

The Lost Squadron

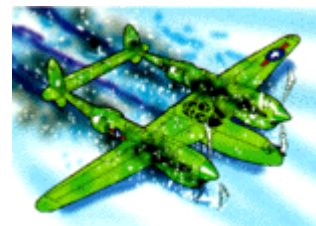
by Carl Wieland

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Deeply buried missing planes challenge ‘slow and gradual’ preconceptions

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 refueling stop, in Iceland, was ‘socked 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 crash-land on the icy wastes of Greenland’s east coast, they desperately searched till they found a break in the cloud cover.



The nose-wheel 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 unharmed by dogsled, about nine days later. However, the planes had to be abandoned where they had slithered to a stop.¹

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 Epps told his friend, architect Richard Taylor, that the planes would be like new. ‘All we’d have to do is shovel the snow off the wings, fill them with gas, crank them up and fly them off into the sunset. Nothing to it.’

It took the two of them many years, much money and several failed expeditions before the first real clue came. Using a sophisticated form of radar with the help of an Icelandic geophysicist, they located eight large shapes beneath the ice in 1988.

As a small, makeshift steam probe began to melt a hole in the ice, expedition members watched dumbstruck as more and more extensions were added to the hose, some 75 metres (250 feet) before reaching the first airplane!ght that the planes could possibly be buried under more than a light cover of snow and ice. And why would they? After all, the impression the general public has is that the buildup of glacial ice takes very long time periods – thousands of years for just a few metres (see ‘deep freeze salamanders’). [**Ed. note:** We were not claiming that the salvagers’ perceptions were *correct*. Published figures of average ice accumulation rates are quite a bit lower than 1½ m/year that clearly must be true here, but not nearly as low as the salvagers thought. But it shows how much the ‘millions-of-years’ ideas have permeated into the general public, and the point of this article was to undermine this common *preconception*, as the subtitle should make clear]

In fact, ice cores in Greenland are used for dating, based on the belief that layers containing varying isotope ratios were laid down, somewhat like the rings of a tree, over many tens of thousands of years.²

It is the same sort of conditioning which makes many people instinctively think in terms of millions of years for coral reef growth, for stalactites to form, and so on. This is in spite of ample demonstrations that these things do not need vast time periods.^{3, 4, 5}

Epps and Taylor realised that it would be impossible to dig or blast through this astonishing depth of solid ice, which had built up in less than 50 years. They returned in 1990 with a low-tech implement called a super gopher. This five-foot-high device, wound with copper coils through which hot water is pumped, melted a four-foot-wide shaft into the ice at about two feet an hour until it struck the wing of a B-17. A worker lowered down the shaft then used a hot water hose to make a cavern around the plane. To their disappointment, the huge bomber was crushed and mangled, beyond worthwhile salvage.

Dejected, the pair returned home. However, only a month later they realised that the more solidly-built P-38s would have had a much better chance of having survived the ice's weight. In May, 1992, they returned with fresh financing from investors in a high-precision effort. True to expectations, the P-38 they located seemed in superb condition.

After many weeks of intense effort, the wings and fuselage were brought to the surface through a large opening made by using the 'gopher' to sink four more holes side by side. The pieces were helicoptered to a Greenland port, then sea-freighted to the US for final restoration. This turned out to be more difficult than imagined, as the plane had actually been more damaged by the crushing weight than met the eye. However, when operational again, it will be using around 80% of its original parts. Interestingly, the planes under the ice were in exactly the same pattern in which they had landed — except they had been moved (by glacial flow) three miles from their original location!

Evolutionists and other long-agers often say that 'the present is the key to the past'. In that case, the 3000-metre-long ice core [brought up by the joint European Greenland Ice-core Project (GRIP) in Greenland in 1990–1992] would only represent some 2,000 years of accumulation. Allowing of course for compression of lower layers, (which is also offset by the inevitable aftermath of a global Flood, namely much greater precipitation and snowfall for a few centuries⁶) there is ample time in the 4,000 or so years since Noah's day for the existing amounts of ice to have built up — even under today's generally non-catastrophic conditions.

