



HONOUR, EXCELLENCE, SACRIFICE

Halifax 57 Rescue (Canada)

Registered Charity 84586 5740 RR0001

PROGRESS REPORT No. 60

Oct. 24, 2015

www.57rescuecanada.com

As we approach another Remembrance Day and all of the special attention on Remembrance week, leading up to this special day, I wanted to pass on a very poignant story of just one of the thousands of Bomber Command airmen who sacrificed their lives for our Freedom. Remember 10,659 Canadians, 830 Americans, and 1,592 British boys were killed-in-action in RCAF service, the majority flying the Halifax bomber.

For us in Nanton, Alberta, the home of the Bomber Command Museum of Canada and the Alberta base of Halifax 57 Rescue in Ottawa, this story is one of the boy next door who grew up in Nanton, went to high school just to the north in High River, joined the RCAF, trained and flew as a pilot on Halifaxes and was killed-in-action over the North Sea, just 40 km. west of Wijk aan Zee, Holland in late 1942.

Meet RCAF Flt. Sgt. Thomas Fetherston who along with all the crew was KIA on Nov. 10, 1942 flying Halifax W7864 of RAF 102 Squadron.



Thomas and all the crew of this Halifax crashed in the North Sea, as did hundreds of bombers, and no trace of these thousands of our lads, our bomber warriors, has ever been found. But for the most astounding factors of time and chance, this would have been the fate of the crew of W7864. Missing and forgotten except to a few.

For you see, 57 years later in 1999 Henk De Jong was walking along the beach at Wijk aan Zee and discovered a rust covered bracelet in the sand, which to his amazement when cleaned, revealed that this was Thomas' bracelet with his full name and RCAF regimental number! See this treasure of time and sacrifice, pictured below, and understand that soon, with the help of many grateful Dutch citizens, an entire Canadian family would have closure and a war mystery solved after 57 years!



Imagine how you would feel if you were a bride of an airman missing-in-action, a new bride with infant child who received, as thousands of families did, the darkest news of their airman MIA and then KIA. This was the heavy burden of Helen Fetherston and her daughter Sharon, who never knew her father as she was only 8 months old when he was declared missing-in-action.

Imagine this giant bolt out of the blue when Helen and Share received the news of the bracelet discovery and that it would be returned to them along with a plan for a memorial to be built in Thomas' memory in Holland. You must read the whole story <http://www.bombercommandmuseum.ca/s.fetherston.pdf> for all of this has come to pass! Thomas Fetherston is on THE WALL at the BCMC and his granddaughter Daana, with his Bracelet, will be there with us on Nov. 11 to lay a wreath in his honour.

They say if you remember the names of the fallen, save and enshrine them, they will not be forgotten and they will be remembered forever.

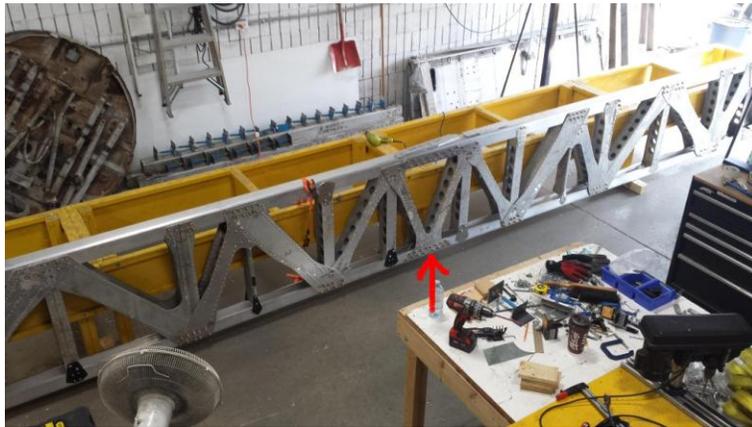
WE WILL REMEMBER THEM



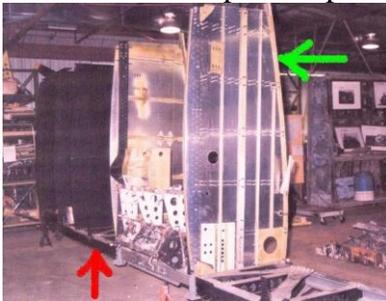
ON TO BUSINESS, these are the Hali-facts:

There is lots of action for our Halifax Projects.

On the home front, Knox Tech Inc. in Ottawa, the REBUILDSHOP, has completed the Halifax Main Spar which is Phase 2 of our beginnings of a Halifax center section. See the photo below of our main spar just as this phase was finished last month.



Now we are moving on to Phase 3a which is the 10 wings ribs which attach to the face of the main spar and extend back towards the rear spar. See the photo (below) of the center-section of Halifax NA337 being rebuilt in Trenton. The RED arrow is the main spar face down and the GREEN arrow is one wing rib rebuilt and being attached. See next to the NA337 photo a pic of 2 of our wing ribs being readied for rebuild by Knox Tech.



