

## Halifax 57 Rescue (Canada)



**RCAF HALIFAX LW170 RECOVERY**  
(424 Squadron)



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**Progress Report No.37**

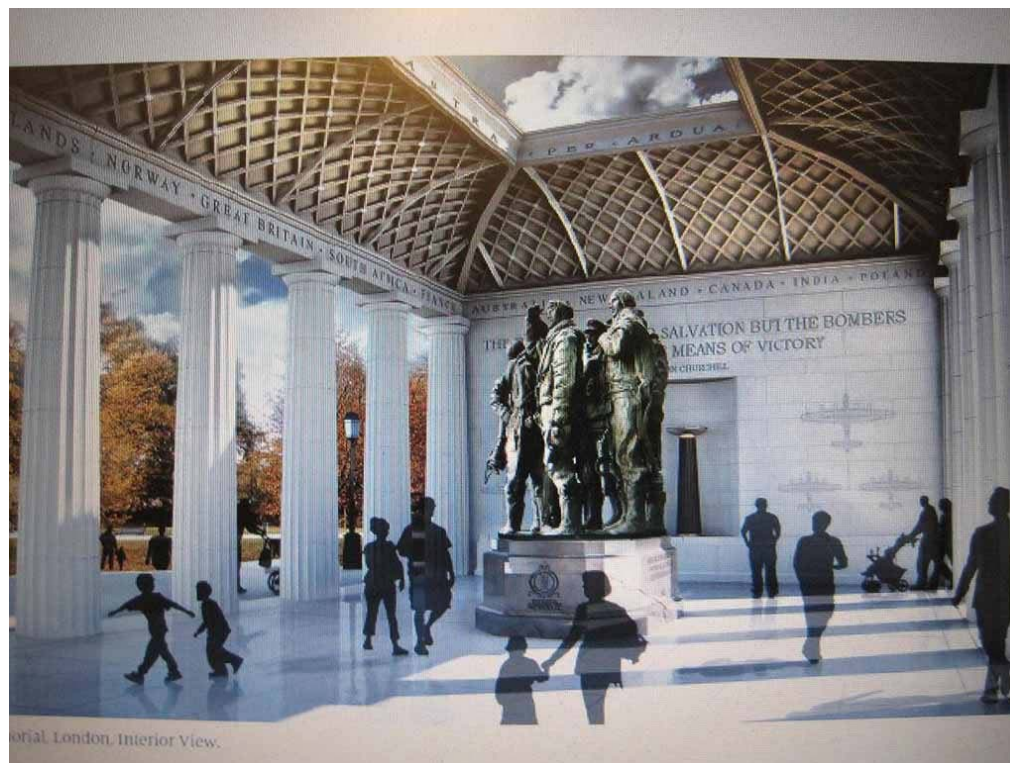
February 24, 2011

Registered Charity 84586 5740 RR0001



This magnificent monument, the BOMBER COMMAND MEMORIAL, the ultimate international memorial to our aircrews who flew and died for our FREEDOM in bombers, will be built this year in Green Park, London, England and dedicated in 2012 just before the Olympic Games.

The cost of this memorial will be well in excess of 5 million dollars, which has been covered by donations from all over the world. But the Maintenance Fund to care for the memorial in perpetuity, requiring funding of well over 1 million dollars, has not been reached and urgently needs our support.



Look at the 9 foot high statues in bronze of the 7 men, a full bomber crew in combat gear!

Now look to the right of the crew on top of the wall and see a word which should mean something to my fellow citizens and it is a name of a great country which starts with a "C". Now look down to the inscription below and see the word "VICTORY" which some of you may recall Canada had something to do with, which cost us 10,000+ young Canadian aircrew of the total 55,000+ aircrews of RAF Bomber Command.

Now look below this and you will see the carvings of the bombers on the wall and one of these is a Halifax, one of the most important combat aircraft in all 101 years of Canadian powered flight and military history ! (author's editorial exclamation mark)

And finally, look up to the ceiling of this stunning memorial-to-be and see the "aluminium" covering of the ceiling behind the geodetic ribbing and know this. The ceiling will be made from melted down ingots of a bomber of the Royal Canadian Air Force - Halifax LW682. In there will be the actual essence of the entire bomber crew who perished when this bomber went down in Belgium in 1944.

And why would I show you all of this, which will be become a reality in 2011-2012? Why would I send this in a Progress Report?

