

Halifax 57 Rescue (Canada)



RCAF HALIFAX LW170 RECOVERY (424 Squadron)

LW170
Recovery
Phase I

[Finding
LW170](#)

Progress Report No.46

October 3, 2012

Registered Charity 84586 5740 RR0001

APPEAL to CONTINUE the BUILD

**Progress
Reports**

As Remembrance Day approaches we think back and remember those who have fought for our Freedom and especially those of our warriors and those that served in our Allied forces that made the ultimate sacrifice for all of us.

**🍁 Combat
History**

This year has been a very special year for Halifax 57 Rescue (Canada) and our partners, the Bomber Command Museum of Canada, for we have seen the building and dedication of the ultimate BOMBER COMMAND MEMORIAL in London, England this past June.

**Halifax 57
Rescue 🍁
Credentials**

For over 60 years there was no memorial to this great sacrifice of our bombers crews and we took great satisfaction in having contributed to the building of this wonderful memorial through the contribution of the RCAF Halifax aluminium ingots and promoting support across Canada for the Bomber Command Memorial.

[Membership](#)

I have spoken to the architect of this memorial, Liam O'Connor, and he says he is still amazed, after so many months since the dedication in June, at how the people still keep coming in droves to see the Bomber Command Memorial in London, leaving flowers, poppies, and cherished photos of their loved ones of Bomber Command that went away in bombers and never returned. So deep was the loss, and so long was the wait to have a place in memorium, that families from all over the Commonwealth journey to this most special place to remember the unprecedented sacrifice of our bomber boys and leave their personal gifts of remembrance.

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I predict that this will continue to happen at this Memorial for years to come as we begin to see this outpouring of feeling for the effort and sacrifice of so many in Bomber Command.

So let us continue our efforts and our activities, in remembrance and respect, by doing what we can uphold the honour, excellence, and sacrifice of our bomber boys. "Press on regardless...".

On to Business- These are the Hali-facts

There are many items to report to you on our progress as we proceed on all elements of the Halifax Project and our quest to bring a Halifax bomber aircraft to the Bomber Command Museum of Canada.

We are eagerly pursuing a sonar company who will be going out to do commercial work and passing by the location of our holy grail, RCAF Halifax LW170, which ditched in 1945 in deep waters off Ireland. Obviously the good weather window for 2012 has passed by and we are looking to 2013 for opportunities to work with sonar exploration companies to find this most historic aircraft. Many factors and elements must line up for us to be able to locate Halifax LW170 and we do not wish to minimize the complexity of the task. We have come close in the recent past to launching an expedition and we will not be deterred in the coming months to get the sonar expedition going.

We have that prime sonar target from the Irish Marine Institute (with exact coordinates) which they discovered on a sonar survey several years ago. This prominent target lies only 1 mile west of where we have estimated

Halifax LW170 sank and is the key target, along with some other sonar targets also included in their survey data, they passed on to us to help the cause. So “my kingdom for a ship...” and we will pursue all possibilities over the next few months. More on this in the next report.

As Project Manager, I have a more immediate and pressing concern that the rebuild of the Halifax main spar should continue in Ottawa (George Rosskopf has been at this for several weeks in Ottawa) but we may have to stop the work as there has only been a fraction of the funds needed to continue this main spar work come in from donors.

It is amazing that when we did NOT have a Halifax starter kit, before the main spar and main wing sections of the Halifax-Hastings were discovered and recovered at great expense and effort from Malta to Canada, that Halifax 57 Rescue was receiving healthy and steady donations from all our supporters from all over the globe. Now that we can actually begin the foundation of a new Halifax Project, while still pursuing our main goal with LW170, we have found that funding from supporters has dropped at least 60% from what was donated before we ever found the beginnings of a Halifax in Malta.

Remember, no matter what Halifax parts we find around the world and what we discover that would be recoverable, including Halifax LW170, the rebuild of such a sword of Freedom – this Halifax, must start with a complete and rebuilt main spar. You cannot begin to build a house without a foundation and you cannot build a Halifax without a main spar!

