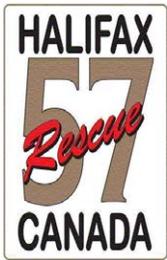


Halifax 57 Rescue (Canada)



RCAF HALIFAX LW170 RECOVERY (424 Squadron)



LW170 Recovery
Phase I

[Finding LW170](#)

[Progress Reports](#)

[✿ Combat History](#)

[Halifax 57 Rescue ✿](#)

[Credentials](#)

[Membership](#)

[Forum](#)

[Contact us](#)

[Links](#)

Progress Report No.34

April 30, 2010

Registered Charity 84586 5740 RR0001

Maximum Effort !!

During the critical days in World War 2 when victory was not assured Bomber Command pulled out all the stops to attack the enemies of democracy and freedom as all these young airmen knew the very existence of our nations and civilization was at stake.

In those crucial days in 1944-1945 when RCAF Halifax LW170 was in aerial combat along with all the thousands of other heavy bombers pushing forward to ultimate victory, manned by the very best of our youth whose average age was only 21, there were special targets of such vital importance that the leaders of Bomber Command called for the highest level of effort from all squadrons and crews.

This command and rallying call to the entire force for this greatest effort on specific targets was called "Maximum Effort" which, when sent out to Bomber Command personnel, rallied them to do their utmost in their duties when this special command was issued.

In light of the special financial needs at this time for all of us at Halifax 57 Rescue (Canada) and the Bomber Command Museum of Canada in Nanton, Alberta, I wish now, as your Project Manager, to issue to all our members and supporters the rallying call of MAXIMUM EFFORT to all of you to help our honourable quest.

If you believe in our young warriors of the RCAF and Bomber Command, if you believe in their sacrifice and excellence, if you believe and appreciate in the Freedom you were given by their efforts, or if you just believe in your nation and the right and good things that we stand and fight for, then you will read of our fortuitous and demanding circumstances and situation below and say to yourselves "these guys need our help to make the beginnings of Canada's second Halifax become a reality!".

I do not lightly make this call but now is the time for action and MAXIMUM EFFORT !

ON TO BUSINESS – THESE ARE THE HALI-FACTS

We are proceeding with 2 possible opportunities this summer of 2010 for the sonar survey to find Halifax LW170 and more meetings are planned this May with the commercial ship survey companies we know can do this job if we can just coordinate

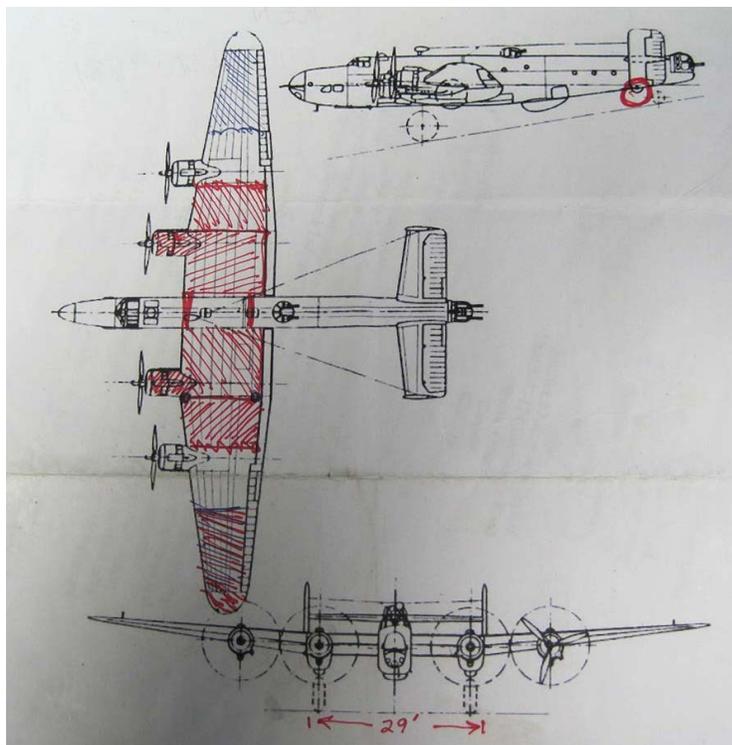
our historic survey with their commercial work schedules. This is a given fact in our efforts and planning.

What has transpired in February and March this year, is the exciting discovery and purchase in Europe of 20,000 pounds (that's right 10+ tons!) of Handley Page Halifax/Hastings wing parts including main landing gear It is also a fact that Halifax 57 Rescue has used the major portion of our existing open funds to make this purchase.

