



ROAR of the Harvard

Canada's grassroots organization devoted to keeping 'em flying!!!

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@CdnHarvards

March 2022

P.O. Box 175, Tillsonburg, Ontario, Canada N4G 4H5

Phone: 519-842-9922

2022 Awards & Fundraising Banquet

We are tentatively planning the return of the Annual Awards Banquet and Fund-Raising Auction! As we are all well aware because of the events of the past two years, all plans are subject to change!

Date:

Saturday, April 30, 2022

Location:

Royal Canadian Legion Branch
153,
16 Durham Street, Tillsonburg



Photo by Diane Lawrence

Time:

1600 hrs
(4:00 pm) local time

Cost:

\$40.00 per person
(\$25.00 for kids under 16)

The guest speaker will be Major Indira Thackorie of the Canadian Armed Forces.

Because of uncertainty about the current pandemic situation, tickets will be offered for sale after April 1st (PayPal preferred). The number of tickets available is subject to local, provincial and federal restrictions. Deadline to order is Monday, April 25th, 2022.

RSVP to Pat Hanna by email: p_hanna@harvards.com or by phone: 519-212-6021

Auction donations are welcome (please drop items off at the hangar or welcome centre).

We need volunteers to help with set up and tear down please!

If you wish to help in any way, please contact Pat.

We need your help!

We need volunteers to come out to the hangars on Tuesdays and Saturdays to help with maintenance and annual inspections.

No experience? NO PROBLEM!



We can find a job for you to do. Even if you're not comfortable turning wrenches there is still a lot of work that can be done to make our ladies shine!

Here we see Logan Lawrence in the tail cone. Under the watchful eye of Mel Rolph he put some oil on the pulleys and was checking the cables for snags.

Photos by Diane Lawrence (left) and William Wright (below)



CANADIAN FORMATION CLINIC



CYKF WATERLOO, ON Jun 8-11, 2022

Following up on the success of the second annual Canadian Formation Clinic, preparations are underway to continue the momentum this year. We're hoping some friends south of the border will be able to join us and help make the event an even greater success. To register please visit formationclinic.ca

TEAMWORK

VOLUNTEERS KEEP CHAA IN THE AIR

AT THE MOMENT,
WE ARE SHORT-HANDED

FEEL FREE TO COME OUT
TO THE HANGARS ON
TUESDAYS & SATURDAYS
TO HELP US FULFIL OUR
PART OF CHAA'S MANDATE TO
PRESERVE, RESTORE &
MAINTAIN THE HARVARD

**TOGETHER, WE CAN
KEEP 'EM FLYING!**

Thanks Pal!

President's Report
Bjarni Tryggvason

A Promising Looking Year

As shown below we may be seeing a dwindling of the pandemic, at least in Ontario and Canada as a whole. While this is promising we should not yet let our guard down. It is looking like we may be able to start flight operations earlier this year than we were able to in past two years. And we are anticipating doing checkouts on pilots new to CHAA. We have a bit of a backlog on these due to the pandemic. At least we expect a step towards former operations.

Of course we need healthy airplanes to fly, healthy pilots to fly them and healthy back seat riders – all three require continuing measures to limit Covid. Even with a limit on the number of people in our hangers our maintenance crew under Shane's guidance has been working away on annuals and repairs. Annuals on two Harvards are nearing completion and should be ready to support flight ops before the end of March. WPK has been flown a few times over the winter and will go into annual next.

We have several flight displays booked for the early part of the summer including Geneseo, where we will tread carefully. At the March board meeting I expect that we will select dates for fly days for the year.

We have tentatively set **April 23rd for the AGM and plan to hold that in person using the north hanger and widely spaced seating**. We are hoping to resume membership meetings starting in May. Pat Hanna has initiated moves to have the annual banquet on April 30th – will be good to have that again - but the decision to go ahead with it will be taken by the board April 1. Hey Pat, maybe April 2 would be a better decision date! All of these are contingent on what happens with the pandemic; we will comply with provincial restrictions for all events. If required the AGM can be done via Zoom.

