



HONOUR, EXCELLENCE, SACRIFICE

Halifax 57 Rescue (Canada)

Registered Charity 84586 5740 RR0001

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www.57rescuecanada.com

The magnificent Bomber Command Memorial in Green Park, London is a true gathering place to honour the 55,573 bomber aircrew who sacrificed their lives in the cause of Freedom in World War Two.

Remember that 10,659 Canadian RCAF crew are included in this total list of aircrew in bombers who paid the ultimate price for your Freedom.

As Remembrance Day approaches this November 11th, 2014 I wish to pass on to you a story of a young RCAF airman whom we will honour and remember, along with all of his comrades from 70 plus years ago.

But this is a special story that deserves the spotlight (amongst all the other spotlights that we will see over this very trying time) that helps us remember those who have gone before us and sacrificed their lives so that we might have Freedom and peace.

In all my 20+ years of researching bomber crews and paying tribute to their efforts and sacrifice through the saving of their bomber aircraft, the historic symbols of their great Victory, this author has not read nor experienced a more poignant and compelling message than the one which is contained in the final farewell letter from this young Wellington pilot to his beloved parents.

Flt. Sgt. James Dunlop is listed as a pilot of a Wellington of RAF 12 Squadron which took off on a night bombing raid on Oct. 11, 1941. While returning to England he and his crew had to make a forced landing on a Norfolk beach with their crippled Wellington. There was a massive explosion and all the crew perished.

Knowing the huge risks that James was going to take to fly in combat bombers, to take the attack to the enemies of democracy, he wrote a special letter in June 1941 only to be opened by his parents and family upon his death or if he was missing-in-action.

This letter you are about to read is included at the end of the beautiful “Bomber Command Memorial” book published in 2012. James is described as a British pilot but this is incorrect as he was a member of the RCAF with a Canadian RCAF regimental number! Remember, during World War Two 1 out of every 4 airmen in a British aircraft in a British squadron was from the Royal Canadian Air Force.

Not only this but he was from Niagara Falls, New York (one of our RCAF American volunteers) and had Scottish parents! Can there be any more symbolic and representative person of all our nations than this 23 year old airman of the RCAF flying for Freedom!

See below you the image of one of Canada’s best and his final resting place in England.



We at Halifax 57 Rescue (Canada) and our headquarters at the Bomber Command Museum of Canada believe this final letter of James to be one of the finest Remembrance messages ever published and we now share with all of you, his last letter home.

12/6/41

Dear Mother and Father,

I have no reason to believe that this letter will ever be read since it will only be opened if and when I am killed, or at least listed as among those who ‘failed to return’. I have no feeling of impending fate so please do not feel that I knew what lay ahead of me when I wrote this. I know that my duty, not only to my country and my humanity but to myself, lies ahead. I know that in carrying out my duty I must run great risks. Risks I may add that leave me little chance of seeing you again. Yet it is because of the risk, rather than any certainty, that I must write this letter.

Firstly, I want you to realize and try even to be proud, that you have given a man to the cause of human liberty. Please do not make the error of mourning me on account of my youth. That youthfulness is only apparent to you because you are considerably older than most parents with a son of my age. Young as I am I have seen a great deal of the world and of the life of the world. I have lived in free countries among free peoples and have grown

to manhood loving the liberty I have enjoyed. It has not been easy for me in life nor was freedom so widespread as it might have been for others. Still, progress was being made along the correct lines.

That progress must never be stopped by anyone or anything. All men must learn to live at peace with his fellow men and to grant all, regardless of station or birth, creed or color, the same rights and privileges which he himself deserves or enjoys.

Class distinction MUST be wiped out. Surely if there is a God, he did not intend that his Creatures should live amid hate and distrust here on earth as a preparation to entering his kingdom. If we are to live with God we must learn first to live like God or as he would have us live. In other words we must work out our own Salvation. Jesus was and is the formula, it is up to us to follow the formula to the same answer. By this I do not intend to condone the organized bodies of men & women which dictate the rules, judge the participants and ostracize the sinners. Each man to his own life, his own belief or lack thereof and to his own morals or code of ethics.

Since my childhood I have tried to steer my own life along the path that led to achievement of my ambition- to be a brain surgeon. There is no hope of that now but, as I explained to you once, my death may make it possible for some other lad to do the work I envisioned for myself. I go in that belief, be it vain or otherwise. Dropping bombs seems like a far cry from medicine yet I found it was my duty for once to 'be cruel to be kind'. I hate killing and suffering with all my soul yet I have killed and caused suffering. If I am to be excused it must be on the grounds that I killed the few to save the many. Nazism has, and would continue to destroy truth and independent thought, without which we must inevitably suffer and die. Die deaths of the soul and mind as well as the body! If there is no thought there is no freedom, no progress, no life.

