



Hi to all our folks who are following the adventure of recovering Halifax HR871 from the Baltic Sea. I wanted to let you know I had not forgotten about you but was busy preparing for a trip to Kamloops, B.C. this last weekend to help celebrate the 75th Anniversary of RCAF 419 Squadron in their adopted hometown, the hometown of John "Moose" Fulton DSO DFC AFC, who was their first Commanding Officer in 1941.

Our parent museum, the Bomber Command Museum, was asked to bring the first running Bristol Hercules for our Halifax Project along with other artifacts and RCAF items to Kamloops to help spice up their celebrations for their 75th. As one of those sent to Kamloops, I am going to post a full description of this 75th party very soon on the Bomber Command Museum Facebook page, so standby for that within 24 hours!

Meanwhile, back at the "Halifax ranch" in Sweden, our team is continuing efforts to locate and prepare the Halifax site for excavation and recovery to land of all we can find of HR871. On July 2, our divers uncovered a section of Halifax about 12 feet by 4 feet and inspected it and plotted its position inside our recovery grid. Much videos and still photos of this section were taken and I have these in my possession which I will be releasing very soon. We are also building a giant photo mosaic of the Halifax location to document and evaluate all of the Halifax.

I have been reviewing these and will share them with you shortly. I am also working with a famous Canadian author, on a special short story about Halifax HR871 and the Phillips crew, which we hope to release to the Canadian people very soon, hence my delay in getting videos and photos to you but they will be coming along.

As I said before, when getting up close and inspecting the Halifax metal, aluminium and steel, and looking for how much corrosion is there after 72 years I am very pleased to report that LACK of it. This means that these Halifax sections and components could be in reasonable shape when recovered and could be templates and usable parts for our Halifax Project. Yes, there could be corrosion where different metals meet or are attached but this bodes well for saving much of the airframe. Yes, the salt is there in the Baltic water but it does not seem to have affected or accelerated the corrosion potential because it is diluted salt water.

Remember though, once the airframe hits the air on land, we must be prepared to keep all sections wet with fresh water while inspecting and conserving all items. The work of saving a Halifax is not over just because we lift sections out of the Baltic. This is the tedious but required operations to be "caretakers of Halifax history" by our underwater salvage.

Please see the added photo of 2 divers, Jan and Andreas, uncovering the section of wing on July 2 which was about 1 foot under the sand near the center-section of the Halifax.

I will be able to give you more photos and videos of the shots we took on July 2 but give me a chance to catch my breath after the past 3 weeks of Edmonton-Sweden-Kamloops as we keep our projects going. I will be back to you later this week.

Per Ardua Ad Astra - Through adversity to the stars, and We leave no Halifax behind! Cheers, KK