



ROAR of the Harvard

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December 2017



HWX soon to be airborne again!

From the desk of CTechO Shane Clayton --

As President Bjarni announced at the Volunteer Appreciation BBQ on Sept. 14, we have successfully raised enough funds to overhaul the first (of 4 or 5) R-1340 engines! I called [Covington Aircraft](#) to start ball rolling on their end, and we should be receiving the engine in December.

The new engine will be installed on Harvard AJ583/HWX, and the maintenance crew has already started to work on her to get her flight-ready by next spring. On top of the required maintenance, I'll be leading the effort for some cosmetic work to make HWX a much more accurate example of a war time Kingston-based Harvard!

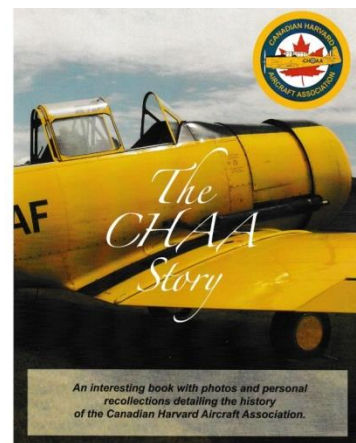
This is the first of at least 4 engines that need to be overhauled in the very, very near future. Next in line is an engine for 3830/RWN, so if you'd like to see her flying alongside HWX in the future, be sure to send in your donation to make it happen!

CHAA Story in the works!

CHAA member **Linda Brimson** is continuing her work on The CHAA Story. She thanks members for their written and photo contributions to date and is also appreciative of their encouragement since she first mentioned the project in May or June of this year. Linda advises she has extended the printing of the book into the New Year, so it won't be ready by year-end.

Please contact her ASAP, and before Jan. 21, 2018 at the latest, with any contributions for her to consider. She has plenty of work ahead in finalizing the content and getting the book formatted. In her words -- "I welcome the chance to highlight the interesting people, planes and events of CHAA." Her target is to have a book launch in April of 2018.

You can contact Linda in London at (519) 659-0628 or via email at linda.brimson@yahoo.com.



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Restorations	Vacant		

CHAA CALENDAR – Important upcoming dates

Dec. 16 @ 10 am CHAA Member’s Briefing/Christmas cheer
Jan. 20 @ 10 am CHAA Member’s Briefing
Jan. 26-28 NECAS conference, Niagara Falls, NY
Feb. 17 @ 10 am CHAA Member’s Briefing
Mar. 17 @ 10 am CHAA Annual Business Meeting
Apr. 21 @ 4 pm Annual Awards and Fundraising Banquet



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 or mail them to CHAA. The next issue will be published March 1, 2018.

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CHAA Member's Briefing Sept. 16, 2017

President Bjarni Tryggvason called the meeting to order at 10:00 a.m.

Bjarni gave an overview of the President's Report to the members beginning with "Broadening Our Outreach" with similar groups such as JAM and the Tiger Boys. This has been slowly taking place the past couple of years and will certainly help each other with promotions and flight experiences. Hopefully in the future other groups such as Vintage Wings and CWH can be approached.

Bjarni said with "Maintenance" comes getting our own AMO in place. Hopefully over the winter more volunteers will help the progress of the planes. He said we are "streamlining operations" by providing a flight scheduling and tracking program which will be less time consuming for volunteers.

Bob Henderson spoke on the Strategic Planning for CHAA. There has not been a plan in place for a number of years and Bob has been working on an update and looking at the previous strategic plan to implement what we can do for the future, such as keeping a Harvard flying until 2041, creating a vision for CHAA, and determining what we would like to accomplish.

Bjarni stated our biggest priority is getting engines for our airplanes. Without engines we do not make the revenue. In connection to the Trillium Fund, it has to be decided what is the best use of the monies. He would be very interested in brainstorming the members for opinions, their pros and cons for future projects.

Shane Clayton gave a report on the planes. 3 Harvards are flying along with the Tiger Moth. The status on the Yale has not changed.

Over the last few years our membership has dropped down to around 300. Bjarni questions why this is happening as this is a very real revenue source for CHAA. Hopefully this will improve.

We now have the audit completed for 2016, which is required to apply for any Trillium Fund grants.

Mike Lawrence spoke on fundraising options. The annual mail out fundraiser is in the works. He spoke on the Donate-A-Car program which does not have big returns, but also no expenses. He has also looked into two bingo halls in London, so this could be an option.

Jeannette Rooke had draw tickets for the free flights for volunteers attending the BBQ. Nine flights were drawn by Bjarni. There will be another draw to follow.

The 50/50 draw was won by Diane Lawrence, who donated her portion back to CHAA.

The meeting was adjourned at 11:30 a.m.

Brampton-Caledon Airport Day attracts aviation fans *Photos and report by Gord McNulty*

The colourful replica aircraft of the Great War Flying Museum (GWFM) highlighted a full day of aviation at the Brampton-Caledon Airport Day on Sept. 10. Sunshine and warm temperatures helped to attract a typically large crowd of Brampton-area residents to this annual event.



It's encouraging that excellent progress is being made in completing the lengthy rebuild of the museum's Fokker D. VII, C-GWWI. In fact, if all goes well, the aircraft is expected to fly next spring. This will be a much-anticipated occasion, as the D. VII was heavily damaged in an accident at Geneseo, NY, after an engine failure in 2007.

The aircraft is being painted in new camouflage colours representing a combat veteran with an unexpected Canadian connection. Lt Richard Kraut flew in these 'RK' markings over the Western Front in 1918. 'RK' was taken by Canada as a war

Al Paige fires up WPK at Brampton-Caledon Airport Day

trophy, flown from France to England in 1919, and then shipped to Canada. It became part of a growing collection of captured enemy

equipment under the stewardship of Arthur Doughty, Dominion Archivist and Director of War Trophies.

'RK' remained in storage at Leaside Armour Heights in Toronto, as depicted in artist Russell Smith's fine portrayal, *Spoils of War*, commissioned by historian and vintage aircraft display pilot Edward Soye. Only a handful of war trophy aircraft were deemed at the time to be in fit condition to be kept. 'RK' wasn't among them and was last seen in a scrap heap at Camp Borden.

The latest paint scheme will be the third for C-GWWI. It was originally painted in the white colours of Herman Goering, then in a blue and red scheme representing another famous German ace, Rudolf Berthold. It was in the Berthold identity when the misfortune occurred at Geneseo.

The history of 'RK' is described by Edward Soye in a new booklet by the Vintage Aviation Team (vintageaviationteam.com), of Caledon. GWFM is also making good progress in constructing a full-scale flying reproduction of another war trophy, Fokker D. VII 8609, flown by William Barker, VC, out of Armour Heights.