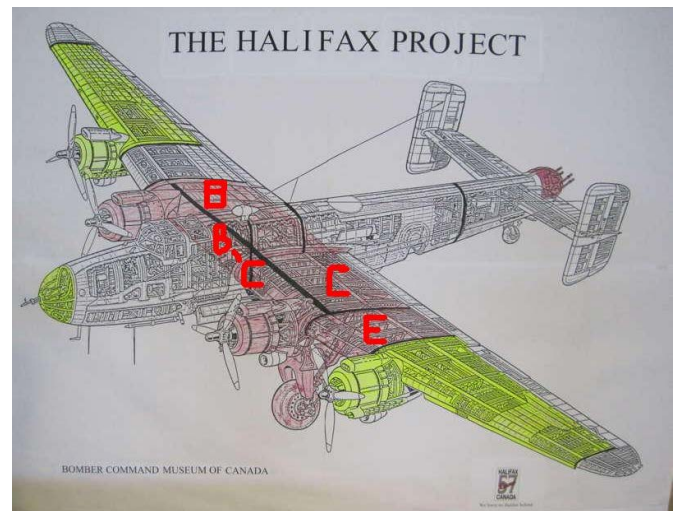
To see the great work done by George, on special internet videos done at his shop, just Google the titles “H57RC The Rebuild Shop” and see that we are doing the best we can to begin the foundation, the main spar, of a Halifax for Canada and the aviation world. There are 6 episodes so far, with another one on the way, thanks to Jim Blondeau and Dunrobincastle Entertainment who has produced these main spar rebuild video progress reports.

See following the photos of George and the main spar details and the daunting task ahead of him requiring many hundreds of hours of machining to remove, evaluate, replace, and restore the main spar. George is the only person to have rebuilt a Halifax heavy-bomber main spar (Halifax NA337 in Trenton, Ontario) in the past twenty years in this location, what do we call it? Oh yes-earth! So his services are unique and very valuable.

THIS -----



----- is actually THIS



Remember that everything above (in light red) on the Halifax cutaway is what we have acquired and that which is (yellow) has been located. “B” is the right wing box and main spar, “C” is the left wing box and main spar, “E” is the intermediate wing section, and “B-C” is the middle main spar section. “A” and “D” are extra center section wings boxes we recovered. (We have the Boulton-Paul tail turret recovered from the UK and on display at the Bomber Command Museum of Canada in Nanton)

George has already finished “B-C”, that center 1/3 of the main spar and is now, with dwindling funds and resources, extracting “B” main spar section and while starting on “C” main spar section. If we can just raise enough funds to keep him going he could have all 3 sections of main spar out to refurbish this fall.

See below a photo of “B-C” and George taken before disassembly early this spring.



Thanks to our corporate friends, SPRUNG INSTANT STRUCTURES, who made us NEW Halifax main spars from 1943 Halifax factory blueprints last year, we have now been able to have these main spars shipped by truck all the way from Alberta to Ontario to George’s shop when they delivered one of their new buildings. See the photos below of the main spars leaving the shops of the Bomber Command Museum of Canada for truck loading at SPRUNG and then arrival at George’s Ottawa shop after he picked them up from the trucking company in early September.



Another great contribution by SPRUNG to the Halifax project which we really appreciate as this transcontinental transport was free of charge!

So if you have the above, and you have George, and there WAS enough funding we could go ahead with this:

HALIFAX main spar Table Jig To make this Main Spar



Which will get you a center section:

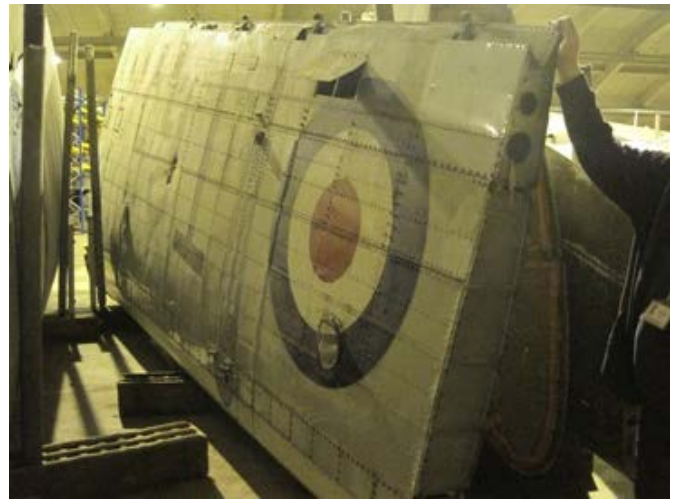


So, while you are contemplating what could be full-speed-ahead type of progress on a new Halifax for the Bomber Command Museum of Canada, (if only we could get the degree of funding support needed from all of you out there),

I wanted to tell you of the additional need to acquire and purchase all of “these parts which don’t exist anymore” that Halifax 57 Rescue has already located and wishes to round up in the UK before they are gone.

