

Урок Мудрости



Достоин Ты, Господи, приять славу и
честь и силу: ибо Ты сотворил все, и все
по Твоей воле существует и сотворено.

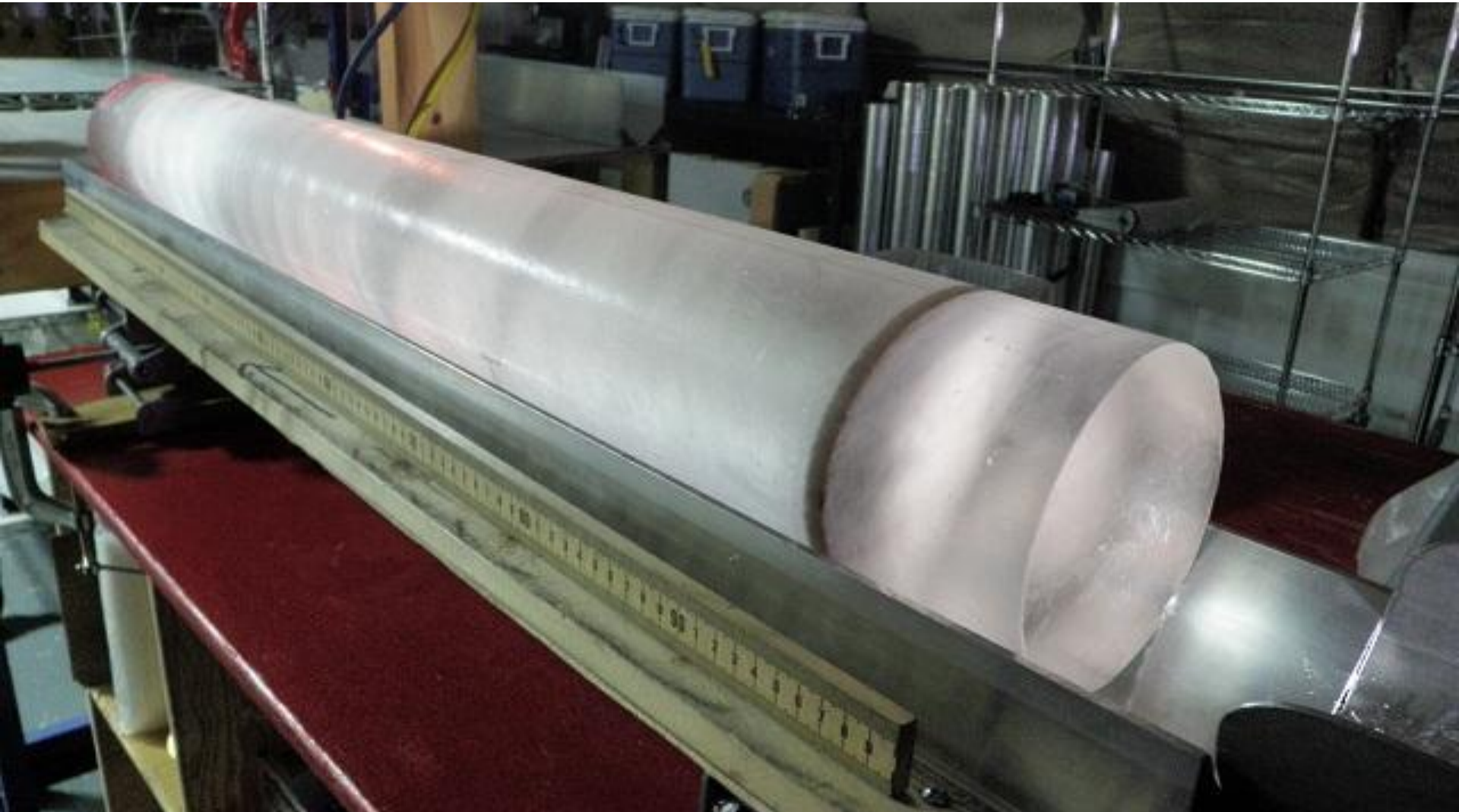