The most surprising aircraft at Brampton was a Sikorsky S-58T twin turbine helicopter, C-GFXP, fresh from a recent demonstration at the Canadian International Air Show. The rugged and versatile helicopter is flown by Four Seasons Aviation Ltd. (www.fourseasonsaviation.com) of Toronto, together with mechanical construction firm Sprint Mechanical, to perform lifts on aerial construction projects in Toronto. Four Seasons acquired the newly rebuilt chopper from Texas-based California Helicopter Airways and began operating it in October 2016. It can lift cargo of up to 4,500 pounds. The S-58T, powered by a Pratt and Whitney Canada PT6 twin pack turboshaft, first flew in 1970. California Helicopter Airways has specialized in the support program for the S-58 and S-58T since then. Four Seasons is celebrating its 30th anniversary this year.

CHAA Member's Briefing Oct. 21, 2017

Past President Pat Hanna called the meeting to order at 10 a.m. He welcomed everyone and noted that he had not been at a Member's Briefing for the past four months. He asked if there were any first-timers present. Shawn Olds of Tillsonburg identified himself as a new member and is looking forward to becoming active. Susannah Salamon lives about ten minutes away and is excited to be at her first CHAA meeting. Kellie Cartman from London is interested in becoming a CHAA pilot. Secretary Terry Scott reviewed the minutes from the Sept. 16, 2017 Member's Briefing. Marg Hollister noted one correction, saying it should read that we want to keep a Harvard flying until 2041, not 2014. Diane Lawrence moved and Jim Swalm seconded to accept the minutes as amended. The motion was carried.

Pat reported that he had a phone call from Bill Lamon recently of Eugene, Oregon. Bill is excited that we are working on his former aircraft, Harvard WLH 436, which was damaged in Owen Sound this summer. He likes the idea of rolling it out for cockpit tours and other displays. Bill told Pat about a lady friend in Trenton whose husband recently died. He was a former curator of the National Air Force Museum in Trenton. One thing he did as part of a personal museum in his basement was build a scale model of a Harvard with a six-foot wingspan painted in WLH's colours. Pat has been in contact with the woman and she wants the Harvard model to come to CHAA. Pat will be going to Trenton next Saturday (Oct. 28) to pick up the model. There may be other items donated to CHAA as well. According to Bill, the only thing missing on the model is the Big 2 emblem, but he has original decals for it and will see if he can scale them down enough to fit on the model.

Pat reported that he has purchased a new and improved Square unit which now has a chip reader in it. It will allow us to take Debit cards in addition to credit cards. It cost \$110 and will increase our sales.

Pat is offering for a sale a rare, hard to find book called Canadian Military Aircraft which contains the serial number of every aircraft in the Canadian air force. It is worth \$285 US. He is offering it for \$350 Canadian. Any takers get in touch with Pat. Bookkeeper Mel Blundell reported that we have enough money in the bank to pay for the engine Shane ordered recently and will still have funds left over. The balance of all accounts is currently \$97,182. The hourly aircraft cost this year has been \$395. We are spending \$65,000 on maintenance, fuel, oil, etc. on aircraft, however income from back seat rides and support from our pilots is running at \$58,000. So, we are approximately 6 thousand dollars short. So far this year, we have logged 164.5 hours on the Harvards and the Tiger Moth and are hoping for another 25 to 30 hours before year end.

With regards to new engines, Bjarni noted that the pilots have all donated funds towards the engine for HWX. He says we are challenged to get at least one or two more going in the near future. Further on funding, Bjarni reported that the Board of Directors has approved an increase in membership dues next year - \$75 for individual members and \$100 for the family membership.

CTechO Shane Clayton reported that we have 3 Harvards and the Tiger Moth flying. He welcomes the good news about the engine for HWX. The reason the engine is going on HWX is because it's been off line longer and original funds that went into the engine fund were earmarked for HWX. The engine being overhauled in Covington is one that HWX had in the 80s and 90s. It should be ready sometime in December. Shane says the maintenance and restorations folks are forging ahead on BZT 304. The engine is on it and all the stainless steel baffling is being installed. Shane said Bill Wright is working on taking drawings for attach angels for the Yale and putting them into CAD format. Once done we can get them manufactured. Plus, this is a potential revenue opportunity for us.

After Remembrance Day, the maintenance crew will be doing elementary work on the planes for their annuals. Then they will go to Flight Line for their actual annual inspection.

Mike Lawrence delivered a Fundraising Report. He said the Board has asked him to investigate getting back into the bingo business which CHAA has not done for several years. He has been in contact with the manager at Lucky Days Bingo in

London and they do not want to get involved with us given our inability in the past to supply enough volunteers. Mike has also been in touch with Bingo Country where the manager is willing to put us at the bottom of the list of charities waiting to get in. We would need 6 bodies to run the bingos from approximately 4 to 10 p.m. We would get one night per month and the dates would be random.

Mike said an effort he started a number of months ago, the Donate-A-Car campaign, is successful. It became live at the end of August and we have already had a couple of vehicles come in. They have never done an airplane but would consider it. He is in talks with a graphic designer to design a flyer or cards that can be used for advertising at next to no cost. He also contacted a car dealer who is willing to direct people to us rather than dealing with the car as part of a business deal.

Mike indicated he is stepping down as chair of the fundraising committee and is looking for a volunteer to take over. He will remain involved with the committee. The position involves someone who is able to give it a few hours per week and be directly involved with organizing some of the campaigns.

Further on bingos, Sandra Sparkes said when CHAA first got involved, it was lively and well run with a group of dedicated people. Through time, the workload became more onerous and the volunteer numbers began to drop.

Pat encouraged folks to mark their calendars for the 2018 Annual Fundraising & Awards Banquet – April 21 at the Tillsonburg Legion. We generally raise between 4 and 8 thousand dollars over the course of the evening. The guest speaker will be Leon Evans, Chief Pilot at Canadian Warplane Heritage who was the leader of the adventure taking the Lancaster to the UK for its historic tour in 2014.

Bob Henderson spoke of the Strategic Plan he's been working on and said he wants input from members. He's hoping for some time at the November meeting. He wants to hear what the members think so he can incorporate some of those ideas into the plan, both long and short term.

Further on fundraising for engines, Bjarni said all pilots have kicked in \$1,000 each towards engines. He said our challenge now is to the members.

Bjarni said Mike Lawrence has agreed to fill the vacancy of Vice President. Bjarni has stepped down as COpsO and Al Paige has taken over. Al will encourage someone else to take on pilot/aircraft scheduling.

