



# ROAR of the Harvard

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

www.harvards.com  canadianharvards  @CdnHarvards June 2022

P.O. Box 175, Tillsonburg, Ontario, Canada N4G 4H5 Phone: 519-842-9922

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## Volunteer Openings at CHAA

We're always looking for a little help. If you're interested, please get in touch at [info@harvards.com](mailto:info@harvards.com)

We are looking for volunteers to fill the following positions:

- Bookkeeper
- Flight Experience Coordinator
- Buildings & Grounds Committee Chairman
- Website/Social Media Coordinator
- Special Events Coordinator
- Mini-Harvard Caretaker (to take it to parades, events, etc)
- Welcome Centre volunteers
- Maintenance Crew volunteers
- Stores Crew volunteers
- Service Crew volunteers
- Restoration Crew volunteers
- Fundraising volunteers
- Finance Committee volunteers
- Museum & Archives Committee volunteers
- Group Tour Coordinator



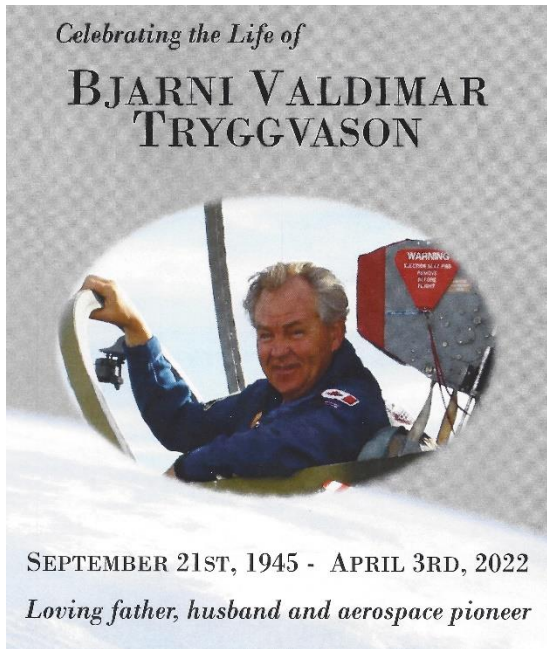
**VOLUNTEERS KEEP CHAA IN THE AIR**

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!**





It is with profound sadness that we learned of the passing of our President, Bjarni Tryggvason, on April 5, 2022, at the age of 76.

Bjarni was passionate about CHAA and our many volunteers who help keep CHAA going. He often spoke about wanting to keep the Harvards flying up to their 100th anniversary and led lively conversations at the Board about our need to plan for the future so that we could keep our yellow birds flying for as long as possible. His leadership will be missed by everyone on the Board, and indeed throughout the entire CHAA family.

Bjarni enjoyed flying aerobatics in the Harvard and doing formation flights, where he was a newly qualified FAST Lead. At our most recent Board meeting, Bjarni announced that he would be stepping down at the end of the year to retire to where he grew up, British Columbia, so this would be his last year flying the Harvard. Sadly, he was unable to fulfill that dream but his final flight was in one of our Harvards,

HWX, doing a return to service maintenance flight just a couple of weeks before his passing. I'd like to think that he was sent on his way with memories of the Harvard fresh in his mind. Godspeed Bjarni! - **On behalf of the Board, Allan Paige, Chief Operations Officer.**



CHAA was well represented at Bjarni's Celebration of Life at Canadian Warplane Heritage Museum in Hamilton. The emcee was fellow Canadian astronaut Dave Williams while Robert Thirsk, one of the original Canadian astronauts, also shared stories of his relationship with Bjarni. Son Michael and daughter Lauren each provided emotional tributes to their father while Bill Shepard delivered remarks on behalf of CHAA.

The celebration included two remarkable flypasts. The first wave was an ITPS L-39 flown by Marco Rusconi, the Waterloo Warbirds Mako Shark CT-133 flown by Derek Hammond and Peter Stewart, and T-28 flown by Alf Beam. Then, seven Harvards participated in the Missing Man formation. They included C-FNDB (Dave Hewitt), CF-WBS (flown by Mackenzie Cline & Greg Burnard), C-FNAH (Pete Spence), C-FMTA (Dave Martin), C-FHWX (Allan Paige), CF-VFG (Hannu Halminen) and C-FRZW (Scott McMaster). Thank you to all who participated!