Откровение 4:11



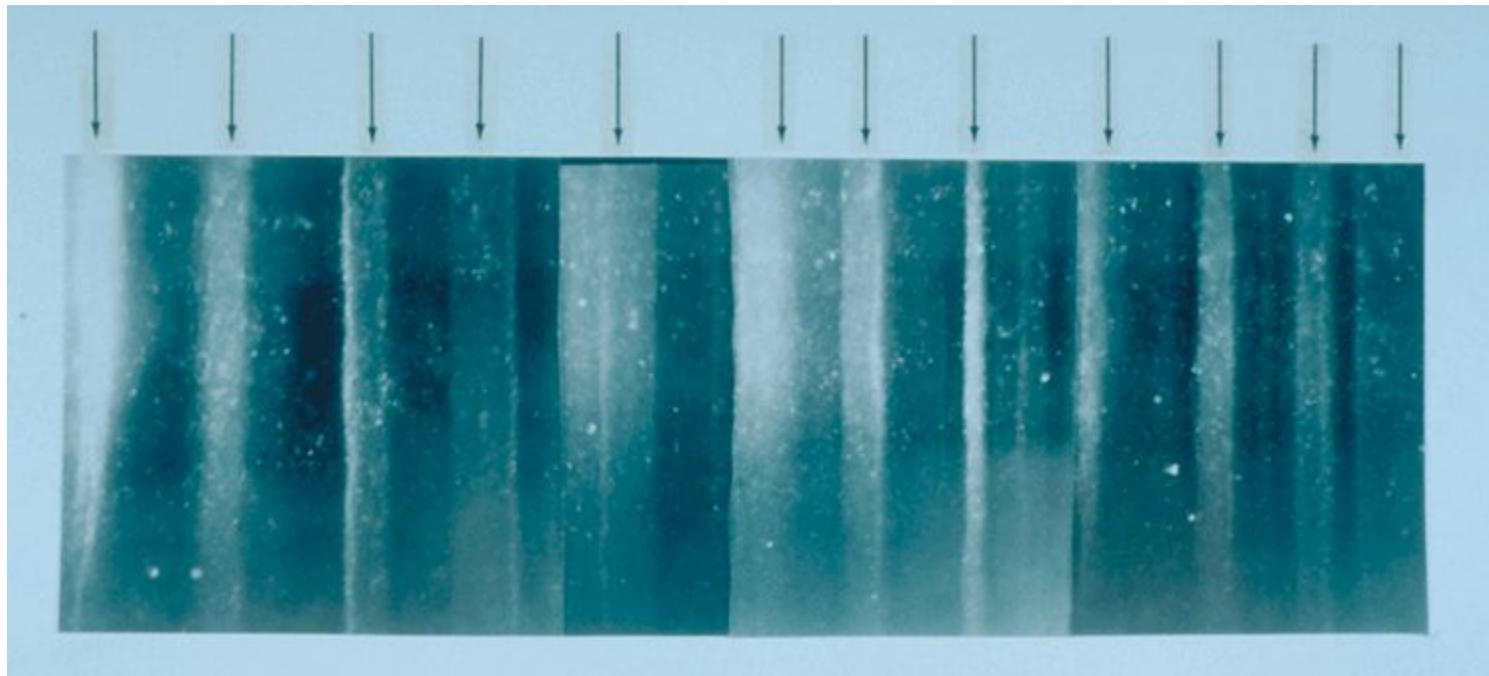




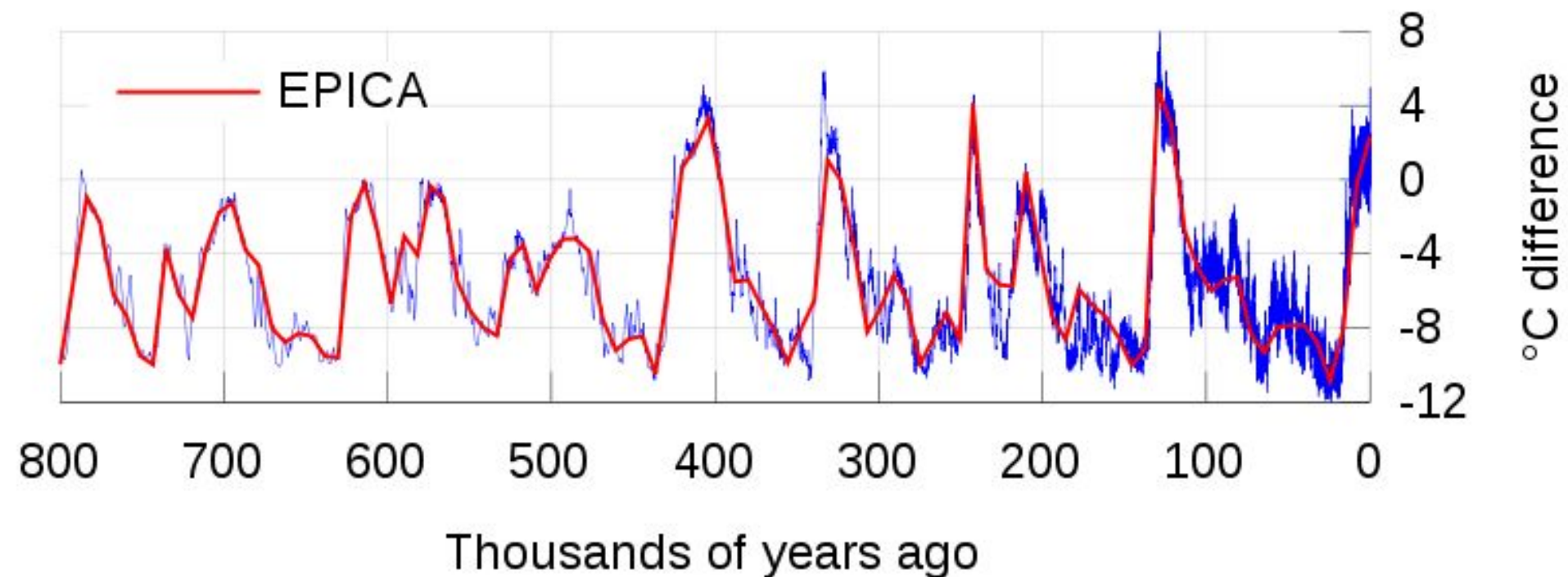
Цилиндры льда, извлеченные для исследования