Pat held up a (full) can of "Genny" beer that he picked up at the Geneseo airshow many years ago. He offered it to anyone interested for a donation to CHAA.

Pat said he has been going through some old audio tapes from various meetings in the 90s. One tape from the Fighter Pilots Reunion in 1983 or '84 features Douglas Bader (RAF), Adolf Galland (Luftwaffe) and Johnnie Johnson (RAF). He said it was great to hear the banter going on between them and he'd like to play one of the tapes at a meeting when we don't have a guest speaker.

Roy Venn asked about the plaque with Ken Arnott's name on it sitting on a book case. Sandra said when his partner, Roz, was here when Ken's ashes were scattered from a Harvard, she felt she would like CHAA to keep the plaque.

Pat introduced guest speaker Martin Keenan from Burlington, ON who delivered an informative slide presentation on the new gallery at the National Museum of the U.S. Air Force in Dayton, Ohio.

The winner of the 50-50 draw one was Tracey Salamon who donated her share of the \$121.15 back to CHAA for the new engine fund.

Diane Lawrence moved and John Brown seconded to adjourn the meeting. The motion carried and the meeting adjourned at 11:54 a.m.

CHAA Member's Briefing Nov. 18, 2017

Past President Pat Hanna opened the meeting at 10:04 a.m. and asked if there were any first timers at the meeting. Bill Aspen of Woodstock and Devon Escobar and Aaron Mans, both of Brantford, identified themselves and were welcomed.

Secretary Terry Scott reviewed the minutes from the Oct. 21, 2017 Member's Briefing. Ellie Cartman noted a correction to her name rather than Kelly as noted in the minutes. Bill Long moved and Cathy Cowan seconded a motion to accept the minutes. Carried.

Pat spoke about the Square and the new chip readers which allow us to handle debit cards, not just credit cards. Debit carries a flat fee of 10 cents per transaction rather than 2.7 per cent on credit cards.

Pat spoke of the Harvard model donated by Marjorie Hewison of Frankford, Ontario. He will provide a complete report in the December issue of The ROAR. The model was built by her husband, Earl, who passed away in mid-September. Shane Clayton has already given thought to strengthening the ceiling of the Ops Building to display the model and Linda Brimson asked about a plaque to recognize the donor.

Pat said Remembrance Day was great both for CHAA and his family. Four generations of Hanna's were at the indoor ceremony at Canadian Warplane Heritage where Ted Barris was the guest speaker. He said the CHAA crews did a great job with the Toronto area flypasts while the Tiger Moth was in Tillsonburg along with Danny Richer's Strikemaster and the CHAT folks flew over Ingersoll, Woodstock and Tillsonburg. Colin Ridgewell had the Harvard replica on display at

Tillsonburg's Remembrance Day Service. Ila Fallowfield noted that husband Leonard and Bob Hewitt did a superb job of laying a CHAA wreath at the Tillsonburg ceremony.

Colin Jarvis reported that Restorations work is progressing well on Harvard BZT.

CTechO Shane Clayton said the engine for HWX is assembled and ready for testing at Covington. It will likely be shipped in the next week or so. Everything from the firewall forward on HWX's airframe is off and MTX's engine mount will be used. Following the Remembrance Day flight, RZW was taken offline for pre-annual inspection maintenance when a small piece of phenolic was detected in the oil. Covington confirms it is part of the phenolic race for the main blower bearing and is a major warning sign that the engine is on its way to eventual failure. Shane said it's repairable, but given the last overhaul was 55 years ago it doesn't make sense to repair. The Board will discuss this later today. WPK will be next for pre-annual check. He said RZW is pushing 1200 hours while WPK is around 1500. The Tiger Moth flew well on Remembrance Day. A small hole is being repaired and it will go for its annual in the spring. Bessy will be addressed at some point over the winter and then delivered to Kitchener. Shane said he will appeal in The ROAR to have positions filled including Maintenance Chief, Restorations Chief, Hangar Maintenance Officer and Sign Bessy Campaign Chair. If anyone is interested, please contact Shane. Cables on the maintenance hangar door need to be replaced.

Pat spoke of a donation of a box of photographs from events in London, Hamilton and Kitchener in the 80s and 90s. Members are encouraged to help themselves to the albums. Pat also said he has a number of boxes of old aviation magazines if anyone is interested. Len Fallowfield suggested donating them to London's 427 Wing..

Francis Faucher thanked those that worked on the mail-out fundraising campaign. Letters were sent this week to all members – about 500 Canadian and 30 international. He thought some of the magazines Pat referred to could be sold on E-Bay to generate funds.

President Bjarni Tryggvason asked first-timers Devon Escobar and Aaron Mans about their flying and future plans and said that pilots are currently in big demand by the airlines. Air Canada now requires pilots to have a college or university degree. Bjarni said the Remembrance Day flights over Toronto went well. They hit spots despite encountering the occasional snowshower. He said it's good that drawings are being made for the Yale's attach angles but they will have to go through Transport Canada certification before the parts can be manufactured. He said it's great to see the BZT restoration moving along with hopefully we will see it fly in a couple of years.

Bjarni said in addition to the help Shane requires, CHAA needs more board members. He encouraged folks to think who might be able to assist on the board and to help in general.

In an effort to streamline operations, Bjarni said William McDowell is creating an electronic form to track aircraft and pilot flying times and backseat rides. It will be rolled out at the annual pilot refresher in March. It will also reduce the workload in tracking ride revenue. This afternoon the board will be reviewing flight fees for next year for both pilot proficiency and back seat rides.

Bjarni said we need to get a better handle on our web page and need someone to oversee it. He will reconnect with Gordon MacGregor to assist with marketing of flight experiences. He said our biggest challenge is engine funds – some pilots have stepped up now we need a similar response from members to make it happen.

CHAA has been invited to the 80th anniversary of the T-6 at Oshkosh this July. The approximate cost would be \$5,000 per airplane. If we fly in formation at Oshkosh, pilots must attend a formation clinic the week prior in Dubuque, Iowa. The board will discuss this further.

Pat introduced Bob Henderson who led a discussion on the Strategic Plan. Bob said it's the first time the plan has been revisited since 2001. He stressed that the document he distributed is not carved in stone – they are ideas and member input is necessary before anything is finalized. Among the areas touched on: Gearing CHAA towards youth, a possible name change, creating a virtual museum in addition to a physical one, moving our operations to another airport, establishing an archive of CHAA materials and artifacts, getting air cadets involved, other aviation groups seen as possible threats, selling one or two aircraft to generate funds for new engines, the membership rate increase. Bob reiterated that the document outlines short and long term goals and we will have to make some hard choices. He welcomes any input and suggestions. He can be reached at robert_henderson@rogers.com. Pat thanked Bob for his work to date on the plan and for leading the discussion.

