



HONOUR, EXCELLENCE, SACRIFICE

Halifax 57 Rescue (Canada)

Registered Charity 84586 5740 RR0001

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www.57rescuecanada.com

We are soon approaching the 70th anniversary of VE Day when Allied Victory was declared over tyranny and evil. We think back to those dark days when Victory was not assured and all those young men who are our heroes, the Allied bomber crews who flew, fought, and died in bombers. They were at one point in World War 2 the ONLY force of the Allies that was attacking the Nazis when all others were defending and hanging on.

As one distinguished Bomber Command veteran put it, “there would never have been a D-Day without Bomber Command”, and I think he was right. Remember, D-Day was the beginning of the end for the Nazis and Bomber Command paved the way.

This week I had the pleasure of interviewing one of our RCAF bomber boys, 94 years young, at our headquarters, the Bomber Command Museum of Canada.

Henry “Hank” Jackson was a tail gunner on a Halifax with 428 Squadron at Middleton-St. George, Yorkshire. He was on the Cliff Murphy crew and these 7 guys became a great team that survived through a bomber combat era in 1943 when NOBODY was finishing a tour of about 30 combat trips. The Murphy crew did not even get to see D-Day for when the “big show” was on they were doing circuits and bumps, converting from Halifaxes to Lancs. Hank and his crew finally finished their tour in July 1944 after completing 31 trips through some of the bloodiest bomber combat of the war with 3 trips into the “valley of death”, to BERLIN!

Hank and I chewed the fat while the camera rolled with myself reading his logbook and asking him about his tour, his crew, and his feelings on all he had seen. I was amused at first and then realized he was not kidding when I read his logbook comment on his first trip to Berlin in 1943 when he wrote “Saw everything but the kitchen sink.” It was his way of telling us that it was the worst he had ever seen in combat. And then, just 2 weeks later, he went back to the big city which was no less horrendous than the first and this time he entered in

his log "Thought I saw the kitchen sink!" He and his crew made it, to be one of the first crews of 428 in those first dark days ever to make it through a tour and tell the tale.

There was another trip to Leipzig when they lost 79 bombers in 1 night, over 500 airmen lost in 1 raid! But it wasn't the Murphy crew. Then there was the trip where they lost an engine BEFORE they had even got across the Channel headed for Germany yet they pressed on to the target deep in enemy territory, and then back home on 3 engines, alone and vulnerable without main power for the turrets and limited electrics as the dead engine powered the turrets and main electric circuits.

So let us admire them greatly for fighting for us and giving us our Freedom, cheating death with every passing hour in combat that they survived (while 76% of their comrades in bombers did NOT!).

But then the kicker, for when I researched the 7 men of the Murphy crew, after Hank's first visit to meet me in Nanton, in which he had said nothing about awards and excellence in combat, I was amazed to see 3 letters beside each name of Hank's crew, DFC – Distinguished Flying Cross. 7 aircrew - 7 DFC's!



Jackson DFC, Clare DFC, Murphy DFC, Robson DFC, Tindale DFC, McGillivray DFC, Jowsey DFC

The next time I saw Hank I said, “You little dickens, you never told me anything about the awards to your entire crew”. He shrugged and said he did not want to play it up and “lineshoot” over an award for just surviving when so many others who deserved it more, had not.

Hank is SO Canadian! Do your duty with excellence unto death, remain humble and grateful for all you have received, and remain true to the way you were raised and live!

To our veterans now, to all those who did not make it, and to those that are no longer with us, thank you for our Freedom. This gift has been ours for 70 YEARS, that is why we must honour our bomber boys with their symbol of combat and sacrifice, their beloved aircraft.

ON TO BUSINESS - these are the Hali-facts:

By now most of you will have heard we have started the actual rebuild of a Halifax main spar at Knox Tech Inc. in Ottawa utilizing the Halifax-Hastings center-section and main spar as the nucleus of the start of a Halifax. For those of you who know warbirds and, those that do not, no matter where we get our Halifax, if from the deep off Ireland or some swamp or mountain top, you are always going to need a new main spar as your foundation of any Halifax rebuild. So we start now.

Thanks to SPRUNG INSTANT STRUCTURES we have those new Halifax main spar caps and Knox Tech Inc. to do the job. So feast your eyes on a start of a second Halifax for Canada, the main spar being jigged and rebuilt as seen on a special video on YOUTUBE:

<https://www.youtube.com/watch?v=v3mq57Atjfs>

See the latest photo below of George and Scott's labours.



New main spar on 30 foot jig table - note rear spars of center section on wall to be rebuilt next

Now Sprung Instant Structures, after manufacturing the new MAIN spars is supporting us again as they have started the proceedings to have brand new REAR spars made at their factory in Salt Lake City. These will also be aluminum alloy extrusions which means they will be making a special die and extruding the rear spar caps from a 1200 pound batch of alloy. The costing will be high and we hope to get some sponsorship from Sprung on the cost but we will need funding to complete this next manufacture stage. So hope you will help support us on this new tooling as we expect the cost to be several thousand dollars.

Of course, you know about the 2 rebuilt 0-time Hercules engines we acquired last Nov. So we have 3 excellent Hercules engines and 5 other Hercules to make a 4th runner. Our running Hercules on the FALCAN INDUSTRIES airshow trailer is now gaining notoriety around the country with our Hercules to be run at 5 BCME events in Nanton along with the Lanc Merlins.

Not only this but the Hercules engine will be run at the Lethbridge Airshow on July 24-25. Also slated are 2 Hercules engine runs at 2 car shows, one in Calgary and also in Ft. MacLeod. We said we would not run the Hercules engine at higher power setting at Lethbridge as we didn't want to drown out (literally) the Monster truck display.