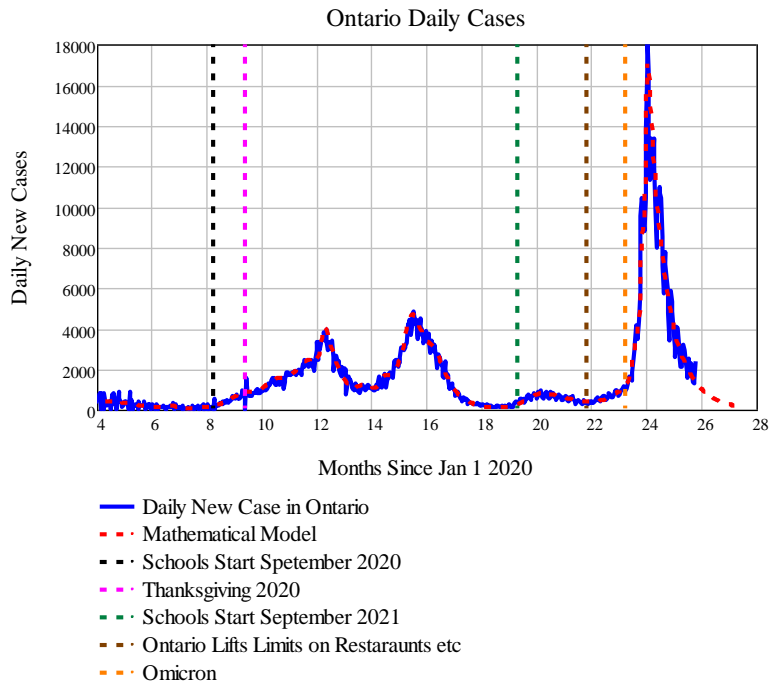
We are in reasonable shape financially to start the flying season. A big thanks to all who donated to the UFZ paint fund – expect to see it in fresh splendor later this year – but still a little light in the nose for now. Our next major capital project: another engine.

So all in all we are in pretty nice shape for the start of this flight season, thanks to supporters, our maintenance crew and the restoration crew. The rest of my input is my periodic summary on Covid. We might be seeing some light there – but still keep your guard up – we might get tired but the bug does not.

COVID 19

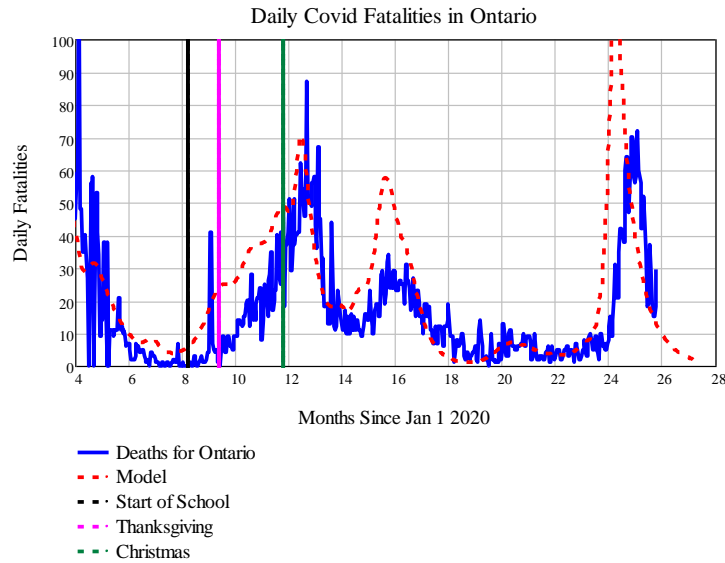
I have been tracking the pandemic since it began. The plot below shows that the Omicron variant peaked in early January in Ontario. The infection rate for Omicron in Ontario is down to about 2,000 cases per day, well below the high of 18,000 cases per day in early January. All other provinces and Canada as a whole have similar patterns with some variation. The math model suggests that by the end of April the case rate will be down to levels seen last summer. Achieving this optimistic outcome does depend on restrictions easing slowly and not hanging around a certain faction of truck drivers.

