

EXPLORER'S GAZETTE

Published Quarterly in Pensacola, Florida USA for the Old Antarctic Explorers Association
 Uniting All OAEs in Perpetuating the Memory of United States Involvement in Antarctica
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Reunion Hotel with inset photo of OAEA Flag

Photo by Steve Smith

SAN DIEGO CALIFORNIA 2022 OAEA REUNION

*Edited By Billy-Ace Baker
8 June 2022*

Steve Smith took numerous photos at the San Diego Reunion. He left on 8 May 2022. While flying from Charlotte, North Carolina to San Diego, California, he took some photos looking mainly to the north from the plane.

While at the reunion, from 8 to 12 May, he took over a thousand photos. While there, he went on several tours with the group to Balboa Park, Old Town, USS *Midway* Museum, and Kansas City BBQ (where the bar scene from *Top Gun* took place).

Fellow NSFA Winter-Over, Jake McClure, and his family were there for the Reunion as well. Steve and others took trips after the Reunion to Point Loma to see Fort Rosecrans National Cemetery and Cabrillo National Monument for the Tide Pools and Old Point Loma Lighthouse. Many also took in lunch from Old Town as well. The day before Steve left California, he took a 6.5-mile hike within the Mission Trails Regional Park with one being the Oak Canyon Trail.

Steve took photos from the plane on the way to and from San Diego.

Continued on Page 4

PRESIDENT'S CORNER

Allison Barden—OAEA President

MIDWINTER GREETINGS OAEs!—I

always enjoy the irony of basking in the beginning of summer while simultaneously wishing a Happy Midwinter to those who have celebrated the darkness as Antarctica's Frozen Chosen. I love reflecting on how special the Midwinter celebrations were during my winters at McMurdo. Happy Midwinter Southern Friends, it only gets lighter from here on out, and I hope the road is looking up and up for everyone as we turn a corner into another strange chapter of life.



Welcome to new and returning members reporting in this quarter: Danielle Larson (NOK), Rex and Pat Coldwell (NOK), Franklin and Josephine Ball (USAP pair at Pole and Palmer), David Harrowfield (Noted NZ archeologist and historian), Janis Knight (NOK) < Scott Mosher (USAP McM), Andrew Fountain (USAP Pole and Dry Valleys).

Thank you to all who have donated to the Scholarship and General Funds this quarter: Sarah Gillens, Audrey Clark, Rex Coldwell, David Harrowfield, Phillip Dwyer, and the OAEA-NE Chapter. As a non-profit organization, we rely on member dues and tax-deductible donations to cover our Scholarship Fund and operating costs. No donation is too small (or too big!)—please see the Donor Form and Information section of the OAEA website.

I would like to give a shout-out to OAEA Board Member Charles Lagerbom, who wrote a wonderful article about the R/V *Hero* in the last issue. He recently gave an excellent presentation of the history of this incredible vessel which you can watch online here: <https://www.youtube.com/watch?v=gMHtsLhZDQY&t=549s>

Another piece of media I would like to share is a short film called *Under the Ice of Antarctica*. It is about diving in McMurdo and the fascinating research of Sea Spiders in the Ross Sea. The film was made in the 2019-20 season by Rachel Heckerman, who worked in the Galley. Watch it here: <https://vimeo.com/427575411>

In the spirit of Midwinter—check out this incredible replica of Shackleton's *Endurance*, in the form of a cake and completely edible! This was made by Rose McAdoo for McMurdo's 2020 Midwinter Celebrations. While Rose worked in the Waste department at McM, she also is a professional cake maker, and has made a number of creative cakes inspired by the science at McMurdo. <http://www.whiskmeawaycakes.com/antarctica.html>

This *Gazette* is such a huge labor of love that I want to recognize our own Billy-Ace for putting it together every quarter. Thank you, B-A for all your work and dedication. I would also like to give a special thank you to Ed Hamblin, VP, and former President, who continues to mentor me. I look forward to reading this and all

issues, to see what you all are up to—don't ever be afraid to reach out!

It finally feels like we are slowly coming out of the woods enough to make travel plans for next year! The 2022 Reunion is less than a year away—will we see you in San Diego next May? I can't wait to hear your stories!

I wish you all good health and a most excellent summer or winter, wherever you are. Be well, friends.

Allison Barden

AKA Sandwich



GROWLERS & BERGY BYTES

Feature Stories, Odds & Ends, Collected, Compiled, Edited, & Written by Billy-Ace Penguin Baker

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National Headquarters
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Editor

Billy-Ace Baker

Editorial Assistants

Gus Shinn

Kerry Konrad

Kenneth Henry

Pam Landy

Gravity Physicist Emeritus

John Stewart (RIP)

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ANTARCTICAN SOCIETY & THE RV HERO

Greetings:

Antarctican Society Archivist Charles Lagerbom has been working over the past months to coordinate recovery of significant artifacts from the historic Antarctic vessel *RV Hero*. The *Hero* lapsed into a decrepit state over many years and is partially sunk off the Oregon Coast. See the July 2021 Antarctic Society newsletter for an article on this.

Charles has received a quote for \$5,000 to truck the six tons of artifacts from Oregon to a maritime museum on the Maine coast that will accept and display the artifacts. The *Hero* was built in Maine. The Antarctic Society Board has pledged to match donated funds toward this effort up to \$2,500. If you would like to contribute to this historical preservation project, please send a check to Tom Henderson, Society Treasurer, at 35 Cherry Street #701, Burlington, VT 05401. All donations are tax-deductible.

Please consider helping us bring these artifacts home!

Tom Henderson

Antarctican Society Treasurer

webmaster@antarctican.org



Editor's Note: In addition to the Antarctic Society Newsletter a story about the *RV Hero* appeared in the Jan-Mar 2021 issue of the *Gazette*.

2022 San Diego OAEA Reunion

From page 1

SAN DIEGO REUNION REPORT BY GEORGE LUSK



Fifty intrepid Antarctic Explorers, family and friends attended the OAEA reunion held at the Handlery Hotel in Mission Valley, San Diego, CA from 8 May to 12 May 2022.

After completing registration on Sunday, some of the attendees took the Ghost Tour that evening of the Haunted Places in San Diego including the El Campo Santo Cemetery and the Whaley House that is reportedly the most haunted house in the US.



I guess they are headed for El Campo Santo Cemetery or the Whaley House



El Campo Santo Cemetery



Whaley House

Monday found the group visiting Balboa Park and Old Town, San Diego. In the evening there was a dinner cruise on San Diego Bay. For those who did not attend the Dinner Cruise there was a presentation by Christian McDonald, the Scientific Diving Safety Officer at Scripps Oceanography. He spoke and shared slides on diving in Antarctica.



All aboard for the Ghost Tour



Ghost Tour departing!



Café Coyote in Old Town



Christian McDonald Scripps Diving Safety Officer



Attendees on Dinner Cruise



When do we get our dinner?

Tuesday's adventure was a tour of the USS *Midway* with lunch at the Kansas City BBQ site of the bar scenes were filmed for the original *Top Gun* movie.



At the USS Midway Museum



Where is MacPherson?

Tuesday night's entertainment was a presentation from Erin C. Brodie who is a Veterinary Technician and Laboratory Specialist with the National Marine Mammal Foundation. She spoke on the Weddell Seal Research Program that she was involved with in Antarctica.

Wednesday found some of the group taking a tour of San Diego Bay via the S.E.A.L. Tour utilizing a Hydra-Terra amphibious vehicle.



San Diego Bay tour

The group reconvened after lunch for the General Assembly followed by a presentation by Brian Baum who spoke of flying over both poles. He was one of 172 passengers on Pan Am Boeing 747SP that circled the world flying over both the North and South Poles. The flight covered 26,230 miles in 48 hours, 3 minutes.

Afterward we dined at the hotel and had the opportunity to dance to some old rock and roll.



Where are all other dancers?



Attendees listed after next photo.



Those in attendance: Larry & Kim Lackey; Diane Hallett; Lee Darnell; George & Laura Lusk; Tim & Anne Truesdell; Marty & Beverly Diller; Bradford Miller; Bill & Coco Rouzer; Peter Kearney; Linda Munden; Steven Smith; David & Anne Hazard; Joyce Hopkins; Jim & Barbara Volner; Ronnie Ackerman; John Lamont West; Richard Darst; Arie Miller; Carl Miller; Richard Pillsbury; Shelly Johnson; Edwin & Linda Hamblin; Jim & Barbara Donelson; Allison Barden & Bryan Kiechle; James Aldridge; George, Paulette & Phillip Wood; Bill Spindler; Steve & Mary Bryant; David & Julie Ellefson; William & Kathryn Fox; Harold & Frances MacPherson; James and Amy McClure; Ronald Stone; Valerie Russell Johnston.

Thursday morning the members checked out of the hotel and made their ways to their homes with a promise to meet up at the next OAEA Reunion.

LESSONS LEARNED

First lesson: Don't let shipmates talk you into something. While the plan was to attend the Florida Reunion and see how it was put together, COVID cancelled that plan. It was also responsible for my partner not being there to advise me. I was counting on Gabby to pull me through. I must tip my hat to Ed Hamlin and Bill Rouzer who held my hand and helped me through the tight spots.

Second lesson: The reunion guideline book was too much. With the lack of help trying to follow it would have resulted in a mess in my opinion. *A Complete Reunion* did most of the heavy lifting. They know the area and know what hotels will provide for the best price.

Third lesson: Getting the word out to the population. I had a fair amount of phone calls from individuals who read about the OAEA reunion in the DAV and FRA monthly

magazines. The downside is I don't think any of them came to attend. I understand there was a problem with the email listing for the members; improvement needs to be made with the communications.

Fourth lesson: Attendance. I had hoped to have 200 attendees but for what ever reason only 25% showed up. Perhaps COVID was still an influence, I don't know why people chose not to attend.

Fifth lesson: Having *A Complete Reunion* do the heavy lifting is great but you lose the ability to access where you are in terms of attendees. What was said and what showed up on paper differed. They gave me positive feedback that people were signing up but when the written report came, it would only show one or two new names.



Reunion coordinator/photographer, Barbara Schroeder, guides everyone into position for photos.