Photos courtesy of Joe Letourneau



## Warbirds In The Water

Written by Mike McAllister

President & Equipment Manager of the CHAA Recovery Team

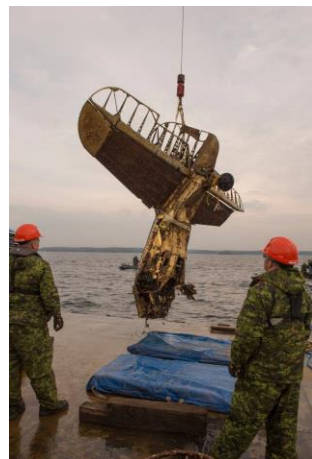
The sun glinted off the polished surface of the P-51 Mustang as it began a steep dive from approximately 20,000 feet. Watching from below was fisherman Earl Lobb and his two friends who, while working on their boats south of Picton Ontario, on June 10 1952, had been observing the condensation trail. At about 2,000 feet, 23 year old Flying Officer Barry Allen Newman attempted to pull out of the dive when the starboard wing broke off and the plane burst into flames, spinning into the water. A rescue boat was dispatched from No. 6 Repair Depot, CFB Trenton. All that was found were some bits of wood, rubber and an oxygen bottle for breathing at high altitude.

It was empty. The remains of F/O Newman and the wreck of his RCAF Mustang #9555 have never been found. In this 2020 picture we see CHAA Recovery Members Mike Merlo, Walt Irie, Ken MacMillan, Mark Phillips & John Bowlby in Picton Ontario for the Search effort for F/O Newman.



The Canadian Harvard Aircraft Recovery Team is a group of divers, Marine Archaeologists and Sonar Search experts and is part of the non-profit Canadian Harvard Aircraft Association. Headed by Dive Master Walther Irie, CHART has many members, each one also a member of CHAA, some of whom have led or participated in successful searches for aircraft. The Recovery team's mandate is to obtain a search licence from the Ministry of Culture and Recreation, to search for, find and document aircraft of

the British Commonwealth Air Training Plan, that along with their pilots, have crashed in Canada, many into lakes and rivers. This mission was later expanded to include RCAF Aircraft and it is hoped that by locating these aircraft and sometimes the still missing pilots who flew them, that closure can be had for the families of the deceased. Another part of this noble effort is focused on recovering artifacts from the wreck sites for display in museums. CHART is the only non-government organization in Canada that has been officially granted permission to recover artifacts from Canadian Military Aircraft wreck sites. Some parts of



Harvard #2693 which ditched in Lake Erie resulting in the death of 17 year old pilot William Charles Smith, can now be seen at the No.6 RCAF Museum in Dunnville, Ontario. The Chart Team (before Covid) holds regular meetings which are held at "The Dive Academy" in Oakville, Ontario thanks to Owner/Manager Dean McConnachie, who is also a CHAA member.

Leading the effort to find F/O Newman and his Mustang is Geophysicist Bil Thuma who as a ground penetrating RADAR expert, was a key part of the massive and successful effort to find "The Lost Squadron" beneath more than 200 feet of ice in Greenland, after which a Lockheed P-38 Lightning "Glacier Girl" was recovered and restored to flying condition. Bil along with SONAR Expert Ken MacMillan, were responsible for finding a Northrop Nomad BCATP aircraft which was recovered by Canadian Forces Divers in

2014. (Pictured at left) That wreck although not on public display is now stored at the Museum of the Canadian Air Force at CFB Trenton. Bil and Ken MacMillan also found and helped recover an extremely rare Fokker Standard Universal 1930s bushplane "The Ghost of Charron Lake" from Manitoba in 2005. (That story is told in depth in the CAHS Flypast, newsletter Vol.56 No.4 Winter 2018) Also supporting CHART's efforts in search and recovery are Derek Niles of Orange Force Marine, and Terry Kovacevic of London Scuba Shop.

An integral part of the search for Newman and the Mustang is Jim Garrington and Shark Marine of St. Catherines, who have brought in an Autonomous Underwater Vehicle, basically an underwater robot submarine that resembles a small torpedo. When the AUV is launched from their boat, like a sniffer dog sent into the woods, it conducts a grid pattern search using it's on board sonar to collect images from the bottom of the Lake. These images are then reviewed to determine which object would resemble the largest intact part of the wreck, the Packard built Rolls Royce V12 engine which weighs 1,500 lbs, whereupon a camera equipped ROV or a Diver would descend to investigate.



Heading Northeast over Wolfe Island in the St. Lawrence on May 3, 1944, Flying officer R. Moody was startled by the Harvard of F/O I.F. Hamilton, which suddenly swerved toward him and then peeled off to starboard. Hamilton, flying at 300 feet had seen an aircraft at about 1000 feet spinning down toward the river and moved in to alert Moody who followed and as he turned, saw a parachute in the water and a patch of oil. "I also saw an airman struggling to free himself from the parachute harness.....both Hamilton and I circled once around and I signalled him to return to the station, indicating that I would remain on the spot." Moody then flew very low over the airman in the water, saw that he had no Mae West on and was attempting to use the parachute for buoyancy. "I had my pupil takeoff his Mae West with the intent of dropping it but on my next run over the spot, the airman and parachute had both disappeared". Unfortunately both crew members of Harvard AJ-538, Pilot Flight Sergeant Richard Gordon Elliot, 20 years old and passenger Frederick Lewis Cockshott, both RAFR perished, and although both bodies were recovered, the search for the aircraft, which lies at about 55 feet will proceed in the Spring and Summer of 2022, as well as the search for the Mustang of F/O Barry Newman who is still missing. Should any human remains be found, the team will suspend diving operations and contact the appropriate authorities. Bil Thuma has started a Go-FundMe page to raise funds for the search. You can donate by clicking on this link: [bit.ly/BarryNewman](https://bit.ly/BarryNewman)