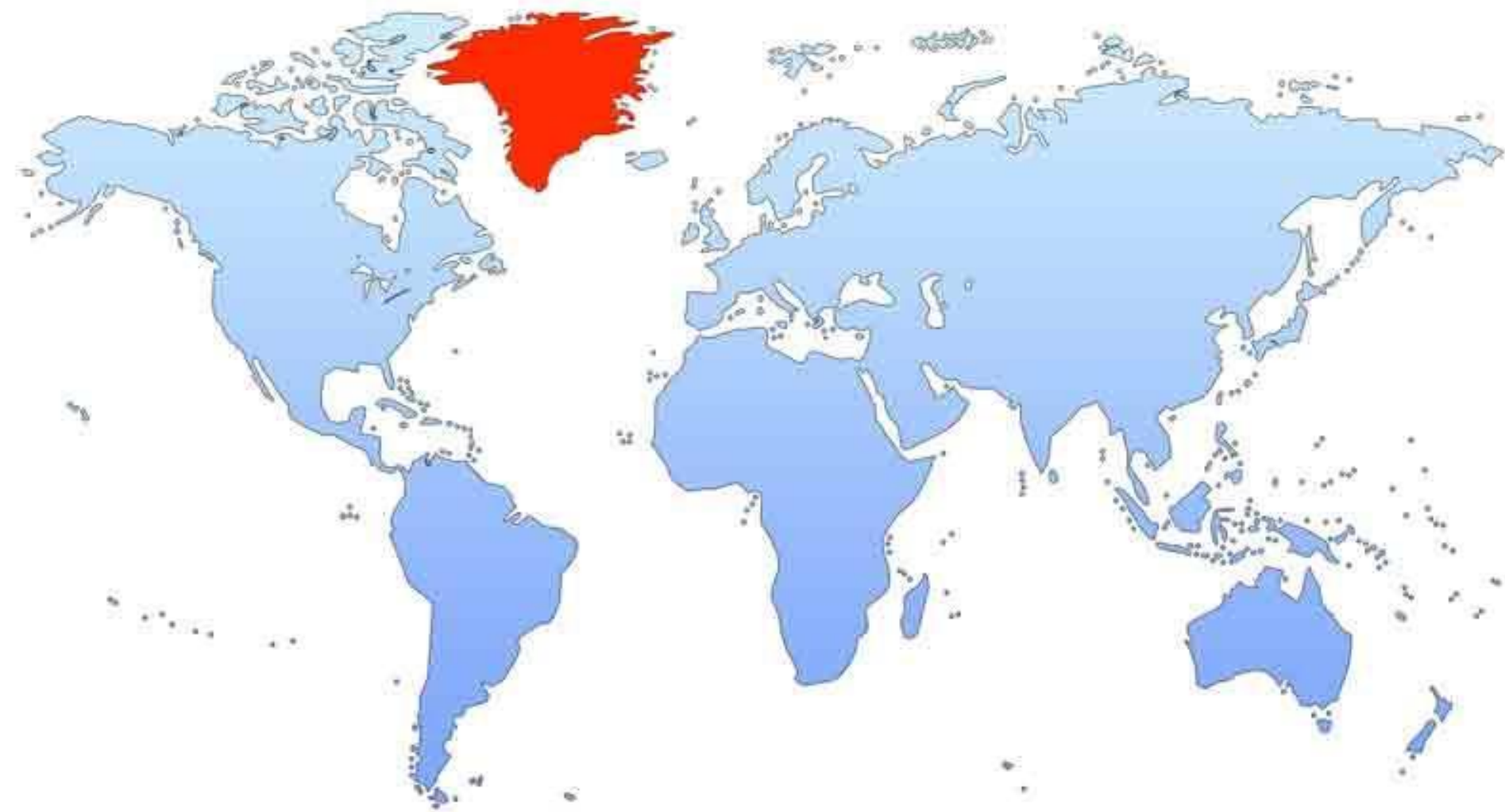
Слои льда



Миллионы лет назад?

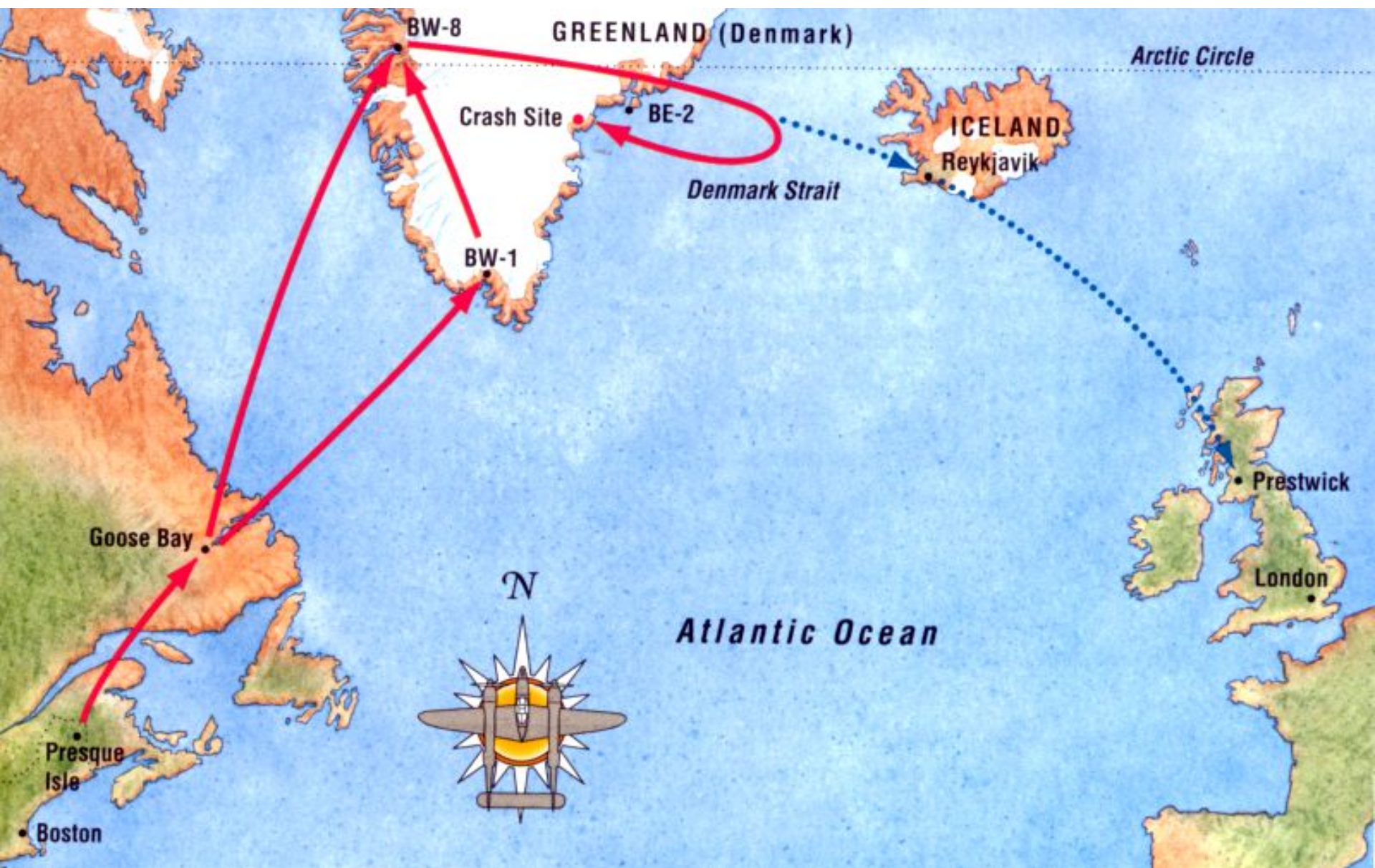


Гренландия на карте мира





1942 г





Самолеты наконец нашли

THE LOST SQUADRON

Deeply buried missing planes challenge 'slow and gradual' preconceptions.