General comments: Having Barbara from *A Complete Reunion* on site was very helpful. She had a handle on what people would want for snacks and such so she controlled the costs there. She had the list of who was going to attend and had the registration packages. The problem was when she was not present; people who came late to register had to wait until she returned. Since I did not know everyone personally it was difficult to respond to questions about who were present.

I do not have a problem with my personal liability for the expense of the Reunion. It is not the first time nor unless my wife gives me hell, will not be the last time that I have opened my wallet to support something that I was involved in. I wonder though if a "Go Fund Me" page might be possible in the future. I was lucky to have Brad Miller provide me with most of the Raffle prizes. I had no luck in getting donations. A big tip of the hat to Brad. He was always around ready to help with anything that needed to be done.

I am tired now and can't think of anything else worth mentioning. I enjoyed myself a lot more than I expected too during the reunion. I look forward to attending the next one.

Reunion FNG Recounts How The 2022 OAEA National Reunion Went Down

By AG2 Steve J. Smith, USN
Naval Support Forces Antarctica
Winter-Over 1993–1994

As a Lifetime Member to the OAEA since about the end of 2003 or early 2004, I had never been able to make it to an actual national reunion. I had slated to go to the 2020 reunion that was scheduled for Jacksonville, Florida and was supposed to be the 10th reunion of the OAEA. Sadly, it had to be cancelled due to all the COVID-19 business. Once the news came out about the next reunion being held in San Diego, California from 8 to 12 May 2022, I was making plans again to attend. I was also hoping to get as many of my fellow Winter-Overs from the 1993–1994 season to try and make it as well. I tried this on my own in 2019 as we tried to get together in Las Vegas, Nevada for a smaller reunion. Only three of us were able to make it, and one of them lived in Las Vegas.



The duty Tour Bus.



Pete Kearney and Steve. Pete wintered-over during DF-71 and knows the difference between an OAE and a Fengie. An OAE is anyone who came to the ice before you did, and a Fengie is anyone who came to the ice after you.

For this national reunion, I was to be a FNG, and as such, tried to take in as much of the activities as I could. Those new to this should know that FNG stands for “effing new guy/girl.” Term of endearment (at times), for those folks new to the Antarctic that just had no clue what to really expect when they got down there. Well, for the reunion, I was an

FNG. Cool thing about being an FNG to the reunions, though, is that you get to hear as many of the sea stories (or ice stories if you will) from many of the other OAEs. I got to even share a few of mine as well.

As for the actual reunion, OAE George Lusk was our main coordinator for everything done while at the Handlery Hotel. Barbara from *A Complete Reunion* was the coordinator for all of the tours and official photos. I had flown in on 8 May 2022, and arrived at the hotel not long after the Hospitality Room had opened. Starving from the flight, I first grabbed a bite to eat from the bar at the hotel before they closed the kitchen. I then headed to the Hospitality Room to check in, pick up my name tag and items for the tours, bought some raffle tickets, and then started hanging and talking to folks. I met Dave Hazard, who was selling items for the Ship’s Store. Hopefully, I made a dent in what Dave did not have to take back with him. That evening on the 8th, folks left to head out to Old Town for the Ghost Tour.

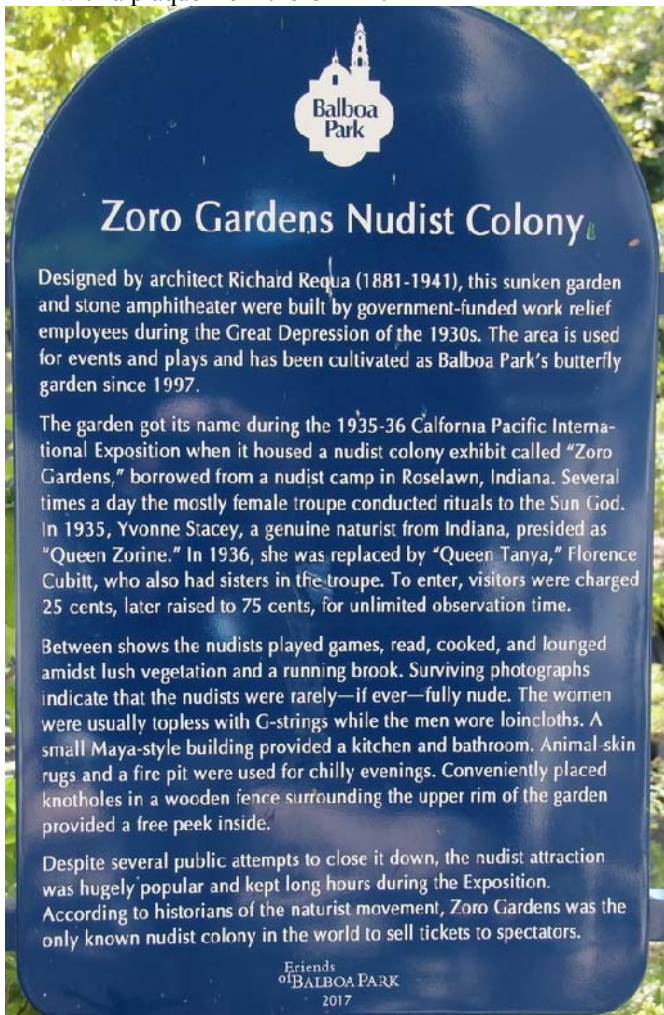


Scene from the hospitality room.

My first scheduled tour was on 9 May. I went with the group to check out Balboa Park for the many museums, shopping stops, the San Diego Zoo, and the San Diego Air & Space Museum. Living in the Washington, DC area, I have been to the two Smithsonian Air and Space Museums, so I passed up on the San Diego one since I had not been to Balboa Park before. Unfortunately, we did not have that much time in the park to be able to check out the San Diego Zoo, but I did get to see the entrance. I did get to check out the San Diego Natural History Museum. Sadly, the video there on the “Dinosaurs of Antarctica: Gondwana” was starting too close to the time we were leaving the area. Another cool thing I noticed throughout the park was that “Antarctica” was playing at the Science Center as well. After we all met back up, we headed on over via the Trolley to Old Town State Historic Park. We all headed to various lunch spots when we first arrived there. Then to work off lunch, we all headed to the various shopping spots. We then headed back to the hotel as several groups were scheduled for the San Diego Bay Dinner Cruise that evening. I was one of the few that did not go on the Dinner Cruise that night, so we all stayed to listen to the talk given by Christian McDonald called “Diving Under the Ice.” Christian is from Scripps Oceanographic Institute as part of the Diving/Small Boat Safety Programs. George presented Christian with a plaque from the OAEA. We were eventually there late enough for

the folks that went on the Dinner Cruise to return. Good news is that no one got arrested.

10 May 2022, was the next tour that I went on with another group to the USS *Midway* Museum. This was actually my second time being on the ship, but that other time was in 2005. It was nice to see some other parts of the ship that had been opened up to the public since that other time. Around lunchtime, we all headed out and over to Kansas City Barbeque. This was where they filmed the "sleazy bar scene from *Top Gun*" in 1986. It was cool to see, especially since the new *Top Gun Maverick* just opened up later in May 2022. The BBQ was great too! The rest of the night after we got back to the hotel was on us. I headed to the Hospitality Room where George Lusk began to pull the numbers for the 36 raffle items. I ended up winning two of them, so that was cool. There were also two scholarship items for silent auction, but only the one received a bid. Later that evening, we were all treated to another talk by Erin Brodie on Weddell Seals. Erin is a veterinarian with the United States Navy. She was able to go to the Ice in 2019 to do some research on the Weddell Seals. OAEA President, Allison Barden presented Erin with a plaque from the OAEA.



The Nudist Colony

11 May 2022, saw a group head for the last of the tours on the Amphibious Sea and Land Tour. I did not go on this one as fellow Winter-Over from 1993–1994, Jake McClure, had arrived the day before, so I headed out to meet up with him and bring him in for the General Assembly Meeting that was scheduled for the early afternoon. I introduced him around and got him hooked up with his credentials for the rest of the meeting. As with me, Jake put a dent in the Ship Store inventory. Allison Barden began the General Assembly Meeting, and after all the items were gone through, we were treated to another interesting talk. This one was from Brian Baum on "Over Both Poles: Epic Flights Around the World." Brian was on the first flight over both poles. Everyone usually hears about the around the world flights that generally go east-west or west-east, but this and two others went over both poles. Generally, a more difficult thing to do because of all the remote areas, lighting, and temperature differences. After the talk, Allison presented Brian with a plaque from the OAEA. Jake and I then headed to the bar that had then opened and reminisced with some other OAEs while waiting for the evening festivities. Barbara then positioned the OAEA members for the group photos and then took a group photo of the significant others in attendance. Following the photos, we all headed to a different room for the Banquet dinner, which was the last event of the reunion.



Jake McClure & wife Amy



Another photo of Jake with Steve

The next day was check out for most, but I was still in the area till my flight left on 14 May 2022. Jake, his family, and I visited some other areas on 12 May 2022, and then I hung out with some of my wife's family on 13 May 2022. Great time meeting and talking with all the other OAEs. Hope to catch up with more in two more years. I heard it might likely be in Colorado Springs, Colorado. Love that place, so if that ends up being the location, then keep an eye out for notices. Hope to see you at the next one.



Diane Hallett, Fran MacPherson, & Harold MacPherson.
Diane was a winter-over Radioman so was Harold. Harold also played the bartender in the movie Top Gun



Several Group Shots were taken by Jake's wife Amy



Fort Rosecrans National Cemetery



Old Point Loma Light House



On 13 May I took a 6.5-mile hike on Mission Trails that eventually led to the Oak Canyon Trail.

**2022 SAN DIEGO REUNION BITS & PIECES
 BY ED HAMBLIN**

I have been to every OAEA reunion since the inception of the Association, and I think the San Diego 2022 reunion was one of the more fun ones I have attended. My wife Linda and I were able to do several tours and still have plenty of time for socializing; meeting new "ice" people, and reconnecting with old friends and acquaintances.

Four of the Tidewater area OAEA members were at the reunion; besides Linda and I, Diane Hallett and Brad Miller also made it out there.



Ed and Linda cruising in San Diego Harbor with Brad Miller, and the Kearneys.



