



HARVARD HISTORICAL AVIATION SOCIETY

presents,

Harvard Flyer

SUMMER 2022 ISSUE



TAKING 2022 BY STORM



The museum is back open and our team is taking advantage of the time we can now spend back with our communities. This spring we launched our **COMMUNITY CONNECTS** program, a fun round table coffee taking place each Saturday where we discuss a different historical topic and share stories and memories with veterans, historians, and aviation leaders. Follow us on Facebook to keep up to date on the next community connects event! There you will also see all the new exciting items arriving in the giftshop this summer; and get our updates on where to find us at community events and aviation shows around the province! Looking to shop in person? Our gift shop is now open Saturday Mornings and Monday evenings! Stop by and pick up a gift for the aviation lover in your life!

Springbrook Day Artisan Market & Car



Join Us July 16th!



Event Proceeds Support The Harvard Historical Aviation Society and the Red Deer & District Food Bank!

Join us July 18th for a day of fun in Springbrook Alberta! Support vendors from across the province, while taking in a car show and many family friendly activities (like face painting!!) Car show is free to enter, bring out your ride and join the excitement!

The Harvard Historical Aviation Society will have the museum open, become a part of history by building an airplane rib, take a ride in our historical jeep tug, or browse our gift shop for fun aviation toys, games and clothing! The event runs 10-4, and entrance is by donation, don't forget your donation supports keeping our aviation history alive!

SUMMER EVENTS 50/50



Want to support the Harvard Historical Aviation Society through our 50/50 lotteries? Catch us at any event this summer to purchase your tickets! The current 50/50 will run June and July. Aren't able to make it to the events?

Email info@penholdbase.ca to purchase your tickets remotely! max payout \$5,000

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'Big' Joe McCarthy Commanding Officer #4 FTS, Penhold

A Moment In History Series : Bill Mackay

From January 1955 to Oct 1958 "Big" Joe McCarthy was Commanding Officer at #4 Flying Training School, Penhold. Before being assigned administrative role Big Joe had a storied career as a pilot and leader including being awarded the Distinguished Flying Cross for his actions as a pilot in Bomber Command flying twin-engined Hampden bombers in Europe during WWII. In addition he was one of the Dam Busters an elite group of pilots and crew who disabled three German dams in a daring low level mission.

Joe was an American, born on Long Island, New York. In May 1941 he and his friend Don Curtin took a bus to Ottawa to join the RCAF. The recruiter told them to come back another day but they told him they didn't have enough money to come back so they were enlisted and trained at No. 12 EFTS at Gooderich, ON and No. 5 SFTS at Brantford, ON. Upon graduating they became pilots with Bomber Command and after Conversion Unit training joined 106 Squadron at Coningsby soon Joe was sent to No. 97 Squadron RAF at Woodhall Spa in Lincolnshire flying eight flights in twin-engined Avro Manchester bombers with a crew of four. The Manchester bombers were the precursor of the four-engined Avro Lancaster bombers that he subsequently flew with a crew of seven.

Don was awarded the Distinguished Flying Cross on the basis of his heroism during his first flight of a Handley-Page Hampden bomber over Düsseldorf in the fall of 1942 later he received a Bar to DFC, a second DFC while with 106 Squadron. Don was lost on a raid in February 1943.

After flying 33 missions Joe was promoted to Flight Lieutenant and in 1943 awarded the DFC. He was recruited to join a new unit, 'Squadron X' based at Scampton. Squadron X was to fly a single mission but the pilots and crew were not told what that mission was to be, just that low level flying was required. This became 617 Squadron and consisted of 21 pilots and crews. All of Joe's former crew agreed to join him. They spent eight weeks practicing low level flying so that they could avoid the enemy radar, much of it at night. (Continued)



YOU could win this Purdey's Chocolate gift basket valued at \$300.00!

