



Update by **Halifax 57 Rescue (Canada)**
December 24, 2018

Special Christmas UPDATE - Halifax Project

A MERRY CHRISTMAS to all our members and supporters, and hoping for a healthy Happy New Year for you all.

I thought as your Project Manager I would review our 2018 year with highlights and add the last few weeks progress to this update to keep you fully up to speed. This project has NOT slowed down just because the weather is snowy and cool - cold, whether in Canada or in Sweden or in the UK.

Less than a month from now in mid-Jan I will be going to Copenhagen, Denmark to meet with the Gustav Fredericksen, owner of the Danish tugboat "River Thames" and with Jan Christensen, the team leader of the Swedish Coast and Sea Center (SCSC). We will be discussing the planning and operation of using the tug (50 feet or 16 meters) with machine shop and diving facilities included on board. We will also be talking about how to use the tug for 1 week at a time in the 2019 season to dig out the Halifax HR871 efficiently.

Obviously when it comes to digging out the Halifax underwater we cannot use the small diving boats to do the sand removal around the Halifax and we do not wish to fall behind on this work. Remember, if the wind picks up on our small boats the waves become too big to stay anchored on site and we have to cancel our underwater work. So you can see how valuable the River Thames is to our project! The cost of this vessel is \$500.00 = 3,300 Swedish krona PER DAY.

Remember, after we have uncovered the Halifax from the sandy bottom over several days and we are ready to lift this airframe, we

must use "Bjorn", the motorized barge with crane, to actually lift and transport all of the Halifax to the Port of Trelleborg (15 miles - 24 kms.) from the dive site. The cost of Bjorn is \$2,500 = 15,000 Swedish krona PER DAY.

Donations are still coming in over the Christmas season and we have had stalwart folks make special donations to cover the first 2 days of the tugboat operation (2 X \$500.) but we still need to set aside more funds for our special tugboat as we want to work 1 week (7 days) at a time. Can you help with a donation for the tug, even for 1 day of operation?

Also, on this trip in Jan. I will be stopping off in Amsterdam to pick up our Halifax propeller parts and a pristine Halifax engine oil cooler that I discovered over there in Sept. 2018. See photos of these gems now acquired, thanks to the generosity of the Dutch museum, Crash '40 - '45 in Alsmeer, Holland. Thanks to Ed and Irno at the museum for all their help. Now we must air cargo these rare gems back to Nanton and the Bomber Command Museum (BCMC). This about 110 Kgs - 250 pounds of parts and you know how much air cargo costs these days. Any donors wishing to sponsor the airlift of our Halifax treasures back to Canada?

Speaking of gems, I have also found, inspected, and struck a deal in the UK for a de Havilland prop (DH) blade for the Halifax that will fit in our newly acquired (DH) propeller hubs! So I am trading some WW2 surplus props from the BCMC prop inventory for this rare prop that we need. See the prop blade photo (still in the UK) and also a photo of our "new" propeller hubs, now at BCMC in Nanton, Alberta.

This rare blade will become the template and key to solving our urgent need for 12 propeller blades to fit our (4) Bristol Hercules engines of the Halifax Project. We are going to run our Hercules engines on our Halifax so need good condition blades and hubs.

Do we have amongst you a sponsor that would be willing to pay for the air cargo shipping of our de Havilland prop blade from the UK to Nanton? This would be very helpful to our already stretched budget.

See a photo of the (3) best of our (7) Bristol Hercules engines we have at BCMC. The 2 on the left and center are almost new and rebuilt engines, and the one on the right is rebuilt ZERO - time and is being tuned up at BCMC so that we can run it in the near future.

Finally, Scott Knox at "Knox Tech" in Ottawa, Ontario is working on our Halifax center-section, the backbone and foundation of our entire Halifax Project.

H57RC and BCMC have been supplying him with all the parts to do this rebuild and now he is on the final "structural" leg to put the center-section back together after over 3 years of hard work. The main spar is already rebuilt and so are the 10 giant wing ribs. Now he is finishing off the REAR spar work.

When completed in 2019 this (30 foot X 8 foot = 9 meters X 2.5 meters) Halifax wing section will become the core of our Halifax upon which we will rebuild and attach all Halifax parts that H57RC finds in the world. So you can see how important the Halifax Sweden project is to finding the missing pieces of our Halifax rebuild!

Here is a new video (below) direct from the Knox Tech shop in Ottawa all about the latest progress for the Halifax Project. Just click on the link below:

<https://www.youtube.com/watch?v=VkmbzjN1qtY&feature=youtu.be>

See also 3 photos of the center-section and the REAR spar work at Knox Tech being done over this Christmas season and into the New Year.

Also, have a look at the extra photos and comments at "REBUILDSHOP" on Facebook, the Knox Tech online location for seeing all their Halifax rebuild progress. Just click on the link below:

<https://www.facebook.com/Rebuildshop-1533756926866315/>

I would venture to say, "It is not the 'beginning of the end' of our Halifax rebuild BUT, it is the 'end of the beginning' of our Halifax"!

We hope you will join us, renew with us, and continue with us by donating as we save a Halifax for the Bomber Command Museum of Canada. This is a honourable calling to save our Halifax and history while paying grateful tribute to our Bomber Boys sacrifice!

Merry Christmas and remember,

WE LEAVE NO HALIFAX BEHIND.

Sincerely, Karl Kjarsgaard - Project Manager
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