Walther Irie (centre) along with members John and Ross of #6 RCAF Museum Dunnville

## Shots By Sean

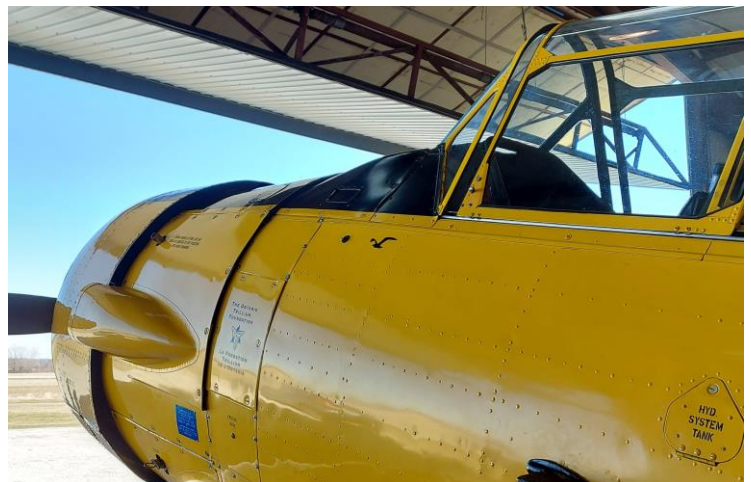
These were taken on May 14<sup>th</sup> by Sean Voskamp



## RZW has a new marking!

Recently 20422/RZW had a close encounter with a flock of seagulls on the runway. Unfortunately one of them ended up being in the wrong place at the wrong time, and RZW came out as the winner. Luckily all '422 received was a small dent and a bit of a mess to clean up. A casual remark after the flight about putting a little 'kill' marking by the cockpit got the wheels turning. After a few minutes of work on Shane's vinyl cutter, we had a pretty decent looking seagull silhouette to apply.

Not sure how long it'll stay there, but it'll give us something to chuckle about. Keeping the tradition alive, like the old rooster kill on HWX or the Suburban kill on MKA.



## 2022 Flying Season Dates

May 28 – CHAA Fly Day, Tillsonburg  
June 4 and 5 – Geneseo Airshow  
June 8 to 11 – Formation Clinic at Kitchener/Waterloo  
June 15 – St Catharines World Elder Abuse Awareness Day flypast  
July 1 – Tillsonburg Canada Day flypast  
July 1 - Port Burwell flypast  
July 9 – Farewell Flight for Marion Bennell  
July 9 – CHAA Fly Day, Tillsonburg  
July 17 – Farewell Flight for Bill Long  
Aug 20 – CHAA Fly Day, Tillsonburg  
Sept 17 – CHAA Wings & Wheels Fly Day, Tillsonburg

## Save the Date for the Rescheduled CHAA Annual Banquet

Date: Saturday October 15, 2022  
Location: Royal Canadian Legion  
Branch 153, 16 Durham Street,  
Tillsonburg  
Time: 1600 hrs (4:00 pm) local  
time  
Cost: \$40.00 per person (\$25.00  
for kids under 16)



Due to uncertainty about the current pandemic situation, tickets will be offered for sale after September 1st (PayPal preferred). The number of tickets available is subject to local, provincial and federal restrictions.  
RSVP to Pat Hanna by email: [p\\_hanna@harvards.com](mailto:p_hanna@harvards.com) or by phone: 519-212-6021

Guest Speaker: Major Indira Thackorie, CAF

Auction donations are welcome (please drop items off at the hangars or Welcome Centre). We need volunteers please! If you wish to help in any way, please contact Pat.

As we are all well aware because of the events of the past two years, all plans are subject to change!

## CTechO Report – June 2022

I'd like to start off this update again with a plea for volunteer support. As I have hinted at in the last two issues of the Roar as well as in Harvard Happenings, we are short-handed in many volunteer positions, including in the maintenance and restoration hangars. 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](mailto:maintenance@harvards.com) or 519-320-1854 if you are interested.

