



# ROAR of the Harvard

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September 2020

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Thank you!

2 little words that are not said enough. Two words that can make a person feel valued, to show that their efforts do not go unnoticed. CHAA has recently resumed flight operations since the Covid-19 shut down but there have been some people who continued to come out to the hangars and volunteer their time. We would like to thank our Board members, pilots, those in maintenance and restoration, the service crew and others who worked to accomplish so much behind the scenes. In fact we want to thank each and every member, volunteer and donor for their continuing efforts to keep CHAA going.

CHAA President Bjarni Tryggvason and Vice President Mike Lawrence are seen here in C-FHWX recently.  
Photo by Jim Swalm.



## Flight Lieutenant Harvard Hanna's 100 birthday!

On July 1<sup>st</sup>, 2020 CHAA was pleased to be part of the surprise 100<sup>th</sup> birthday celebration for Mr. Harvard Armour Hanna. Yes you read that right!! His name is Harvard! Flight Lieutenant Hanna was a WWII pilot and instructor who celebrated at Oshawa airport with many of his family, friends, dignitaries and 2 of our Harvards. Dave Martin and Scott McMaster flew to Oshawa and one of the Harvards we sent was the actual aircraft that Mr. Hanna earned his wings on in Aylmer in 1942. You can watch the CityTV news clip about this celebration [here](#). Pat Hanna (who is no relation to Harvard) was there along with Terry Scott and Gus Corujo to help with the celebration. To see the photos that Gus took please check out this [link](#). Too enjoy the YouTube video that Terry Scott put together [click here](#). Photos by Pat Hanna and Gus Corujo.



## Did you know??

Recently a member of the public contacted CHAA asking "Is there a specific paint or specific specifications for mixing this color?" He wants to paint a motorcycle in Harvard yellow! Shane responded with the following information "It's kind of a loaded question, as there's no single 'Harvard yellow'. Over the 25+ years the Harvard was in service, there were probably 3 or 4 different shades of Yellow used. Wartime colour shades are the hardest to match, as there wasn't really a universal system set up yet so everybody's colours were the same. 'RAF Trainer Yellow' (as it was called) differed between manufacturers and paint suppliers in the UK, Canada and the US. Postwar yellow is slightly easier, but it's still not an exact science as the colour systems used by the RCAF in the 1950's are no longer used and it's tough to get an exact match. The simplest answer is that FS13655 or FS13538 are the closest matches that I have found to the two shades of yellow used on postwar Harvards. '655 is a slightly lighter shade than '538.



Restoration work on C-FBZT is coming along well. On July 21<sup>st</sup> Logan Lawrence was asked to come out and help as he is small enough to climb inside the fuselage and help a trim cable.  
Photo by Diane Lawrence

## New Postcard available from the 427 Wing

Here's a handy 5" x 7" postcard available by donation, to have in your home or office, or send it with a note to keep in touch with folks you're not seeing at the moment. The caption on back reads: A lower right inscription block of four 6-cent airmail stamps issued as part of Canada's "War Issue" shows student pilots, their instructor, and the Harvard II trainer. The inscription pays homage to the British Commonwealth Air Training Plan. Order yours today by phoning Linda Brimson, or email [linda.brimson@yahoo.com](mailto:linda.brimson@yahoo.com)



## Shots By Sean

Sean Voskamp has been keeping himself busy by doing some photography. Fortunately we have some pretty photogenic aircraft. Enjoy this selection of pictures that he took on July 25<sup>th</sup> at Tillsonburg airport. CHAA has recently resumed flight ops, and this was the first of many formation practice flights.



On August 1<sup>st</sup> Shane Clayton was able to tag along on a 3-ship formation practice. Here are a few pictures that he took from that flight.



On August 9th our first paid passenger flight of the year was booked. Unfortunately the weather did not co-operate. Diane & Logan Lawrence had come out to support that flight but instead we removed some side panels so that Shane could do a repair to C-FRZW. Photo by Diane Lawrence



## Formation Clinic 2020

Written by Sean Voskamp

Photos By Pat Hanna & Percy Contractor

Hands on the top of Harvard canopies signal noise to come. One hand begins a swirling motion, others follow and inertial starters whine increasingly louder. Hands, back to the top of the canopy, pull down and four engines come to life. Lining up on the runway, they take-off in two groups of two. The second group catches the first and the four-plane formation begins their maneuvers. From August 6<sup>th</sup>-8<sup>th</sup> the skies over Kitchener/Waterloo were host to a group of pilots improving and honing their formation flying skills.



About the time CHAA decided to start up operations for 2020, a call came in from Derek Hammond at Waterloo Warbirds about a three-day Formation Clinic they were planning in the beginning of August. Details were thin, but given the list of attendees, it was something that couldn't be missed.

Three Tillsonburg Harvards and one from Woodstock made the short hop to join the Waterloo Warbirds' Harvard. On the second day, Dave Martin joined in his Harvard filling out the ramp with 6 Harvards in addition to Waterloo Warbirds' three Cold War era jets and Danny Richer's BAC Strikemaster.