Ed and Linda Hamblin hanging out in Old Town

Kudos to George and Laura Lusk who hosted the reunion effort. Although the reunion planning was done by *A Complete Reunion*, George was engaged from start to finish. The reunion didn't officially start until Sunday, but when we checked in early Saturday afternoon, George was already at the hotel.

Great guest speakers, varied tours, a good banquet, and a bunch of folks who were there to have a good time made up the agenda. One of the tours included lunch at the Kansas City BBQ where one of the iconic scenes from *Top Gun* was filmed (remember the rendering of Jerry Lee Lewis' song *Great Balls of Fire* on the piano by Goose?). The place was loaded with lots of movie memorabilia along with other military related patches and stickers adorning the walls wherever there was space. The food there was a letdown; nothing like the Carolina BBQ we are used to out here in the mid-Atlantic region. One of our other tours was to Balboa Park where I spent the time there in the park Air and Space Museum.



At the Kansas City BBQ. Bill Spindler standing. John Lamont West and Ed Hamblin on the far right.

One of great things about the reunions is that we always meet new people, and reconnect with old friends and acquaintances. And one of the not-so-great things is that at the end everyone says goodbye and leaves. In San Diego, Linda and I stayed a couple of extra days for some "us" time, and after everyone left it seemed lonely in the hotel, especially at breakfast without our OAEA friends around; and (gasp!) someone else was using "our" hospitality room.

So, we are now looking forward to our next OAEA reunion, which will happen late May/early June 2024 in Colorado Springs, CO.

GUEST SPEAKERS BY OAEA PRESIDENT ALLISON BARDEN AKA SANDWICH GIRL

I'm not sure if George shared the agenda with you, but it listed the activities and speakers. I will summarize it for you the best I can.

Monday night's speaker was Christian McDonald about diving in Antarctica. (He was speaking at the hotel while some folks were on the Dinner Cruise, so I wasn't present for this one). His bio is as follows:

As the Scientific Diving Safety Officer at Scripps Oceanography, Christian McDonald manages the oldest and one of the largest and most active scientific diving programs in the United States. Upon graduation from UCSC with a Bachelor of Science in Marine Biology, Christian spent five years working in and exploring diverse locations around Antarctica as a scientific diver, natural history cinematographer, commercial diver, and senior marine technician aboard National Science Foundation-supported polar classed research vessels. In addition to supporting and overseeing the scientific diving and small boat programs at Scripps and for the UC San Diego research community, Christian has served as chair of NSF's Office of Polar Programs Diving Control Board, President of the American Academy of Underwater Sciences, and an advisor to a host of diving safety boards and committees.

Tuesday night speaker: Erin Brodie, Weddell Seal Research Program. Erin is the Veterinary Technician and Laboratory Specialist with the National Marine Mammal Foundation in San Diego, California, providing veterinary care to the US Navy's California sea lions and bottlenose dolphins. During the 2019-20 McMurdo field season, her team ventured to Antarctica to study the development of thermoregulation and diving in Weddell seals. Their research question was: What does it take for a Weddell seal pup to survive and successfully make the transition between two extreme environments—above and below the Antarctic sea ice—in only a matter of weeks? More about the project here: <https://icyseals.com/>. Erin's talk was quite engaging, fascinating and attracted questions from the inquisitive crowd—some yet to be answered by science and may inspire future grants!

Wednesday night speaker: Brian Baum, author *Over Both Poles: Epic Flights Around the World*. Pan American World

Airways dominated the skies until 1991. Its first commercial flight carried passengers and mail from Key West to Havana, on 28 October 1927. Fifty years later, Pan Am celebrated its inaugural jaunt with another historic flight, circling the world, flying over the North and South Pole, and in record time. It flew 26,230 miles in 48 hours, 3 minutes. The entire flight, including stops, took 54 hours and 7 minutes. The stubby "Junior Jumbo," a Boeing 747SP, was about 47 feet shorter than a standard 747, while equipped with the same engines and wingspan, allowing it to fly longer distances between fuelings. Brian Baum was one of the 172 passengers on that flight.

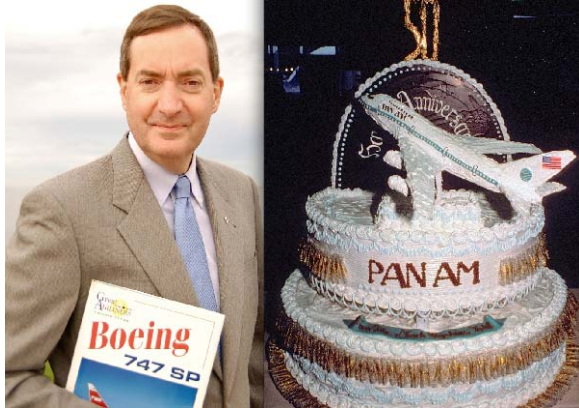


Photo by Steve Shay *Cake photo by Brian Baum*
Brian Baum took Pan Am's special flight over the North & South Poles on its 50th Anniversary flight in 1977. He holds his out-of-print book about the flight. The cake was served to the passengers for Pan Am's birthday. It was provided by Pan Am at the departure lounge at San Francisco.

Brian also discussed other historic pole-to-pole commercial and private flights, as well as some well-known flights in Antarctica. He was a bit star struck to meet our very own Dave Hazard!



Erin Brodie, giving a talk on her work with the US Navy Marine Mammal Program and Weddell Seals in Antarctica.



Sandwichgirl presents Erin with an OAEA plaque



Sandwichgirl and husband Bryan

SAN DIEGO REUNION NOTES FROM OAEA SECRETARY MARTY DILLER

I did not get involved in the actual conduct of the reunion—George Lusk handled most of it himself, so he'd likely be the best source of an overall reunion summary. Besides George, perhaps you can approach Sandwich for info about the Guest Speakers. I think George is the only person that really knows specific details about the raffle and door prize drawings, although I'm sure Brad Miller can give you a pretty good rundown of what raffle prizes that the Norfolk and/or Jax reunion committees sent to George for this reunion. For the raffle, the NE Chapter donated two unopened packs of Tom Henderson's 2-hour, 2-DVD set titled *Ice Eagles*, about American aviation history in Antarctica.



Photo by Steve Smith
Marty Diller and Wife Bev show off their new penguins.



Marty and Bev talk with USS Midway volunteer

In addition to the *A Complete Reunion* representative being on site, took a lot of photos. OAEA Life member Steve Smith also took many photos throughout the reunion, both at the hotel and on the various tours. Here's his website: www.theicewolf.com.

The company that "ran" the reunion (*A Complete Reunion*) is headquartered in Colorado Springs. They had a rep staying at the hotel during the reunion—I think her name was Barbara, and she lives in Colorado Springs. She made sure that the various tours took place as scheduled and assisted George Lusk with other aspects of the reunion. Barbara took a lot of photos throughout the reunion at the hotel during the banquet and she also went on most of the tours and took photos during the tours.

—By Marty Diller

2022 OAEA NATIONAL REUNION MEETING REPORT

By OAEA Secretary Marty Diller

The overall impact and initial consequences of the coronavirus pandemic seem to be abating as more Americans receive their vaccinations and we all become accustomed to the masking and other varied precautions taken by governments and municipalities throughout the country. Still, it is entirely probable that COVID was a key reason for the relatively low attendance at this reunion. ...On the other hand, OAEA reunion attendance had been trending down ever since the first one in 2001. Low attendance was also noted among the 14-person OAEA Board of Directors for our business meeting this year. One Board member, **Director Allen Cox**, attended via Zoom video conference technology and five other Board members (including the President and Vice President) were in attendance, so a quorum was achieved.

At the Officer's meeting on Day One, the Board heard and accepted reports by Treasurer **Bill Rouzer**, Reunion Committee Chair **George Lusk**, Merchandise Committee Chair **Dave Hazard**, and Scholarship Committee Chair **Linda Hamblin**. (These reports were also presented to the members at the General Membership meeting on Day 3.) Membership Database Manager **Ed Hamblin** also reported on OAEA member numbers—1,529 active members on 30 September 2021. Details of these reports (and the below 'other business') will be found on the 'Board Minutes' webpage at the OAEA website.

Other business at this meeting:

(1) OAEA Scholarship Awards Funding. The Board accepted a proposed Resolution to change the method to determine annual Scholarship Program annual award amounts. This new resolution requires the Scholarship Committee and Treasurer to consider both the scholarship investment fund earnings and specified donation amounts received during the year, in order to maximize the amount to be awarded while allowing for moderate fund growth. Scholarship program donors can expect a change to the current OAEA Donation Form (found on the OAEA

website's 'Donors' webpage) to allow them to designate their donation amounts to either be awarded as part of—or all of—the next round of scholarship awards, or to be added to the scholarship investment fund to accrue interest.

(2) 2024 OAEA National Reunion. An OAEA-wide "blast email" to all members in 2021, asking for volunteers to oversee a 2024 OAEA reunion, did not yield any response or interest. Member Database Manager Ed Hamblin noted that there is a high concentration of OAEA members in the Colorado Springs/Boulder corridor, and he has already approached the *A Complete Reunion* company (www.acompletereunion.com) about doing one in Colorado Springs, Colorado.

(3) Appointment of Officers and Committees. The Board voted to approve **President Allison Barden**'s re-appointment of the Secretary, and Parliamentarian **John Lamont West**, as well as the current Chairs of OAEA Standing Committees. The OAEA Reunion Coordinator position is the only spot still vacant, however the Board discussed terminating that position, which was established in 2013 to help regional OAEA reunion committees plan and conduct national reunions. Because today there is little interest by members to take on the responsibility to host reunions, the Board questions the need to retain both the OAEA Reunion Planning Guide and an official coordinator to work with those host members/committees.

(4) Ad hoc committees. Temporary committees (to revise OAEA documents and procedures, conduct elections of officers, etc.) are periodically established by the Board. There is a need to identify chairpersons and find members for such committees, and a note to request potential volunteers has been placed in this issue of the *Gazette* on page 54.

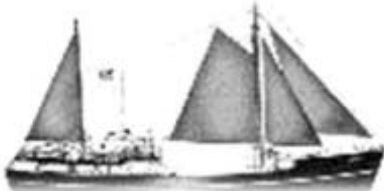
At the General Membership meeting on Day 3, **President Allison Barden** asked that members consider volunteering to assist the Board of Directors in helping with routine business and programs when such a need arises. OAEA-wide emails (TrafficWave and ReachMail) and articles in the Explorer's Gazette are the main vehicles to get the word out to OAEA members about a need for assistance.