Here's an update on the current fleet status:

**Harvard 20422/RZW** – 422's annual inspection was completed by the end of March, and has been flying steadily since with no major issues.

**Harvard AJ583/C-FHWX** – AJ583's annual inspection was also completed by the end of March, and her maintenance test flight ended up being Bjarni Tryggvason's final flight before his sudden passing. '46' has also been flying for the past two months with no major issues.

**Harvard 20242/C-FWPK** – We were able to start WPK's annual inspection at the end of March, and have it completed by the 3<sup>rd</sup> weekend in May. Luckily no major issues were encountered, and '242 is back flying again with some small cosmetic updates.

**Harvard 3830/C-FRWN** – Unfortunately the wing repair on RWN has taken much longer than anticipated, with our AMO still working on it. Hopefully we'll have the wing back within the next month, and then we can reinstall it in order to complete the annual. Fingers are crossed that 3830 will be flying again in early July.

**Harvard 20304/C-FBZT** – We are still making slow but steady progress on 20304, as we are still waiting for AME Kerry Wilkinson to return from his vacation. Once he does, the pace will pick up immensely in order to get BZT to the finish line and take to the skies this summer.

**Harvard 20321/CF-UFZ/'Bessy'** – Bessy has been moved back over to the maintenance hangar, and work has started again now that WPK's annual inspection is completed. We are tentatively scheduled to be headed to the paint shop in July or August.

**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** – No major updates since the last report, however some work is taking place behind the scenes to locate and obtain replacement wing attach angles.

**Harvard 3191/C-FMTX** – The restoration crew is making excellent progress in the disassembly of MTX, and are currently working on sorting, inspecting, and stripping individual components. The cockpit tubular structure is scheduled to be media blasted later this summer before NDT testing. We are also setting up a media blasting cabinet in the hangar to help with the refinishing of smaller components.

Here's a selection of photos from our May 28<sup>th</sup> Fly Day.  
Courtesy of Gus Corujo, Pat Hanna and Sean Voskamp  
So happy to see the younger generation showing an interest and our hard working Service Crew!



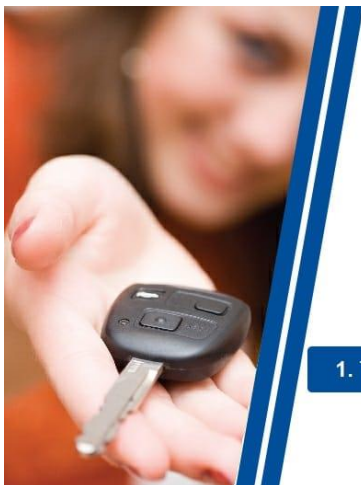


Recently we lost our good friend Mel Blundell. Member #3724  
Sandra Sparkes offers this tribute to Mel.



Folks come to our hangars at the Tillsonburg Airport for many reasons. Some are wanting a ride in one of our trainer aircraft, some are anxious to help with maintenance and restoration, some are keen historians and some come to chat and see what's happening in our hangars. Many of these folks are one-timers (we are always thankful for their interest) and others add their skills, dynamic and personality to our Association. Mel Blundell was one of the latter. Mel, an accomplished pilot, joined CHAA about 10 years ago (CHAA member #3724). Luckily for us, Mel brought his wife Donna along with him. It was easy to tell, right away, these two highly respected and thought the world of each other. Quite soon after joining, Mel realized we needed a bookkeeper and he took on this huge task. Traveling from Simcoe at least once a week on Tuesdays (as well as on weekends, if we had events happening), he worked his magic with our complicated banking/bookkeeping system where there are multiple categories to track, to say nothing of the sub-categories within each. Hours each week of record keeping, reams of paper, trips to the bank, calls to process credit cards, tracking down receipts and even more paperwork...and the list goes on. Even while he would be working on those tasks at his "desk" in the kitchen area, he would be chatting with

maintenance and restoration friends and those who just dropped in for the day. Always time for a smile, a story and laughter. Then, we received word, Mel had cancer. To say we were devastated for Mel and Donna would be putting it mildly. Mel began treatments in London, and in camping season, they often parked their trailer at sites near the hospital. In the midst of those draining (and what we all hoped would be life-saving) treatments, Mel continued to come to the hangar, to keep paper work and banking up to date. With the help of a few CHAA members (we thank them profusely) he was able to keep on top of our finances. To see his commitment for and belief in CHAA during those trying years was awe-inspiring. Mel lost his battle with cancer on March 14, 2022 but his spirit, sense of commitment and determination will live on in our organization for years to come, as he is part of the fabric of CHAA. We send our kindest thoughts, warmest hugs and deepest condolences to Donna and their family. We grieve with you and celebrate the life of a man who lived his life so fully.



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3. You get a tax receipt

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## CHAA Board and Committee Chairs Contact Information

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*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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