Carl Wieland

FROM a secret US Army air base in Greenland, six P-38 Lightning fighter planes and two gigantic B-17 Flying Fortress bombers rose into the early dawn. The date was July 15, 1942, and they were headed for a British airfield to join the war against Hitler.

Heading east over the polar icecap, they ran into a massive blizzard. Flying blind, they heard that their first planned refuelling stop, in Iceland, was 'sucked in', forcing them to return to their home base. As they approached this, however, critically low on fuel, they found that it, too, was closed. Realising that their only hope was to crashland on the icy wastes

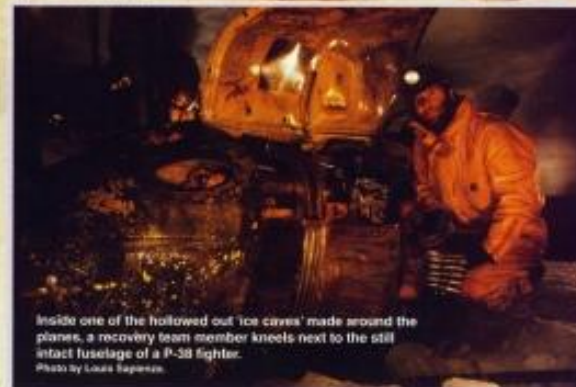
of Greenland's east coast, they desperately searched till they found a break in the cloud cover.

The nosewheel of the first plane to land hit a crevasse, which caused it to flip. Fortunately, the impact on the canopy of the 8-ton P-38 was cushioned by snow, and the pilot's injuries were minor. After they saw this, the rest of the squadron came in with their wheels up for belly landings. The planes were only lightly damaged.

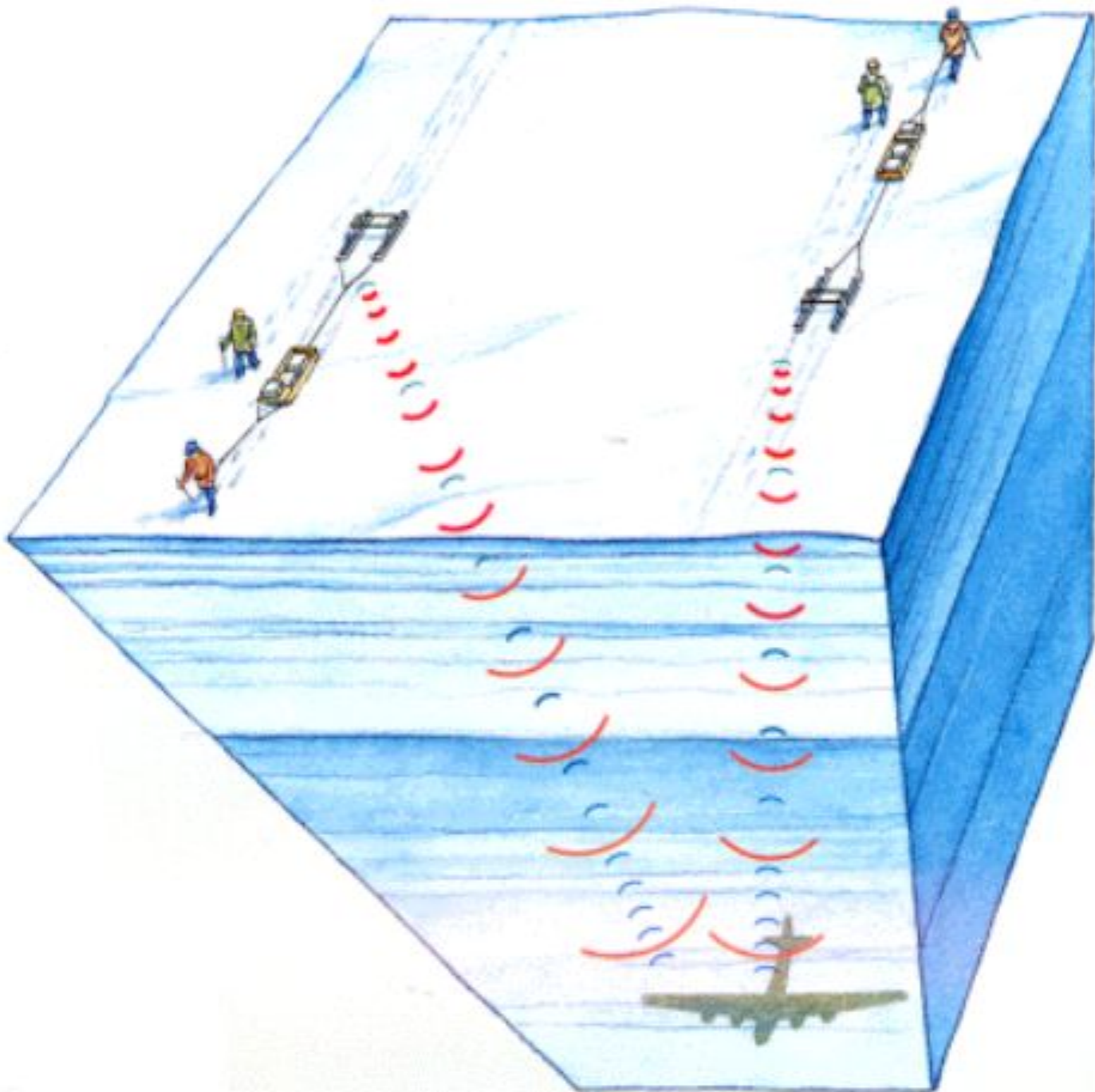
All the crewmen were rescued unhurt by dogsled, about nine days later. However, the planes had to be abandoned where they had splattered to a stop.