Fig. 1 Covid Case Rate in Ontario up to Feb 24 2022



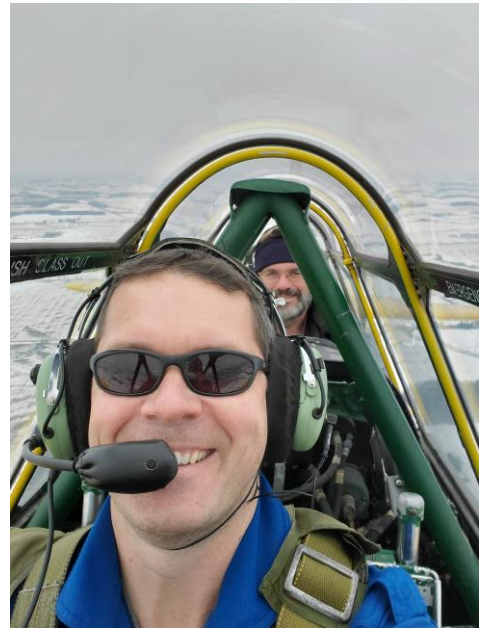
The plot below shows that the death rate in Ontario from Omicron peaked at the end of January at about 70 deaths per day in Ontario. It is now down to about 20 deaths per day. The plot clearly shows that the death rate associated with Omicron was just as high as with previous variants, a reality that is not always obvious from media or government suggestions.

Fig. 2. Covid Fatality Rate in Ontario up to Feb 24 2022



Winter Flying!

January 22nd was a very cold day but Sean Voskamp decided to put some yellow in the sky! William Wright, Mike Lawrence and Shane Clayton did the ground duties and Mike also got to enjoy the flight!
Photos by Sean Voskamp



On January 29th at 1 pm it was -16 and our President Bjarni Tryggvason decided it was a good day to go flying! Ground crew members William Wright, Shane Clayton, and Diane Lawrence with some help from Logan Lawrence braved the cold on the ramp to help him out! Photos by Shane Clayton.



Our Bessy By Tony Swain



Mary Swain is a former owner of CF-UFZ “Bessy”. Her husband Tony recently shared some thoughts and memories with ROAR Editor Diane Lawrence via email. He also sent chapter 47 “Working Guys” from his self-published book ‘OLD SWAINEY STORIES’ by Themary Press, 2016 for your reading pleasure.

Tony writes ” Hi Diane! I was just enthralled watching my Mary’s old BESSY zooming about at Geneseo 2019! It sure brought back some wonderful memories. I thought you might enjoy how Mary and I created BESSY, presently and patiently awaiting new paint at Tillsonburg. We flew UFZ for

37 wonderful years. To the Arlington WA EAA show, down the west coast to Chino CA, to Oshkosh numerous times, and with the Western Warbirds gave shows at air bases like Nanaimo, Comox, even the USAF SAC base at Fairchild WA, and of course, Abbotsford, - so old BESSY really got around! With her red ‘A’ flight nose flash, CO’s personal lightening flash, Fish Lady nose art and Delta Air Force logo, she was a darling everywhere. She even took Battle of Britain Ace Ginger Lacey for his last acrobatic flight in, as he put it, “A real aeroplane”. She even greeted Her Majesty Queen Elizabeth with a 6 Harvard flypast over her Royal Yacht Britannia on her visit to Vancouver many years ago. Thanks for looking after her, and getting the old gal back in the air. I send my best wishes to all at CHAA!”

“Working Guys” By Tony Swain

Our ‘Bessy’,
on her adoption day, June 1971



OUR BESSY...

