

HONOUR, EXCELLENCE, SACRIFICE

Halifax 57 Rescue (Canada)

Registered Charity 84586 5740 RR0001

PROGRESS REPORT No. 53

June 20, 2014

www.57rescuecanada.com



Greetings to all our members and supporters of Halifax 57 Rescue as we proceed on our journey of respect and tribute to the young air crews who flew, fought, and died in bombers and other aircraft.

I have just returned from Belgium and the UK these past few weeks as the 70th anniversary of events of 1944 included the Memorial ceremony of 3 bomber crews that crashed near Geraardsbergen, Belgium. Look closely at the Geraardsbergen cemetery photo of the 21 headstones of these warriors in bombers who paid for our Freedom with their lives. These are the crews of RCAF Halifax LW682 along with RAF Lancasters W4234 and LL652.

How great is their gift to all of us, the gift of Freedom which for over 70 years our nations and families have had, which I think is now being taken for granted by so many of our fellow citizens.

It is our job and mission to remind them of this great gift which was so dearly bought by these young people, for this was the pivotal moment in modern history, in World War Two, when Tyranny almost defeated Democracy. But Bomber Command greatly helped the Allies attain Victory and it is each one of these young aircrew we honour and remember.

And how will **WE**, of Halifax 57 Rescue (Canada) remember them? By reminding all who will listen that 7 out of 10 (70%) of RCAF bomber crews who were killed-in-action were flying in the HALIFAX bomber. Not only this but we will find, anywhere in the world, Halifax aircraft and artifacts to be part of our tribute to those majority of aircrew whose sword of Freedom was their beloved "Hallie".

So come with us, as you read below and as we proceed on that Halifax journey, doing what must be done to restore and remember the Halifax heritage. If you will support us in this journey then you will find Halifax 57 Rescue (Canada) is the real McCoy! You will see we are worthy and doing great things for all of you.

On to business, these are the HALI-facts:

In the last Progress Report 52 I related to you on the discovery and proposed recovery of RAF 158 Squadron Halifax HR980 from a swamp north of Berlin, which had forced landed there in August 1943. The main priority, now that the Halifax has been pinpointed in the mud, is to recover the airframe as there are 5 airmen still missing-in-action and entombed in the Halifax (which is sunk in up to 7 meters of mud). The other 2 airmen of this crew were found and buried in 1943 just after the crash and just before Halifax HR980 sank out of sight into the swamp.

Halifax 57 Rescue and our recovery partners "LAO" (a prominent German historic aircraft recovery group) have formed a formal partnership to recover these airmen for their families. I am in touch with the families of these missing airmen and we are proceeding on a plan to recover these Halifax warriors in the fall of 2014.

Let me introduce you to these young airmen in the photos below. Look at their faces and see the wonderful life that is in them and then know they gave everything for you!



Bill Burgum RAAF (center) and his RAF crew Arthur Cox, Donald Hempstock, and Harley Harber RAAF

See below, also, Roland Hill RAF Flight Engineer , our own air gunner “Jake” Harrison RCAF of Brooklyn, Nova Scotia, and Peter Buck RAF Navigator



These airmen deserve better than this, with a place of honour and rest with closure for their families after so many years!

To this end Halifax 57 Rescue (Canada) along with their parent museum partners, the Bomber Command Museum of Canada, believe this Remembrance recovery is of the highest order of importance and must be completed.

LAO, our partners in Germany, have been organizing and researching all facets of the recovery and have made good progress on lining up all items and information for the recovery.

Remember that the core group of H57RC has already recovered RCAF Halifax LW682 from the Belgian swamp from 7 meters of mud. We now have the agreement of the same Belgian team using these same successful pumping techniques from LW682 to come to the site of Halifax HR980 north of Berlin.

H57RC is responsible for the fund raising for this proposed HR980 recovery. Our parent partners, the Bomber Command Museum of Canada, have also agreed to come in the recovery and we have raised \$27,000 for this special project. That is the good news.

The bad news is that the TOTAL budget to do this recovery has been estimated at (\$86,000 = 64,000 Euros = 51,000 pounds) and we have no major backers in sight to provide the remaining funds. Believe me when I say I have tried to get this project funds but have not received any promises of major funding from any source in Canada to the date of this report on June 20.

I did not want to lay this in front of the stalwart members and supporters of H57RC (they have done so much already) but it is time NOW to go public with this proposed Halifax HR980 recovery and say we must not back away from this fund raising for it could be the Remembrance recovery of the decade!

I have already sent proposals to the UK and Australia and I am hoping these countries, if not officially but from their concerned citizens, would send donations to us so we can have a jointly-funded Commonwealth recovery of OUR guys from this swamp and give them rest.

It is indeed a profound and poignant task for this author to be corresponding this summer with the family of Jake Harrison (which includes his wife!) and the blood relatives of the other missing lads of HR980 (including 2 sisters ! – one in Australia and one in the UK).

I have given my word that myself and my friends will do our best for all of them to find their men in their lifetimes. For 71 years they have NOT been found, will you help us find them NOW?

Having said all of the above, let me tell you about the great progress we are making on our Halifax Project on the home front. The Halifax-Hastings wings we found in Malta were being worked on by George Roskopf our Halifax engineer expert in Ottawa. The major first chore to rebuild those wings into a stock Halifax wing was the extraction of the main spar out of the Malta wing boxes.

See all the wing rebuild activity so far – just Google “H57RC The Rebuild Shop Program 1 – 10” on YOUTUBE.

George initially worked out of his shop at home and then we moved on to a local Ottawa commercial shop for further main spar work. About 30% of the main spar extraction was done (funded by H57RC and the BCMC) but then the commercial shop space donation was lost and we went on hold doing the main spar repairs.