As usual, it is not the facts which speak against the Biblical account of a recent creation, but the mindset of our culture. 'Millions of years' are casually tossed around so often that we unconsciously perceive all natural changes as taking long timespans. That is why many are 'amazed' to hear of facts like 180 metres (600 feet) of layered sedimentary rock built up in months after the Mt. St Helens May 18, 1980 eruption.⁷ Or when hearing of real precious opal formed in months,⁸ or coal from simple heating of wood in mere months.⁹ Or about the flag, tent and sledge left at the South Pole by Antarctic explorer Amundsen in 1911 now being 40 feet under the ice,¹⁰ or this deeply buried lost squadron.

However, we should really not be surprised when the facts show that things generally happen more quickly than expected within the old-earth mindset, since *'Thy word is true from the beginning: and every one of thy righteous judgments endureth for ever'* (Psalm 119:160).

Addendum: would planes sink into ice?

A number of readers have contacted *Creation* magazine about the sensational information in this article. Recalling the common school experiment in which a wire tensioned with weights 'sinks' through a block of ice, some wondered whether the planes could have **sunk** to that depth. However, the wire sinks through the ice in the experiment only if it is done at room temperature. Do the same experiment with the whole apparatus in a freezer, which would mimic the situation with the planes, and it does not work.¹¹ The common explanation for the wire/ice experiment that the pressure of the wire melts the ice is wrong — such a device does not generate enough pressure to melt the ice [see *The Wonders of Water*, on page 6 in this document, for further discussion]. Heat transferred from the air in the room by the metallic wire, which is an efficient conductor of heat, melts the ice, which is a poor heat conductor, to allow the wire to 'cut' through.

Also, Jonathan Brombley (Paisley, UK) pointed out (*Creation* **20**(2):5, March 1998):

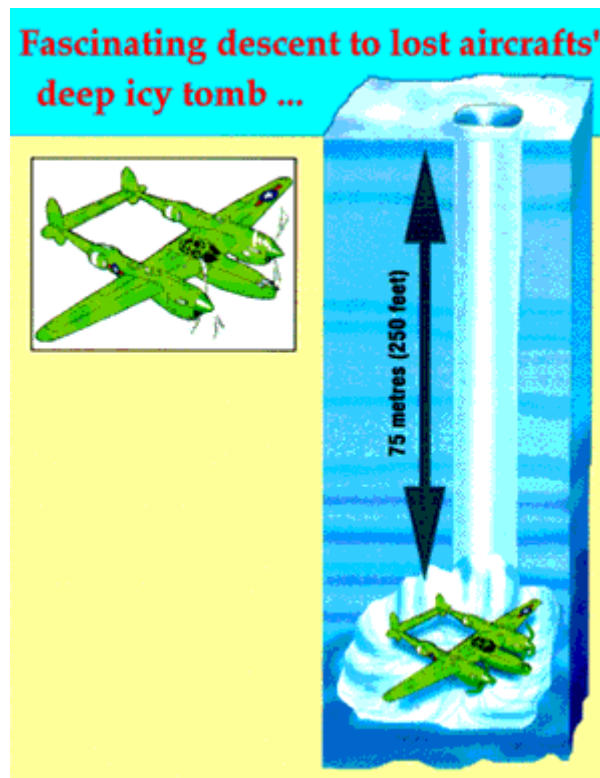
It is true that the pressures involved would not cause the planes to descend through the ice but there is a simpler and more visual way to determine whether this has happened or not. To attain forward directional stability, aircraft must have their centre of mass ahead of what is termed their 'aerodynamic center'. The centre of mass is moved forwards by siting engines and other heavy elements towards the front and adding control surfaces such as tail fins whose surface area pulls the aerodynamic centre to the rear. A simpler equivalent is the arrow (weight in the nose, flights at the rear) which attains forward directional stability by the same means.

The consequence is that, barring control mechanisms acting, an arrow or aircraft will pitch forward and fall nose-down when allowed to fall freely through a medium — whether air, water or ice. So if the aircraft had indeed moved through the ice, they would all have been found in the same nose-down position. They were not.

So the planes could not have sunk through the ice; they were buried by the accumulation of snow (which becomes ice as it is compacted).

P-38 Lightning fighter plane

The P-38 Lightning was one of the deadliest planes to come out of WWII. Powered by twin Allison V-12 engines, it had one 20 mm 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 be flying at the time the Lost Squadron P-38 was salvaged — under c. 75 metres (250 feet) of solid ice!