When Mary bought her old military surplus Harvard trainer from a farmer in mid 1971, the dear old bird was dirty, scruffy and rather forlorn. She bought it on a whim, because her new boyfriend, Tony, flew them during his RCAF pilot training in 1953 when he was just a lad. ...He’d waxed nostalgically that a Harvard was like having your own personal roller coaster, and if you could fly those, you could fly anything. After being grounded for years because of a bad race car accident he’d recently obtained his civil pilot license, and was now happily flying about in club rental family aircraft, such as small 100 HP Cessnas, Pipers, or ‘Puddle Jumpers’. Mary understood this aching call of flight, because both her brothers flew hither and thither in their own little planes. As an immigrant draftsman from the UK, with no family circle as back up, buying even a little used Cessna 150 2-seater, was way out of his league at fifteen thousand dollars give or take, so they’d been helping a friend to vainly restore a classic vintage



WACO bush-plane. It was a Pandora's Box. The more they worked, the worse it got. So one week-end whilst wandering airports looking for bits, they came across four old Harvards sitting in a Delta farmer's private airpark, and the farmer was in one running the big 600 HP engine "To blow the bugs out!" as he put it. Tony's new friend Mary simply asked the farmer how much he wanted for the old bird, and wrote a two thousand dollar cheque on the spot for a deposit, with the balance with a lawyer, pending engineering inspection. Balance? ...Lawyer?... Engineer? ...Whoa! ...Where's he going to get all that? Anyway, the deal was done despite his mumbling objections... And they had a scruffy vintage airplane....Tony was astounded, and had to marry the girl! ...Though *that* took a mite longer to organise.

THE BIG WASH JOB...

The next day they were down at the field early with an ex- USAF aircraft engineer friend, complete with buckets, rags, mops, and lots of cleaning fluid. Hal Roth was a world sailor, and thrilled to help the old 'Tee-Six' look more respectable. They washed, scrubbed, and polished, till the old bird simply glowed. They named her 'BESSY', a Brit homily for recalcitrant old cows, goats, and boats, and painted it over her old Air force number, 321. She was ready to rumble! What fun they had. After Tony re-familiarized himself with his youth with a bunch of circuits and well remembered acrobatics, they flew here, there, and everywhere, Chilliwack for pie, Nanaimo for a week-end at Yellow Point Lodge, Campbell River to see Mary's brother, and then further afield to Princeton, Mary's birthplace, then on to Calgary and Penhold, Tony's old training bases, and looked up old friends from those days, twenty years on. They attended Arlington, WA, the biggest aviation convention in the North West, and took wide-eyed enthusiasts for wonderful Harvard T-6 rides after the show. The other planes were beautiful in colourful glossy paint schemes, making poor Bessy feel a bit dowdy.

THEN ALONG CAME S.E.L...

The Air Engineer helping with the old WACO rebuild was one Eldon Bauer, and he and his friend Del Hearnden ran Specialty Engineering Ltd in a big hangar at Pitt Meadows. Their main things were salvaging wrecked aircraft, and manufacturing special Tundra and Water floats for helicopters. They were also vintage airplane nuts, and very professional aircraft painters. Bessy started leaking oil somewhere and Tony took her to his friends at S.E.L., who replaced a cracked rocker box. They chatted about Bessy looking a bit grungy, and said... "Hey! We're going in the airplane painting business, and we could use