Good news, as of June 19, 2014, we now have a new designated rebuild shop in Ottawa for the Halifax main spar extraction work. Not only this but Knox Tech Inc. (the new shop owners) has agreed to do all the main spar work and has entered into an agreement with H57RC to that effect. George Roskopf will be part of this agreement and will use his Halifax structures expertise to do this entire wing rebuild, the main spar extraction being Phase 1 of this agreement.

The owner of Knox Tech Inc. is Scott Knox (whose father was in Bomber Command) and Scott was on the actual recovery team of RCAF Halifax LW682!

Phase 2 will be the rebuild of the complete Halifax wing main spar (29 feet by 4 feet) on a giant table jig at Knox Tech. in Ottawa.

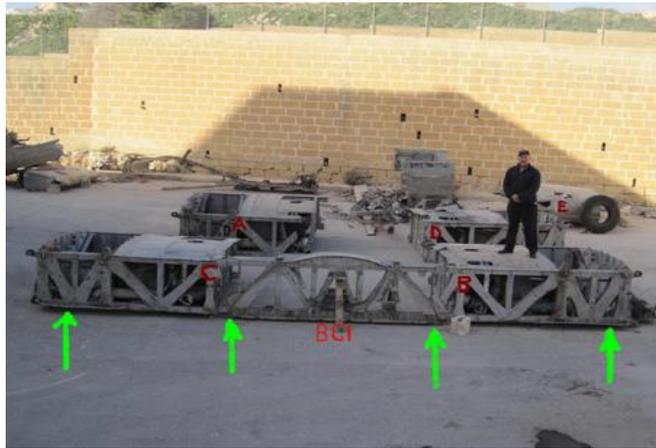
For the time being H57RC is funding the main spar extraction (from a very tight budget) and we hope to finally have the main spar out of the wing boxes by the end of Aug. See below the photos that pictorially review all the good ingredients we have amassed for the Halifax main spar. Go, George, Go!



George and Tom—NA337 spar



Bob Evans unloading brand NEW Halifax main spars from Sprung Ltd.



Halifax-Hastings wings recovered in Malta – note green arrows pointing out the main spar.

Not only this, but wait there's more! I mentioned in the last Progress Report 52 of the purchase of a Stirling bomber propeller hub which are identical to the Halifax hubs. This was a good find and well worth the trip to the UK in March.

While picking up this hub I found out that a collector of engines had 4 Bristol Hercules engines and might be willing to sell them. I headed out in my hire van and visited the location of the Hercules engines. The first 2 of the 4 Hercs. were sitting on pallets and obviously cut off a wing of some aircraft.

Knowing that a rusty Hercules engine can be a problem for restoration for our Halifax Project (which is to have all 4 engines running on our Halifax at the BCMC), I mentioned that these 2 Hercules might not be suitable enough for running purposes. So my guide that day dropped the bombshell that if these were not good enough I had better look at the (2) "0-time" rebuilt Hercules engines in crates in the corner! Obviously he got my attention on that and here below is what I found. (remember folks, just like in combat, I do not have to be good – just lucky).



Hercules 1



Hercules 2



Hercules 2 (rear)

So after quick consultation with all the Directors of H57RC and the BCMC we all decided that we MUST acquire these Hercules 216's (they fit a Hastings wing and remember we have 6 complete Hastings motor mount units from the Malta recovery!)

Also, for those armchair quarterbacks (in the UK they might be known as rivet counters) YES, the engines were inspected closely and turned over to make sure they were as advertised. Skeptics do abound on the internet.

I am pleased to announce we have purchased these ultra rare Hercules rebuilt engines now and I hope to have them shipped back to the Bomber Command Museum of Canada in Sept.

But if you think I would jeopardize the proposed Halifax HR980 recovery by weakening the accounts of H57RC for this unique discovery and purchase of said Hercules beauties please note this. I proposed and got the assent of the majority of the BCMC Directors for their museum to purchase the 1st rebuilt Hercules with H57RC purchasing the 2nd Hercules.

This was the best solution to mitigate the possible financial risks to our total operation. We honour the men in those bombers and not the bombers directly. So all you guys who have never been in command or taken a managed risk please provide some input. It was the best I could do, under the circumstances, to maximize our projects.

Finally, I wanted to tell you about the pending presentation by Falcan Industries of Fort MacLeod , Alberta of a brand NEW Bristol Hercules engine-run trailer for the BCMC and H57RC. After an impressive Hercules engine run demo at the BCMC late last year the Falcan Industries team said they wanted to build us a custom trailer to help out with the Halifax Project, for showing off our running Hercules engine to our audiences and fans.

Lo and behold, here it is, a first photo below of the beautiful highway trailer (in final fabrication process) that our running Hercules engine will be displayed in the coming weeks. Just think of the Hercules "rock and roll" songs we can play for audiences not only at our parent museum at the BCMC but also at airshows and expositions all over the country.



Kevin (engineer) and James (owner) of Falcan Industries with our new Hercules trailer

So you see, there is so much we have done and can do! I think we are worthy of your support and we will not disappoint you with what we have to offer on these Remembrance adventures. We can turn the impossible into the difficult and then it is “easy” to move forward on our mission.

We urgently need Corporate and personal sponsors for these historic projects and below are 4 ways you can help us keep our Halifax Projects going:

- 1) Donate funds to Halifax 57 Rescue (Canada) via the postal services – see our 2 addresses available at the end of this report. Make cheques out to “Halifax 57 Rescue (Canada)”.
- 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 Halifax print info.

Think of those young aircrews and think of your Freedom and then remember their “Honour, Excellence, Sacrifice”. You will know what to do.

And remember, WE LEAVE NO HALIFAX BEHIND

Sincerely,

Karl Kjarsgaard - Project Manager

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