As usual, the primary item of business at the General Membership meeting was to determine where the next two reunions would occur. With no attendees standing up to host a 2024 OAEA National Reunion, Allison announced that plans would move forward to engage *A Complete Reunion* to coordinate and conduct the 2024 reunion in Colorado Springs. She also asked that members provide their input to help identify a location for a 2026 OAEA reunion.

When the attendees were offered the floor for any comment, Life member (and former OAEA Director, 2006–08) **Bill Spindler** announced that the "Antarctican Society" (www.antarctican.org) has begun a fundraising effort to recover salvageable items from the scrapping of the Research Vessel *Hero* by Washington's Dept. of Natural Resources. The vessel, built in 1968 and employed for 15 years by the USAP as a science platform in the Antarctic, sank at its dock on Willapa Bay, WA in 2017. The salvaged items are to be



transported to the Penobscot Marine Museum in Searsport, Maine for proper preservation and exhibit. Shortly before the writing of this report, the Society announced that it had exceeded its goal of raising \$5,000.



The RV Hero. The items include: Propeller, Switlik Life Raft and Canister, USARP stack Plaque, Bridge Captain Chair: Including pedestal, bridge watertight door, Foredeck Open Mooring Line Chocks & Stanchions, Ice House Radar Antennas & aluminum mast, Aluminum Icehouse, Anchor, 10' Portion of main-mast or mizzen-mast

DOOR PRIZES AND RAFFLES

I provided the following items:

- 1 2014 Norfolk Reunion bag and contents
- 1 Penguin Plush toy small
- 1 Operation Deep Freeze I Gov't DOD film DVD
- 1 Penguin Hat
- 1 Antarctica Patch set package
- 1 cute 8" Penguin plush toy
- 1 small Emperor Penguin statue
- 1 Penguin Hat Scarf Gloves mittens paw
- 2 Operations Deep Freeze patches
- 4 3" tall Emperor Penguin plush toys
- 1 Lenox Chilly Chap salt and pepper set
- 1 12" Penguin toy plush
- 1 8' Emperor Penguin Plush toy
- 1 Penguin dad and baby statue
- 1 Penguin Family statue
- 1 9" Mother and Baby Penguin statue
- 1 DVD Penguin part 1 and 2 Happy Feet

It should be noted that others brought items also such as Dave Hazard, Ed Hamblin, Linda Hamblin, George Lusk, and others

—Brad Miller



Photo by Steve Smith

Raffle items are being announced by George Lusk & Joyce Hopkins looks on.

MORE ON RAFFLE ITEMS

I helped with the raffle. There were 36 items but only a couple that sparked interest. There were many stuffed penguins! I won another one. We had few gatherings as a group to push sales so I don't think they got much money.

The group *A Complete Reunion* did a great job arranging excursions but committee had too few group sessions, speakers, etc. The speaker for the banquet cancelled. I don't think George Lusk had much help after Bob (Gabby) died. I loved San Diego!

The next reunion will be in Colorado Springs, with Ed Hamblin overseeing it.

—Joyce Hopkins



George Lusk & Joyce Hopkins at the raffle tables.



OAEA President Sandwich Girl listens intently. Brad Miller can be seen on the left.



Dave Hazard won one of the Antarctic Tartan scarves. The scarf was donated by Ed Hamblin

JUST A FEW MORE PHOTOS



Photos by Steve Smith

Thumbs up. JO Barnes showing off the penguin hat and the other items he won. John "JO" Barnes was the NSFA summer support Air Operations Officer and the DF-77 winter-over Officer-in-Charge.



JO Barnes and his wife. Photo contributed by Val Johnston



Geeks & Freaks. From the left Val Johnston, Ed Hamblin, George Lusk, & Dave Hazard.



On the front three Chief Radiomen plus Sandwich Girl & Val



Marty Diller, Ed Hamblin, Bill Rouzer, Sandwichgirl, Dave Hazard, and George Lusk.



The Zombie or Insomniac Penguin and winner



They are arriving or leaving the Kansas City BBQ. Or maybe they all want to use the ATM.

That's a wrap for the 2022 OAEA San Diego Reunion report.

—Billy-Ace

FEEDBACK & LETTERS TO THE EDITOR

Hi Billy Ace

I have had to reprint *Nazi Antarctic Exploration* due to problems with the title in the USA, you cannot say NAZI in a book title. I also got rid of the blank pages by adding in lots more photos, and a cover design without the problem word. No one told me the problem with banned words in the USA! We have no such problems in the UK.



Aloha Billy-Ace:

WOW!! Blue Whale-sized *Gazette*!! Filled with interesting articles, as always.

So now I know why Mo Gibbs stopped responding to my emails.

Hang in there and have a great May!

Aloha

Bruce DeWald
bdewald63@gmail.com

Such hard work had to republish it to get around the US word censorship, but now people can have an even larger book for the same price and delivered to anyone living in the USA

I contacted our English book registration and it was explained to me the problem we do not have in the UK as we have more freedom of speech than the USA when it comes to the written word.

As a publisher I have also been warned to hold off on MATH books due to Florida Department of Education DOE trying to ban 54 math text books, but that is OK the only thing I do for children is on the best way to bite people ... lol ... true it is in: *Life As A Teenage Vampire* series.

So many problems with my book title on all social media as social media is mostly controlled by American thinking and I am now told the word is on some sort of black list.

I put my book on my own Antarctic Bookshop page on Facebook:

www.antarcticbookshop.com/vivant.htm

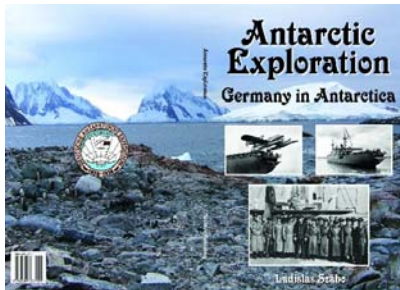
But I soon found the word Nazi caused me to be suspended

It didn't follow Community Standards

And that was the post that so upset Facebook

for a few days and my page punished: "Your posts will be moved lower in Feed for 27 days.

I will be sending you a copy of the updated book.



Nicholas Reardon
nicholasreardon@aol.com

Editor's Note: Nicholas's republished book is available on Amazon.com for \$44.45. The updated cover is seen above.

Hello Billy Baker

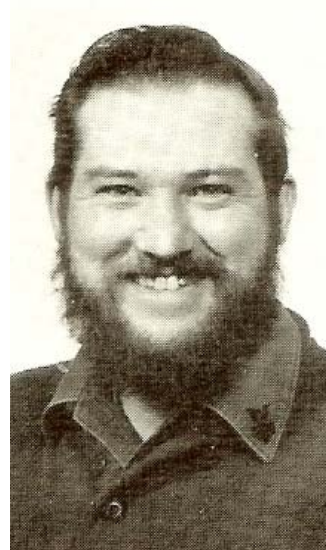
I'm the wife of Steve Kelly and I received the following message via Facebook. Could you please add my husband's obituary to the *Gazette* please and share with me how I can get to the *Gazette*.

Thank you !

"This is Brian Fogg, an Antarctica close friend. I would like to have his obit posted in the *Explorer's Gazette*. Contact Billy Baker at UPIZAUF@AOL.COM. Thanks, Brian Fogg, RMC retired"

Angelina Kelly
angiek13@cox.net writes

Editor's Note: Steve's death notice is in this issue of the *Gazette* on page 31. A NOK letter and OAEA info packet was mailed to Angel on 13 April. The below photo on the left is from the DF-72 Winter-over crews book. *An Invisible Sun*. The one of the right is from his obit.



Steve Kelly

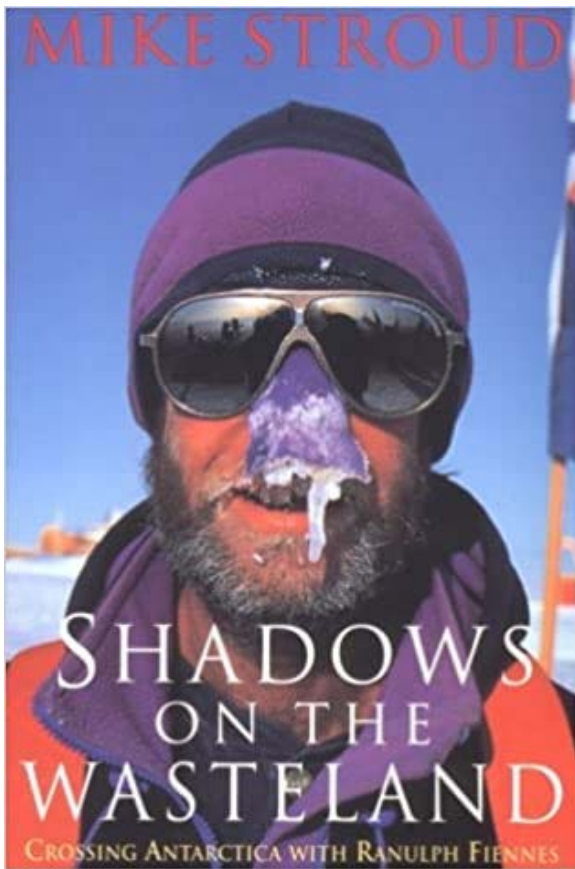
Billy:

I read Lloyd Davis' review of the new bio of Shackleton by Sir Ran Fiennes in the OAEA *Explorer's Gazette*, Vol. 22, Issue 1.

I suggest that before anyone reads that book that they read Mike Stroud's: *Shadows on the Wasteland: Crossing Antarctica with Ranulph Fiennes*

Emmett
emmettdwyer@hotmail.com

Editor's Note: I have a copy, but I have not yet read it. Copies are available on amazon.com. \$18.99 for a hard copy and \$1.89 for a paperback. When I purchased my hard copy in 1995 it cost me \$21.95. See photo below.



My hard copy

Hello

In the most recent *Explorer's Gazette*, the Locator column mentioned that Ed Hamblin was looking for father/son OAEs.