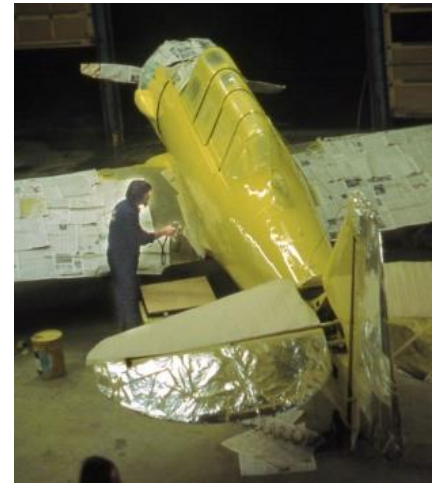


Bessy as our showpiece! We'll do it for free, if you buy the paint ...and we'll get it for you wholesale!" Well, you can't turn down an offer like that, so some serious thinking was done, and Tony the Draftsman pondered a new scheme for Bessy that would honour her roots with her old RCAF NATO days. ... To brighten her up, use Lemon Yellow rather than the RCAF's mustardy color. Bright red nose and wing tip flashes recalling Calgary's 'A' flight, where Tony first soloed. Instead of RCAF roundels, the big green triangles of the recreational 'ad hoc' Delta Air Force, which naturally, was based at the local Delta Air Park. The project was a GO... This was a big job. A Harvard is 42 feet wide, 29 feet long, and stands 10 feet high. They would have to rent a bigger hangar that could be air conditioned, and closed to random door openings, or folks coming to look. They would use special humidity curing paint, that required the old paint to be stripped off everywhere to the original bare metal, using very virulent paint stripper requiring rubber gloves, face masks and goggles. So in August 1973, 'Bessy' went to Pitt Meadows...To avoid this scary stuff 'milk clouding' the canopy, all window glass panels and nav light covers had to be masked, and all removable panels removed for easier stripping and painting round the edges. It was to be a hell of a job. As Tony was getting the equivalent of a free-bee, he was to do this himself on the gravel ramp by the S.E.L. hangar, so his friends could get on with their other productive work. Now Pitt Meadows airport is a good hour's drive from Kitsilano even in off-peak traffic... about 30 miles through about four busy municipalities.

Of course The Mary was busy, busy, busy in her fish store. ...It took Tony about a week. Bessy was then towed across the airport into Command Aviation's huge air-conditioned hangar, which was leased for the week. Eldon and Del had everything prepared, except there was a problem when the test paint on the engine cowl came out in tiny bubbles. The special paint manufacturers reps said it was because the air was **too moist**, and to add two drops of this magic stuff per gallon to fix things. When that didn't work, they suggested changing back to the old fashioned paint... which defeated the original hi-faluting purpose of it all.

TONY STRUGGLED...

No matter. Time pressed, and the duo worked feverishly. There were two special anti-corrosion undercoats, two coats of the basic lemon yellow, and all to be let properly dry between coats. Then they masked out the speed flash and triangle insignia schemes, the various handling and warning lettering, and paint them. The whole thing was finally sealed with two top coats of glossy. It was a huge complex job. Tony struggled to help where he could. They worked through the night, the timing of the different spray jobs was critical to avoid blistering and peel off. At 3 A.M. Thursday morning, Tony was exhausted, and Eldon said he should go home and get some rest for the final round of finishing touches, roll out etc. He objected, but there was nothing simple for him to do, he was just a worry in the way. He got his coat, and stumbled out the front door to his car in the dark parking lot. He got in his old Volvo, and headed for home. As he headed up the street



through town for the highway, he glimpsed a sinister black shape also start up and follow him. It stayed back, but followed him out onto the main road, where he sped up to 80, and so did the mystery car. He was too weary to be concerned. "WOW! ...WOW! ...WOW! ..." Flashing red lights, spotlights, bull-horn orders to "PULL OVER TO THE SIDE AND STOP!" etc etc etc. Tony wearily complied. An RCMP officer materialised at his window and tapped. He rolled it down. "Evening officer. What can I do for you?" he said resignedly, "I wasn't speeding." "I saw you sneak out of Command Aviation Hangar back there and followed you." "So?" said Tony. The officer glared, and requested his driver license and registration. "Well Sir... What were you doing there at three in the morning?" He snapped his note-book. "Working." said Tony..."And if you go back, there's two more there *still* working!" "Hah! ...NOBODY works at three in the morning!" exulted the triumphant lawman. "You're working!" said Tony wearily... The cop was stunned... his jaw dropped. "You're right!" said he, and paused... "Be careful driving home Sir. ...Good night." **And Tony went home...**



Tony and Mary Swain with Bessy just before she was flown from British Columbia to Tillsonburg by CHAA Ferry Pilot Kent Beckham.

