

THE SEACOAST AIRFOIL

EAA CHAPTER 225:
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November 2011

Volume 33 Issue 11

<http://www.225.eaachapter.org/>

EAA 225 November 9, 2011, Wednesday Evening Meeting at Chapter Clubhouse

Newsletter for
members and
friends of EAA
Chapter 225.

Since Tuesday, November 8th is Election Day; we will be moving our November Meeting to Wednesday, November 9th; giving everyone an opportunity to get out and vote! Our chef President is planning to serve a BBQ dinner around 6:30 pm as usual with the meeting following at 7:30 pm. The meeting agenda will include: a review of last YEFR held on Sunday, October 16th; then Pres. John will be reviewing proper techniques for 'Hand Propping' airplanes and then John R. and Dick J. will present a show 'n tell on installing a set of skis on a light-plane.

November work sessions will be on Tuesday evenings beginning the 1st, 15th, 22nd, & 29th. Work sessions take place at Dick Jackson's Hangar for the purpose of the refinishing steps on the fuselage, wings, etc. Learn and help with our project.



Above: Taylorcraft on skis.

Below: Aviation Museum of New Hampshire.



From the President's Shop:

Well, for those of you who attended the October Young Eagles' Rally at Skyhaven you know how successful the day was. I believe about 57 Young Eagles joined us for a beautiful fall day in New Hampshire. Even though the rally was postponed due to strong winds until Sunday, we had a tremendous turnout. The only dilemma was not enough pilots. For those pilots that were there, the flying was all day long. Our Young Eagles were extremely patient as there was quite a wait later in the afternoon. We didn't finish flying until 5PM and we still had a few 'rain checks' issued to the last few Young Eagles. We had a great event organized by our 'new' NH Young Eagles coordinator, Gerry Peterson and carried out by volunteers from EAA 225 and EAA 1210.

Our Pilots were: Dick Jackson flying his Super Cub; Drew Gillett flying his Beech Skipper; John Ricciotti flying his Taylorcraft; Peter Bruckner flying his Grumman; and new EAA member Kelsey Nutt flying a Cessna 150.

Volunteers on the ground included: Gerry Peterson, Alan Goodwin, Steve Richards, Steve Scott, Vic Chewning, Jim Corbett, Eric Obssuth, and Bambi Miller.

Many thanks go out to all who contributed to make our last Young Eagle's rally of the year so successful.

One item mentioned during the Young Eagle's Rally was that some of our members wanted to have another training session on the proper technique on

propping aircraft. I personally needed 14 props during the day and it was a bit challenging to prop my airplane with a Young Eagle already loaded and have to swap out with my safety pilot, Steve Richard. A much better situation would to have more of our members trained and comfortable in propping so there would be no need for a safety pilot at the controls I could be there myself. With that in mind we will have a refresher course on propping at the November meeting and it will be followed by a course on installing skis on the Taylorcraft. It should be a fun and informative meeting. As Tuesday, November 8th is an election night, we will hold our monthly meeting on Wednesday, November 9th so everyone can get a chance to vote.

A BBQ will be planned for the meeting so come hungry for delicious BBQ fixings and a healthy appetite for learning the safe way to prop airplanes.

Fly Safe and happy building,
John Ricciotti
EAA 225, President



This isn't the way to hand prop an engine, but now that I got your attention ...

Exercrure dolor in
reprehend incid
idunt. Ut labore et
dolore magna ali
qua. Enim ad
minim veniam, quis
nostrud diam nobis
sed tellus suscipit in.



Sikorsky S-39C Expedition, Two Lakes, Alaska. Pictured: left, Greg Herrick & right Garry Kosak, with a Beaver.

AVIATION MUSEUM OF NEW HAMPSHIRE

As I remember it, on Saturday, October 29, 2011, I was invited to accompany Dick & Patsy Jackson and Richard Hornbeck of Bowdoinham, Maine, to a presentation at the Aviation Museum of NH in Manchester, NH. (Dick & Patsy Jackson and Richard Hornbeck were three of the participants of the 2003 National Air Tour.)