Tracey Salamon indicated she's interested in helping CHAA with marketing and promotions on the website. Her husband, Russ, is a professional photographer and is willing to donate his talents. Daughter Angela is going to do a story for The ROAR on her interest in history and CHAA. Pat mentioned the deadline for contributions to The ROAR is November 26th. Please get any contributions to Terry Scott by that date.

Our next meeting will be our Christmas gathering on December 16th. There will be no formal speaker.

Gord McNulty mentioned that on September 24th the recently restored CF-100 at Malton was officially re-dedicated.

Cathy Cowan asked about CHAA calendars for 2018. Shane indicated he's working on it.

Jeannette Rooke said there are pamphlets and news articles from Veterans Affairs for viewing on the bulletin board.

Mel Blundell has a large stack of membership renewal forms.

Linda Brimson said Al Mulder has raised an issue concerning the Link Trainer. She will see about getting a plaque with Al's name on it to affix to the Link and will also include a mention in her CHAA book.
Tom Szoldatits won the 50-50 draw and donated his share of \$77.97 back to CHAA.
Jack MacKenzie moved and Shawn Wylie seconded a motion to adjourn. The meeting adjourned at 12:05 p.m.

Aviation fans enjoy Tiger Boys Open House at Guelph Airpark - *Photos and report by Gord McNulty*

This year's edition of the annual Tiger Boys Open House at Guelph Airpark, held Sept. 16 and 17, demonstrated why this event is among the most-anticipated events on the fall calendar for aviation fans in southern Ontario. A wide variety of antique, classic and homebuilt aircraft flew in to the delight of visitors who appreciated close access to the aircraft, conversing with pilots and taking the opportunity to 'hop rides' on one of the Tiger Boys rare antique aircraft.

The event, traditionally held on the third weekend in September, is hosted by Tom Dietrich and Bob Revell (www.tigerboys.com) who have been restoring antique aircraft for more than 35 years. For extensive photo coverage of the 2017 event, check out the websites of Gus Corujo and Eric Dumigan at www.gusair.com and www.airic.ca.



Above, Al Paige takes a passenger for a flight in Bessy at the Tiger Boys Open House.

To the left, Tiger Boys Fairchild Fleet Cornell, C-FNOR, impressively repainted in Royal Norwegian Air Force colours.



To the right, beautifully finished Bucker Jungmann, C-FEBU, in Spanish Air Force colours is shown at the Tiger Boys Fly-In.



CTechO Report – By Shane Clayton

The flying season has drawn to a close, and we're quite busy on the maintenance front. It's full steam ahead on getting AJ583/HWX ready for her newly overhauled engine, which should be arriving in early December. On top of the annual inspection on the rest of the airframe, almost every component forward of the firewall has been removed, cleaned, stripped, inspected and refinished as necessary prior to reinstallation. Essentially, it's a mini-restoration project that we're tackling while we have this opportunity with the engine mount removed. For the historically-minded readers, all the painted metal components in this project have been repainted in a 1941-spec aluminum finish versus the postwar bronze green. All of the engine accessories (starter, generator, fuel pump, hydraulic pump, vacuum pump, prop governor and oil cooler) have been sent out for overhaul, and should hopefully be back by Christmas. With any luck, the next edition of the Roar should contain photos of HWX back in the air where she belongs.

Unfortunately, with the good news about AJ583/HWX there comes some bad news about 20422/RZW. We brought RZW in for maintenance immediately following the Remembrance Day flight, and while draining the engine oil we discovered what we first thought was a small piece of plastic in one of the sump plugs. Upon further examination it was determined to be a piece of phenolic from the main blower bearing race in the supercharger. This was confirmed by Covington Aircraft, our engine rebuilders. As this is a sign that that bearing is about to fail, and that the engine had essentially reached the TBO (Time Between Overhauls), we have very little choice but to ground RZW until the engine can be overhauled. I must point out that this particular engine has not been overhauled since it was in the RCAF...50-55 years ago!

Following the RZW decision, we swapped aircraft around and are currently starting maintenance on 20242/WPK. We are paying close attention to her engine, as it has a couple hundred more hours flight time than either RZW's or HWX's engines when they decided to call it quits. Fingers crossed!

On the restoration front, we are making excellent headway on 20304/BZT. The overhauled engine that came with the project was installed on the engine airframe in late September, and the guys have been working on installing all the components and connections between the engine and firewall. In order to speed up the process, we are using the engine accessories and complete exhaust system from 20436/WLH on BZT. The engine accessories will be sent out in the new year for overhaul before they are installed. The next major project on the agenda is the fabric covering on the control surfaces.

Another project we are tackling is the cosmetic repairs to 20436/WLH. We have been working on a replacement canopy since the summer, using salvageable components from her original canopy sections and Harvard Mk II canopy sections that we had in our spare parts inventory. A complete Mk II windscreen assembly will also be used in the project. Dave Hewitt has generously loaned us lower main landing gear assemblies in order to move WLH around, and we have replaced the bent propeller blades with un-airworthy but straight blades, again sourced from our spare parts inventory. If all goes to plan, we should have her looking somewhat complete (minus wings and tail surfaces) by the start of next season. On a slightly different note, I am looking for volunteers to fill vacancies in several positions that I have assumed by default over the years, usually when the existing volunteer has to give up the position for whatever reason. As it is clear that I cannot give all of these jobs 100% of my attention, it would help immensely to spread out the workload. Some of these positions include:

Maintenance Crew Chief

Restoration Crew Chief

Aircraft Parts Supply Manager

Tow Tractor Instructor

Hangar Maintenance Officer

Service Crew Supply Inventory Controller

'Sign Bessy' Fundraising Campaign Chairman

If anyone is interested in stepping into any of these positions or are curious as to what each position entails, please feel free to talk to me in person at the airport or email at s_clayton@harvards.com. A bit of time commitment is involved, however they are not intended to be "committees of one". Many hands make light work.

Keep Calm and Harvard On!

Annual Banquet and Fund Raising Auction – Saturday, April 21, 2018

@ Tillsonburg Legion, 4:00 pm - 9:30 pm Tickets - \$35.00 each

Special Guest Speaker: Leon Evans, Chief Pilot for CWH and Lancaster Pilot for infamous tour of England in 2014.

Tickets will go on sale March 1st - Ordering details will be published in Harvard Happenings and on the CHAA website.

Auction items are always welcome!