CTechO Report

I'd like to start off this update with a plea for volunteer support. As I have hinted at in the last issue of the Roar as well as in Harvard Happenings, we are short-handed in the maintenance and restoration hangars. The simple fact is that without enough helping hands assisting with current projects, we simply cannot keep up with any realistic timelines to return the aircraft to flyable condition. Not only do we use the winter months to complete the necessary maintenance on our aircraft, but we also try and do as much preventative maintenance and cosmetic upgrades as possible. With a lack of volunteers, we usually only have time to do the required maintenance in order to get the aircraft flying in time for spring. The longer an aircraft is offline due to delays, further behind our pilots get in their annual checkouts and proficiency training, and we lose potential revenue from flight experiences. We have found that it takes approximately 15 hours of maintenance work for every 1 hour of flight time, so it simply isn't a matter of parking the Harvards in the hangar and waving a magic wand to keep them flying. Any assistance will be greatly appreciated. Aircraft maintenance experience is not required, but a willingness to learn and follow instructions is essential. Please contact me at maintenance@harvards.com or 519-320-1854 if you are interested. Here's an update on the current fleet status:

Harvard 20422/RZW – The annual inspection is essentially complete, with the only outstanding item being the center flap section. It has been at our AMO in Kitchener for about seven weeks awaiting a structural repair, however they are also quite busy so we aren't sure exactly when it will be completed. Once it has been reinstalled, it won't take much work at all to have '422 in flying condition.

Harvard AJ583/C-FHWX – AJ583's annual inspection is also very close to completion, with the only major holdups being a minor repair on one engine cylinder and the replacement of another. Luckily the cylinder requiring replacement is being covered under warranty. It is hoped that she will be ready to fly within a week or two.

Harvard 3830/C-FRWN – 3830 is about half way through her annual inspection, and we have been making excellent progress on the construction of the fixture that will be used to repair the damaged right wing. A huge thanks to Bill Wright for donating his time and skills to design the wing fixture, as well to all those who came out to assist with the many hours of cutting, drilling and assembling the steel components. The good right wing from UFZ/Bessy is currently being used to locate all the fixed points on the fixture. Once that has been completed, we will be taking the fixture and the damaged wing up to Kitchener to be repaired. It is hoped to have the wing repaired by the end of March, in order to have RWN flying by the end of April.



Harvard 20242/C-FWPK – 20242 is patiently waiting for her turn in the maintenance hangar so we can start her annual inspection. We aren't anticipating any major maintenance issues, but of course we won't know for sure until we complete a thorough inspection.

Harvard 20304/C-FBZT – We are still making slow but steady progress on 20304. The hydraulic system is essentially complete, and we are just starting on the electrical inspection. When AME Kerry Wilkinson returns from his much-needed vacation, the pace will pick up immensely in order to get BZT to the finish line and take to the skies this spring.

Harvard 20321/CF-UFZ/'Bessy' – Although we haven't made much visual progress since the last report, there are a lot of behind-the-scenes projects taking place. We have recently started to remove the 40 year old fabric from all the flight controls in order for them to be recovered with new fabric this spring prior to painting. Refurbishment of items such as the instrument panels and throttle quadrants is also being completed. Once the annual inspections are completed on HWX and RZW, Bessy will be moved back to the maintenance hangar to continue preparations for her repainting.

Harvard 20436/C-FWLH – No major updates since the last report, however some work is taking place to prepare WLH to be used for cockpit tours later this season.

Yale 3399/C-GLJH – We have been investigating various aspects of the necessary steps to return 3399 to flying condition, and are working on a maintenance plan, pending funding availability. It is estimated that we can return the Yale to the skies for less than \$20,000, with the largest expenditures being the mandatory propeller overhaul, the manufacture of two wing attach angle extrusions, and the installation of the aforementioned attach angles.