In the years to follow, a few people occasionally recalled the legendary Lost Squadron of 1942, but it was only in 1980 that anyone thought of a salvage mission. U.S. airplane dealer Patrick Egps told his

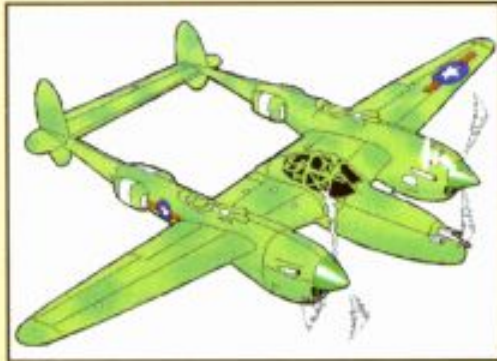
Main picture: Workers prepare to lift sections of an amazingly well preserved P-38 aircraft to the surface from inside its icy tomb, just as it was left decades ago. Photo by Louis Sapienza.



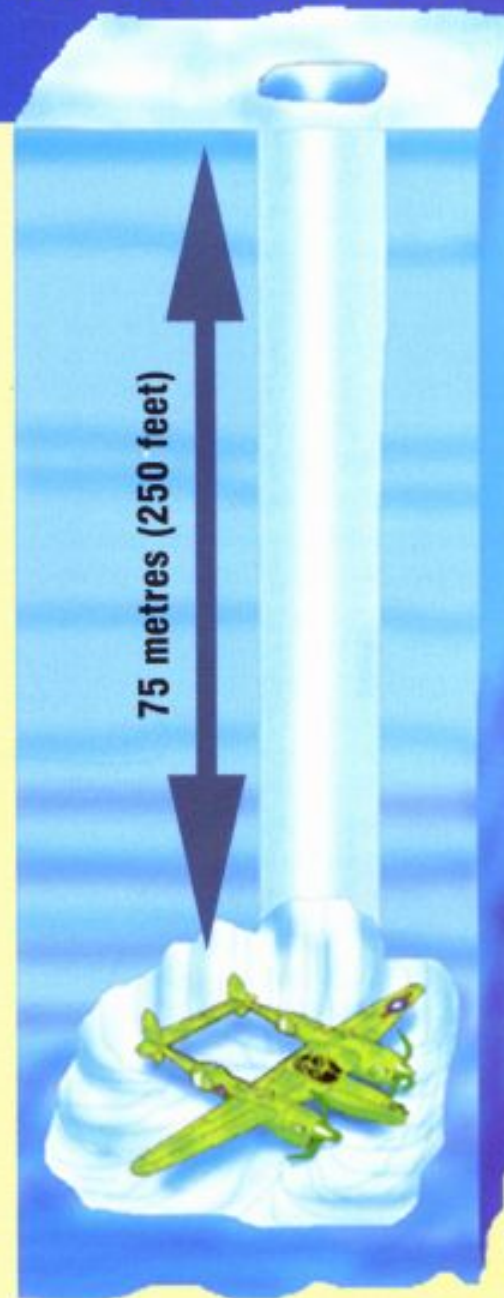
Inside one of the hollowed out 'ice caves' made around the planes, a recovery team member kneels next to the still intact fuselage of a P-38 fighter. Photo by Louis Sapienza.