See below our first test run of the season on Feb.23 in a snow storm, it ran goood!



How Loud is this? Marylou was 3 blocks away watching TV when this ran and she said “it’s a little late to run the Hercules!”

So let us talk about our latest parts hunting trip to the UK with some big news about Halifax LW170. In early Feb. I got a call from the Irish Marine Institute asking me to come to Galway, Ireland as they were planning a scientific expedition in late March and they are going right over the sonar search box for RCAF Halifax LW170! So I travelled Calgary, Heathrow, Dublin and bus and arrived at their HQ to discuss the opportunity to start looking for LW170, the chance we have eagerly awaited. We discussed the sonar targets already plotted and the method to look with sonar for the Halifax. We also discussed the new sonar that they have on the huge sonar ship and how best to maximize our window of opportunity while they are working on a sonar survey of their own.

I am greatly heartened by these developments and thankful to the Marine Institute for their support and long standing interest in our search for LW170. Not only this, but there is a 2nd window of opportunity this fall when they will be passing by once again with their ship and sonar enroute to Iceland. So, encouraging news that soon we might have more data on the final resting place on the most historic combat bomber in Canadian history. Standby all you Halifax fans because we may have some deep water news for you in just a couple of weeks! Fingers crossed and rosaries polished.

Sorry, got carried away and now on to my parts trip, where I was looking for Halifax propellers and picked up several more components and shuffled parts around the country. I found more propeller parts sources and will pursue those next time over. These props really are the most rare of Halifax components!

Further to this I have made some very good contacts in Holland for propeller parts and hope, in May, when attending a Dutch memorial ceremony to a crashed Halifax crew, to investigate various prop leads. Remember, the Stirling bomber and Beaufighter have the identical same propeller on them as the Halifax. So we will have more news on these gems in May after the trip to Holland.

For those of you wondering about the proposed recovery of Halifax HR980 and her 5 missing aircrew in a lake-swamp north of Berlin let me say that we (LAO German recovery group and H57RC) are determined to work out a technical and financial solution for the recovery of the crew and the Halifax for the families of the missing men. It is a very different scenario than the recovery of Halifax LW682 we did in Belgium as the lake-swamp is a different texture and water content that must be handled carefully, let alone it is in a conservation area. We believe that a freezing method, around the location of the Halifax - maximum depth 20 feet would provide the method to recover the airframe and get our guys out.

Remember, there are 3 different nations involved as there is 1 Australian, 1 Canadian, and 3 Brit airmen still on board so it must be handled carefully, both in the technical sense but also in the political sense. To say we are disappointed in the 3 nations' government officials for their lack of funding support is an understatement! There is a meeting of German officials soon to discuss more factors and recovery plans and I will fill you in as our German partners in the recovery report back to me. No one is giving up and where there is a will, there is a way!

So let us talk about funding, donations, members support, and our honourable cause to bring all things Halifax and her history back to Canada and the Bomber Command Museum.

The new main spar rebuild is costing us well over \$5,000. for each installment payment that we make to Knox Tech. It is great we have this arrangement with them but funds are getting low and there are these costs and fixed costs of running Halifax 57 Rescue which must be covered.

We are on a lean and efficient budget and most of you know the great progress we are making on a shoe-string budget. Each year at this time, before membership renewals and attracting more people to join us, we have this problem of being on guard with options to curtail or go on hold or even stop the rebuild activities and parts acquisitions for the Halifax Project if we run out of funds.

I hope that you people who have supported us in the past will stick with us and hopefully you can rope a few more Halifax fans into the fold. We are actively seeking corporate sponsors and certainly we have got some keen companies that are helping us right now,. But we need more support and as the project builds this will not lessen in financial demands. For instance we have the RBC Discount Brokerage account for donations of stocks, bonds, and shares but only 3 people have ever donated to us via this method, only 3 in the past 8 years.

For those of you students of history and adventure that seek to have a great time and get involved in a great project where we actually are saving heritage and history then you have come to the right team doing the right thing. Sometimes I think the reason we do not reach the families of the Halifax bomber veterans, the nieces and nephews, the granddaughters and grandsons, the cousins of these great men who flew bombers, 70% of them in

Halifaxes, is because they have “bought” the story that there was only 1 bomber that won the war. Therefore, Uncle or Grandpa or Father must have flown this known bomber so why support a Halifax bomber project.

But we will carry on until the day comes when people will know that it is the Halifax that deserves more credit , and if you are a Canadian patriot you will know which bomber needs to be included!

By the way, this is Progress Report 56. We have been here for 10 years and we will be here another 10 or until we succeed. But I have decided (while looking up at the ceiling at 3 am in England a while back) that there will NOT be a **Progress Report 57** for this outfit until that glorious day when Halifax LW170 is found! This means we will go to Progress Report 58 on the next report and we will save Report 57 of Halifax 57 Rescue (Canada) for that special day when LW170 is “lost no more”.

Do not ask me to change my mind, for as your Project Manager and an old airline Captain, this is a command decision that is now etched in stone, or facsimile thereof!

Repeat after me, “just can’t wait for 58!”

In closing, here are the ways to help us out by donating as we start into a new and exciting year in our Halifax quest. To all our stalwarts of support we thank you and hope for your continued help. If you are new to this project we hope you will join us for the long run to help save Halifaxes in memory of our bomber boys.

You and/or your corporation can help by:

- 1) Donate funds to Halifax 57 Rescue (Canada) via the post – see our addresses 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 - RBC 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 print info.

Remember, WE LEAVE NO HALIFAX BEHIND

Sincerely,

Karl Kjarsgaard - Project Manager

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