You will receive an entry with every \$5 spent at the HHAS gift shop or with a HHAS membership.
Draw date: July 16, 2022

SHOP NOW

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Visit us July 23rd and 24th In Springbank!

The Harvard Historical Aviation Society will be on site at the show, selling merchandise and toys and taking donations to our wonderful organization. You can also purchase tickets to the summer 50/50!

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THE HARVARD HISTORICAL AVIATION SOCIETY PRESENTS

Training to be a Mosquito Pilot: from London to the Canadian Prairies



Monday July 4, 2022

7:00pm @ Red Deer Airport terminal

penholdbase.ca



David Brisco



HARVARD HISTORICAL AVIATION SOCIETY
PRESENTS

COMMUNITY CONNECTS

KITCHEN TABLE DISCUSSIONS
WITH COFFEE!



July 9

Veteran Saturday! Come have
coffee with those who served.
9am to 12pm

July 16

Springbrook Day 9am to 4pm -
Come & build a wooden
airplane rib, take a ride in
historic 'Miss Tug' and enjoy all
the HHAS has to offer!

July 23

HHAS is at Wings Over
Springbank Airshow!

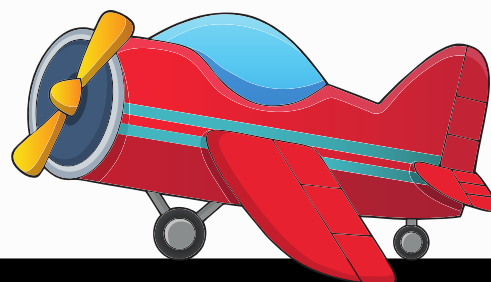
FREE coffee, tea, and snacks.
Everyone welcome!

HHAS building located at
Red Deer Airport / Springbrook

FLY
DRIVE
WALK

LACOMBE FLY IN BREAKFAST

Summer means great barbeques, amazing flying, and fly-in breakfasts! The Harvard Historical Aviation Society looks forward to joining our flying club friends celebrate aviation and will be onsite selling our 50/50 tickets and merchandise! Come by for a pancake breakfast, drive-in, fly-in, or walk! All are welcome to attend and support your local airports and flying clubs!



SAVE THE DATE! BOOT SCOOTIN BBQ JULY 21ST



The Harvard Historical Aviation Society is ready to kick up some dust and celebrate Western Days at the Red Deer Regional Airport's Annual Boot Scootin BBQ! We will be on site selling 50/50s and merchandise!

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'Big' Joe McCarthy Commanding Officer #4 FTS, Penhold Continued.....

The mission was to destroy three German dams, Mohne, Eder and Scorpe on the Ruhr River. Both the Mohne and Eder dams had vertical concrete walls and were to be attacked perpendicular to the dam. The Sorpe dam which was built of earth covering a concrete core which would absorb more of the shock waves created by the bomb and reduce its intended effect. For this target the "bouncing-bomb" mode of attack was not used.

The aircraft were to attack the dams in three waves, the first wave of nine aircraft was to attack the Mohne Dan and then the Eder Dam. The second, consisting of five aircraft lead by Joe McCarthy would attack the Sorpe Dam. The third wave consisting of five aircraft would follow the same route as the first. The attack was conducted on May 16/17 1943.

Joe's was the only one of his five plane wave to reach the Sorpe. Of the four other aircraft, one was shot down and another was so badly shot up by flak that it had to abort. Another crashed into an electrical pylon supporting power cables and the fourth had to abort because it was flying so low that it bounced off the water and lost its bomb.

The target was located between high hills that necessitated a steep dive from the attacking aircraft and, to complicate matters further, a thick mist filled the valley making it difficult to locate the dam.