The first morning briefing saw the Canadian Harvard Aerobatic Team's Dave Hewitt take the reins to teach the basics of formation flying. Shortly after, the piston and jet folks split into two groups to begin flight briefings. Trainees and goals were identified and by early afternoon the first sorties were launched. On the Harvard side, Peter Stewart and Liam Pearson from Waterloo Warbirds were interested in increasing their formation competency and CHAA's seven attending pilots were looking to renew their formation cards. Yours truly was aiming to requalify as a leader after an 18-year hiatus.



CHAA, a signatory of FAST (Formation And Safety Team, formation flying's governing body), helped develop formation flying procedures and offers formation training to its member pilots. Clinics like Waterloo's are key to bringing pilots together to get four-plane formation practice and ensure standardization. Day two's morning briefing saw Dave Martin, (CHAA's FAST Check Pilot) explain the latest information from FAST and the plans for everyone's formation evaluations and renewals.



After three days and several formation flights, almost all missions were accomplished. The Waterloo group was cleared for formation practice and CHAA's pilots renewed and requalified except for two due to a last-minute mission scrub. Plans for their renewal flight are set for a later date. Everyone was well taken care of by Waterloo Warbirds and Flite Line Services including bbq lunches and hangar space for the planes overnight. Fuel was turned into noise and a good, yet sometimes humbling, time was had by all.

## Looking back...A trip down Memory Lane Photos by Pat Hanna

The past 36 years have been special to me because of an airplane called the Harvard and an eclectic group of people called the Canadian Harvard Aircraft Association. There have been many people involved with CHAA and sadly, only a few remain from those early years. Here are some memories.



1986 Woodstock Flying Club Air Show  
Jeff Ethell and Pat Hanna



1998 Gerald Ashcroft from Winnipeg  
flying the Harvard Hawks



1997 Charley Fox marshals Harvard 3191 after  
its repatriation flight from Oklahoma.

A gathering of BCATP instructors from Dunnville  
celebrate the occasion with the CHAA pilots.





2000 Charley Fox, Norm Beckham and Tony Swain (Bessy)



1991 Trainer Weekend – The Pilots



2009 Tony and Mary Swain come to visit  
2010 Bessy the Harvard with Norm Beckham



A sad moment... "The Mary" Swain, previous owner of Bessy, waves goodbye for the last time.



1998 Harvards and Golf...another Charley Fox brainchild!  
At Burlington Air Park.



1995 The first Harvard Hawks!



CHAA Dive team member Walt Irie shared this article with us. The Canadian Harvard Aircraft Association dive recovery team is hoping their search for a missing Canadian air force pilot in Lake Ontario since 1952 will bring home the pilot's and aircraft's remains. It was written by Greg Colgan and published recently in the Woodstock Sentinel Review. You can check it out by clicking on [this link](#).



## **The CHAA Story . . . summing up**

By Linda Brimson

There are 20 copies remaining of *The CHAA Story*, available for \$35 CAD. The book celebrates the 35-year history of CHAA, and features people and aircraft we love. Great photography in the book is courtesy of our generous friends who are wizards with cameras!

From the total supply of 500 books, proceeds of 450 books total \$9,450 for CHAA. Approximately 30 books have been used as goodwill gifts or promotional items (i.e. to guest speakers, as a thank you, or auction items.)

It's hard for me to think back and remember when I was researching and interviewing members for the book, back in 2017-2018. I really appreciate the encouragement and support I received from everyone, past and present at CHAA. I was still new to the Association, and what I didn't know could fill volumes! Thankfully, experienced members guided me in a good direction.

I remember standing at a monthly members' meeting and pitching the book idea.

People didn't know me well, and I wonder if some were sceptical what might be accomplished.

It was important to me that all proceeds go to CHAA. Surplus CHAA funds were scarce, so I paid for the first printing of 250 books, but I wasn't worried because CHAA members had already pre-ordered 120 books. I was reimbursed and sales were brisk. It was great to require a second printing of 250 books. I can happily report, *The CHAA Story*, has made its way 'round the world. Visitors from Alaska, who purchased backseat flights, also bought the book to take home. I know from mailing books that most Canadian provinces, as well as many states all over the U.S.A. are now home to *The CHAA Story*.

I personally took a suitcase full of books to the U.K. in May 2019. I attended the Duxford Airshow where two booksellers bought 25 books to sell, and I sold several copies to U.K. aviation fans that saw the book ads in *Flypast* magazine. I've answered book requests and mailed copies to Scotland, Norway, and Holland.

Promotion for the book also advanced our great Harvard organization. Some people who bought books became members or discovered the CHAA Facebook group, or our website, or visited in person. The book has become a gift of choice for RAF, RCAF veterans and aviation fans of all stripes.