Why would I, after the Bomber Command Museum of Canada and Halifax 57 Rescue (Canada) have unanimously agreed to support this UK memorial with these precious Halifax LW682 ingots and our efforts, why would I pass this on to you – our international readership and supporters??

Why? Because we are the ONLY Canadian national group who has stepped forward so far to honor the Canadians and British allies who stood together against the tyranny that stormed Europe. We are the only national group to stand and support the Bomber Command Association as they prepare to raise this ultimate memorial, which has been 65 years in the waiting!!

We are proud of our national MEMORIAL WALL at the Bomber Command Museum of Canada in Nanton and all the things we do to at our museum to remember our bomber crews.

We are proud of our progress to go worldwide to find a Halifax for the museum and restore one for our bomber collection to go beside our Lancaster.

Isn't it time for more action from our national groups and leaders across this country? Isn't it time for Canada to become prime supporters and promoters of the greatest Commonwealth military memorial in the last 200 years? Isn't it time for Canada to once again stand and honor those, both Canadian and British, who once stood for us and our freedom?

We need you to do what is right and good because you are Canadian and the FREE descendents of our military forces and our bomber crews – the 10,000 to whom this memorial will be dedicated.

"We will remember them" can be real action and tangible support, beyond those revered words we say in memoriam on November 11th each year.

### On to Business – These are the Hali-facts:

Once again, with enthusiasm and vigor, we are checking with Deep Sea Research Ltd. and other companies in hopes that with their new sonar survey business prospects in 2011 they can help us this year with sonar work to find our RCAF Halifax LW170.

We have included in our sonar agreement with them that if Halifax 57 Rescue (Canada) can find a alternative solution for another sonar company and expedition that is working in the ocean district where LW170 is laying, and they will offer their services to us to help locate her, that we would go ahead with this alternative sonar location efforts. This will help us in our prime objective to get that sonar image, Phase 1, of our historic Halifax Project.

I have been in contact with one commercial sonar company and also an underwater research group who may be able to help us this year with the location of LW170. This is an on-going investigation by this author and I hope to have more information on these fronts in the next Progress Report. Standby for further.

Let us move on to the immediate situation with our treasure trove of Halifax/Hastings wings/landing gear/engines in the scrap yard that we have discovered/purchased/recovered and are at this very moment preparing for shipment from a storage yard in Europe to Canada.

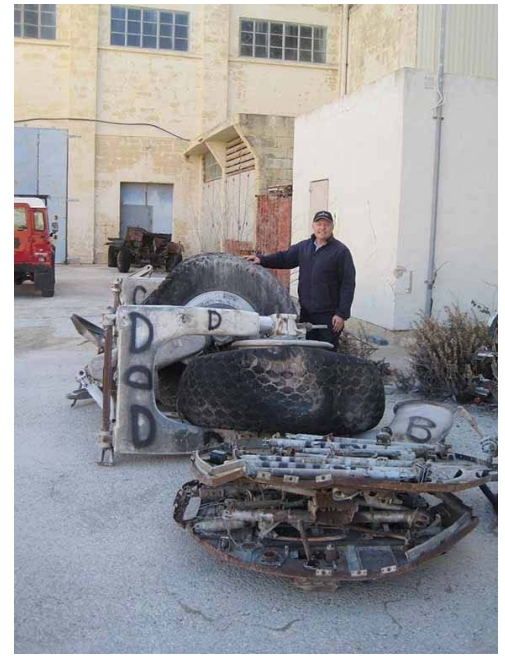
I have been on site at the warehouse twice in the last 3 months where we are preparing these parts for shipping as our keen supporters on site - George, Mario, and Justin – wrestle with all the Handley Page goodies.



Let me explain something to you. Have you ever tried to bring an elephant through the front door so you can have a visit with such a cuddly beast. Well look at these images and try to see the problems and headaches we have had to get our wing parts disassembled and able to fit everything in the 40 foot shipping container. Hours and hours of careful and back-breaking work have been put into this wing disassembly to what you see above, almost all by Mario. If we do not do this downsizing then we will not see the start of a Halifax in Canada!

The wing section in this image above is the final form which will go in, standing up in the container, with only 4 inches clearance from the roof! And there are 3 more center sections pieces that will go in this container along with 2 Hercules engines with all accessories attached. (See the boys below hard at it last week building the cradles for the engines which weigh almost a ton each.)





See above a photo of landing gears extracted from the wings and firewalls packed up for shipping. (note Halifax nut, standing attached smiling next to all the landing gears)

While the guys at the Halifax “ranch” were preparing our parts, our guys on this side of the pond were busy and doing good work also.