We wish to give thanks to the RAF Museum and staff for their wonderful donation of the outer wing panel, in excellent condition, which was surplus to their needs and awarded to us for use in our Halifax Project.

As you know we already have this: And now this outer wing panel:



And now we have to pay for these 4 items below - complete and intact Bristol Hercules engine collector rings:



In order to keep George going on the initial main spar work Halifax 57 Rescue has had to take funds from our account that were set aside for the travel expenses and parts gathering trip to the UK in September and use them for emergency costs for the main spar restoration.

Halifax 57 Rescue estimates that in order to keep the main spar rebuild going, we need a minimum of

\$600./week !

But if you would like to see what else is involved in collecting and gathering all that is needed to make this Halifax Project viable please note the following. Even if this author could use one of his travel passes to help out with flying to the UK, there would still be the following costs for those rare parts you see above for which there are no funds so far available, due to lack of support for the Halifax Project up to this 1st week of October:

(\$600.) Halifax nose cone Perspex - for air cargo boxing and shipping to Canada

(\$1500.) Outer Wing panel - For pick-up, transport, prep., and storage in the UK while planning for airlift to Canada

(\$3,000.+) Hercules engine collector rings, pipes, and engine parts for which partial payments has been made with the quoted balance owed to owner in the UK

And for every day in the UK that we travel/acquire/transport those all important Halifax gems we have to plan for \$150-\$200/day for transport and B&B.

If any of you wish to donate specifically to the wing spar rebuild support or the parts acquisition support just let me know. It will be up to you whether you feel that this work we are doing is worthy and what you would like to see done in the near future for the Halifax Project. ANY input from you, our members and supporters, would be better than the silence we are now seeing from all those families of Halifax veterans we know are out there.

These are your methods to financially contribute to the Halifax Project.

1) Donate funds to Halifax 57 Rescue (Canada) via the post – see our 2 addresses available at the end of this report

2) Try our NEW PAYPAL internet payment method for all who have purchased or contributed online (via your PAYPAL account) to our worthy and honourable charity. Go to our website www.57rescuecanada.com and see the golden “DONATE” button which immediately donates these funds to our cause from anywhere in the world (if you have a PAYPAL account!)

3) Donate your unused stocks, bonds, and securities to our Halifax 57 Rescue - Royal Bank Discount Brokerage account and receive a “full market value” tax receipt credit for the donation of these securities. You will not have to pay income tax on the profit portion side of this transfer and donation. You receive full tax deductible credit for said donation. It is a win-win for all concerned.

4) Purchase a beautiful limited-edition signed print of our Halifax LW170 “INVINCIBLE ITEM” for (\$165.00 including postage) or an unsigned print for (\$60.00 including postage). This has to be one of the best prints of a combat Halifax that has ever been produced. We still have half of the 500 signed prints available to all you Halifax fans. See www.57rescuecanada.com for all our print info.

Let us also know of any corporate groups who support historic groups and quests or activities to save our aviation heritage.

Once this Progress Report is sent out I will be burning the midnight oil to prepare a corporate funding campaign appeal which will be specifically aimed at those business groups who support these types of historic projects.

The Bomber Command Museum of Canada has also recognized our difficulties for the Halifax Project and will be making efforts to help with raising support for our cause as they are also serious about making sure the Halifax and its glorious history is saved for all Canadians.

Wonderful donations of “services in kind” from our present corporate supporters such as SPRUNG, Gray Tools, Merga Industriels, Merka Abrasives, and others interested commercial groups have greatly helped us progress but we must now include our appeal for donations of financial support or we will have to slow down

and curtail our efforts for the Halifax Project.

All of us at Halifax 57 Rescue have been making “something out of nothing” for over 5 years and doing that which is very difficult to do. We do not mind the hardships of making do with just the basics but times are tight for us and our partners, the Bomber Command Museum of Canada. We are NOT quitters and will persevere in this most honourable cause of saving history and this national symbol, called a Halifax.

It is with the utmost urgency Halifax 57 Rescue asks for your renewed and continuing support in these most trying times. The Halifax Project must go ahead without interruption or delay!



Please remember us when you wish to support a good cause.

And remember,
[WE LEAVE NO HALIFAX BEHIND](#)

Sincerely,
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