The New Hampshire Aviation Historical Society provided the venue for a presentation by Garry Kosak on a Sikorsky S-39C recorded to be on the bottom somewhere in Two Lakes, Alaska. Garry is owner of GK Consulting, located in Derry, NH; an undersea search and survey company that specializes in Shipwreck and Airplane location.

Garry Kosak spoke briefly introducing himself to the group about his career in underwater shipwreck and airplane location. He has been serving the offshore industry since 1968. His early career as a commercial diver supported oil drilling rigs off the coast of Newfoundland, pipe-laying in the Gulf of Mexico and salvage

operations in the Great Lakes. Garry's career in undersea search and survey began in 1972 off the coast of Labrador. Martin Klein, the founder of Klein Associates, recognized Garry's extraordinary skills and in 1978 offered him a position as a field engineer. Garry created the very first formal course on side scan sonar. He has trained more people and organizations in the use of this technology than any other person in the world.

Back in the mid-1960's, Dick Jackson had heard about the S-39 Two Lakes accident and had himself traveled up to Alaska in search of the plane. He plied the waters searching for the plane using underwater listening equipment, but was unable to find it. Over the next thirty plus years others attempted to locate the S-39 using the latest in underwater search gear with much of the same result. The newest sonar was brought up to the area, and specialized technicians were unable to see anything that resembled an airplane on the bottom of the lake.

(Continued on Page 4)

Sikorsky was a visionary, and in 1930 designed a personal amphibian plane called the S-39. This was to be a small single engine plane for the individual business executive. It was the "Lear Jet" of the day. Sikorsky's vision however was ahead of it's time, so only 23 of these aircraft were ever built and sold.

S-39 EXPEDITION, CONTINUES

Several years ago, Victor Lenheart (*sp.*) sold the rights to his sunken treasure to Greg Herrick who heard about the crash and subsequent attempts to locate it. Greg H. learned about the underwater exploits of Garry Kosak and the success his teams brought to the locate and recover processes. Greg contacted Garry in the late fall of 2000 asking if he'd be interested in locating the plane at the bottom of Two Lakes. Garry suggested that he call back in the following spring. Garry learned about the previous attempts to find the plane and asked to see any of the sonar recordings that were made during the previous years of searching. He knew of the other researchers and their credentials in the underwater search field, but felt that he might be able to shed more insight by reading the documents himself. He did in fact find something of interest and when he went up to Two Lakes in June 2001, he set out searching on a grid pattern and located the plane using specialized side scanning sonar built by Kline Associates of Salem, NH.

Greg then had Garry assemble a team of divers, helpers, a camera crew, and others including Dick Jackson whom Garry called upon to see what an S-39 was supposed to look like. Using what he knew helped Garry locate the plane. Greg Herrick invited Dick to the expedition, since Dick knew more about the S-39 than anyone else and would be an asset in its recovery.

After securing the site, divers prepped their gear and made 10-

minute dives to find the condition of the plane after nearly 45 years of being submerged. The divers upon finding the plane, learned that it had landed on the bottom upside down. With so many years of sediment from the glaciers drifting across the bottom of the lake, the bottom had actually swallowed up a majority of the amphibian. Only a portion of the sponsons and the bottom section of the hull were exposed. The top portion, the wing, engine and tail assembly were buried under several feet of mud, silt, and glacial sediment.

While the divers were making plans with Greg on their next move about recovering the plane, the expedition pilot had grabbed Dick for some chart plotting work to establish waypoints from which they could fly into the lake and campsite should bad weather and poor visibility put a damper on air travel. The pilot sitting in the left seat of the floatplane would plot coordinates while Dick would fly the plane. They made several approaches from altitude down to the lake until the expedition pilot was satisfied with his results.