My father and I served together in Antarctic Support Activities in Davisville RI and at McMurdo in 1969/1970.

My dad, Harrison McCann, was drafted out of high school in 1944 and served in the Navy from 1944–1987. He was in the Pacific for WWII, in Korea, and in Vietnam. He made E-7 in 1951 [the year I was born] and retired as an E-9 in 1987, when I was an O-3. He pursued Antarctic duty for several years, finally getting an assignment with ASA in June 1969. He deployed from Davisville in October 1969 and ran the ASA Personnel Department; he made E-8 while deployed, and was promoted out of the ASA billet in June 1970. He tried very hard to stay in ASA, but settled for his other dream assignments, eventually going to sea in USS *Forrestal* CV-59 and USS *John F Kennedy* CV-67.

I joined the Navy while a senior in high school; drilled as an aviation reservist my senior year and reported to boot camp when I graduated in June 1969. After boot camp, I joined my family in East Greenwich RI to await orders to active duty. From Newport RI, I asked for father-son duty as an E-2. I got my orders in November 1969 and joined ASA in McMurdo in December 1969. I was a PNSN, so was assigned to work in the office for my father. We reported to WO1 Arthur Eastlick and LCDR Leon Lecy.

We made a trip to South Pole Station, and the photo of us at the South Pole made the cover of *Navy Times* in March 1970. Their article billed us as the first Navy father-son team at the pole, but we never knew if they did any research or took JO license. We were also filmed having Christmas dinner in the mess hall, which was played on TV news in the Kansas City MO area where my grandparents lived.

I stayed for three deployments in ASA Summer Support, working for PNC Paul Plunkett after my dad transferred out in 1970. I left active duty in January 1972, went to college, and after 12 years Enlisted service, obtained a commission in Naval Intelligence in 1980. I re-enlisted my dad twice and retired as an O-6 in November 2010.

We joined the OAEA a number of years ago. When I bought his life membership, he said he remembered RMC Baker.

When he & my mother were buried at Arlington in 2019, an OAE coin was included in his casket, along with one of my commander's coins and the dollar I paid him when he gave me my first salute as an ENS. His head-stone includes notation of Antarctic service.

I am interested in hearing of other father-son teams/parent-child teams as I think we share a truly amazing experience. I have some photos and the *Navy Times* issue in storage and a copy of our cruise book *A Season South* which also pictures us working together. My wife and I are in the process of

moving; once we're settled I'll scan the photos and provide them, possibly for a future *Explorer's Gazette*.

I look forward to hearing from you

Jett McCann

jm594@georgetown.edu

Editor's Note: I am hoping to hear from Jett and receive the photos he has promised before this issue is published. However, I do have a copy of *A Season South* and have scanned a photo of him and his dad working together at McMurdo. The email below the photo is from Ed Hamblin in response to Jett's email.



For the records, it's the McCanns—SN Jett, and father PNCS Harrison McCann.

Ed Hamblin writes:

Thanks Jett.

This thread got started a couple of months back when I asked Billy-Ace (who is the OAEA membership chairman—I assist with the database) about father-son tours because something came up with a new membership application, and it got me to wondering if that was a first; that I personally wasn't aware of but one other father-son combination in the OAEA membership that had both been to the ice (and they hadn't been there at the same time). So I asked BA about it, and he put it in the *Gazette*. He will be the one running any subsequent articles, so submit anything direct to him.

Ed Hamblin

ehamblin74@verizon.net

Hello,

I purchased a license plate and a license plate cover from you for my husband. His father was Tommy Gamble, VXE-6.

Thank you again—we still love it!

Samantha Duchscherer

sduchscherer92@gmail.com

Editor's Note: I found a handwritten note from Samantha thanking me for something. So, I emailed her asked her how I knew her. After I received the above email from her I checked my records and I have not been able to locate her order. For tax purposes I keep a record of all items that anyone purchases from me. But apparently not this time. Tommy Gamble served in VXE-6 from DF-70 thru DF-72. The two photos below are from the VXE-6 DF-72 cruise book: *The Summer of 72*.



Several times each season members of VXE-6 Herc crews fly to Russia's Vostok Station. The occasion is enjoyed by all as LCDR Wieblehaus and LT Gamble chat with some of Vostok's residents.



LT T. W. Gamble

Greetings Ice Mates!

Attached are photos from the San Diego reunion...next one is in Colorado Springs in 2024...

Really glad I went...my dinner partners included a couple contractors and a geologist...fun to share stories of what we did .

I think we're happy people because we got to share something wonderful together...whether it was wearing a uniform, being a nerd scientist, or contractor engineer supporting the projects, it was . something truly wonderful.

With deep gratitude,

Valerie A. Johnston MCPO, USN (Ret.)
valkriesw@yahoo.com



Val, JO Barnes & JOs wife



Val and Ed Hamblin. Ed is wearing his Antarctic Tartan tie.

Editor's Note: Thanks for sharing the photos. Two of Val's photos are above. The other one is on page 14 in this issue of the *Gazette*. Sorry that I wasn't able to make it.

Hi Billy-Ace,

I don't know if you are aware of the situation here in New Zealand, but being isolated as an island, we have been able to exercise quite a bit more control than those in large land masses

Hence, our death rate is very low—one of the lowest in the world. Not without implications for the economy and particularly the tourist industry.

Now we are starting to relax the restrictions and the only obvious sign is the compulsory wearing of face-masks on public transport and inside markets.

We had an initial lock-down and then relaxed to what we called "Setting Orange" which allowed us to arrange our own OAE Reunion in Christchurch in mid-August 2021. It was a bit more exclusive than yours as it was based around those who had been out in the field on long survey journeys using dogs between 1957–64. As you can imagine, there are only a few of us left. We had arranged a welcoming function at the Christchurch Arts Centre with many Antarctic friends present, but when the Mayor rose to speak, it was not to welcome us but to advise that COVID Delta had arrived in the country, a new lock-down had been declared, the remainder of our reunion had to be cancelled, and we had to return to our homes as soon as we could. Bummer!

Feeling confident, we re-arranged it for late October but the lock-down was still in force and so we had to postpone again until the beginning of March this year. However, COVID Omicron had arrived and so once more we had to cancel.

We are now hoping that we will be able to meet in October of this year. In the meantime, our numbers have reduced even further and there may be more casualties before we can meet up.

I hope your OAEA reunion was successful.

I was interested to note in the newsletter the number of Operation Highjump veterans who have survived until now. They must have been very young men when they went South 75 years ago.

Best wishes,

Frank Graveson
frank.graveson@gmail.com



Frank Graveson - wintered over at Scott Base (1963), looking after 65 huskies. Dog handler on Northern Victoria Land Expedition 1963-64, last of the long survey journeys using dogs to complete the reconnaissance mapping of the Ross Dependency. Polar Medal. NZAS Life Member. Antarctic landmark: Graveson Glacier in the Explorers Range.

Editor's Note: The story was in the Jul-Sep 2021 issue of the *Gazette* on pages 14 and 15.

TEN PIONEERING WOMEN OF ANTARCTICA AND THE PLACES NAMED FOR THEM



Eileen McSaveney (left) and Terry Tickhill (right) use a hand auger to drill Lake Vanda, Wright Valley, Antarctica, during the 1969–1970 field season. Water collected during this effort was used to date the lake. (photo: Lois Jones via National Science Foundation)

Edited & Compiled by Billy-Ace Baker

These coves, peaks, glaciers, and other landmarks honor female explorers and scientists who have contributed to our understanding of the continent

**By: Laura Kiniry
Travel Correspondent
25 March 2022**

Men had been exploring Antarctica for over a century when the first woman, Norwegian Ingrid Christensen, stepped foot on the continent's mainland in 1937. In fact, although women were allowed to work offshore, most women were banned from working on Antarctic land until the 1970s and '80s. "Many of the women directly involved with Antarctica in the early 20th century were the wives of explorers," says Jennifer Fought, a geologist aboard the luxury-expedition cruise ship, *Scenic Eclipse*. "Like Kathleen Scott, who raised money for her husband Captain Robert Scott's race to the South Pole," she says, though was still barred from visiting the continent herself due to such reasons as it being too harsh a

climate for females, and the inability of women to handle crisis situations. In fact, as an American woman, I wouldn't have been allowed to freely work on Antarctica until 1969, when the U.S. Navy lifted its ban on transporting women to the Great White Continent.

Thankfully, in the 53 years since, both American women and females from all around the globe have been more than making up for lost time, blazing trails across Antarctica and achieving amazing feats. In 1993, American explorer Ann Bancroft and her all-female team became the first women to reach the South Pole—tucked well within the Antarctic continent—on skis. In 2011, adventurer Barbara Hillary was the first African American woman to stand on the South Pole. And in 2012, British pioneer Felicity Aston became both the first person to ski solo across Antarctica using nothing but muscle power, as well as the first woman to cross the entire Antarctic landmass alone.

There are also the many scientific breakthroughs made by women in the Antarctic, from discovering a series of active



subglacial lakes to initiating the use of autonomous ocean gliders to take ocean measurements in tough-to-reach waters.

Now, Antarctica's geologic features are starting to bear their names as well. Here are 10 prominent landmarks in Antarctica, and the pioneering women they are named for:

Fricker Ice Piedmont



Helen Amanda Fricker

This seven-and-a-half-mile strip of low-lying coastal land, covered in ice and backed by mountains, along the east side of Antarctica's Adelaide Island, is named for American Helen Amanda Fricker, a glaciologist and professor at the Scripps Institution of Oceanography, in San Diego, California.

Fricker uses satellite data to study the evolution of Antarctica's ice loss, including the melting of basal ice (basically, the bottom layers of ice sheets, glaciers and ice caps), and ways it contributes to rising sea levels and climate change.

Using data from NASA's Ice, Cloud, and Land Elevation Satellite (ICESat), launched in 2003, Fricker also discovered a system of active subglacial lakes under the continent's ice streams. By 2009, she and her colleagues had detected at least 124 such lakes throughout Antarctica (as of 2019, there were at least 400 of them known to exist). These include Lake Whillans, a body of water teeming with microbes that sits 2,600 feet below the surface of the West Antarctic Ice Sheet.