Then at last the dam was identified Joe made his bombing run along the crest of the 2297' dam wall. The Sorpe, because of it's earthen construction, had no vertical wall to stop the skipping mine and hence had to be attacked by flying parallel to the dam and not at right angles to it as with the Mohne and Eder. This necessitated coming over the top of the hill and closely following the slope down to the dam, using flaps to keep speed under control, dropping the mine and then climbing out quickly as the hill rose on the other end of the dam. It was not until the tenth run over the dam that bomb-aimer Sgt. George "Johnny" Johnson was satisfied and released the bomb from a height of about thirty feet. The explosion sent a huge tower of water into the sky but when Joe flew over again he could see that the wall had survived although the parapet had been damaged. Although the Sorpe Dam wasn't breached as were the Mohne and Eder, the crest of the dam had crumbled for 50 yards and eventually the Germans were forced to draw off some of the capacity of the Sorpe Reservoir.

(Continued....)





BUILDING BLOCK AVIATION SETS HAVE ARRIVED!

LEGO Compatible sets at half the LEGO price!!

COME VISIT OUR GIFT SHOP!
IT'S PLANE CRAZY!!

425 pieces.

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Airspeed Oxford Project

The Airspeed Oxford Project continues to be wildly successful thanks to the dedication of our volunteers Vern and David. The newest Oxford undertaking is the assembly of the cockpit floor. The meticulous attention to detail by the Airspeed Oxford team is nothing short of amazing!

As we fundraise for the Airspeed Oxford, you can support this campaign by visiting us at our events this summer! Purchase a 50/50 ticket, visit our gift shop, or make a cash donation and receive a charitable donation taxable credit!

We are always looking for support on projects such as the Oxford. If you are interested in volunteering your time, please contact us today at info@penholdbase.com!



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THE ARCHIVE CORNER

With Bob Orr

While going through our archives I noticed an interesting handmade box about 12 inches by 12 inches. The writing on the outside of the box had a sticker indicating that the device was a 3-D artificial horizon and the instrument was removed from an early Cessna 140 identification CF-VVL. In addition it was manufactured by Coffing industries based in Dallas Texas. Inside the box was a 3D artificial horizon instrument mounted on movable pieces of plywood. After much research I was able to find an interesting article from Flying Magazine dated September 1960.

The face of the 3-D displays a small, three-dimensional airplane which is suspended from the top of the case, connected by linkage to the gyro and measures both positive and negative pitch. Behind the aircraft is the converging section line grid pattern depicting horizon and ground. While researching this interesting gyro our display depicted an ATC tower in the background. The grid type terrain reference is also connected to the gyro, and remains parallel to the ground at all times so that direction and degree of bank is continuously shown with reference to the miniature yellow aircraft. Degree of roll or bank is indicated in 30 degree increments by a pointer at the base of the instrument connected by the representative terrain platform. Pitch is read by direct reference of the nose-tail attitude of the miniature yellow aircraft as it pivots above or below the centre of the horizon. A zero pitch indicia is located on the center of the plastic instrument face. A knob adjustment at the top of the instrument calibrates pitch for the type of aircraft and pilot convenience. The instrument face is molded of ultraviolet transmitting plastic which permits passage of cabin instrument lighting to the instrument without glare. As a further aid to night flying, the horizon earth grid pattern and trailing edges of the wings and elevators are marked with luminescent pigment to glow under normal cockpit lighting. There is a high probability that the pigments used to paint the instrument were made from radium and possibly radioactive. Currently all of our instruments in our museum are stored behind glass or away from the public.

Overall it appears this instrument never turned out to be a commercial success as I only could find limited information on these types of gyros on the internet. Information from the magazine indicated that the 3-D gyro sold for \$337.50. If you're interested in seeing one operate in an actual aircraft go to youtube and type in Coffing Industries 3-D horizon.



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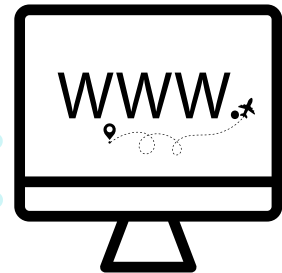
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Looking Back:
Mynarski Park and
CFB Penhold 1987



A NEW WEBSITE IS COMING!