After two weeks on the lake and going over results of the dives, the crew realized that they would be unable to retrieve the plane due to the depth the plane had settled into the bottom of the lake. Greg talked with Garry and a winter excursion was being planned. The thought they might be able to set out that following winter, but an early thaw prevented it. The next winter

2002-2003 would have to be the next adventure timetable.

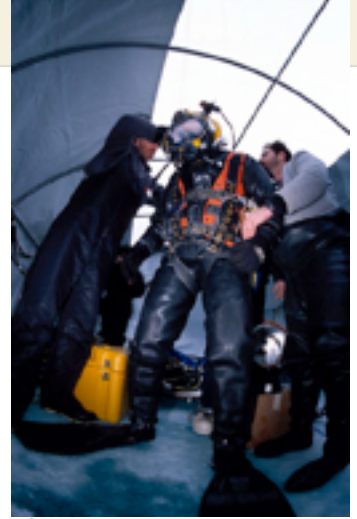
That winter brought more equipment to the site that was impossible for a summer time since heavier load could be carried out on the 36-inch thick ice.

Special suction type pumps were brought in, plus lots of rope line, working tents and camping gear, etc.

Once set up, four holes were cut into the ice for the purpose of guiding the suction pumps to locations around the perimeter of the airplane with intent of removing the accumulations of sediment formed around the aircraft. The divers went down to basically make sure the equipment was working the way those on the ice surface wanted. Several attempts to lift the craft were made to no avail. The plane was too well stuck to the bottom of the lake.

During the winter, often winds kick up in the valley and on the lake ice, blowing in excess of 30 mph. One day the wind blew so hard, that the living tent went down the lake near the opposite end. The pathway to getting the S-39 up to the surface and sent to a restoration shop were diminishing fast and Greg Herrick though determined in his attempts to bring it up figured that for the time being it wasn't going anywhere and maybe he should just pack it up for now.

To date and through it all, the S-39 is still in 200-feet of water. now several years later, it was the people that became friends on this adventure.



Pictured above and right are images from the winter expeditions to Two Lakes, Alaska.

In Two Lakes, Alaska the weather can be an adventure. Winds so strong that they can almost blow you off your feet. During the winter expedition one night the wind blew the work tent and some of the equipment, down to the far end of the frozen lake. That of course made extra work for those on that expedition. The 50 odd years that had passed since the S-39 had gone down to the lake floor, had buried it beneath a sea of accumulating sediment and silt from the glaciers and rivers that feed into the lake.

When Garry was first beginning to assemble the expedition a local sporting goods supplier asked about rifles, and Garry pondered why he'd need fire power. The man behind the counter exclaimed, "Bears"; one part of assembling the team that almost got forgotten. It proved a good thing that they packed guns. It wasn't too long before neighboring bears found something new to go check out. I believe Garry noted that everyone on the expedition had seen or had actually come in contact with at least some of these animals.

Editor's Note: As with most of my excursions I often find myself ill-equipped and forgetful of my surroundings. I wish I had recorded the presentation. I forgot more than I included in this writing. I hope to be more aware next time, hopefully.

It was evident almost from the get go, that in this remote location getting equipment out to the lake would be a daunting task at best. Getting aircraft up to Alaska in the shortened summer would require several trips. Luckily, winter provides a perfect venue for heavy materials handling as the ice proved to be 36-inches thick.



The early years of Naval Aviation is depicted in the photos above.
(Pictures of the NHAHS at the Aviation Museum of NH near the airport in Manchester, NH.)
A representation of sport aircraft designed and built by the Granville Bros.





Sikorsky S-39C Amphibian

Of the 23 original aircraft, and with the passing years, all were destroyed except for 2. One, is a non flying rebuild, located in the Hartford, CT air museum. The second was lost in a remote lake in Alaska. This presentation describes the search, discovery, and attempts to date at recovering this rare piece of aviation history. This project is still a work in progress. A new attempt to recover the aircraft will be launched during March, 2002. It will be staged on the winter ice and will be a major challenge due to it's remote location. If successful, the plane will be restored to flying condition to once again grace the skies.



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