For further information please contact Pat Hanna, Banquet Chairman

Email: p_hanna@harvards.com

Phone: [519-212-6021](tel:519-212-6021)

CHAA on Remembrance Day 2017

Four CHAA aircraft were in the crisp November air on Remembrance Day to help mark several ceremonies. Pilots **Bjarni Tryggvason**, **Scott McMaster** and **Percy Contractor** took the Harvards to downtown Toronto, with a bonus flypast over Port Credit, along with swoops over the East York Cenotaph and, of course, the Veterans Wing at Sunnybrook Hospital. **George Wilson** bundled up to pilot the Tiger Moth over the Tillsonburg ceremony at the downtown cenotaph. Below are a couple of photos from Gus and Clara Corujo. You can see more of their shots from the day by visiting:

<http://gusair.com/htdocs/Airshows/2017/17Remembrance-Day/17remembrance-day.html>



Chris Abbott from the Tillsonburg News was also at CHAA for some post-flight photos and a story. Check out:

<http://www.tillsonburgnews.com/2017/11/12/harvards-fly-over-toronto>

Plus, here's a video clip that was posted on YouTube showcasing the Harvards over Sunnybrook Hospital.

<https://www.youtube.com/watch?v=Y8uh7Lebzipw>



Editor's notes – This past Remembrance Day was another opportunity to pay tribute to those brave men and women who served and continue to serve our country to uphold our freedom. Paying tribute is something we should do year round. In this YouTube video from four years ago, our good friend Ted Barris conveys that message to a group of high school students. There is a CHAA connection to the video as you will soon discover. Enjoy!

<https://www.youtube.com/watch?v=eUJJJq2kQ6Y&feature=youtu.be>

2017 Gathering of the Classics proves popular - Photos and report by Gord McNulty

The 2017 edition of the Gathering of the Classics at the Edenvale Aerodrome west of Collingwood, ON, once again provided plenty of action for aviation fans. This year's event was moved to the rain date of Aug. 13 because of unsettled weather and fortunately, the weather cleared nicely for an ideal day at the airport. CHAA participated with two Harvards and the always-popular Stores tent. A colourful variety of vintage, classic, homebuilt and experimental aircraft flew in and a large display of vintage automobiles attracted attention as well.



The Edenvale Aerodrome is the home of the Edenvale Classic Aircraft Foundation (www.classicaircraft.ca) which organizes the event. The many notable aircraft included two that were seen at the fly-in for the first time. An Aero L-29 Delfin of the ACER Cold War Museum, C-GDLG, painted in a striking red finish, took to the air. Both of the Cold War Museum's two Delfin trainers were originally in the Bulgarian Air Force. A Bucker Jungmann in Spanish Air Force colours, C-FEBU, made an impression after being named a Grand Champion in the Plans Built category at EAA AirVenture Oshkosh this year. Its winning form culminated a 12-year restoration effort. Check Gus

Curujo's website, www.gusair.com, for excellent coverage.

Malton CF-100 Rededication Ceremony Sept. 24 Photos and report by Gord McNulty



An impressive restoration of Avro Canada CF-100 Mk 5 Canuck, tail number 18619, was celebrated during a Rededication Ceremony at Legion Memorial Gardens at Paul Coffey Park in Malton (Derry Road East and Goreway Drive) on Sept. 24. To see this aircraft looking resplendent once again is a tribute to excellent teamwork and vision by people who recognize the importance of the CF-100 to Canada's aviation history. The aircraft was first erected on a concrete pedestal in the gardens in 1972, a fitting location not far from the Avro plant where 692 CF-100s were built between 1950 and 1958.

Sunny skies, albeit with sweltering temperatures, prevailed as Mississauga Councillor Carolyn Parrish, who spearheaded the restoration with the help of generous sponsors and the City of Mississauga, presided over the ceremony. The Toronto Scottish Regiment and a colour

party from Streetsville Legion Branch 139 participated. A warm and sincere thank you is owed to the long list of sponsors who made what Carolyn described as an incredible restoration possible.

The aircraft entered service in 1956 with 433 Squadron. It served with No. 3 AW(F) Operational Training Unit at RCAF Station Bagotville, Quebec, until early 1962. Taken on strength by (reassigned to) the Canadian Armed Forces at CFB Borden in 1968, the aircraft retained its RCAF serial number and markings. It became an instructional airframe in 1969 and was struck off strength in 1972.

Originally destined for display at the Barrie Legion, the airframe was purchased for \$500 by the Malton Royal Canadian Legion Branch 582. The CF-100 was then erected on a pedestal in the Legion Memorial Gardens at Wildwood



Park (now Paul Coffey Park) and officially unveiled in October 1972. It was first restored in 1994 but over time it continued to deteriorate and either had to be moved to the Canadian Warplane Heritage Museum in Hamilton or completely stripped and repainted.

The City of Mississauga was fortunate to find Jim Hurlburt & Sons Heritage Restoration of Barrie, who had refurbished a CF-100, No. 18683, displayed at Haliburton, ON. They concluded the Malton CF-100 was structurally sound but badly in need of preservation. To accelerate the project, more than \$45,000 was raised from donors and \$6,000-\$7,000 in donated paints came from PPG Paints. Magellan Aerospace, the lead donor, gifted two significant parcels of land at the park, where the CF-100 and the Malton War Memorial are located. Magellan has long been an important part of the Malton community. The CF-100 was stripped to bare metal by blasting with fine glass particles. A primer of 16 gallons of paint was applied, then 16 gallons of silver, exact duplicate decals and eight gallons of clear coat. A solar panel to light the cockpit, wing tips and tail provided a unique finishing touch. The job was completed on 5 August, 2017. For more coverage of the ceremony and information about the restoration, check out Carolyn Parrish's website at www.carolynparish.ca/cf100.

CHAA Harvard Ground School – March 24 & 25, 2018

Mark your calendars and get in touch with us! CHAA's annual Harvard Ground School is set for Saturday and Sunday, March 24 and 25. Chief Pilot Scott McMaster says the schedule will be 0900 to 1700 hrs on Saturday and 0900 to 1200 hrs on Sunday with an optional hangar tour. If you are a qualified pilot interested in pursuing your Harvard ticket, or just someone who wants to learn much more about the ins and outs of the Harvard, this is your golden opportunity to be trained to RCAF standards. If you have any questions or want to sign up, get in touch with Scott at scott@mcmaster.ca.

Flight Ops Report – By Allan Page, COpsO



As some of you are undoubtedly aware, in October I accepted Bjarni's request to take on the COpsO position on a trial basis for the next six months or so while I determine if I have the time available to put in the effort required to fulfill the obligations of COpsO. As the newest member of the Board I'm learning more about the inner workings of CHAA than I ever imagined, even though I've been with the organization and flying the Harvard since 2006!

