



Update by **Halifax 57 Rescue (Canada)**
February 5, 2019
Halifax Sweden Project UPDATE

Greetings to all our supporters and fans in this "cool" period of the year when we are waiting for "spring to sprung" and we can get into action on recovering Halifax HR871 and our Halifax parts we have collected from all over the world. While the bears are sleeping, Halifax 57 Rescue is not. Let me tell you some more.

Just before Christmas I was able to announce to all of you the new progress on the Halifax center-section, the foundation of our Halifax bomber, with the REAR spar of this critical Halifax structure being assembled by our wizard team in Ottawa at Knox Tech. See the photo of the left half of the REAR spar being assembled in the jig. (the front Main spar and giant wing ribs are already rebuilt, just waiting for the rear spar to be assembled!).

So while Scott and his team have laboured on, I launched myself towards Holland on Jan. 14, arriving on the 15th where I concluded our H57RC trade with the Crash '40-'45 Museum at Aalsmeer.

I traded an 1154 and 1155 radio to them along with a bomb-aimers computer. They gave back to me the 2 pristine Halifax propeller spiders (with all the prop bearings and fittings), plus an almost perfect condition Hercules oil cooler and cowling for a Halifax. See photos of these treasures, now in Nanton, Alberta in our restoration shop at the Bomber Command Museum.

Also, look below at the photo of the blue table filled with Halifax propeller parts. These spiders, the 6 steel triple-spoked items seen there, form the world's largest collection of deHavilland

55/20 propeller units for the Halifax. THIS is what it takes to make a running Halifax!

The cost to trade, crate, transport, and import these prop parts (which collectors will tell you do not exist any more) was just over \$1500. I need you to know we are finding super rare Halifax parts but not without cost. Is there any generous soul out there amongst our supporters who will donate to replace those funds we have just used from our general account? These components will be vital to our Halifax project in the years to come.

Then after launching from Holland the crates of parts to Canada, I jumped over by air to Copenhagen, Denmark on Jan. 17 to meet with Jan Christensen and Erik Skog, our dive recovery team leaders of SCSC. Also attending, after driving 3 hours! was Gustav Fredericksen - the new addition to our recovery team and boat owner of the "River Thames 50 foot (17 meter) salvage tugboat.

Much was discussed for the preparations of the 2019 summer recovery schedule of Halifax HR871 with all details being ironed out on tools, operations, and arranging manpower for all the dives we have planned. High priority is to do a test run of "Jackie"- the diesel water pump, and the giant sand vacuum-cleaner tool we call "Sue". This will be done in early May, before we go out to dig out the Halifax from the sand.

All of you know it will cost on average (\$500. / 3,000 Swedish krona per day) to run the River Thames tug which can sleep 6 to 8 guys plus feed them hot meals while we are working. Remember, we are also going to use, when required for the recovery heavy-lifts and parts transport, "BJORN" the motorized barge with crane, with the daily cost being 5 times the cost of the River Thames. Bjorn will cost (\$2,500/ 15,000 krona per day) .

So to be as lean and efficient as possible we came up with a cool solution to these daily costs because Gustav said he had just bought a used hydraulic crane for his tug and was starting a rebuild of it. I asked what were the costs of such a tug crane-rebuild and he explained. So then we agreed Halifax 57 Rescue would help pay for the crane to be rebuilt NOW, in stages, so that we could possibly use the tug crane each day and only use the barge Bjorn when absolutely required, with the saving of (\$2,000 - 12,000 krona/day).

I took this decision as it was no-brainer that a tug crane will be the most cost effective as we are doing a champagne project on a beer budget.. So I have paid, from our H57RC general account (4,500 krona/ \$750.) for the first stage of crane rebuild, the hydraulic cylinders.

See the next 2 photos of the River Thames loading up the crane framework to be fitted on board (yes my guys work on tugs in the winter!) and the rebuilt hydraulic rams back from the rebuild shop. So who amongst you would like to donate - renew your support in this new year and cover the cost of the "new" rams??

The next stages are the hydraulic hoes must all be replaced, a powerful winch with controls must be installed , and the crane installed on the tug steel deck in the coming weeks. So please remember, if you wish to donate, that during these stages of crane rebuild and installation, your donation could be an installment to pay for these recovery tools that we need to do the best job to save our Halifax. Standby for more reports on the tug crane rebuild and opportunity to help with the crane rebuild costs.

So, then I came home to Canada on Jan.18 and picked up the Holland parts and delivered them to the BCMC. My body clock had just started to return to normal when I was invited to speak at the Alberta Aviation Museum in Edmonton on Jan. 24.

See the great poster they made up (after the photo of the rebuilt rams) to advertise that H57RC can do a fine program on the Halifax which has been received very well and tells the real history of how important the Halifax is (above all other types) to Canada. Also, we raised over \$2100. in donations from those people who attended my program in Edmonton! Thank you to the Alberta Aviation Museum for the invitation.

(Save and show this poster to your historic group or society and let them know I will come and give a presentation on the Halifax in Canada or the UK !)

70% of all bomber missions done by the RCAF in WW2 were done on the Halifax , and hence the 70% of those RCAF lads killed-in-action. (Only 20% of RCAF combat in bombers was done on the Lanc, with Wellingtons and other types flying the remaining 10% of RCAF combat).

Between Dec. 1 and Jan. 31, I have taken our project to the people and I have spoken at the Canadian Aviation Historical Society - Calgary branch, the Calgary Rotary Club, and the Scandinavian Cultural Society of Calgary - who donated \$5,000 to the Halifax project and BCMC!

On top of that, I flew to Ottawa on Jan. 31 and met with the Commander of the RCAF, LGen Al Meinzinger and his staff at RCAF HQ. We talked about the RCAF helping with resources and logistics as we move forward on recovering RCAF Halifax HR871 and other future projects. The Commander was most keen and wished to continue the RCAF support started by LGen Mike Hood (retired) for saving our Halifax history.

I do not need to tell you how valuable these RCAF resources and support will be in the near future as we recover Halifaxes from underwater and get them home to Canada and the Bomber Command Museum.

As you can tell after 2 years we have almost reached our estimated and projected total of \$62,000 of crowdfunds on Fundrazr. I estimated we needed this amount just for the first year of recovery. I had hoped that in 1 year, using \$62,000 of funds, we could recover the majority of the Halifax from the sands of Sweden. But time, weather, and fate have determined that this recovery has its own life and schedule as we enter our third year.

So please do NOT think we have enough funding to do all we set out to do. Just about half of the 62K we have raised from all you good people has been spent on getting this far on the Halifax Project. You have seen, though, that we have been good stewards of your donations and we are making progress.

Finally, I have prepared the Halifax 57 Rescue 2018 tax receipts for all of you and will be sending them out later this week, either by email or post. So keep a lookout for your Tax Receipt. Thanks to each and every one of you for your generous support and making this Halifax dream come true. We hope you will renew, donate, and keep us strong.

It is an HONOURABLE calling for all the right reasons, saving Halifaxes for our Bomber Boys. And remember, it is important to have this destination called a Halifax, but the most fun and greatest memories on this journey in the years to come will be in remembering whom you traveled with, this Halifax family!

WE LEAVE NO HALIFAX BEHIND.

Sincerely, Karl Kjarsgaard - Project Manager
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