My only regret is that I couldn't get more great stories, more great members captured in print.

It is gratifying to me that the book has fulfilled its purpose. It is bittersweet that some members have passed on since the book was printed, but they saw their photo or read their story and knew they were appreciated. I wanted to honour founding members, early supporters, and so many women and men who worked selflessly, and gave money and service to make the CHAA group a vibrant reality. We owe so much to early members, and long-time members who have welcomed and encouraged newcomers. We need everyone – pilots, board members, donors, maintenance, restoration, service crew, fund raisers, promoters, speakers, photographers, dive recovery team, idea people, and computer people

**– to stay committed and keep our yellow birds flyin'!**



## CTechO Report – September 2020

Submitted by CTechO Shane Clayton

We're slowly getting back up top full steam in the maintenance department following the shutdown in March/April, and we recently got a fourth Harvard back flying. Here's a breakdown of the fleet's status:

**Harvard AJ583/C-FHWX** – AJ583's annual was essentially complete by the time Covid hit in March, but it took until early May before she had her annual inspection completed due to travel restrictions put in place by our aircraft maintenance provider, Flite Line Services. She has been flying fairly regularly since then, and has about 120 hours on her overhauled engine.

**Harvard 3830/C-FRWN** – 3830's annual inspection was completed in time to be a backup aircraft for our 2-ship flight to Oshawa on Canada Day, but HWX and RZW behaved that day and RWN wasn't needed. Like HWX, she has been flying fairly regularly since that point, and has about 35 hours on her overhauled engine.

**Harvard 20242/C-FWPK** – This was our 'big project' over the winter, as we had decided to remove WPK's old engine with over 1,530 flight hours since being overhauled in 1991 and swap over the entire firewall-forward assembly from CF-UFZ/Bessy. Better known as a 'QEC' or Quick Engine Change unit, this includes the engine, exhaust, engine mount, engine accessories and complete oil system. The swap-over was done in early March, but with Covid-related delays and then waiting for AME & AMO availability to assist with some of the specialized work, the annual inspection wasn't completed until mid-August. WPK is now ready to fly for at least another 15-20 years before her engine hours reach TBO (Time Before Overhaul).

**Harvard 20422/RZW** – After the herculean task of getting her ready for flight in 3 weeks last fall, '422 has been on ready to fly all season when called upon. She has about 10 or 12 hours on her freshly overhauled engine.

**Harvard 20304/C-FBZT** – There has been a flurry of activity around '304 for the past month or two, with AME Kerry Wilkinson supervising the hanging and rigging of the elevators and rudder. We have very recently mounted the right wing, and the left wing will be following post haste. The aileron installations will follow the wings, and the flaps will be installed after that. Now that the maintenance crew has gotten the 4<sup>th</sup> Harvard back online, some of them will be assisting the restoration crew in order to get BZT's progress moving at a faster rate. We are keeping her under wraps photo-wise until we hold a special dedication ceremony with the Tyrell and Dressel families, hopefully taking place later this year.

**Harvard 20321/CF-UFZ/'Bessy'** – UFZ has been patiently waiting all season for work to start on her repairs caused by a landing incident last fall. Now that WPK is back in the air, we can start moving ahead with those repairs and also start preparing the airframe for repainting, hopefully taking place within the next year.

**Yale 3399/C-GLJH** – We were able to return 3399 to ground-running condition in July, and plan to run her engine on regular occasions. The wing attach angles will hopefully be inspected by ultrasonic methods later this year or over the winter to determine the extent of the potential intergranular corrosion picked up in a previous inspection. In the event that the attach angles do indeed need to be replaced, we have been offered assistance by a fellow Canadian aviation museum that will significantly reduce the time and/or effort needed to have new angles manufactured.

**Harvards 3191/MTX & 20436/WLH** – No major changes since the last report, however we will be taking a more detailed look at the overall scope of the 3191 project as we get closer to the end of 20304's restoration. MTX will be the next project for the restoration crew.

## CHAA Board and Committee Chairs

Position	Incumbent	Phone	Email
Director – President/Chairman	Bjarni Tryggvason	(519) 851-7887	b_tryggvason@harvards.com
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Annual Fundraising Banquet	Pat Hanna	(519) 212-6021	p_hanna@harvards.com
Harvard Hawks	Vacant		
Membership	Bill Shepard		membership@harvards.com



*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 Diane Lawrence at [d\\_lawrence@harvards.com](mailto:d_lawrence@harvards.com) or mail them to CHAA.*

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**Canadian Harvard Aircraft Association**

**Notice of rescheduled 2020 Annual Business Meeting**

Take notice, the rescheduled Annual Business Meeting of the members of the Canadian Harvard Aircraft Association will be held at Tillsonburg, Ontario on the 19th day of September, 2020 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 29th day of July, 2020  
By Order of the Board of Directors

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**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 19<sup>th</sup> day of September, 2020 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 SEPTEMBER 12, 2019 to:**

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