



Halifax 57 Rescue (Canada)

RCAF HALIFAX LW170 RECOVERY
(424 Squadron)



LW170
Recovery
Phase I

Progress Report No.49

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Registered Charity 84586 5740 RR0001

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As we move into another exciting summer season for Halifax 57 Rescue (Canada) and our parent museum, the Bomber Command Museum of Canada, we see that steps taken for the Halifax Project in the previous years of worthwhile adventures of parts gatherings and restoration efforts are now yielding the fruits of our labours. The whole progress of the Halifax Project is much greater than the sum of its parts.

This also is true of the Lancaster FM159 Merlin restorations to ground running condition. After thousands of hours of dedicated work by the Merlin rebuild team at Nanton, the possibility of all 4 Merlins running together could happen later this summer, the first time in over 50 years since they last provided their symphony of "Merlin music"!

Our next major event is the "NANTON Celebrates HISTORY" event on June 1, 2013 with many displays and action at the Bomber Command Museum of Canada and all over the whole town.

Now you may add the Bristol Hercules engine to the sights, smell, and sounds of the Bomber Command Museum displays and internal combustion music! For the Bristol Hercules Rebuild Team, formed here in Nanton in response to the H57RC discovery and recovery of 4 Hercules engines and many spare parts just a few months ago, have performed wonders on our sleeve-valved darlings. The "Hercules Hum" is here to stay and we believe it will be in perfect tune with our Merlin's song.

The Hercules engine team has gone through, rejuvenated, and tuned up the first of the Hercules engines from the "Bristol Bunker" as donated by our friends at Hawkair of Terrace, B.C. After long winter months of teamwork, this Bristol beast, that engine which powered most Halifaxes, all Stirlings, and the majority of Wellingtons, was wheeled out on April 21 for a first test run with spectacular results. See the exciting video at:

<https://www.youtube.com/watch?v=SwyDoyfLZFI>

How powerful is the Hercules engine? The video you just saw - the Hercules was running at IDLE power only! I hope 2400 cu.inches - 40 liters of displacement and 1700 hp will be suitable for your needs.

Our hats off to the Hercules team of Dan, Vic, Derek, and Kevin at the BCMC who have taken us to a new level of memorial success. It needs to be pointed out that H57RC and BCMC are now the only historic-group team in NORTH AMERICA to run, in one museum location, the 2 major power plants of Bomber Command as a tribute to our bomber boys.

With the first running Hercules ready we were able to share the sights and sounds of running this beast with our first crowds at the BCMC at our May 11, 2013 event, the 70th anniversary of the Dambuster Raid.

Preparatory to the eagerly awaited Hercules run, just after the Lanc Merlin runs of this occasion, I stood in front of the Hercules on the test stand and passed on the sentiments of our team and why we do what we do, and who are the people to whom this is dedicated.

I pointed to the Memorial Wall, just 100 meters away, with the 10,000+ names of the aircrew who flew, fought, and died for our Freedom and underlined to all there that it was for them. Even if our veterans are fading away (if they were 20 years old in 1945 they will be 88 years old today) then we owe it to them, and their comrades who never made it back, to hold their torch high. And every time we light up a Merlin or Hercules, these engines will become as torches where people can hear the power and the sound of their "Swords of Freedom" and never forget those who gave us that Freedom!

ON TO BUSINESS – these are the Hali-facts:

There is much to tell you about for the Halifax Project. It is NOT going as efficiently and smoothly as it could be as we are again requiring healthy amounts of funds as there is only so much can be done with ingenuity, hard work, and basic materials. Sooner or later we have to have funding to bring special parts and services together to move forward on the Halifax Project. A Halifax will not appear at Nanton, Alberta to sit beside the Lanc just because we have some, not all, of a

Halifax. Your donations are the vital key to solid (not stop-and-go) progress, on getting a second Halifax for Canada and the BCMC.

We urgently need funding to purchase and ship from the UK a “club prop”, a cut-down Hercules engine propeller, so we can safely run our refurbished Hercules above idle power. We have 4 engines to refurbish and this club prop could be used on all of them, in turn, to test and display our Hercules engines to our members and audiences.



The cost of the club prop I have located in the UK, after weeks of searching, is now (UK pounds 1500.) which = (\$2400. Can. plus shipping of \$400-500). Air Canada has given us special rates for air cargo so you are looking at around (\$ 3000.) for this critical piece to get it to Calgary from the UK. (The club prop weighs in at close to 100 kgs. total).

If we do not have this club prop we cannot, and will not, run our Hercules engines beyond our initial test runs. So you decide if this item is important and should be funded.

Also, remember we have Hercules engine exhaust collector rings, a beautiful Halifax nose Perspex, a huge outer wing panel, and many important smaller components for a Halifax stockpiled at Skysport Engineering north of London. These must all be boxed and crated for shipment to Alberta from the UK and this is going to cost hundreds of dollars to prepare. These costs must be covered and H57RC has not budgeted for this shipping funding as we have been busy planning for the other priorities such as I listed above.

Also, I went to Holland the first week in May to visit my friend's family and did some side trips for H57RC looking for parts and sources of parts for the Halifax Project. (all Halifax parts search expenses were paid from my own pocket as there was no funds left at this time at H57RC to support scrounging efforts for the project.) Someday, my funding ship will come in and then the strain will be lifted from me.