Our new website is almost ready and we can't wait to show you all of the fun projects and activities going on with the Harvard Historical Aviation Society! Soon you will be able to view all of our Harvard Flyer historical issues, see cool artifacts and merchandise, and read historical stories and facts about Central Alberta! Let's continue to keep the history alive with the Harvard Historical Aviation Society! Watch our Facebook page to be immediately updated of the new sites launch.

SHARE AVIATION HISTORY!



25 Year Anniversary Stamps: \$25.00 Per Booklet
email info@penholdbase.ca to purchase (limited quantity available)

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F'Big' Joe McCarthy Commanding Officer #4 FTS, Penhold Continued.....

Canadian pilot Ken Brown flew the only other aircraft that attacked the Sorpe.

Eight out of the 19 Lancaster bombers involved in the operation did not return to base, 53 airmen died, 14 of them Canadians.

Following the end of the war Joe was stationed at Farnborough where he flew numerous types including the FW-200 Condor long range anti-shipping aircraft, the big Arado 232 transport, the FW-190 fighter, the He-219 Owl, Germany's most advanced night-fighter, and the Do-335, Germany's most advanced piston-powered aircraft of the war. Joe also flew his first jet, the British Meteor EE-360. When his duties at Farnborough came to a close at the end of 1945, S/L McCarthy had flown fifty different types of aircraft.

Joe McCarthy remained in the RCAF and took out Canadian citizenship upon his return to Canada in 1946. He enjoyed a varied and successful post-war career that included commanding the Test and Development Establishment at Rockcliffe, Ontario, serving as Wing Commander Flying with No. 4 Flying Training School at Penhold, Alberta, commanding No. 407 Maritime Reconnaissance Squadron at Comox, British Columbia, and acting as the air operations officer for the United Nations for fourteen months in the Belgian Congo in 1962. In 1966 he became Base Operations Officer at Greenwood at the height of the Argus anti-submarine activity. His last trip in the RCAF was aboard an Argus on April 9, 1968.

Following his retirement he moved to Virginia Beach, Virginia. He passed away on September 6, 1998 age 79. McCarthy hated bureaucracy and anything from ground staff that he interpreted as a lack of appreciation of the risks that the aircrew took almost every night.

Volunteer Spotlight: Paige

The Harvard Historical Aviation Society has been in operation as long as this little lady has been alive, and nobody can tell you the story of Andrew Mynarski quite like Paige. Our youngest volunteer takes great pride in her knowledge of aircraft and loves to help with fixing airplanes, waving to her fans from her parade float, and spending time at the museum! You can find Paige at most of the aviation events helping her friends at HHAS!





YOUR MEMBERSHIP SUPPORTS

- ✓ Retention of History
- ✓ Preservation of Artifacts
- ✓ Community Programming
- ✓ Facility Retention and Growth
- ✓ Recovery & Restoration of Historic Aircraft

1 year: \$20.00
Lifetime: \$200.00



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SUMMER MEMBERSHIP PROMO

Each membership received in the months of June and July will qualify for an entry into the draw for a Purdy's Chocolatier gift basket! Purchase your membership today, email info@penholdbase.ca for more information!



JOIN US AT THE MUSEUM!

Saturday Morning Community Connects

9:00-12:00am (Except Long Weekends)

Round Table Conversation With Coffee & Refreshments

Free of Charge! Join us to discuss local history, and tour our gift shop and historical displays.

Monday Evenings "NIGHT AT THE MUSEUM"

7:00-9:00pm (Except Holidays)

Join us at the museum and shop for some aviation merchandise, or join one of our build teams and volunteer your time to help build aircraft! No experience is necessary! Email info@penholdbase.com for more information on volunteering.

NOTICE OF MEETING LOCATION CHANGE

As the Harvard Historical Aviation Society said it's final goodbye to the Red Deer Flying Club building, our meetings are now located at our Museum, located beside the general store!



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