!

## Late breaking news . . .

On Saturday, May 27, CHAA's Tiger Moth returned to the skies after being grounded for two-and-a-half years. Pilots **Scott McMaster** (pictured below) and **Allan Paige** did the honours with the help of our amazing Restorations, Maintenance and Service Crews. Thanks to **Diane Lawrence** and **Shawn Wylie** for the pics from Facebook.