So this is Phase 3a (rebuilding and replacing wing ribs). THEN we will move on to Phase 3b which is rebuilding and restoring the Halifax REAR spar.

Have a look at this NEW great video by our Jim Blondeau showing the start of Phase 3a – the wing rib rebuild on Youtube: title is “NAS TRBS Season 3 Program 6” or just do a YOUTUBE search with this:

<https://youtu.be/LLYguewnT4c>

For those of you on FACEBOOK have a look at the Knox Tech Facebook page all about our Halifax rebuild, just go to Facebook and put in the title of the page called “REBUILDSHOP”, many photos and videos there.

As I said before we have an agreement with SPRUNG Corp. to have them build a die and extrude-manufacture new build rear aluminium-alloy spar caps and this is their deal. They will build at their factory (from Halifax

blueprints) the rear spar caps, enough will be made to make (2) sets of rear spars for (2) Halifax bombers. We will use what we need and save the rest for the next Halifax rebuild of the future, ours or somebody else's!

The cost of all this rear spar manufacture is (\$5400. Can.). On our last appeal for funding from all of you supporters we have raised about (\$2100. – Thank you) and we hope you can send in more to keep us going. We really need to get those rear spars made in the coming weeks so we do not have to go on hold on this historic Halifax project.

H57RC has had to pay the 1st installment of the wing rib Phase 3a to Knox Tech to keep on pace with their rebuild schedule and that has been paid, thanks to your generous donations during our last appeal for support.

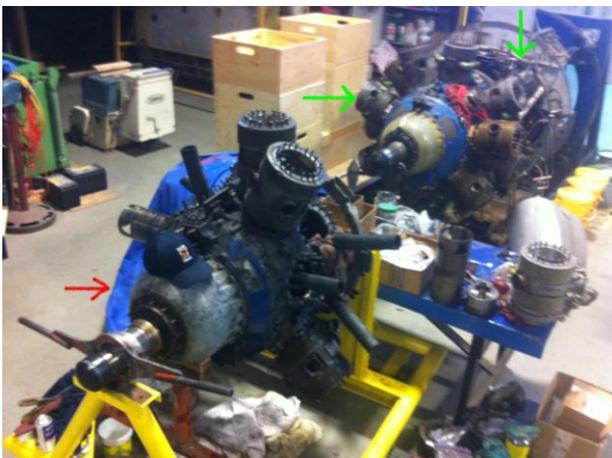
But remember there are 3 other installments of Phase 3a to be paid in the future months on the wing ribs.

Then we will have to make and prepare the rear spars to attach onto the wing ribs when Phase 3a ends and Phase 3b begins.

So I hope, as we progress through Remembrance Day and towards Christmas, you will be thinking of us and donate so that we will have a Halifax for future display at the Bomber Command Museum.

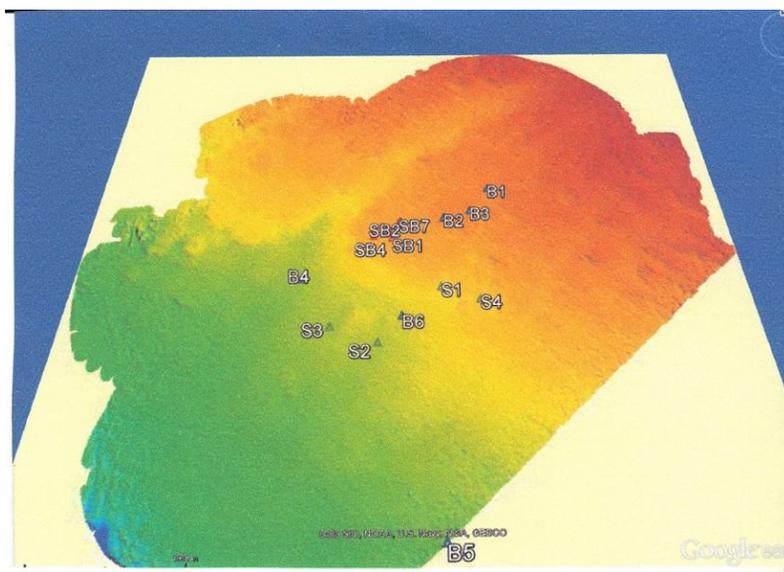
I am pleased to announce that the Canadian 99s, the most prominent women pilots association, has awarded to H57RC a grant of \$500. towards the Halifax center-section rebuild in memory of those women pilots of the ATA who delivered combat aircraft from the factories to the squadrons during WW2, many of these ladies delivering Halifaxes! Our grateful thanks to the 99s!

