

Halifax 57 Rescue (Canada)



RCAF HALIFAX LW170 RECOVERY
(424 Squadron)



LW170
Recovery
Phase I

Progress Report No.50A

September 15, 2013

Registered Charity 84586 5740 RR0001

[Finding
LW170](#)

Dear Members and Supporters,

[Progress
Reports](#)

Just a short report on the latest goings-on for the Halifax Project via Progress Report 50A, our newest report in September.

[🍁 Combat
History](#)

But first, a BIG announcement of the up-coming high point of the 2013 season at our parent museum, the Bomber Command Museum of Canada.

[Halifax 57
Rescue 🍁](#)

Have a look at what is coming up with Lancaster FM159, after 8 long years of work by our resident Merlin rebuild team. Not since Feb. 1959 has our Lanc been able to sing her "music of the Merlins" with full voice!

[Credentials](#)

Please have a look a great new promo video on YOUTUBE called

[Membership](#)

"Bomber Command Museum - Firing up 4"

[Forum](#)

or just click on this below:

[Contact us](#)

<http://www.youtube.com/watch?v=z3N9qVfoYkc&feature=share&list=UUs7BV856MQoqC06KKcKI3uQ>

[Links](#)

Note that there will also be a run of the refurbished Bristol Hercules engine on Sat. Sep. 21 at 2 pm. So as a new era of all four Merlins running on our Lanc begins, we will also have the first of 4 planned Hercules engines running as a new chapter opens up for our Halifax Project.

I was commenting the other night, at the weekly "shop night" at our museum, if anyone could tell me of any other museums in the world where their guys were talking and comparing notes on the running of Merlins and Hercules engines together for our audiences at museum events, and the trails and tribulations thereof, I would like to know if there are any other museums with these great problems. These engine runs of Merlins and Hercules together as a presentation by the BCMC are quite rare indeed.

To hear, smell, and see our "running tribute" to our Bomber Boys is the best we can do to remember them and their sacrifice. It keeps their revered memory alive.

THESE are the Hali-facts:

I have just come back from a busy and productive trip to the UK in mid-July as I gathered up Halifax parts and followed up leads for all the items we need for the success of our Halifax Project.

All of what I am relating to you below has come about because of timely donations last month of our Halifax 57 Rescue members and supporters. We were dead in the water financially until some of you stalwarts came forward with your donations in late June. If not for your support I would not be able to tell of the progress we have made in July and August as there would have been none.

We are continuing on the critical main-spar project of rebuilding the center-section of the beginnings of our Halifax. All of this project is being worked on in Ottawa by our Halifax rebuild manager George Roskopf.

See photos (Wing box B, C and detail of work) for the 2 main Halifax-Hastings wing boxes "B" and "C" at our storage facility, which have been pulled out and turned over to show the final rivets and bolts which must be drilled out. This will allow the remaining 2/3 of the main spar to be extracted by George. See also the detail photo of bolts and rivets with red

arrow showing the embedded main spar in the wing box.



Wing box "B"



Wing box "B"



Lower wing boxes - work to do

Remember each week of work, when we are in full operation, to do this main spar extraction costs \$600./week in manpower and materials. Will you support this operation with a donation to cover just one week? Each weekly donation adds up to a completed main spar rebuild!

We only have enough funds to cover about 1 month of main spar work (approx. \$2400.) and then we will run out of funds for this portion of the Halifax Project. We estimate there is at least another 2-3 months of work to get the main spar indoors and then we can splice the main spar back together this winter with our brand new Halifax main spar caps made for us by our corporate sponsors Sprung Instant Structures.

Thanks to your donations just sent in I was able to go to the UK in mid-July and get the important Rotol prop for a Bristol Hercules which was so kindly donated by the Sunderland Museum in the UK. This prop was urgently required for the Hercules engine runs as we cannot run this engine above idle power at the museum in Nanton until the prop has been shipped over and installed. See the photo of the de-assembled prop at Peter Grieve's shop in Carlisle UK after Peter picked up the prop at Sunderland. Note also, a donated Hercules air intake by our friend Terry Jones of Carlisle, a Hercules engine expert.

The costs to get the prop picked up, de-assembled and deposited at our Halifax parts location in south UK was in excess of \$ 900. Are there any of you supporters out there who will be willing to continue to add to our propeller fund? I have been told by the crating people and Air Canada air cargo that the cost for this boxing and transport will be in the region of \$750. just for the propeller to get it to Calgary.



We have had a donation to this propeller shipment just in the last week but there is still a shortfall which you could donate and help us out!

While bringing all our parts together at Skysport Engineering near London UK, I also made arrangements to crate and send over to Calgary via Air Canada air cargo the very rare Halifax nose perspex (complete). See a photo of this gem which will be boxed up later this month and sent via air cargo along with the propeller.



The cost for this rare nose perspex is close to \$650. for extra-special crating and shipping. Which one of you would like to support getting this baby across to the museum so we can work on it this winter to restore it for the Halifax?

A reminder of this day and age and the high cost of warbirds is that you cannot ship items like this on a bare pallet without damage and these items do not grow on trees! We must be special caretakers and custodians of these precious items, all which add up to a Halifax.

We still have to bring across the Halifax engine exhaust collector rings and radios that we have stockpiled at Skysport, and I have not even got into the daunting logistics of shipping a Halifax-Hastings outer wing panel (25 feet x 11 feet X 6 feet) across the ocean!!

But this will be another effort and another time to deal with those items for the Halifax Project.

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.

So you see, we are doing our best for the Halifax Project and we are getting \$10 of work out of every dollar you donate.

And why would we labour on so, to make a Halifax for the Bomber Command Museum, no matter where we have to go or what we have to do? Because those young aircrew who sacrificed for us could be remembered with their aircraft as their symbol of Freedom for all of us.

We want a Halifax to stand next to our Lanc and let these iconic aircraft do the veteran's talking when their engines run and you hear their thunder.

And remember,
WE LEAVE NO HALIFAX BEHIND

Sincerely,
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