If there is any message which the coming generations should have from mine let it be a message from us who have fought and died to make future generations of human beings possible. Let the message be this – we have cleared the site and laid the foundations – you build. This time let us hope they take the plans out of that hip pocket.

Well folks, I had better draw this to a close. This won't have been pleasant reading yet I want no tears on my behalf. I have done my duty - completed my life's work. If there be any honours or rewards due to me let them be these two, ONE: That you regard me as being worthy of being your son. And Two: That there come to pass at last 'A Good Earth'.

Goodbye and God Bless you.

Your loving son,
Jamie

[At the going down of the sun, and in the morning, we will remember them.](#)

On to business, these are the Hali-facts:

There is so much to tell you as we build up our Halifax Project as a tribute to our bomber crews of the RCAF and RAF Bomber Command. Things are cookin' and we want to share what is going on and hope you will help us with your participation and donations.

We are hopeful that our (2) Bristol Hercules 216 engines (0-time and inhibited since rebuild) will be delivered to us at the Bomber Command Museum of Canada in Nanton, Alberta during the Nov. 6 - 10 period. We will keep you advised of the arrival of our 2 little beauties when they are here. Feast your eyes on a nice photo of 1 of these engines in a new shipping cradle, the whole unit weighing in at about 2600 pounds. In all my years of looking for Halifax parts and engines I do not recall ever having seen a "0-time" Hercules located or for sale, let alone 2 of them!



This engine purchase was not cheap and by the time we have totaled up the cost of the purchase and shipping Halifax 57 Rescue and the Bomber Command Museum will have spent over \$17,000 Can. total to get the 2 engines to Nanton! The reason I tell you this now is to show you that if you are truly into our Halifax Project you will begin to understand the costs involved and that we must press on with the our efforts, NOT because it costs lots on money, but because it is that important to us that we must not back away from this challenge and our goal, another Halifax for Canada.

And for all you rivet counters and cynics, with the purchase of these 2 Hercules we received the original RAF engine cards showing "NIL hours" and specific dates of the oil inhibiting of said engines (and yes, the engine serial numbers match).

Further to this, see below an action photo of our Hercules engine #1, the rebuilt engine and best of the 4 Hercules engines that were donated by Hawkair, running at our Aug. 23 event at our museum, with the Hercules engine crew in attendance. There is no finer method that I know for converting gasoline into beautiful Bristol noise!



Hercules crew - Karl, Kevin Charlton, and Derek Squire – Hercules engineer

Thanks again to Falcan Industries of Fort MacLeod for donating our new-built Hercules engine display trailer.

Due to some scrounging successes on my last Halifax – Hercules parts hunting trip in the UK we now have all the new internal parts to do the rebuild of Hercules engine number #2, which sits in our rebuild hangar awaiting build up this coming winter.

So with the pending arrival of rebuilt Hercules engine #3 and #4 from the UK, we now have (4) prime candidate Hercules running engines with at least 3 extra Hercules parts-engines and 3 tons of Hercules spare parts for our Halifax Project. Are you with me so far and do you think we are worthy of your support?

On to the rebuild and modification of the Halifax-Hastings main-spar being carried out in Ottawa at the Knox Tech Inc. workshop by Scott Knox and George Roskopf, the engineer who has already rebuilt the main spar of Halifax NA337 in Trenton. After months of work and hundreds of hours Phase 1 of the Halifax Project (extracting the main spars out of the center-section wing boxes) has now been completed! See the photos following of the main spars just after extraction from the wing boxes as Phase 1 was completed at the end of August in Ottawa.



If you want to see the latest video of Phase 1 completion, as done by our video producer Jim Blondeau, just click on this link below and see what the hundreds of hours of work has done to bring us even closer to a new-build main spar for a Halifax bomber.

<http://www.youtube.com/watch?v=7mOleNOuLqo>

If you want to see any or all other videos done on our “The Rebuild Shop” then just go to our Halifax 57 Rescue website: www.57rescuecanada.com/videos.html and you can see all the videos as we progressed through PHASE 1 of our Halifax Project.

Phase 1 is the extraction of all 3 sections of the Halifax-Hastings main spar from the center-section wing boxes. All of our supporters have donated and supported us with over \$8,000-\$10,000 of funding these past many months to get Phase 1 completed. In fact, even our parent museum of the Bomber Command Museum of Canada has contributed financially to help us complete Phase 1.

But wait, there is more! Halifax 57 Rescue and Knox Tech have already started Phase 2! This is the reconstruction, modification, and restoration of the (29 foot X 4 foot) main spar, found in Malta, into the main spar of a Halifax. This requires the making of a complete steel jigging table frame for the remaking and modifying of our main spar into one complete Halifax main spar unit, using our new-made Halifax main spar caps built from 1943 Halifax factory blueprints for us at the “Sprung Instant Structures” factory in Utah, USA.