Our flying season ended on a high note with a three-ship flypast over Toronto and a Tiger Moth flypast over Tillsonburg on Nov 11th after being weathered out on our planned Ohsweken, Shedden and Elmira flypasts in late October / early November. With the Transport Canada exemption under which we now operate and its strict rules regarding formation flying with paying passengers, we could not carry paying backseat passengers on the Toronto flypast but filled the backseats with three of our hard-working volunteers for a thrilling 1.8 hr flight.

Eighteen pilots in Flight Ops flew 176.6 hours on the fleet in 2017. 17.4 hrs of that total was on the Tiger Moth which is a record for the Moth. We now have most of our active pilots checked out on the Tiger Moth and expect to do a lot more revenue flying on the Moth next year. With the loss of WLH in July we were down to three Harvards for much of the year. As a consequence, we were not able to get any of our two-ship formation qualified pilots checked out for four-ship formations. We are hopeful that with the generous support of our membership we will be able to get another engine overhauled and installed in RWN so that we're back to four Harvards flying sometime next year.

Nobody graduated with their CHAA wings this year but plans are in work for the Harvard ground school in March 2018, which is a pre-requisite for those pilots wanting to fly our Harvards. We are always looking for pilots who meet our qualification standards and want to get checked out on the Harvard to help contribute to the CHAA Flight Ops mandate to display and demonstrate our aircraft.

We Shall Remember

From Terry Scott -- It's with a heavy heart I inform my fellow CHAA members of the passing of Art "Barney" Barnard of Burlington the day before Remembrance Day. Barney, a WW2 Spitfire pilot with 402 Squadron, was 95. You may recall he was the guest speaker at a CHAA meeting in May of last year. His obituary states – I have slipped the surly bonds of Earth. And in my log book the final entry has been written – "Duty carried out. Tour expired." R.I.P., Barney!

To learn more about Barney, check out his contribution to The Memory Project at:

<http://www.thememoryproject.com/stories/984:art-barnard/>.



A Young Person's Harvard Story

By Angela Salamon

My interest in vintage airplanes began when, as a little girl, I first heard the roar of the Harvards. Since my family and I live fifteen minutes west of Tillsonburg Airport, we had the privilege of seeing the Harvards fly on the weekends. There is nothing more stirring than hearing the signature roar of the Harvard propellers as the planes fly majestically in formation across the sky.

My name is Angela Salamon and I am a 16 year old World War II history enthusiast. You might wonder why someone my age would be interested in such a “bygone” topic. I consider the sacrifices that our men and women made to secure the freedom we enjoy to be extremely important and relevant to today. These men and women have set such a tremendous example for young people of the future. I am inspired by the many stories of courage, perseverance, ingenuity and self-sacrifice that abound from this pivotal conflict.



In June 2007 my father had a photography assignment for the Town of Tillsonburg that involved photographing the airport and the Harvards as they flew in formation. I was given the job of being the model that portrayed a youthful longing to fly. Little did I know as I sat on the grass with my toy plane, how that would be the beginning of my love of aviation. Leon Evans was the pilot who participated in the photoshoot and he held my younger sister Susannah. It was such an exciting experience for my sister and me. It makes me feel very patriotic to know that my family fought and served our country during both world wars. My great uncle was an RCAF Lancaster pilot during WWII and my great grandfather served as a doctor in France during WWI.

My family and I enjoy watching movies from the 1940's as this was the golden era of Hollywood and many classic films were made during that time. Some of my favourites that have to do with the war are, *Thirty Seconds Over Tokyo*, *The Dambusters*, *Twelve O'Clock High*, *Command Decision*, *Reach for the Sky* and *Mrs. Miniver*. I have also watched living history documentaries from BBC. One that impacted me a lot was the documentary called *Wartime Farm*. Three amazing historians lived in a Southampton farm for a year in which they re-enacted and learned all about how the farmers and rural people in England managed to cope and produce the huge increase in agricultural output required during the war and also how they participated in civilian underground activities.

My knowledge about WWII history broadened when I went to England this March with my family. We visited a number of important historical sites pertaining to the war. This included Winston Churchill's beloved estate, Chartwell, the WWII evacuation tunnels in Ramsgate and The White Cliffs of Dover. It was a powerful experience to visit the iconic white chalk cliffs knowing that they represented home and a place of safety for those fighting on the continent. It was often the very first thing the fighter pilots and bomber crews saw when they came back from their sorties and raids.

So you can imagine my elation when my parents gave me the wonderful gift of a backseat ride in a Harvard this past August at the annual Wings and Wheels event. Shortly after we arrived at the airport that day we met a man in blue aviation coveralls and asked him where we should go to register for a backseat ride. He told us that he was one of the Harvard pilots reporting for duty to take people up for rides. His name was Joe Auger, and he was a wealth of information about everything “Harvard”.

For those who have never had a backseat ride in a vintage aircraft, let me take you through what happened, so you will see what an incredible experience it is.

There is an important and interesting process to go through before actually flying. You don't just climb into the plane and take off. About twenty minutes before my flight, I was helped into my parachute and given detailed instructions on how to use it in case I had to bail out. The flight coordinator also gave me other safety and procedural information to prepare me for the flight.



Before I went into the plane, Joe asked me where I lived because he wanted to see if he could fly over our house. So I gave him the instructions and then texted my older sister Clara, who was at home, to say that we would be flying over her!

Up to this point, I still couldn't believe that I was actually going to have a flight in a Harvard! I had to keep pinching myself to make sure that this was actually



happening! Then it was time to go into the plane and so a ground crew member took me over to Harvard 422. I was shown how to get into the plane and was given headphones so I could talk to Joe.

It was a beautiful, cloudless day – perfect for flying. Joe taxied over to the edge of the runway and waited for clearance as there were other Harvards taking off ahead of us. When our turn came, we went over to the beginning of the airstrip and began revving for takeoff. And then came the moment I had been waiting for. It is just impossible to describe the feeling when the airplane lifted off the runway and we were airborne. It was so different to see the world from this angle. I had my iPod and took many pictures and videos but I was warned not to stick my head or iPod out the window or else I would lose my glasses and iPod because of the strong wind.

We headed west over to my house. I spotted our property and showed Joe where it was. We kept banking left and flew around my house three times. I have seen the Harvards fly around my house many times, but it was surreal that this time I was in one of them. As we turned around and headed back, Joe let me open up the window. Right then, he banked and dived and I definitely felt some negative g's! It was such a thrill! I could see for miles and miles and everything looked flat.

Soon the aerodrome came in sight and we started our descent. Once we landed and I got out, I couldn't stop smiling. Someone told me at CHAA that there is a certain effect that happens when people take their first Harvard flight. It is known among the Harvard enthusiasts as "perma-grin!" It lasts for a long time and I know because it happened to me. As my family and I spent the rest of the day at the Wings and Wheels event, I was on cloud nine. It was one of the best days of my life as my dream finally came true!