Siberian Salamander Surprise

In the frozen wastes of Siberia, an amazing salamander is able to survive in suspended animation for years, deep-frozen at temperatures as low as -50°C , only to thaw out and run off afterwards. Scientists are not yet sure of the exact mechanism, but, like some other animals, they almost certainly produce 'anti-freeze' chemicals to replace water in their tissues and cells.

Some have been found buried in ice which is believed to be from the Pleistocene Age — 12,000 years ago by evolutionary reckoning. Yet they still recovered when thawed out! Though researchers have discussed the idea of radiocarbon dating to test the idea that they could possibly be that old, they say that the creatures 'probably fell to this depth much later, through deep cracks in the permafrost'.¹²

Whether so or not, the belief that ice layers only 14 metres (46 feet) down are many thousands of years old, in light of the 'Lost Squadron' experience, cannot be taken for granted.

This article can be found on this link <http://www.answersingenesis.org/docs/233.asp>

Link for the article "The Wonders of Water" <http://www.answersingenesis.org/docs/3267.asp>

References and notes

1. Information for this article is mostly from: 'The Lost Squadron' *Life* magazine **15**(14):60–68, December 1992 and 'Search for a Fork-Tailed Devil' *Compressed Air Magazine*, pp. 30–36, March 1996.
2. Several prominent 'old-earth Christians' have challenged the Bible's account of a recent creation on the basis of such ice-core dating. However, work by creationist scientists such as DR Larry Vardiman of the Institute for Creation Research has shown that the assumptions involved are far from watertight and that the ice-core results may be understood within a young-earth framework. See his articles hyperlinked in Q&A: Ice Age.
3. *Creation* **14**(1):15, 1992.
4. *Creation* **16**(3):15, 1994.
5. *Creation* **16**(1):15, 1994.
6. *Creation* **19**(1):42–43, 1997. The GRIP ice-core (to be precise, 3028.8-m-long) is cited in W. Dansgaard *et al.*, *Nature* **364**(6343):218–220, 15 July 1993.
7. *Mount St Helens: Explosive evidence for catastrophe in Earth's history*, DR Steve Austin, Ph.D., CSF videos (produced by the Institute for Creation Research).
8. *Creation* **17**(1):14–17, 1995.
9. R. Hayatsu *et al.*, *Organic Geochemistry* **6**:463–471, 1984. These researchers at Argonne National Laboratories in the US combined wood, water and acidic clay, and heated in a sealed container (without oxygen, and no added pressure) at 150°C for 2–8 months. [**Ed. Note:** Or to be more precise than was necessary in a family magazine, the reaction included the major wood stiffener, lignin; other reactions contained the other major wood component, cellulose. So the principle is the same. They are hydrothermal reactions, hence the explanation in the magazine that water was an ingredient — although obviously no scientific abstract would bother stating it — and an essential one. See E. Pennisi, 'Water, water, everywhere', *Science News* **143**:121–5, 20 Feb. 1993] In some of the longer runs (still far, far less than millions or even thousands of years!) obtained material which had the infrared spectra like those of 'high rank coals'.
10. *Salt Lake Tribune*, March 19, 1995 p. A12.
11. We did this experiment. With a number 1 guitar steel string over an ice block about 40x25x25 mm in size and weighted with 4 kg of water in two plastic milk bottles at room temperature, the wire cut through in 25 minutes, the ice re-freezing behind the cut. However, with the apparatus in a chest freezer, there was absolutely no movement in 8 hours. The pressure exerted by the wire? About 400 tonnes per square metre, which is enough to reduce the melting point of ice less than 0.5 Celsius degrees. As a matter of interest, a P-38 exerts a pressure of only 0.18 tonnes per square metre, enough to decrease the melting point about one five-thousandth of a degree!
12. *New Scientist*, **139**(1809):15, September 11, 1993.

失蹤的軍機隊

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深埋的失蹤飛機向‘緩慢形成的’成見挑戰!

從格陵蘭的一秘密美國路空基地, 六架P-38

閃電戰鬥機和兩架巨大的 B-17飛翔防衛 轟炸機, (Flying Fortress bombers)

在黎明中升空. 日期是七月十五, 1942年. 它們向英 國空軍基地飛去, 以參加反希特勒戰役.