At the Bomber Command Museum our Bristol Hercules engine team (Derek Squire, Dan Hawken, and me – the greasy apprentice) – are gearing up for the winter months to get a 2nd Hercules engine ready to run. We have a donor engine, thanks to Byron Reynolds in Wetaskawin, with (12) good cylinders, sleeves, and pistons that we are liberating from the engine block and these will be used on engine #4 which needs the most work. Remember, we have the (2) 0-time rebuilt Hercules engines (#2 and #3) we picked up last year in Leeds which are now at the BCMC in Nanton. See photo below of this liberation work with #4 engine waiting – GREEN arrow- just behind the donor engine with the RED arrow. See also a photo of moi with the “gooders”, Herc engines #1, #2, and #3.



So once we have scavenged all the parts we need off the donor Hercules we can get into working on #2, #3, and #4. These Hercs will be refurbished and go along side the running Hercules #1 we have on the yellow airshow display trailer which is also our engine run test-bed.

On to the continuing saga of the search for our holy grail, RCAF Halifax LW170, which rests in deep waters NW of Ireland. I have been in close contact with the Irish Marine Institute after they searched for LW170 with their new multi-beam sonar in late March this year. They did gather data over our Halifax survey box but you must remember the water in that area is over 6,000 feet deep (2,000 meters). It appears now that the data they gathered, looking for any indication of LW170 inside our survey box, did not give enough detail to point out any anomalies or any targets that could be this Halifax. See below the area covered by sonar in March 2015.



This was confirmed by the U of New Hampshire and Dr. Larry Mayer who has followed this project for years and agreed to help us glean and sift the digital sonar data gathered by the Irish Marine Institute.

So now we must go back to the Marine Institute and see when is the next opportunity for another scientific sonar survey that could be utilized to gather more info on the unusual objects (denoted above) that lie inside our Halifax search box. We thank the Marine Institute for their efforts on our behalf for they are genuinely interested in the Halifax Project and they are the best scientific team to give us a shot at finding this historic Canadian Halifax. I will be talking with them soon and will report back to you on our options and possibilities for the LW170 project.

Let me bring you up to speed on the new Halifax Project, RCAF Halifax Mk.II HR871 of 405 Pathfinder Squadron, which ditched off the Swedish coast in 1943. Havsresan of Lund University in Sweden and our group has become an international team to save this Halifax which was found in 17 meters (50 feet) of brackish water and then explored in May 2015.

With the help of Laurie Hawn MP, the Minister of National Defence, and John Barlow MP letters of support from their Ottawa offices to get official permission to recover HR871 from the Swedish government have already been sent to Ministers of the Swedish cabinet. Havsresan are in contact with the Swedish officials and they are updating me constantly with the process for approval of the recovery of HR871. It is not a short process

but then neither was the permission to recover Halifax NA337 from the Norwegians as I was directly involved as Project Manager in that recovery plan and negotiations.

I am having meetings with our partners Havresan in Sweden as we work through all the logistics and planning of when, where, and how we will recovery HR871. I will keep you fully informed as to the official approval progress for permission to salvage.

We expect this HR871 to be damaged of course but NOT too badly corroded. Every piece of a Halifax is important to a finished airframe as a memorial.

BUT where, oh where, will we ever find new main spars and new rear spars and replacement engines even if we can recover a Halifax??? This is so overwhelming we should maybe form a committee of “summer soldiers and doubting Thomases” and figure out a way to save face while backing out of the Halifax Project!

Oh wait, I just REMEMBERED over 10,000 airmen gave their lives in the RCAF (70% in Halifaxes) in the bombers of Bomber Command along with 40,000+ of our other Commonwealth lads so WE cannot give up! We will have to persevere to honour them and their sacrifice for all of us. I guess we will have to press on.

(Thank goodness I saw the reality and “light” of our labours. I almost copped out on you there but now I am back to “normal”.)

Letting the smart alec humour subside, now let us talk to about funding and your involvement with us to build a Halifax and save this great aircraft and her heritage. I am hoping some of you sitting on the fence enjoying our adventures over these past years will take some sympathetic action to help us now with a tax deductible donation.

Here is how you can support us at the Bomber Command Museum of Canada and Halifax 57 Rescue (Canada) on the HALIFAX PROJECT:

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 closing, have a look at this 1943 RCAF 428 Squadron mystery Halifax bomber crew whose names I do not even know. Admire them as the brave 21 year olds who gave you and your family your Freedom while they were enjoying a combat loss rate of 76%, with only 1 chance in 4 of finishing their combat tour.



Then refer to the page, previous to this one, on how YOU can help Halifax 57 Rescue in our honourable cause. Our bomber boys are worth it!

Remember, WE LEAVE NO HALIFAX BEHIND

Sincerely,

Karl Kjarsgaard - Project Manager

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