In 2010, Fricker won the Martha Muse Prize for Science and Policy (now the Tinker-Muse), a prestigious monetary award recognizing the contributions of an individual whose work promotes better understanding and preservation of Antarctica for future generations.

Klenova Peak



Maria Klenova

Maria Klenova was a Russian and Soviet marine geologist and one of the founders of Russian marine science. Klenova spent nearly 30 years researching the Polar Regions. She was the first woman scientist to do research in Antarctica and was a contributor to the first Soviet Antarctic atlas.

One of the founders of Russian marine science, geologist Maria Klenova (1898–1976) earned the nickname the “Mother of Marine Geology” for her work, which included the analyses of Antarctica's seabed geology through the use of oceanographic measurements. After being turned away from joining several whaling vessels to the continent because of her gender, Klenova took part in the First Soviet Antarctic Expedition in 1955–57. She became the first woman scientist ever to carry out work in Antarctica—despite her male colleagues collecting many of the data samples that she utilized, since women were largely restricted from leaving the ship.

Klenova also helped map the first Soviet Antarctic Atlas, a four-volume tome created by navigating previously uncharted areas of the Antarctic coast, in 1956. The sharp-rising, 7,546-foot-tall Klenova Peak, part of the continent's Sentinel mountain range, pays homage to this determined and outspoken scientist.

Bernasconi Cove



Irene Bernasconi

Located on the Jason Peninsula—a stretch of mostly snow-covered summits jutting east from the Antarctic Peninsula and into the Weddell Sea—is Bernasconi Cove, named for the late Argentine marine biologist Irene Bernasconi. During her active career (1924 to 1984), Bernasconi was one of Argentina's top echinoderm specialists, particularly known for her studies of marine invertebrates such as starfish, sea urchins, and brittle stars. Bernasconi was also one of four female scientists who traveled to Antarctica in late 1968 and spent two-and-a-half months at Melchior Base on Gamma Island, off the northwestern coast of the Antarctic Peninsula, collecting deep-sea samples of water, mud, flora, and fauna, including over 2,000 specimens of echinoderms. They were the first Argentine female scientists to carry out fieldwork on the continent.

The three other female scientists, all who also have Antarctic geological features bearing their names, are Maria Adela Caría (Cape Caría), a bacteriologist; Elena Martínez Fontes (Cape Fontes), a specialist in marine invertebrates; and Carmen Pujals (Pujals Cove), a renowned specialist in phycology, the study of algae.

Jones Terrace



Lois Jones

In 1969, geochemist Lois M. Jones (1934–2000) led the first all-female research team from the U.S. to work in Antarctica. A huge feat, as the U.S. Navy, which was in charge of Antarctic field operations, still saw the continent as a place reserved for men.

That same year, these four women from the Ohio State University also became the first of their gender to reach the South Pole. Jones and her team studied chemical weathering in the McMurdo Dry Valleys, one of the few ice-free areas of Antarctica. Through chemical analyses of rocks that they'd spend days collecting and hauling back to their camp, Jones and her team unraveled the many geochemical characteristics of the valley's ice-covered lakes, and utilized chemistry's tools and principles to explain that the dry valley climates were responsible for the lakes' mineral differentiations.

Today, an ice-free terrace in the Olympus Mountain Range in eastern Antarctica's Victoria Land, which rises from 2,600 feet to a summit of over 3,300 feet, bears Jones' name.

Bradshaw Peak



Photo by Heimdallia

Margaret Bradshaw

Rising upwards of 5,380 feet on the southwest side of McLay Glacier in Antarctica's Churchill Mountains, Bradshaw Peak honors British born New Zealander Margaret Bradshaw, a geologist from the University of Canterbury. Bradshaw first traveled to Antarctica from 1975 to 1976 to collect specimens for the Canterbury Museum, where she was a curator. In 1979, she became the first woman to lead a field party deep into the Antarctic, landing at the remote Ohio Range—a 30-mile-long mountain range that is part of the continent's enormous Transantarctic Mountains.

Bradshaw has studied the continent's structure and stratigraphy (layering) of rocks from the Devonian geologic period (between 419.2 million and 358.9 million years ago), and was the first person to record fish fossils found in the natural exposures of Antarctica's Cook Mountains during the 1988–1989 field season.

She served as president of the New Zealand Antarctic Society from 1993 until 2003, and is also the only New Zealand woman to be awarded the Queen's Polar Medal (1993), a medal awarded to individuals who have made outstanding achievements in the field of polar research.

Bradshaw is the second woman to win the Queen's Polar Medal, and the first New Zealand woman to be awarded this medal, in 1993. She received the Royal Society of New Zealand Science & Technology Medal in 1994. Bradshaw is a New Zealand Antarctic Society Life Member, nominated in 2006. In 2017, Bradshaw was selected as one of the Royal Society Te Apārangi's "150 women in 150 words", celebrating the contributions of women of knowledge in New Zealand.



Polar Medal

Tilav Cirque

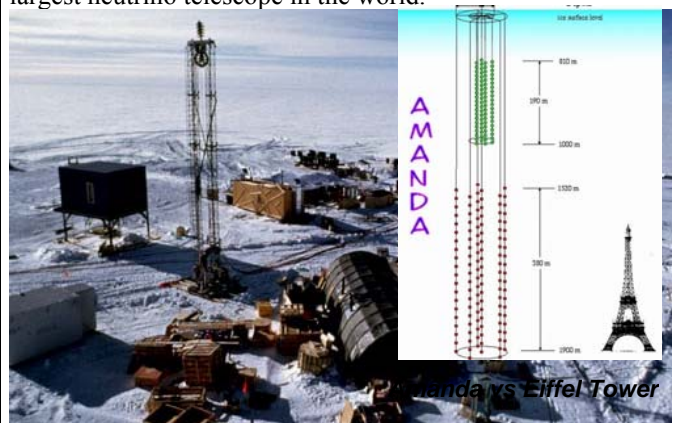


Serap Tilav

Located on the northwest side of McLean Buttress in eastern Antarctica's Victoria Land is Tilav Cirque, a glacier-carved, amphitheater-like depression named for pioneering Turkish astrophysicist Serap Z. Tilav.

Tilav is based at the University of Delaware's Bartol Research Institute, part of the school's physics and astronomy department, though she spent multiple seasons on the Antarctic continent as a member of the United States Antarctic Program. Stationed at the Amundsen-Scott South Pole Station, she participated in the deployment of 670 light sensors that, once melted into the South Pole ice, used subatomic particles known as neutrinos to map the universe.

Her work was an essential part of the Antarctic Muon and Neutrino Detector Array (AMANDA) project for nine seasons from 1996 until 2005, and is now a part of its successor, the IceCube Neutrino Observatory—home to the largest neutrino telescope in the world.



AMANDA Telescope at South Pole Station

Mount Fiennes



Virginia Fiennes

Lady Virginia aka “Ginny” Twisleton-Wykeham-Fiennes (1947–2004) was both an adventurer and explorer, not to mention a polar radio operator. In fact, Fiennes established and maintained 80-foot-tall radio masts in both the Arctic and Antarctic, often battling strong winds and in temperatures that could drop to 58-degrees-below Fahrenheit.

Fiennes is responsible for conceiving, planning and fundraising for the legendary Transglobe Expedition, a 35,000-mile circumnavigation of Earth that crossed both Antarctica and the Arctic Ocean. Fiennes’ husband, British adventurer Sir Ranulph Fiennes, led this three-year expedition from 1979 to 1982.

In 1985, Fiennes became the first female invited to join the Antarctic Club, a British supper club founded in 1929 and open to individuals who have spent extended time in the Antarctic region and have a vested interest in Antarctic affairs. In 1987, she became the first-ever woman recipient of the Queen’s Polar Medal.

The 8,202-foot-high Mount Fiennes, located on Antarctica's largest island—Alexander Island—is named for this intrepid spirit.



Ranulph & Virginia Fiennes

Francis Peak



Jane Francis

Dame Jane Francis is the first (and current) female director of the British Antarctic Survey, the national polar research institute of the United Kingdom.

As both a palaeobotanist and palaeoclimatologist specializing in the study of fossil plants, Francis’ collection of fossils on Seymour Island, near the tip of the Antarctic Peninsula, helped conclude in a 2021 paper that Antarctica’s abundant plant fossils indicate that the continent once had a much warmer climate than it currently does.

The British scientist’s services to U.K. polar science and diplomacy earned her the title of “Dame Commander of the Most Distinguished Order of Saint Michael and Saint George” (DCMG) in 2017, and Francis is the fourth woman in history (and the third one mentioned here) to receive the Queen’s Polar Medal. A 3,727-foot-tall peak on Antarctica’s Adelaide Island is named in her honor.



Francis Peak

Heywood Glacier



Karen Heywood

British Antarctic oceanographer Karen Heywood has led six oceanographic research cruises (cruises that study the ocean in various ways) to Antarctica over the last 25-plus years. A professor of physical oceanography at England's University of East Anglia, she's a pioneer in the use of autonomous ocean gliders, a.k.a. unmanned underwater robots. These gliders can take below-the-sea measurements in spots that are often too difficult to reach, all in an effort to examine and interpret ocean-ice interaction and how it relates to the overall climate.

Heywood's innovative work has earned her a namesake glacier, measuring 11.1 miles long and 1.8 miles wide, on the southeast side of the Antarctic Peninsula.