While there I visited with Cees Broere, the Dutch equivalent of Karl Kjarsgaard, who seems to think Halifaxes are way cool! I went to see Cees of the “Stichting Aircraft Recovery Group (ARG)” at the “ LUCHTOORLOG MUSEUM - FORT VELDHUIS” (a very good museum filled with many aircraft and historic displays) to admire his labours over the past several years, along with his colleague Lex, in the building of a complete full size Halifax replica cockpit utilizing blueprints and as many original Halifax parts as possible. It is a real gem so have a look for yourself, at their handiwork below.



Cees donated an original main electrical power box from a Halifax for the Halifax Project and said he would try to find more parts for us in the near future in Holland and Europe. We do appreciate his support for the project. Yes, Cees, we did agree we would try to think beyond Halifaxes and we would give credit to those "other" bombers when telling the history of Bomber Command.

On the home scene I have been conferring with George Rosskopf in Orleans, Ontario and getting reports on the "Main Spar and Wing Rebuild Project". George has been working for weeks on the main spar sections of the wing boxes and structures of the Hastings-Halifax wing recovered from Malta. The center (1/3 spar) piece called "B-C" is now totally de-assembled of its bolts and rivets. Now he is finishing drilling out the rivets and removing bolts and misc. items on wing sections "B" and "C", which are the other 2/3 sections of the total main spar chunks we got from Malta. See below the photo of these sections.



The plan is to bring all 3 sections of main spar (all 29 feet), as extracted from the wing boxes, and bring them back to George's shop at his home in Orleans, Ontario. Then a Halifax main-spar steel jig will be constructed from the Halifax blueprints and actual spar pieces he has gathered. This will be a duplicate procedure just like the method George prototyped when he rebuilt the main spar of Halifax NA337 in the year 2000 in Trenton, Ontario. See below the finished product of the main spar of Halifax NA337, after hundreds of hours of fine work by George and his assistant Tom.



Halifax NA337 Main Spar jig



NA337 finished spar



Brand New Spars 2011

Once the main-spar jig has been welded and trued up, using the original main spars from Malta, George will be systematically removing and replacing the old main spar caps and webbing (on the main spar jig) with these brand new main spars (correct aluminium alloy extruded beams) built for us by our sponsors, SPRUNG INSTANT STRUCTURES, from original 1943 Halifax blueprints. See "Brand New Spars" photo above, beside the "NA337 finished spar" photo.

The wing boxes will stay intact as they are now, without a main spar, and when the main spar is rebuilt it will be reinserted into the wing boxes. Then the main spar will become the jig of the wing boxes and George will systematically go through the ribs and structure of the total center section (attached to the NEW main spar). Simple, Huh?!

Remember, as I said in previous reports, it takes a minimum of \$600/week or \$2400/month in materials and services to keep the work on the main spar rebuild going. In the immediate future we will also be needing high grade steel in large amounts and specific dimensions to construct the "Main spar rebuild jig" as shown above.

Hopefully we can find those special corporate sponsors who can provide these special materials and funding!

So we have all this in place, the next phases of reconstruction, for building up a second Halifax for Canada which we all really desire and the Bomber Command Museum of Canada would truly love to have.

BUT, we have once again been forced to cut back on our rebuild work and parts acquisitions for lack of funds.

I do not know if any of you have ever acquired a warbird project and understand what is entailed in money and hours in bringing back an airframe to life but this is where we are at with this Halifax Project. It is a champagne job on a beer budget. Can you send us a keg of Dollars, a case of Euros, or a box of Pounds to keep us going?

For every dollar or pound or euro you wish to donate to this historic aircraft project you have seen how we, Halifax 57 Rescue, have been able to give 10 times that amount in parts and services back to the Halifax Project. When I spoke to George about how the accounts were low and that the main spar rebuild might have to be slowed up he replied, "we have made progress with little money before and we can keep on doing it!"

If you would consider supporting us we could progress faster and it would make it easier on these diehards like George who are dedicated to this project and will not let it die just because we are dropping low on donations and funding.

There is no better project in all of Canada to support and we ask that you take that message to all your friends and families. On every city block in every town in Canada is a family who had a member of that family in the RCAF or Bomber Command.

We urgently need Corporate and personal sponsors for this historic project and below are 4 ways you can help us keep the Halifax Project going:

- 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 finest 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.

And if you think, for one minute, we have forgotten about our holy grail, RCAF Halifax LW170, in the deep off Ireland, do not underestimate our resolve in this area! I have news for you but you will have to wait until all is ready! We will not stop in our search for corporate and personal sponsors so that Halifax LW170 can be found and saved!

Funds are very low at this time and we cannot continue on the progress of the Halifax wing rebuild nor the acquisition of the rare Halifax parts in the UK and other locations unless you can donate to Halifax 57 Rescue and keep us going. We are at an all time low in funding reserves and cannot continue our efforts at this time unless we get more support.

There is country and western song about “some days are diamonds and some days are stone, sometimes the bad times just won’t leave you alone”, so whenever Halifax 57 Rescue diehards hear that music they say “they’re singing my song!”

So, how about if some of you guys out there would send in a few diamonds so we can keep going? Those thousands of young aircrew who gave you your Freedom, in their honoured memory, THIS is the best reason why to support us in this memorial project.

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

Sincerely,
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