當它們向東飛行向北極冰帽區, 就撞進了一大暴風雪. 在盲目飛行中, 他們聽到原先計畫加油的地點, 冰島, 已受暴風雪‘猛烈攻擊’, 這迫使他們回到原基地, 當他們快到達, 而在幾乎沒有汽油時, 卻發現基地又關閉了. 他們覺悟到, 唯一的希望就是被迫降落在格陵蘭東岸的冰凍荒蕪之地. 他們拼命尋找, 直到找到一處沒有雲層覆蔽的空間.

第一架飛機的鼻輪著地時撞到冰層的一破口, 因而失控. 幸運的是, 幾百噸重的P-38飛機的駕駛遮篷碰撞被厚厚的雪層保護. 機長的傷勢輕微. 隨後, 其餘的軍機就收起輪子用機腹降落, 機身只有輕微損壞.

九天後所有機員都安全獲狗拉的雪橇救出, 但飛機都要被丟棄在它們滑落之地.¹

在後來的那些年間, 少數人仍記得這1942年軍機遺失的傳聞, 但直到1980年, 人們才想到救援任務. 美國飛機銷售員, 派翠依柏斯(Patrick Epps)告訴他建築師朋友, 理查泰勒(Richard Taylor) 那些飛機應該還很新. ‘我們所需做的就是把機翼上的雪鏟除, 再加汽油, 發動飛機飛向落日中, 如此而已.’

他們兩個花了好多年, 金錢, 和幾次失敗的遠征探險, 才找到第一線索. 他們用了一個複雜的雷達和一冰島地理學家的幫助, 在1988年找出了冰下八個大型東西.

當一個小型代用蒸汽偵測器開始在冰內融一個洞時, 探險隊員啞然無聲的觀看著, 當更多的延長線被加到管子裏, 到達第一架飛機時, 約有75米(250呎)深呢!

當然沒有人想像到飛機會被覆蓋在深於一薄層的冰雪下面. 畢竟社會大眾的印象就是, 冰河的形成需要很久, 數千年的時間才形成數米深. (參考‘冬眠狀態蜥蜴 (deep freeze salamanders)'). [編者按: 我們不是宣稱救援隊的理解是正確的, 根據出版的數據, 平均冰層堆積的速度, 比 1.5 米/年 低很多, 但不是像救援隊所想的那麼低. 無疑的, ‘數百萬年’的想法已經滲入一般大眾, 這篇文章的重點就是挖掘並粉碎這普遍的成見, 如文前小標題應已說明的].

事實上, 格陵蘭的冰核線是用來斷定年代的. 根據不同冰層含有各種同位素比例的理論, 有點像樹的年輪, 在數千年之後形成.²

類似的情況讓很多人直覺以為, 珊瑚礁或鐘乳石等要數百 萬年才長成, 儘管已有很多的證明, 這些東西並不需要很多時間.^{3 4 5}

依柏斯和泰勒知道, 要用人工來挖穿或炸裂這些少於五十年形成, 而又這麼厚且堅實的冰中, 是不可能的. 他們在1990初, 帶了一低科技工具, 叫超級地鼠鑽 (super gopher).

這五呎高的設計纏繞著用來打進熱水的銅管，以每小時二呎的速度溶進了四呎寬的冰中，直到它打到一架B-17的機翼。一個工人降低圓柱，然後用熱水管在機身周圍溶成一個巨洞。令他們失望的是，這一部大轟炸機已被壓碎而毀壞，無法被修復。

沮喪地，他們兩個就回去了。一個月之後，他們想到更堅固的P-38飛機在重冰下應有更大的存留機會。在1992年五月，他們帶著投資者新的資金來從事高精密度的嘗試。正如他們所料，他們找到的P-38飛機，狀況非常理想。

經過數週集中的勞力，機翼和機身從一個由‘地鼠鑽’鑿成的一排四個洞之洞中，被帶上地表。這些機件被直昇機空運到格陵蘭的一個港口。然後再海運到美國修復。結果比想像中還複雜，因為飛機比眼見的壓損還更厲害，當能夠再度啟動時，可用的零件是80%。有趣的是，飛機在冰下仍保持它們原來降落時的形狀，只是它們從原來的地方被（冰河流）移動了三哩之遠！