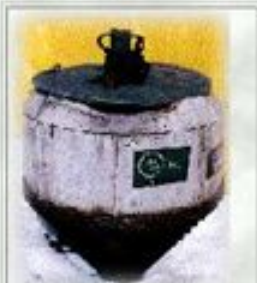
Fascinating descent to lost aircrafts' deep icy tomb ...



The P-38 Lightning was one of the deadliest planes to come out of WWII. Powered by twin 1200-hp Allison V-12 engines, it had one 20mm cannon and four .50 calibre machine guns in its nose. Operational from 1941–49, the nickname given to it by German pilots, on account of its double tail, was *Der Gabelschwanz Teufel* (the fork-tailed devil). They are a highly prized collector's item; only five were believed to still be flying at the time that the Lost Squadron P-38 was salvaged — under c. 75 metres (250 feet) of solid ice!



In 50 years, these **Cold Mining** WW II planes were covered by over 250' of Greenland ice!



The heart of the Glacier Girl cold mining operation, the Super Gopher III. To learn more [click here](#).

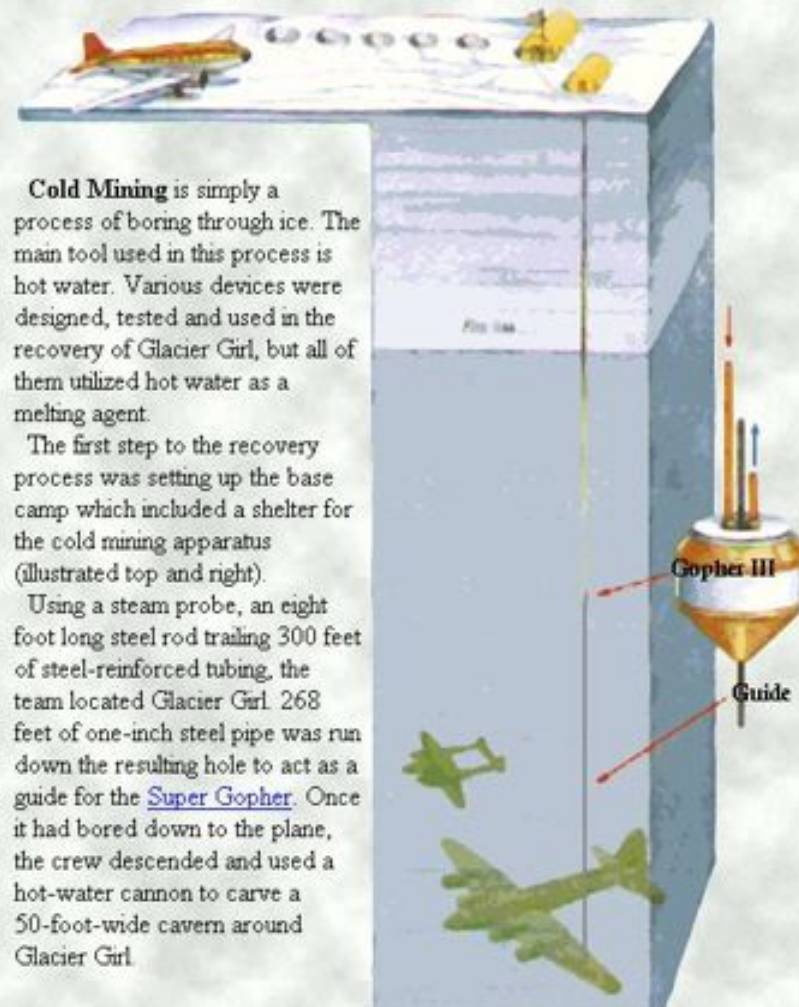


May 1992, The Gopher touches the P-38 at a depth of 268 feet. Crew member descends to inspect Glacier Girl.

Cold Mining is simply a process of boring through ice. The main tool used in this process is hot water. Various devices were designed, tested and used in the recovery of Glacier Girl, but all of them utilized hot water as a melting agent.