Directors George Rosskopf and myself met with Director Stephen Quick of the Canada Aviation and Space Museum in Ottawa in early January this year. Halifax 57 Rescue now has a great arrangement with our National Aviation museum that, when the container of our precious part arrives in Canada this spring, we can store the priority wings parts with them! We greatly appreciate the dynamic approach to saving our aviation history by Stephen Quick and his staff in Ottawa. They are real go-getters in Ottawa and we thank them for their support for the Halifax Project.

Not only this but George Rosskopf, engineer and wing rebuild expert of Halifax NA337 who lives in Ottawa, will be able to get space at the museum to evaluate and start rebuild of our wings on site, for eventual transfer to the Bomber Command Museum of Canada in Nanton, Alberta. (George has copies of all the Halifax wing blueprints, thanks to the assistance of Director Chris Coulton and staff at the National Air Force Museum of Canada in Trenton).

Do not forget that we will still be able to ship our container free of charge from the port of Montreal to Calgary thanks to the generosity and cooperation of Canadian Pacific Railways and CEO Fred Green.

Mullen Trucking, who has supported the Nanton museum for so many years, has also agreed to help by picking up the container at CPR Calgary and bringing all the other remaining parts to Nanton free of charge so we can start working on those Handley Page goodies.

But wait, there is more and it is hot and big, just off the Halifax presses.

After several meetings in Alberta with SPRUNG Instant Structures Ltd. and Vice-President Jim Avery and his staff, we have some great news of high-tech support for the Halifax Project. SPRUNG are world leaders in making buildings utilizing aluminum beams and spars in their building designs. I showed them the drawings of the Halifax and the photos of the cut wings and spars we recovered from the scrapyards. After much brainstorming and trouble-shooting we now have a great solution for our wing spar damage and rebuild.

Sprung has agreed to make us complete new main spars for the Halifax on their giant computerized milling machines right at headquarters!!

I have NEVER heard of any main spars for a heavy British bomber ever being made from factory blueprints and I have been at this “saving airplanes business” for a long time. This is an unprecedented gift for us from Sprung which is the new technology and future for warbirds and their high-tech rebuilds.

I should state right now that we are not going to get all of Sprung services for free as we must pay for “6061” aluminum alloy bars and special tooling to machine these into finished spars. All of this will cost us at least (\$16,000.) minimum to complete. Let me explain that if you had asked me that question last year of where do we get replacement main spars for a Halifax I would have said, I do not know yet and I would have quoted a price of 10 times what it will cost us with the Sprung solution. What a huge step forward

for us!

Thanks to Sprung Ltd. for their talents and great support. If we can raise the money now for the spar acquisition then we can start the rebuild of the heart of the Halifax as soon as possible.

On top of this, the parts recovered which are close to being ready to be shipped are requiring more funds for preparation than we had estimated. We are going to have to take our bank accounts of Halifax 57 Rescue right to minimums to pay for final prep and shipping. We have been able to improvise and save to get all of our parts in the 40 foot container with inches to spare. All of this required special tools, cranes, and many man hours which has cost us almost all of our reserves of funding we have in our accounts.

We have the funds from the last of your 2010 donations (with only a few donations coming in so far in 2011) to pay for the shipping (\$ 12,400.) of these 10 tons of precious parts to bring them back to Canada.

You can see, without me playing our Halifax violin too loud, that the time is NOW to donate with so many wonderful things we can see developing for the Halifax Project this year, and that we urgently and earnestly require your financial support to make all this happen.

We can accept your cheques and money orders, as well as your stocks and bonds which can be donated to our Halifax 57 Rescue Royal Bank Discount brokerage account, with full market value for you as a tax deduction on our charitable tax receipts.

As your Project Manager I am not going to call a "MAYDAY" yet, as this is not an emergency BUT I am calling now "PanPan-PanPan-PanPan", an aviation urgency call to get your attention for renewed donations and support for saving the most historic aircraft in Canadian aviation and military history.

We need your help and time is of the essence. (Russell Earl, personal pilot of LW170 and living in Estevan, Saskatchewan) has told me in no uncertain terms to get the lead out. And we would not want to keep a Halifax veteran waiting after so many years. Remember, he and his buddies flew into the valley of death 30+ times for you back then, so all of you could have Freedom now.

Please contact us now with your new and renewed support of this honourable and historic quest, the Halifax Project!

And remember,  
WE LEAVE NO HALIFAX BEHIND

Sincerely,  
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