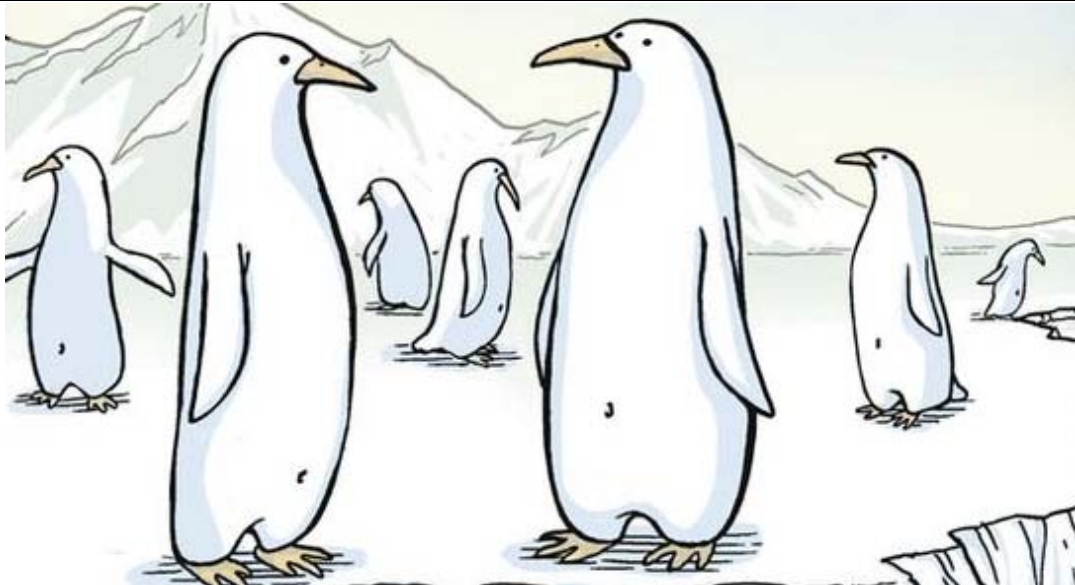
Peden Cliffs



Irene Peden

In 1979, trailblazing engineer Irene Peden became the first woman to spend an entire winter at the South Pole. She was also the first American female scientist to both live and work in the Antarctic interior, where she used radio waves to study glacial ice sheets. Peden and her team determined how very low frequency (VLF) radio waves spread over long polar distances by measuring pathways in the ice. They also utilized varying radio wave frequencies to measure the thickness of Antarctica's ice sheets, and to look for structures buried beneath them.

The Peden Cliffs near Antarctica's Garfield Glacier and Marie Byrd Land (MBL), one of Antarctica's unclaimed regions, are a testament to her labor.



Credit: Bizarro Comics 5/11/17

Penguin Nudists



ANTARCTIC



ADVENTURES

Written by Yolonda Washington



Journey and her mother Yolonda

PART TWELVE

“Plenty To Do On Petermann And Pleneau!”

After a wonderful overnight camping trip on the Argentine Island we campers returned back on board the MV *Ortelius*. We began a leisurely cruise northward with for a day once more filled with activities. First stop was Petermann Island,

**GPS position at 0800: 65°12'S, 064°10'W
Wind: 0 bft 0 Sea State: 0 Weather: Air Temp:
2°C Sea Temp: 0°C**

This is the home of the ubiquitous Gentoo but also the first opportunity for the passengers of this voyage to see the Adelie penguin. Named by Dumont D'Urville during his voyage in the 1840's after his wife Adèle these are the 'Happy Feet' penguins many associate with Antarctica. These were some of everyone's favorite and seem to be fuller of personality than many of the other penguin species we encounter down here at the upside down end of the world. Despite these moulting avians being rather subdued on our landing, they delighted everyone and were the subject of many pictures for future photo albums!



“Journey's camera captures a new friend.”



““Eye see you!” They have beautiful eyes! This one stared right into the camera.”

To the west stands a simple wooden cross remembering a team of British Antarctic Survey men lost to the sea ice between Petermann and the peninsula. The winter sea ice is a fickle beast and the cross acts as a stark reminder of the perils of traveling across such terrain. However, spare a moment to imagine this scene during the depths of the freeze when the wind is calm, the sea is frozen to the horizon, and the call of the Gentoo is silent. It is eerily beautiful and all one's senses find trouble computing the ice-cold charm of it all.



“Yolonda and Journey spending a quiet moment in reverie. Can you see the cross in the distance?”



"Closer view of the cross"



"Journey and Yolonda -- Becoming one with the ice, grounding oneself."

A post prandial landing on Pleneau Island gave guests an opportunity for a longer stretch of the legs. Whilst modest in altitude, the terrain on this wee hill was decidedly slippery following the recent snowfall and cunning route finding was required to ease the difficulties. To add to the challenge, Gentoo penguins seemed to litter the route frequently and positioned themselves in such a way as to thwart upward access via the easiest routes! However, for those sufficiently skilled to negotiate penguin alley, the view from the high ground was breathtaking.



"Penguin Trail (not our photo)"

Mighty peaks towered over us to the north and east, whilst icefalls tumbled downwards chaotically from the high plateau of the peninsula shedding their load in colossal calving events, the debris from which lay to our west in an iceberg graveyard. An archipelago of small islands, and icebergs crumbling were all treats that entertained those who ventured up into the lofty heights of Pleneau!



"Spectacular View"



"Up on the plateau"

The day will perhaps be remembered by of our fellow passengers as it was their anniversary. A pre-dinner sail around the cirque of ice that is Girard Bay was deemed a suitable backdrop for the Captain to perform the necessary rights to pronounce them man and wife! So a day for Happy Feet and a Happy Couple!

The entire ship of passengers partook of many activities that day. Kayaking, Photography, Snowshoeing, Mountaineering, Lectures...

Conditions were considerably calm that morning for Kayaking. We enjoyed a lovely swell at Petermann Island; thus, being lifted up and down calmly by the waves. We followed the Eastern shoreline of the island and after visiting the place of Jean B. Charcot's second Antarctic overwintering with the *Pourquois Pas*. We spotted two solitary Adelie penguins, one of them nicely posing for us. We found beautiful small and sheltered channels to paddle in. In addition, beautiful blue icebergs invited us for a photographic session in our kayaks. The scenery around us was just wonderful. After a little paddle upwind, we finished off downwind with the view towards huge icebergs and the Southern entrance of the Lemaire Channel.



"Iceberg cradle photo from our kayak"



"Paddling near the entrance of Lemaire Channel"

It had snowed again overnight and the morning was cold—some of our shipmates joined the mountaineering team and departed for the North East corner of Peterman Island where they first had to get ashore! After making shore via a narrow cleft in the rocks and gaining the snowfield they then changed boots and got into climbing boots and crampons to start up the frozen slopes above. Temperatures had dropped enough overnight to freeze the water running off the rock and icicles were hanging from multiple rock overhangs with at least another 10 cm of new snow. With boots and crampons securely fitted they roped up to make their way to a short steep snow lead that gave them access up and onto a series of rocky, snow covered ledges. Careful footwork with the occasional rest on broad ledges to have a look at the amazing views beneath to the wide-open summit of Peterman. Due to the cold the significant crevassing they did not venture further up for safety reasons. After a spectacular view they quickly descended back to the warm ship.



"Mountaineering Shipmates"

We really enjoyed our time at Peterman Island and Pleanau. The exhibition scientist presented lectures on Antarctica birds and history in the lecture hall. It was nice to be able to identify the wildlife we were encountering. Throughout the trip we all contributed to charting the ones we spotted. We experienced the beautiful scenery and engage in awesome activities. Making new friends and sharing the excitement was wonderful. Many stories and memories were

created and shared. That evening we created a database with all of our contact information.

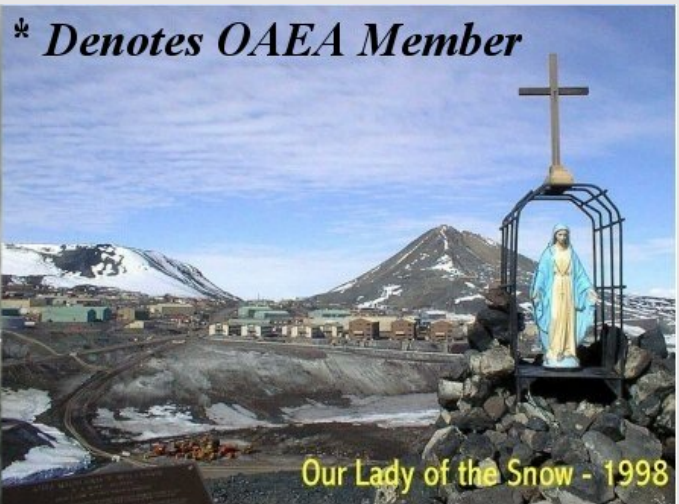
Antarctic Adventures to be continued
NEXT ARTICLE:
Part Thirteen:
“Fun in Foyn Harbor”



“Careful footwork”



“Journey and Yolonda and their Travel Friends!!”



* Denotes OAEA Member

IN MEMORY

OAE **Mark Thomas Ahart**, 65, died on 26 May 2022, in Fort Collins CO. In 2006, Mark was hired by Raytheon and went to work at McMurdo Station for two seasons as an electrician.

OAE **Gary George Albach**, 74, died on 4 April 2022. Gary enjoyed long runs and that the sport was a great stress reliever. He completed numerous half marathons and twelve full marathons, qualifying for and running the Boston Marathon in 2008. His most memorable and difficult run was the Antarctic Marathon of 2016.

OAE **Danny Michael Aldous**, 73, died in Salmon ID. Danny worked 12 seasons at McMurdo Station operating heavy equipment. Years unknown.

*OAE **SWC Merlin "Mern" Hale Allhouse, USN (Ret)**, 86, died on 27 May 2022, in Hillsdale MI. Mern wintered-over at McMurdo as a steelworker first class during DF-60.

OAE **Wilma "Wil" Evelyn London Anderson**, 96, died on 11 May 2022, in Augusta GA. Wil visited all seven continents. If you were around her for more than 15 minutes, you likely heard stories of emperor penguins in Antarctica

*OAE **CAPT Albert A. Arcuni, USN (Ret)**, 83, died on 13 May 2022, in Marblehead MA. Triple A was the Crew X OIC of NNPU as a LCDR during DF-71.

OAE **CDR Charles E. Axthelm, USN (Ret)**, 93, died on 18 March 2022, in Alexandria, VA. Charles served as the Flag Secretary for Commander Naval Support Forces Antarctica (CNSFA) during DF-69 and DF-70. He was also the Executive Officer of the USS *Glacier* during DF-65 and DF-66. Axthelm Ridge was named in his honor.

*OAE **James Andrew Baker**, 84, died on 18 March 2022, in Strawberry Point IA. James wintered-over during DF-73 as a Construction Mechanic First Class (CM1).

OAE **Dale Louis Bamonte**, died in May 2022, in Metaline WA. Dale worked in Antarctica for the National Science Foundation and the Department of the Navy. Year(s) unknown.