News flash, a brand new video of the start of Phase 2 is just now available at this link below and it is less than 24 hours old:

<http://www.youtube.com/watch?v=8N6UN34ec3A>

Remember, when we had the opportunity to make these new main spar caps we made enough main spar caps for (2) Halifax bombers! You never know when someone who owns a Halifax or discovers one underwater and might want a spare set of main spars to rebuild their Halifax. “Who ya gonna call...?”

Knox Tech’s proposal for Phase 2 was (\$15,053.) estimated with all materials included, and could be lower should some good scrounging and donation of materials be worked out. Although our budget is tight, Halifax 57

Rescue along with the BCMC has made the (1st of 3 installments of \$5,000) to Knox Tech in early Sept. So this means that within 3-6 months we will have to raise the rest of the funds (10,000) to pay for the completion of Phase 2, rebuilding the main spar.

We have faith in our supporters and we know that we must continue on the Halifax Project so there will be no delays on this critical airframe work. We have faith someone or some corporation who knows what the Halifax means to our history will pop up and donate. It has happened before and we hope it will again.

I need to remind you that no matter what Halifax airframe or parts we gather from around the world, we are always going to have to rebuild from the ground up to make a running Halifax and this means a new-build main spar. “We know we want to build our dream house and we know we will need, for sure, a foundation for our house so let us build that now, then we can decide in the future how we will deal with the materials to add on to that foundation”. Are you reading my mail on how important this main spar “foundation” is to all of us?



Main Spar table jig for NA337 rebuild



Halifax NA337 Main Spar – totally rebuilt

For those of you following the discovery of Halifax HR980 in the swamp in Germany let me report that there has been a delay in the development of this project to recover the 5 crew and the aircraft from the swamp. On Aug. 2 the LAO recovery group in Germany and H57RC personnel met, along with Luc Canty of Belgium – a swamp pumping expert, at the swamp north of Berlin where HR980 and her missing crew lie in the mud.

After doing important recon and drilling of the swamp and mud of the HR980 crashsite it was determined that the mud is an unusual type which cannot be pumped using conventional methods such as in our recovery of RCAF Halifax LW682. This means we will have to use higher technology and, based on what is available, it looks like the recovery budget to get the crew and airframe out could be in the order of \$300-\$400K.

I have told the families of the 5 missing crew of this complication and we are trying to get government support from Canada, the UK, and Australia for this operation. But it looks like it will take months and will not be possible to begin until the summer of 2015. More on this on-going saga as we continue into the New Year.

By the way, have a look at the exciting discovery of a British Halifax Mk.II, most likely a Halifax from the Tirpitz bombing raids of 1942, that was discovered in 200 meters of water in a Norway fjord just last week.

<http://www.nrk.no/trondelag/rare-british-ww2-airplane-found-in-norwegian-fjord-1.12005570>

Finally, here are details on the developments to find “our holy grail” – RCAF Halifax LW170 which ditched and sank in deep waters in 1945 off the northwest coast of Ireland. This is our “Mt.Everest”, the big prize that we strive for. I have a phone conference this coming Friday. Oct. 31, with the Irish Marine Institute to talk about plans to use their ship and sonar to look for LW170.

In March 2014 our 2 groups met and did talk in London UK about the search box we have for LW170 (with some hard targets already identified) and their resources to investigate these targets using their ship the Celtic Explorer and their remote operated submarine with sonar. In principle we came up with a possible plan that could include looking for the Halifax by piggy-backing the Halifax search while on a scheduled scientific expedition. This meant that we should be looking for the right expedition with some spare sonar time available to do a Halifax search.

There were no ship expeditions that were suitable in the summer of 2014 so we are shooting for 2015 now. Hence my calls to the Marine Institute and a planned meeting before Christmas to travel to Galway, Ireland to review those suitable scientific expeditions which could help us in our sonar search. I am heartened at the positive response by this important Irish group to help us find the most historic bomber in Canadian aviation history. Let us move forward on this front to find this “sword of our fathers” which is a treasure to all of us. More on this in the next Progress Report.

So to make it clear on how you can financially help us:

We urgently need Corporate and personal sponsors for these historic projects and here 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.

In the coming months we will be relying on you, our members and members-to-be, to keep us going in this honourable cause to save the Halifax which is a true symbol of our history and our heritage. We honour the men in the aircraft by saving their aircraft, thereby keeping their memory alive.

Remember, WE LEAVE NO HALIFAX BEHIND

Sincerely,

Karl Kjarsgaard - Project Manager

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