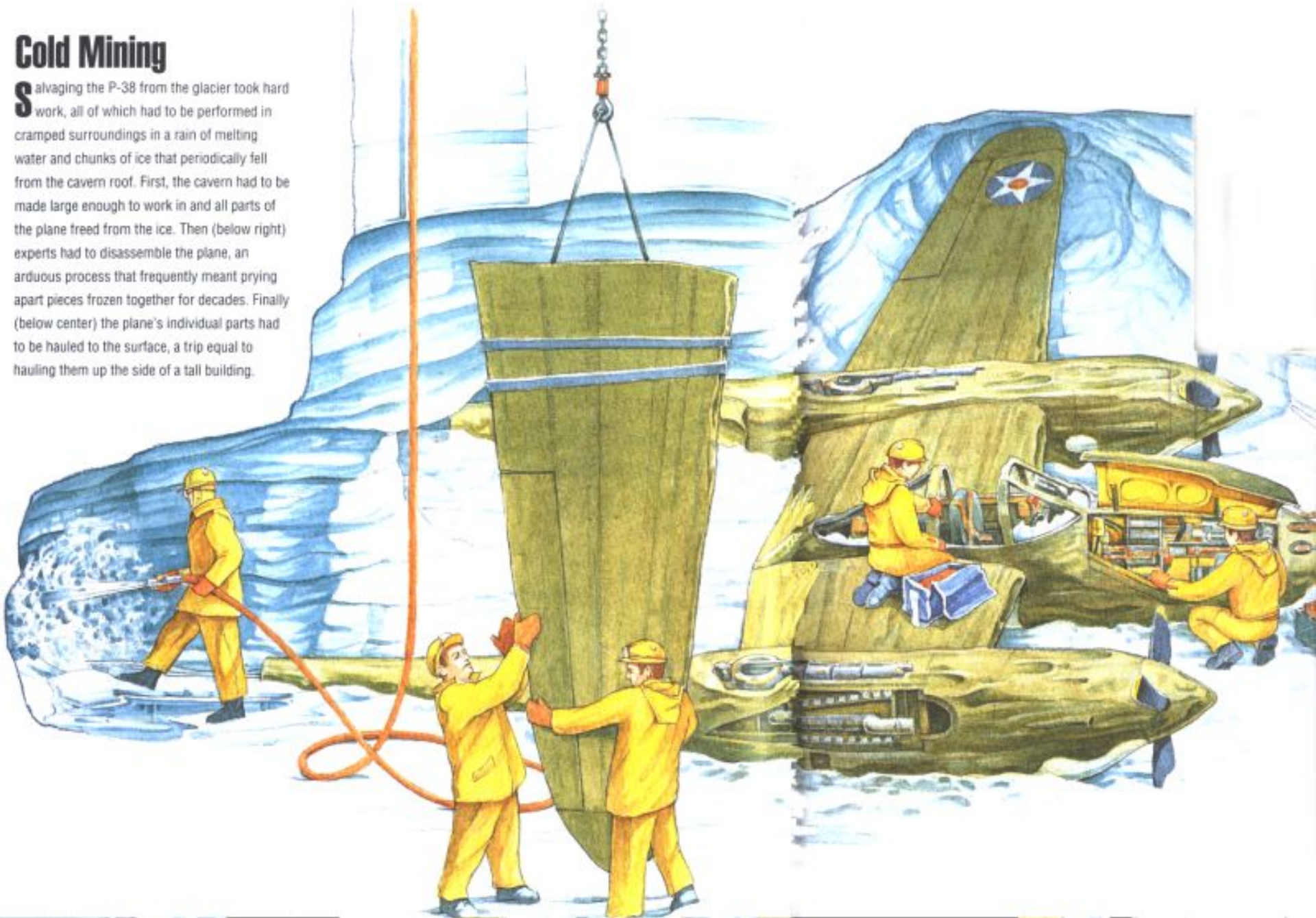
The first step to the recovery process was setting up the base camp which included a shelter for the cold mining apparatus (illustrated top and right).

Using a steam probe, an eight foot long steel rod trailing 300 feet of steel-reinforced tubing, the team located Glacier Girl. 268 feet of one-inch steel pipe was run down the resulting hole to act as a guide for the [Super Gopher](#). Once it had bored down to the plane, the crew descended and used a hot-water cannon to carve a 50-foot-wide cavern around Glacier Girl.



Cold Mining

Salvaging the P-38 from the glacier took hard work, all of which had to be performed in cramped surroundings in a rain of melting water and chunks of ice that periodically fell from the cavern roof. First, the cavern had to be made large enough to work in and all parts of the plane freed from the ice. Then (below right) experts had to disassemble the plane, an arduous process that frequently meant prying apart pieces frozen together for decades. Finally (below center) the plane's individual parts had to be hauled to the surface, a trip equal to hauling them up the side of a tall building.





Используемые источники

- [История: http://chispa1707.livejournal.com/475148.html](http://chispa1707.livejournal.com/475148.html)
- <http://www.aviation-history.com/boeing/b17.html>
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