進化論者和其他年老的地球論者常說‘現在是了解過去之鑰’。在那種狀況之下，3000米長的冰核，[在1990-1992 格陵蘭的聯合歐洲格陵蘭冰核計劃中被提起] 只代表將近兩千年的堆積，當然容許低層的壓縮。（這效果也被世界性的洪水無可避免的後果所抵銷，那就是在幾世紀內⁶特別多量的雨雪）。自挪亞的日子以來，在四千年左右，有充分的時間，甚至在現今的非毀滅性降雨狀況下，也可讓現有的冰結起來。

通常，不是事實來推翻聖經所說的近代創造，而是我們文化的思想態度。‘數百萬年’，常不經意地被提到。我們也就以為所有自然變化都需要花很長的時間。那也是為什麼很多人在聽到180米（600呎）的沉積石，在1980年五月十八號的聖海倫火山爆發後⁷，數月就形成的事實；或聽到珍貴的貓眼石⁸或煤礦從簡單的木頭加熱⁹，數月就可形成；或者是在1911年在南極由南極探險號牙亞買森（Amundsen）所留下的旗子，帳篷，雪橇，現在已在冰下40呎¹⁰；或是這隊失蹤的戰機；就感到驚訝。

然而，當事實顯示很多東西通常都比年老地球理論者所想像的發生得更快時，我們不應該感到驚訝。因為‘你話的總綱是真實；你一切公義的典章是永遠長存。’（聖經詩篇119:160）。

附錄：飛機會沉進冰中嗎？

有不少讀者已經連絡*創造雜誌*關於這篇文章的令人激動信息，回顧以往在學校，用一條線和重量來沉到冰下的普通實驗。有些人會懷疑飛機可能沉到那麼深，然而在線沉到冰下的實驗，只有在室溫下進行。如果在一冷凍箱重複一樣的實驗，就可重複飛機的狀況，但實驗的結果卻不一樣¹¹，對於冰線實驗最普通的解釋就是，線溶化冰時的壓力是錯的，這樣的設計沒辦法產生足夠的壓力來溶化冰。（參考水的傳奇在‘為什麼冰這麼滑？’那一段進一步的討論）。在室內由空氣藉金屬線傳熱，是非常有效的；但用以溶化冰，因其為不良導體，就足以讓線穿過。

還有，英國的約拿單布朗貝里（Jonathan Brombley, Paisley, UK）指出（*創造雜誌* 20(2):5, 三月號 1998）：

壓力不會讓飛機沉入冰中是事實，但有一更簡單明顯的方法可決定是否可能發生：要達成向前方向移動的穩定性，飛機的質量中心必須在它們的所謂的‘氣體動力中心’之前，質量中心要往前移，是藉著將引擎或其他重的元件向前移，或是將控制面積加大，像尾翼

等會將動力面積往後移. 另一處是機箭 (就是機鼻的重量, 或是後面的一段機身), 都可用同樣的方式來達到向前方向移動的穩定性.

結果是, 禁止控制結構活動, 機箭會向前傾, 機鼻會自由穿過媒體 (空氣, 水或冰), 向下著陸. 所以如果飛機真的移過冰中, 它們就會被發現都是機鼻朝下的, 但它們並不是!

所以飛機不可能是沉越冰層, 它們是被堆積的雪所覆蓋, (後來就壓縮成爲冰.)

P-38 閃電戰鬥機 (Lightning fighter plane)

P-38 閃電飛機是二次大戰中最致命的, 有兩個艾立森(Allison) V-12引擎, 它的機鼻內有一個20 毫米 (mm)的大砲和四個 .50 口徑的機關槍, 在1941-49年間飛行, 德國飛行員給它的暱稱是叉尾鬼 (*Fork-tailed Devil*). 因爲它的尾巴有雙翼. 它們是高價的收藏品. 只有五部在‘失蹤的P-38軍機’從75 米 (250 呎) 深的冰中被修復時期飛行.



西伯利亞火蜥蜴(Salamander)奇事

在西伯利亞冰凍的曠野中, 一令人驚訝的火蜥蜴竟然在停止生氣中的 -50°C 溫度下存活多年, 在那之後到外面解凍後就跑掉了. 科學家仍不知道在牠們體內真正的功能, 但是和其他動物一樣, 牠們幾乎可以產生抗凍化學物質, 來取代在牠們組織和細胞內的水份.

