



OK, it is 3 am in Hollviken, Sweden, at least that is what my watch is telling me and I would like all those guys and Marylou in Nanton, Alberta that are sending my body clock over to me on a slow boat from St. Johns, Newfie, forget it, as it aint gonna help me get this job done of going out in boats to save Halifax and RCAF history. But as I may have mentioned before and will mention again, "it is OK, I am used to hardships!"

I could have stuck with stamp collecting BUT NOooo, Not me, not good old red-neck Karl, I have decided to go out on choppy Sweden waters and help hunt for the mighty Halifax, a unknown monster of Canadian folk lore known to have loitered here in non-abundant numbers.

So here I am this morning waiting for first sunlight as my Swedish brains and muscles sleep in harmony with THEIR body clocks. We will be off in a boat like this one today as we have a window of weather and wind on Sat. morning to get in 3 or 4 hours of diving on Halifax HR871.

Jan Christensen and his divers will be zeroing in on the tail section which was camouflaged by seaweed and fishing nets until discovered hiding just west of the main body of HR871. We can see the tailwheel oleo and tire attached and connected to a large piece of tail and so after 72 years the last of the nets will be cut off. This will clear the tail unit which looks to be about 3 to 4 meters long with all sorts of gizmos and components attached. I am most interested in how much of the rear turret is under the nets.

The wind is supposed to pick up by noon or shortly after, so we will stay out until it picks up and the waves start getting up close to 1 meter high. This cycle could be repeated on Sunday so will do our best with what weather is sent our way.

We were not idle on Friday as we went to the Port of Trelleborg and met the Port traffic manager Jim Leveau who hailed in previous times from Vancouver and Halifax, Nova Scotia!

Imagine naming a city in Canada after a famous bomber aircraft. But I digress.

Jim welcomed us and we talked about the facilities they will supply us with as we deliver the Halifax airframe to the port later this summer. We have been offered a storage building and dock space to work with, as well as 45 ton cranes for lifting, and Jim said he would scope out used shipping containers locally to help with storage and fresh water baths, as we conserve and preserve our aluminium treasure as it lands on terra-firma.

So slowly the big picture of our recovery operation is coming into focus and reality with all the great help and effort our Swedish partners are providing.

So let us head out on iffy waters to save YOUR history and gather all we can of this rare thing with wings we call a Halifax. For those of you who had fathers and grandfathers and uncles who flew to hell and back in their trusty old Hali-bags, giving you your Freedom, I leave you with a hokey joke:

What does Nova Scotia and our hearts have in common, they both have a Halifax in them!

More later today my friends when we return after rummaging with fishnets and digging through ammo belts and the like.

BRUCE would want us to be here.