We now have the unusual situation of the only major discovery of HP Halifax wing parts in the past 15 years, by this Canadian historic group (namely us), with so many parts recovered (including 2 engines) that we now need twice the shipping space (namely two 40 foot containers) than we had originally planned! At this time we do NOT have enough funds to ship the parts home to Canada.

Now, I have videos and photos of the parts with all the info any supporter would want to know on our discovery of the wing parts and components. BUT because of security reasons and my own experience in recovering and shipping these unique aviation goodies overseas I am not willing to tell the whole story until I know these parts are on their way to Canada.

I have cobbled together a diagram of the wing parts and landing gear we have bought on a Halifax diagram but this is as much as I will divulge at this time. I am willing to share photos and information if certain people need proof to be convinced to support us financially.



Note: All parts of wing marked in red are recovered

For those of you sitting on the fence or who might qualify as a “doubting Thomas” who needs proof

- a) To see what I am talking about- (please google “Halifax NA337” or “Halifax LW682”) or
- b) google “RCAF Halifax” and see if there is credibility to be found in what we do.

So let us get down to brass tacks and see if you are still with us and can come clear to support the unique return to Canada of the major beginnings of a second Halifax.

According to my estimates, after the expensive and complicated recovery and storage to a secure warehouse in Europe, we only have in the Halifax 57 Rescue accounts a maximum of \$9,000. left of the donated purchase money so generously supplied by Clint Cawsey. This total includes a generous donation by our LW170 pilot Russell Earl, the Randall family, and “old reliable” Dennis Mockford.

We have now estimated that we will not need just one 40 foot container but TWO 40 foot containers to bring all our recovered wing parts back to Canada. At the present time this means Halifax 57 Rescue is short of shipping funds in the order of a minimum of (\$10,000-\$15,000) to ship these 2 containers to Canada and the Bomber Command Museum of Canada in Nanton, Alberta.

Over the past 5 years while we have laboured hard to get the Halifax Project going, WHICH WE WILL DO, we never dreamed that there would be this treasure trove of Halifax wing parts sitting waiting to be discovered and recovered but here they are!

And now I am sending this urgent call out to all of you (excluding the 3 donors who have already contributed), to the 500-600 people who have joined us along our 5 year journey (who are veterans and children and grandchildren and nieces and nephews and families of those men who fought for Freedom) and to every other reader and visitor to our website who has the perception to see a good cause when one is presented.

I call to you for MAXIMUM EFFORT in these next 2 weeks for sending in your donations and financial support (with a proposed date of May 15th) to bring our new found treasure home so we can at least BEGIN building a foundation of a Halifax, a center section with landing gear, while we continue on to save LW170 from the deep.

And if you think that this will be a simple obligation on your part remember that we still have to ship our giant aluminium jigsaw puzzle of wing parts (2 containers – remember?) from Halifax, Nova Scotia to a site of a rebuild shop we have planned for but have not setup.

Of course now you are saying “I bet they will have to build up from scratch the technology and engineers who can rebuild the wing pieces and gear!” Wrong, Hercules breath!

Remember Halifax NA337 in Trenton, Ontario and her great rebuild to like new status after 50 years underwater?

Well, the actual structures engineer who rebuilt the entire wing of Halifax NA337, George Roskopf, is a Director of Halifax 57 Rescue! After planning with this author,

George has wholeheartedly agreed to rebuilding the wing sections and gear if we can just get these parts back to him in Canada.

They say a picture is worth a thousand words and so I show you George's best work below for all of you to see how he, with only one assistant, took a rusted hulk of a wing with a (28 foot by 8 foot center section) and completely extracted the center section and main spar out of the airframe, totally disassembled and refurbished it, and put it back together within a 1/16th of an inch!!



Note: George Roskopf (L) and Tom Mann ® with rebuilt Halifax main spar



Note: Center Section and main spar as rebuilt in 1999 by George Rossoff

(There are some stories about NA337 that George and I would like to tell you about giving credit where credit is due but that is old news and we are moving on.)

Now is the time for all of you to realize that we are in for the long haul and this project and these efforts are to save our heritage and history and to finally bring LW170 home. And if that means we must go to certain ends of the earth to find Halifaxes and their parts to bring them back to life then that is what we will do for the Bomber crews deserve this. You can come with us if you want for these adventures cannot be duplicated and are important for we are saving our heritage, our history, and our nation's honour.

This report is a milestone in our 5 year quest and we need you now to step up to the plate. Please support the Halifax project with your best donations and support.

Remember-

“We leave no Halifax behind” and,

Press on Regardless...

**Sincerely,
Karl Kjarsgaard
Project Manager
Halifax 57 Rescue (Canada)
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