



SUPER HARVARD MKIV

THE HARVARD WAS BUILT BY THE CANADIAN CAR & FOUNDRY CO., AND WAS A COPY OF THE FAMOUS NORTH AMERICAN AT-6 WHICH WAS USED BY MANY AIR FORCES AROUND THE WORLD. IT WAS DESIGNED AS AN ADVANCED TRAINER, BUT WAS USED FOR LIGHT ATTACK, PHOTOGRAPHY, SPOTTING, AND SOMETIMES AS A SQUADRON "TAXI."

ON SEPTEMBER 28, 1938 THE FIRST HARVARD WAS FLOWN. THE VERY LAST MODEL WAS THE HARVARD MKIV AND THIS IS THE LAST ONE MANUFACTURED, SERIAL #270.

THE ORIGINAL HARVARDS WERE POWERED BY PRATT & WHITNEY 1340 CUBIC INCH ENGINES, DEVELOPING 600 H.P. THIS HARVARD IS MODIFIED WITH A 1000 H.P. WRIGHT 1820 ENGINE WITH A 3-BLADE PROPELLER. EIGHT FEET HAS BEEN CLIPPED FROM THE WING, AND IT HAS A FULLY RETRACTABLE TAILWHEEL. IT ALSO HAS A FLUSH RIVETED CENTER SECTION, T28 WHEELS AND SPOT BRAKES. EMPTY WEIGHT REMAINS VIRTUALLY THE SAME AS A STOCK HARVARD, 4300 LBS.

THE PERFORMANCE INCREASE IS DRAMATIC. IT WILL BECOME AIRBORNE IN 6 SECONDS, WITH A MAXIMUM RATE OF CLIMB OF 3800 F.P.M., CRUISE AT 250 MPH, WITH A TOP SPEED OF 300 MPH! ACCELERATION ON TAKEOFF IS SUPERIOR TO MOST ALL WWII PROPELLER DRIVEN FIGHTERS AND MAKES A PERFECT TRANSITIONAL TRAINER FOR PILOTS UPGRADING TO A SINGLE SEAT FIGHTER.

Doug MacPhail
P.O. Box 8589
Dundas, Ontario
Canada. L9H 5G1

October 9, 1986.

Mr. Denny Sherman
Sherman Aircraft Sales
Palm Beach International Airport
West Palm Beach, Florida
U.S.A. 33406

Dear Denny:

I thank you very much for taking the time to answer my recent plea for help. The response in general from the T-6 Owners Association has been a welcome change from that which I have experienced from other groups. I guess there's just something about the T-6 that makes people easier to get along with!

It will interest you to know that you have an aircraft that is not only beautiful, but unique as well. CCF4-270 is the very last Harvard Mk IV ever built. Now a short word of qualification - There were a total of 555 of these aircraft built, with 270 going to the R.C.A.F. as Harvard Mark IVs, and 285 going to the U.S.A.F. as T-6Js, to be given out under the Mutual Aid Plan. As far as I am aware, and there is no evidence to the contrary, these 555 machines were arbitrarily taken from the assembly line as Mark IVs or T-6Js, and assigned appropriate construction numbers, according to their contractee. So CCF4-270 is absolutely the last Mark IV ever built, but she may not have been the last aircraft of her type built. I hope that's not confusing.

However, on to her service history.

Harvard Mark IV CCF4-270 R.C.A.F. serial 20479

Taken on strength January 14, 1953
Held in Stored Reserve at 25 AMB, Calgary, Alberta
Assigned to #3 Flying Training School, Claresholm, Alberta April 23, 1953
Assigned to #1 Flying Training School, Trenton, Ontario March 6, 1958
Assigned to #4 Flying Training School, Penhold, Alberta August 1, 1962
Struck off charge July 18, 1967 and sold by Crown Assets Disposal Corp'n.

For some reason, I have not recorded the name of the purchaser. However, it can be had, if it becomes important.

I do not currently have any photographs of 20479 during her service career, but I am writing to DND Historical Branch and DND Photo Unit to see what I can come up with.

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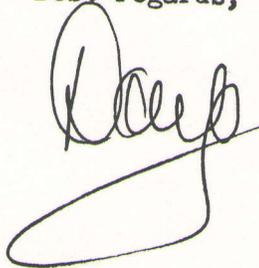
As I mentioned, I don't know what she looked like from 1952 to 1967, but I must say she is a beautiful airplane now! As soon as I saw the air to air shot, I had the haunting feeling I had seen her before, but I think my memory has dredged up the Bacon Super T-6 of the 1960s. The overall appearance, including the tip fences where the Bacon had tiptanks, is very similar.

However, there is no question that this is a much more powerful and capable machine. As I stated in my first letter, we have an association which includes seven more or less stock Harvard IIs and IVs, and our fellows will be very interested in seeing the performance figures you have included.

If I may be so bold, can I ask you to check the cockpit data plate for the exact construction date of CCF4-270? It might seem to be of slight importance, but if I can collect enough data from these plates, I may be able to discover whether or not the T-6Js and Mark IVs were built consecutively or catch-as-catch-can, as I suggested earlier. I should point out that company records are little better than useless, and all of my research has been Holmesian deduction, except for the service records, which are still available for inspection.

I thank you again for your assistance, and I look forward to hearing from you again. You will certainly hear from me, as soon as I have more information or photographs to report.

Best regards,

A handwritten signature in dark ink, appearing to be 'Ralph', with a large, sweeping underline that extends to the left and then loops back under the name.