After my flight, I was interviewed over the PA system by Terry Scott from CHAA. I told the visitors attending that day about my flight and my interest in WWII. I wanted to encourage others to consider going for a ride.

I also had the opportunity to tell everyone how I had just received a letter from the famous British WWII singer Dame Vera Lynn. She was known as the "Forces Sweetheart" because she toured around and helped cheer up the men in the armed

forces by her singing. I had written her to thank her for all she had done to help the Allies during the war. I told her how much I valued her effort to lift the morale of the men and how she gave them a bit of home and a distraction from the horrors of war. In less than a month later I received a lovely personal letter from her and an autographed picture. I was so happy because I really admire her and appreciate what she did for the troops during the war. In March she celebrated her 100th birthday.

My family and I are now CHAA members and my sister Susannah and I volunteer on Saturdays. We love being involved in an organization that is committed to preserving such an important part of Canada's history. I really appreciate how everyone at CHAA has been so welcoming and friendly to my family and me. It has been a wonderful experience to get to know people and learn more about planes and aviation. Working at CHAA is also a great way to get community service hours for high school.

I strongly believe that it is important for young people to remember and honour our men and women who sacrificed their lives for the liberty we now enjoy. Freedom comes with a price and as it so often is, if you don't learn from history, you are destined to repeat it. There are not many WWII veterans alive now, but we need to do our small part in remembering them, "lest we forget."

I would encourage you to book a flight in a Harvard to experience a part of Canada's history. It changed my life and it could do the same for you. It will certainly put a smile on your face!

A Harvard finds a new home in Tillsonburg

By Pat Hanna

In mid-October I received a phone call from my old pal Bill Lamon in Eugene, Oregon. Nothing unusual about a phone call from Bill as we chat often! However, this time he called to let me know a dear friend of his had passed away in Trenton on September 16th. His name was Earl Hewison and he was a former RCAF pilot and curator of the RCAF Memorial Museum at CFB Trenton. Earl's widow, Marj, had been in touch with Bill about a large scale model of a Harvard painted in the colours of Bill's Harvard #20436. Bill had suggested she contact me about a possible donation to CHAA. I called her and arrangements were made to visit her in late October. Fellow CHAA member Luis de Menezes and I drove to her home in Frankford, just north of Trenton and we were warmly greeted by Marj. She took us down to the basement to show us Earl's collection of memorabilia.



WOW! The whole basement of their beautiful home had been transformed into a museum of Canadian military history by her husband! Each room had a theme...one each for the Navy, Army, and Air Force and since Earl was a Highlander, a special area dedicated to his own family history, including his kilts and bagpipes. A separate room was also used for restoration work and research.

The Harvard is a 1/5th scale model about six feet in length and a wingspan of eight feet! Fortunately the wings had been removed and it was able to fit into



the back of our Grand Caravan for the trip home. Marj was quite happy to donate it to CHAA. Although it was difficult for her, she shared about Earl's life and passion for preserving Canada's aviation heritage. Seeing the detail in his museum collection was simply astounding!

Who was Earl Hewison?

Earl joined the RCAF in January 1953 and served his country until December 1991. He served across Canada, Europe, Egypt and the Belgian Congo.

In 1988, Earl received the RCAF Association "Airman of the Year" award recognizing his years of dedicated service for the betterment of the Canadian Forces, dedication to his role in aerospace



engineering and also his community service. It also recognized his leadership and efforts in creating the RCAF Memorial Museum and preserving the history of the Air Force. He was the Museum curator from 1991 to 1998 when he retired.

In 1995, Earl was selected to receive the distinction of “Officer of the Sovereign Order of St. Stanislas” for his continuing efforts to preserve aviation history.

In 1996, Earl was knighted by His Serene Highness Prince Juliusz Nowina Sokolnicki of Poland honouring his dedication to cultural and humanitarian matters.

Earl was also very engaged in his community, serving as a Lion, a town councillor and reeve, and a Sunday School superintendent. He also

established the Quinte Veterans Association Bursary through his fund raising efforts.

In his spare time, he built many large scale models of his favourite aircraft.

As a husband and father, he was married to Marj for 60 years and they raised two daughters!

Due to Earl’s dedication and commitment, the Halifax NA337 was recovered from Norway, was restored and is now the centrepiece display in the National Air Force Museum...as a lasting tribute to Earl Hewison.

Sincere thanks to Marj Hewison for her kind and generous donation to CHAA! We do appreciate your trust and we promise to be good stewards of the gift. A small plaque in Earl’s honour will be attached to the Harvard model when it is properly displayed.

Bill Lamon writes...

“Harvard 20436 was built by Canadian Car and Foundry at Fort William, Ontario during 1952. It was delivered to the RCAF on the 28th of November 1952 and served to train pilots and gunnery trainees at FS Trenton, FIS Moose Jaw and Penhold. She was released from active service on September 7, 1967 and eventually purchased by a Canadian citizen from Calgary, AB. I purchased Harvard 20436 in 1989 and brought it to my home in Eugene, Oregon .

As the owner/caretaker of Harvard 20436, I had the pleasure of flying her back and forth across Canada several times from 1991 to 2003, during which I mainly participated in air shows and static displays.

It was during one of these ventures that in 1992, I met Captain Earl Hewison at CFB Trenton. He was kind enough to take me to the RCAF Memorial Museum, of which he was the curator. As we had lots of Air Force related memories in common, we became “instant friends” and we kept in touch by phone and mail. In 1993, he invited me to participate in the Quinte International Air Show at CFB Trenton and for a visit to see his fabulous private museum located in his home. It was then that I saw the beautiful model of my Harvard 20436 which he had recently completed building. Even the pilot had a mustache like my own! Unfortunately the model was just too large to take back to Oregon, but I recommended that at a later date it could be donated to an aviation museum. Being grateful for my participation in the air show, a few days later he sent me a decorative wall plate of the Harvard with the inscription “Quinte International Air Show”.

In 1995, Earl informed me that he had discovered through his many contacts and research, the remains of an RCAF Halifax bomber which had crashed off the shores of Norway. He was excited about this rare find and the possibility of it coming to his museum in Trenton. However the Board of Directors of the museum, while interested in the Halifax, was not interested in allowing the museum to be involved in its return to Canada and the subsequent restoration. Earl’s reaction was swift and very negative, especially since he was also very involved in the Bomber Command Museum in Nanton, AB. It was his disagreement with the Board’s decision that led to his resignation as curator, I believe in 1998.