Harvard 3191/C-FMTX – A few members of the restoration crew have been making stellar progress in the disassembly of the cockpit area of 3191. This step is necessary in order to complete the non-destructive testing (NDT) of the tubular structure to ensure the entire assembly is still structurally sound and meets original specs. Once the NDT testing is completed, the tubular structure will be painted in the original aluminum-coloured finish that was originally applied at the factory in 1941, and reassembly of the cockpit area will commence immediately. The plan is to return the cockpit to the original wartime appearance instead of the postwar dark 'Bronze green' finish.



A late start to the season meant that anxious aviators were eager to tuck wheels into wells and say farewell to terra firma. Countless smiles were seen with the experience of a Pratt & Whitney radial leading the way. However, when the leaves begin to match the airplanes and snow is in the forecast, it's a sign that the end of the flying season is near. The hangar doors may be closing but the heat's on and the TLC is beginning in preparation for next year. Sounds of 9-cylinder symphonies will have to wait until spring.

and will show off her new digs next season. Mk II 3830C-FRWX is soon to return home from an extended stay in upstate New York. The three making up the rest of the airworthy fleet will begin annual inspections in succession. Plans are also being made to return NA-64 Yale 3399C-GLJH to the skies following wing attach angle repairs. Once the druses have all been clicked, work will begin on the restoration of one of our project planes, Mk II 3191C-FMTX. There's no end to the love that 80-year-old airplanes need or, fortunately, to the enthusiasm of those who bring it.

Following up on the success of the second annual Canadian Formation Clinic, preparations are underway to continue the momentum into next year. We're hoping some friends south of the border will be able to join us and help make the event an even greater success.

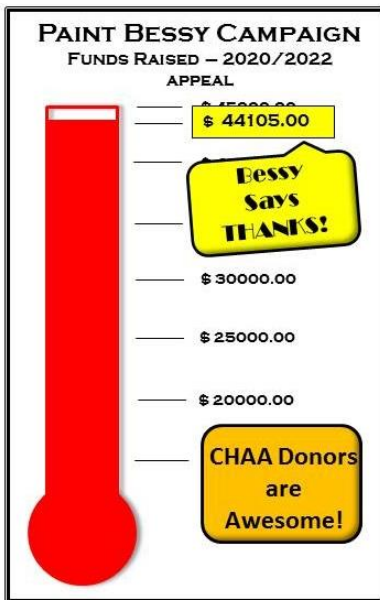
If you're in the neighborhood, there's no shortage of folks up for a hangar chat, so stop on in. Tillsonburg, Ontario airport CYTR, Tuesdays and Saturdays. Harvards.com

Skylines magazine is a benefit of membership to NATA members. Sean Voskamp submitted a short article with pictures by Tom Szoldatits and Gus Corujo. We are happy to report that it was published in the December edition. Way to go Sean! It is shown here reprinted with permission. To learn more about NATA you can check out www.flynata.org



Fundraising Update!

All we can say is WOW!
And THANK YOU!



Our fabulous donors have generously donated almost 45 thousand dollars towards the repaint and refurbishment of our beloved CF-UFZ, (formerly RCAF 20321) Mk4 Harvard - "Bessy". You've shown nothing short of INCREDIBLE support for Bessy and our effort to return her to the skies with her new paint. Numerous other smaller items can be replaced or refurbished using your funds.

COVID, as everyone realizes, has put great financial strain on many charities, businesses and of course many individuals. In a time of such financial stress on many accounts, your generous donations allow much of Bessy's needed work to be funded WITHOUT dipping into CHAA's General Funds. To everyone who has supported this campaign, again, a HUGE Thank YOU!