有一些被發現埋在冰中, 且相信牠們是從更新世(Pleistocene Age) — 12,000年以前的動物(若以進化推論). 但牠們被解凍後就可活過來! 雖然研究學家也曾討論到, 用輻射炭的理論來測試牠們也可能有那麼老. 他們說這些生物 '可能很久以後, 才透過永久凍土層(permafrost)的隙縫掉到這個深度'¹².

不管是否如此，根據這 '失蹤的軍機隊' 故啓示，只有14 米 (46 呎)深的冰層是幾千年之久的信念，是不能被接受的。

如果這信息祝福了您，請考慮**奉獻**來幫助我們爲您和家人，繼續這建立信心的服事！

http://www.answersingenesis.org/chinese/docs/lost_squadron.asp

Link for the article “The Wonders of Water” <http://www.answersingenesis.org/docs/3267.asp>

參考目錄和注釋

¹ 這篇文章資料泰半是從 *生活雜誌*，‘失蹤的軍機隊’，15(14):60-8, 1992 十二月號 和 *壓縮空氣雜誌*，‘尋找一個叉尾鬼’，30-36頁，1996 三月號。

² 有幾位著名的‘年老地球理論科學家’，根據冰核年代斷定理論，向聖經的近代創造論挑戰。然而，創造論科學家，像創造研究機構(Institute for Creation Research)拉瑞瓦地曼(Larry Vardiman)博士的工作顯示，此假設並非無懈可擊。而且冰核結果可用年輕地球理論的架構來了解(參考他超連結的文章中的 問題與解答: 冰河時期)。

³ *創造雜誌* 14(1):15, 1992.

⁴ *創造雜誌* 16(3):15, 1994.

⁵ *創造雜誌* 16(1):15, 1994.

⁶ *創造雜誌* 19(1):42-43, 1997. GRIP 冰核(確切的說，是3028.8-米長)引用於但斯格(W. Dansgaard)等人著，*自然雜誌(Nature)* 364(6343):218-220, 1993, 7月15日出版。

⁷ 聖海倫火山: 地球史上大災難的爆炸性證據，史提夫奧斯汀博士(Steve Austin), CSF 錄影帶(創造研究機構製作)。

⁸ *創造雜誌* 17(1):14-17, 1995.

⁹ R. Hayatsu *et al.*, *有機地質化學(Organic Geochemistry)* 6:463-471, 1984. 在美國阿格娜(Argonne National Laboratories) 國家實驗室的研究工作者，混合了木頭，水和酸性土在一個密閉容器加熱，沒有氧或加壓，在150 °C 2-8個月。[編者按:: 更確切的是在家庭雜誌，這反應包括了主要的木頭堅固劑，木質素。其他反應包括其他主要的木頭纖維素。它們是水熱力(hydrothermal)反應，所以雜誌解釋水是成份之一。雖然沒有任何科學概念提到它，但它是最基本的要素，參考盤尼西的(E. Pennisi), ‘水，水在每一處(Water, water, everywhere)’, *科學新聞(Science News)* 143:121-5, 1993 2月20出版]。

在其他比較長的實驗裏，當然比數千年短，得到的物質有紅外光譜像‘高級煤礦’。

¹⁰ *鹽湖論壇(Salt Lake Tribune)*, 1995年3月19日出版, A12頁。

¹¹ 我們作了這實驗，用一號吉他鋼絃和一塊40x25x25 毫米(mm)大小的冰，並用兩個沙塑膠牛奶瓶，在室溫之下量了四磅重的水，那絃在25分鐘後穿越了線，冰重新將切口冷凍起來。然而，在一凍箱中的裝置，大約有八個鐘頭都沒動靜。由鋼絃外加的壓力有多大? 大約是每平方公尺400噸，足以降低冰的溶點至稍小於 0.5度。有趣的是，一架P-38飛機外加的壓力是每平方公尺只有0.18噸，這只足以降低冰的溶點約五分之一度!

¹² *新科學家(New Scientist)*, 139(1809):15, 1993年9月11日。