Through the intervening years until his death, we kept in touch as good friends exchanging lots of Air Force stories through phone calls and emails. The long distance between Trenton and Eugene prevented us from visiting each other more often. I will always remember Earl as a dedicated historian of the Royal Canadian Air Force. I am also delighted that I was able to convince his wonderful wife Margie to donate Harvard model 20436 to the CHAA.”

Thank You, Greg!

A super huge thank you goes out to Greg Harvey, who has offered us some space in his hangar to store the Tiger Moth for the winter!

Those of you with good memory will remember that Greg also allowed us to store HWX in his hangar for the winter of 2015-16 before he assembled his Stearman. We played 'musical airplanes' in order to get everything moved around. Now we don't have to worry about an airplane stuck outside for the frigid months.



CANADIAN HARVARD AIRCRAFT ASSOCIATION

P.O. BOX 175, TILLSONBURG, ONTARIO N4G 4H5 519-842-9922

MEMBERSHIP APPLICATION / RENEWAL

MEMBERSHIP NUMBER	_____	DATE	_____
NAME	_____	BIRTHDATE	_____
		(HARVARD HAWKS ONLY)	
STREET OR R.R.	_____	APT. NUMBER	_____
CITY	_____	POSTAL/ZIP CODE	_____
COUNTRY	_____	FIRST FLIGHT	Yes _____
TELEPHONE (Res.) () -	_____	No	_____

(The following for use of Board and Committees ONLY)

TELEPHONE (Bus) () -	_____	FAX () -	_____
E-MAIL ADDRESS	_____		

MAKE PAYMENTS TO CANADIAN HARVARD AIRCRAFT ASSOCIATION

ANNUAL MEMBERSHIP	\$75.00
FAMILY MEMBERSHIP	\$100.00
(PLEASE INCLUDE PRIMARY MEMBER NAME) _____	
LIFE MEMBERSHIP	\$1,000.00
SPONSOR MEMBERSHIP	\$1,000.00
HARVARD HAWKS (To last day of 18th year)	\$15.00

CHEQUE / CASH / VISA / MASTERCARD / PAYPAL / SQUARE (PLEASE CIRCLE)

CREDIT CARD #	_____	EXPIRY DATE	____ / ____
PRINT NAME AS ON CREDIT CARD	_____		
DONATION	_____	TOTAL AMOUNT	_____

(ALL RECEIPTS ARE ISSUED AFTER DECEMBER 31)

SIGNATURE

(CHECK ALL BELOW THAT APPLY)

I AM INTERESTED IN-

- ☐ FLYING THE HARVARD (Licensed Pilot)
- ☐ FLYING THE TIGER MOTH (Licensed Pilot)
- ☐ FLYING THE YALE (Licensed Pilot)
- ☐ GROUND SCHOOL COURSES
- ☐ AIRCRAFT GROUND CREW & MAINTENANCE
- ☐ RESTORATIONS
- ☐ BUILDING MAINTENANCE
- ☐ AIRSHOWS
- ☐ SPECIAL EVENTS

- ☐ FUNDRAISING
- ☐ BINGOS
- ☐ STORES SALES
- ☐ HISTORICAL RESEARCH
- ☐ ARCHIVES
- ☐ PHOTOGRAPHY & ARTWORK
- ☐ MEMBERSHIP COMMITTEE
- ☐ NEWSLETTER
- ☐ RECOVERY GROUP

Updated November 24, 2017

NEW MEMBERSHIP FEES EFFECTIVE JAN. 1, 2018



CANADIAN HARVARD AIRCRAFT ASSOCIATION

244411 Airport Road
P.O. Box 175
Tillsonburg, ON, N4G 4H5

To all CHAA Members: Let's fly to 100!

Oct 30, 2017

Our history: CHAA was set up three decades ago by enthusiasts with a vision to preserve a segment of Canadian History: preserve and display the Harvard and other RCAF aircraft. Those dedicated people invested time, efforts and dollars to create CHAA and keep it going. While some still come out, CHAA is in a transition, and is dependent on other, mostly younger, enthusiasts taking up the reins. The founders passed on a vision and an organization that was built with love and care, and that has met the original mandate with great success. To all the founders and early volunteers: a big Thank You.

Our present: We have a solid base on which to build a path to flying the aircraft until at least one is 100 years old. The Tiger Moth can achieve that in 2039, only 22 years away; as can the Yale if we succeed with replacing its wing attach brackets. After three years of restorative care the Tiger Moth flew more than 15 hours this summer without complaint. Of our eight Harvards, one may not fly again due its summer mishap, two are in restoration, two need rebuilt engines, and three and the Moth are flying. BZT is looking quite splendid following many volunteer hours over the past half dozen years, and with good financial support and many more volunteer hours could be flying next year.

Our future: I have voiced the goal that CHAA should keep the flying part of the mandate until at least one airplane reaches 100. That would be an achievement that few airplanes, if any, achieve, and a great tribute to the Harvard's role, and to the vision of the founders. Is this achievable? The Harvard airframe can do it. WLH has the highest airframe hours (8930) and a lot more life left. The engines make 1400hrs, so a rebuilt engine gives a Harvard 25+years, based on 50hrs/year. Our challenge is that five engines need rebuilding over the next five years, three of those within a year. On the positive side as we succeed in rebuilding those five engine we will not need any more engine rebuilds to reach that 100 year goal. The pilots have agreed to contribute \$1000 each to top up our current engine fund to get one engine done. Covington is working on it and we expect that engine by December.

Your Support: If each of 300 members donates \$200 we can have a second engine rebuilt and have RWN flying next season. While that will bring us to five flying Harvards, WPK is on borrowed time with 1481 hrs on its engine. It will most likely need an engine in 2018. RZW will be next but not until 2020; then WLH, if we rebuild it, around 2022. BZT should be in the air within the next two years. That will give us clear flying to have a Harvard formation display for the 100th year anniversary.

I ask all of you to dig deep and support our engine rebuilds in a big way this winter. Do whatever you can, try to meet the \$200 dollar challenge, and if you can do more, the extra will go towards BZT and the third or fourth engine.

We can then focus on the 'display mandate', and use the TC exemption to press that along.

I thank you for anything you can do to help CHAA reach that goal.

Bjarni Tryggvason
President

Canadian Harvard Aircraft Association

Notice of 2018 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 17th day of March, 2018 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 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, 2017
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 17th day of March, 2018 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 and add Signature of Member

TO BE VALID, ALL PROXIES MUST BE MAILED BY MARCH 1, 2018 to:

**CHAA Annual Business Meeting
c/o Terry Scott
Box 175
Tillsonburg, ON
N4G 4H5**