If you have not done so, and would like to get in on the action, you can very easily donate online via our Canada Helps online platform here: [https://www.canadahelps.org/.../repaint-](https://www.canadahelps.org/.../repaint-bessy-campaign/)

[bessy-campaign/](https://www.canadahelps.org/.../repaint-bessy-campaign/) or via our website's donation page here: <https://harvards.com/product-category/donations/> or send a cheque in via snail

mail using our hard copy donation form which can be downloaded here: <https://drive.google.com/.../193z1a.../view...>

Service Crew Training

Have you seen the group of red hat-wearing CHAA members that do a stellar job of aircraft servicing, marshalling, performing passenger briefings and towing planes around? Would you like to join this crew of volunteers? You're in luck, as our Service Crew is looking for new members! We're planning on a training session that consists of two consecutive Sundays in May for new crew members. (Dates TBD) Please contact crewchief@harvards.com if you're interested.



It's getting to be Tax Time again!

To all of our fantastic online donors: Don't forget, that if you made a donation to our Repaint Bessy Campaign or General Funds ONLINE via our Canada Helps partner platform, you need to download and print your 2021 tax receipts if you didn't do it when you originally generously supported us. Online donation amounts will not be included in or part of any receipt you may get directly from CHAA (membership, portions of rides, in-person cheques or cash, etc.).

Canada Helps has already emailed a reminder notice to our online donors to download your 2021 tax receipt. To make it easier to access your online receipt,

Canada Helps has also provided a simple direct link to access your receipt. Just click the link, log in, select the year, download your receipt, print, and you're all set to fill out your tax return! Here is the direct link:

<https://www.canadahelps.org/en/ReceiptDownload.aspx>



Blue Skies

Recently a couple of our CHAA members have “Gone West”.
We offer our condolences to their families.



Bill Long

Lifetime Member, Membership #974
(1936-2022)

Bill was a long time RCAF pilot, airline pilot and simulator instructor who kept his passion going by flying Harvards at both CHAA and CWH. Harvard MK4 20242 C-FWPK was the very same aircraft he took his very first flying lesson in back in August 1954 at #3 FTS in Claresholm, Alberta. He had a soft spot in his heart for dear old '242. Terry Scott has shared this [YouTube video](#) of Bill's last flight in WPK on August

5th, 2017. Also in this [YouTube video](#) Bill outlines his long military and professional career including time flying the Royal Family during a Canadian tour. Our sincerest condolences go out to Bill's wife Lyn and son Ian.

Bill Long photo on the left and Gus Corujo photo on the right.

Marion Bennell

Lifetime Member, Membership #500
(1935 - 2022)

Marion, a registered nurse at St. Thomas-Elgin General Hospital, joined CHAA in 1992 (#500) and served as our Membership Chair from 2000 - 2012. Marion, who was affectionately known as “Ma” to many of our members, kept a strict eye on all the membership files and worked closely with CHAA's Bookkeeper, Ila Fallowfield, to ensure all paperwork was kept up to date. Marion wrote detailed monthly reports for Harvard Happenings and quarterly reports for The ROAR. In the Bennell household, CHAA was a



family tradition with all three being active LIFE members. Marion's husband, Ray (deceased in 2018), joined CHAA in 1988 (#236) and was an integral part of the team restoring our Yale C-GLJH. Their daughter, Janis, a CAA travel agent in St. Thomas, joined in 1990 (#419) and served as Secretary of our Board of Directors for many years as well as organizing successful fundraising campaigns. The work of all three Bennell family members is noteworthy, as they each played significant roles in the history of our organization.

CHAA Board and Committee Chairs Contact Information

Position	Incumbent	Phone	Email
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Bookkeeper	Mel Blundell	(519) 871-5912	mel-aviator@hotmail.com
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Stores	Pat Hanna	(519) 212-6021	p_hanna@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 or mail them to CHAA.

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N4G 4H5

Canadian Harvard Aircraft Association

2022 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 23rd day of April, 2022 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 27th day of February, 2022
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 23rd day of April, 2022 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 April 1, 2022 to:

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