OAE **SP6 Charles K. Barcus USA (Ret)**, 79, died on 1 April 2022. Charles wintered-over at McMurdo during DF-69 as a member of PM3A Crew VIII.

OAE **Thomas Theodore Beeson**, 84, died on 27 April 2022, in Bedford, NH. Tom and wife Linda were world travelers, culminating in a trip to Antarctica, where he befriended a penguin.

OAE **Daniel P. Bianco**, 80, died on 22 April 2022, in Diamond Point, NY. Dan and wife Barb visited Antarctica as tourists.

OAE **Elizabeth "Beth" Menten Bishop**, 91, died on 17 March 2022, in Juneau AK. Beth her vacation time to take trips with her sister Gladys to Europe, Russia, China, South America, Africa, and even Antarctica.

OAE **Judge Dave Lee Brannon**, 68, died on 18 May 2021, in Lake Clarke Shores, FL. Dave deployed to Antarctica as an officer on the USCGC *Glacier*. Year(s) unknown.

OAE **Clifford Lynn Buckley**, 78, died on 13 April 2022, at Atlantic General Hospital in Berlin, MD. Cliff served in Antarctica as a Naval SeaBee. Unit and year(s) unknown.

OAE **James Dale (Arrotta) Clark**, 79, died on 20 May 2022, in Bigfork MT. James deployed to Antarctica on the USS *Burton Island*, as a boatswain mate DF-60.

OAE **Elmer Mitchell Cranton, M.D.**, 89, died on 28 November 2021, in Yelm, WA. As a Lieutenant Elmer served as the Byrd Station doctor and Officer-in-Charge during DF-67 Cranton Bay is named in his honor.

OAE **Shirley A. (nee Gross) Dessner**, 90, died on 13 April 2022, in Painesville Township OH. Shirley was an avid traveler and with her husband, Herb, thy especially enjoying a trip to Antarctica.

OAE **Ruth A. (nee Schwefel) Dobbratz**, 97, died on 1 April 2022, in Oakwood Village East, Madison, WI. Participation in Elderhostels took Ruth not only to Antarctica, but also to the northern most village of Norway in the Arctic Circle.

OAE **David Frederick Fairman**, 77, died on 18 March 2022, in Parkville, MO. David served in AIRDEVRON SIX as an Airman during DF-64.

OAE **Raymond Harvey Galbraith**, 93, died on 24 April 2022, in Kent, WA. Ray served in Antarctica while in the US Navy. Unit and year(s) unknown.

OAE **Vernon Bruce Gerard**, 97, died on 19 March 2022, in New Zealand. Vern was a member of the team that built Scott Base in 1957 where he was a member of the first winter-over crew. His role was to study the Earth's magnetic field. In 2000, he returned to Antarctica and Scott Base, as one of the survivors of the first wintering team, to celebrate the new millennium. Gerard Bluffs is named in his honor.

OAE **Marilyn (nee Peterson) Gilbert**, 94, died in May 2022, in Kirkwood MO. Marilyn was a serious globetrotter and had set foot on all seven continents, although upon reflection she advised that clambering out of a Zodiac onto the Antarctic ice should best be done before your 80th birthday.

OAE **Dr. Maurice Guysenir, PhD**, 100, died on 14 May 2022, in Chicago IL. Maurice visited Antarctica as a tourist.

OAE **John Robert Hardesty**, 80, died on 22 March 2022, in Bridgewater MA. John was a US Coast Guard veteran and served aboard the USCGC *Eastwind*. The *Eastwind* became the first cutter to circumnavigate the globe as part of Operation Deep Freeze visited New Zealand and Antarctica.

OAE **Captain Ross Riepert Hatch, USN (Ret)**, 87, died on 9 March 2022, at the Deerfield Retirement Community in Asheville, NC. Ross served as the Operations Officer on the USS *Glacier* during DF-60 and 61. He was the great great grandson of Sir James Clark Ross. He was a member of the *Glacier* Society. Hatch Outcrop is named in his honor

OAE **Miles Oren Hayes, Ph.D.**, 87, died on 30 March 2022. Miles worked in 40 countries and on every continent, including Antarctica. He was a geologist at McMurdo during DF-66. Hayes Head was named in his honor.

OAE **Nita McMinn Helmer**, 97, died on 22 February 2022, in Midland TX. Nita visited Antarctica as a tourist.

OAE **Colby Lee Herron**, 39, died on 29 August 2021. Colby served in Antarctica while in the US Coast Guard. Unit and year(s) unknown;.

OAE **Harold Donald "Don" Hill MD**, 95, died on 17 April 2022, in Bradenton, FL. Don and wife Jane traveled the world and visited over 50 countries and every continent including Antarctica. The even met Edmund Hillary while in Antarctica

OAE **Osmund "Oz" Holm-Hansen Jr.**, 93, died on 25 November 2021, in California. Oz was a research biologist at UC San Diego's Scripps Institution of Oceanography who revealed long-invisible secrets of microbial life in Antarctica. His first trip was during DF-60. He took part in three USNS *Eltanin* cruises to Antarctica (1969–73). In 1981, He served as a chief scientist for one leg of the Vulcan Expedition to Antarctic waters. He again served as a co-chief scientist in 1983 aboard the USCGC *Polar Star* on its historic expedition that circumnavigated Antarctica. Mount Holm-Hanson was named in his honor.

OAE **Webb S. Hersperger, M.D.**, 91, died on 29 April 2022, in Mechanicsburg PA. Webb and his wife Linda traveled to all seven continents—memorably having to be retrieved by an icebreaker on their way to Antarctica.

OAE **William "Bill" T. Hummel**, 85, of Jenkintown, PA and Island Heights, NJ died on 27 December 202. Bill spent nine years in active and reserve service flying helicopters for the US Navy and traveled the world being well known for his flying skills to include a variety of challenging maneuvers including vertical replenishment of aircraft carriers to mapping Antarctica.



OAE **LT Bruce P. Karcher, USN (Ret)**, 91, died on 1 May 2022, in N. Charleston SC. Bruce served in Antarctic Support Activity at McMurdo as the electronics officer. Year(s) unknown.

OAE **Richard Joseph "Papa" Kautzman**, 92, died on 17 April 2022, in Kirkwood, MO. Papa and wife Jean were world travelers, the only place Jean refused to go was Antarctica so he went with an adventure group, on his own, at age 85.

OAE **CDR James Keith, USN (Ret)**, 98, died on 16 April 2022, in McLean, VA. James served in Antarctica as a US Navy pilot. Year(s) unknown.

*OAE **Steven Lavon Kelly**, 75, died on 11 March 2022, in Poway CA. Steve was a radioman and teletype repairman. He wintered-over at McMurdo during DF-72.

OAE **John J. Kelley**, 89, died on 11 February 2022, in Fairbanks AK. John worked for NSF and deployed to McMurdo during the summer of DF-76 as part of the Potsdam Icesheet Cavity Model (PICO) project.

OAE **Harold Lloyd Krueger**, 89, died on 7 December 2021, in Newbury, NH. Hal & wife Jan visited Antarctica as tourists.

OAE **Amy (nee Wang Wen Ren) Lai**, 81, died on 1 January 2020, in Milpitas, CA. Amy visited Antarctica as a tourist.

OAE **Steven R. Latour**, 68, died on 6 May 2022, in Holyoke MA. Steven served in Antarctica with Naval Support force Antarctica while in the US Navy. Year(s) unknown.

OAE **Alex Lowe**, 40, died in October 1999, on Shishapangma Peak, in Tibet. Alex summited Everest twice, tackled K2, and, with his best buddy and climbing partner Conrad Anker, set speed records on peaks in the Himalayas and Antarctica.

*OAE **Richard E. "Rick" Lyons**, 68, died on 27 May 2022, in Virginia, IL. Rick made four deployments to Antarctica while serving in VXE-6 avionics as an AE2.

OAE **MAJ Hugh Dixon McKay, Jr., USAF (Ret)**, 93, died on 2 May 2022, in Ft. Worth, TX. Hugh and his wife Modell visited Antarctica while sailing around Cape Horn on a tour.

*OAE **AEC Alfred "Carl" McKenna, USN (Ret)**, 83, died on 11 April 2022, in Canton MA. Carl served in VXE-6 during DF-70, 71, and 72. He was a member of the ParaRescue Team. He was a member of the New England Chapter.

OAE **MSGT Daniel J. McLoughlin, USAF (Ret)**, 53, died on 30 May 2022, in Troy, NY. Dan served in 109th Airlift Wing's polar mission to Greenland and Antarctica. Dan served the majority of his career at the 109th AW, as an Aircraft Mechanic; having chartered his path to earn his position as the Dedicated Crew Chief of LC-130 Aircraft 489.

OAE **Oleksandr Makhov**, 36, was killed on 4 May 2022, in Izyum, Ukraine. Makhov, was a television reporter, known for graphic accounts from conflict zones. He had also reported from Antarctica.

OAE **CAPT William "Bill" J. Meagher, Captain USNR, MM**, 102, died on 1 April 2022, in Virginia Beach VA. Bill graduated from the New York State Merchant Marine Academy in 1940. He was commissioned as an Ensign in the United States Naval Reserve. In December 1941. In August 1946, he was ordered as navigator of the USS *Mt Olympus* AGC 8 Flagship for Operation Highjump, the Navy's Antarctic Expedition with Admiral Richard E Byrd.

OAE **Ruth Elizabeth (Wright) Morpeth**, 89, died on 13 March 2022, in San Diego CA. Ruth visited Antarctica as a tourist.

OAE **Busby Noble**, 62, died on 24 March 2022, in Otago New Zealand. Busby voyaged to Antarctica in 2012 on the yacht *Nilaya* as a stowaway, and planted the Mana Party flag in the polar ice.

OAE **James C. "Jim" Pletscher**, 86, died on 7 April 2022, in Bradenton FL. Jim served in Antarctica as a member of the US Navy. Unit and date(s) unknown, but he rode a dog sled team at a science camp in Antarctica,

OAE **John E. Rehder**, 83, died on 2 March 2022, in Missoula Manor MT. John joined the Navy after graduating from high school and made three deployments (DF-III, ?, and ? to Antarctica while serving on the USS *Atka* as an electrician.

OAE **SWC Kenneth N. Ries, USN (Ret)**, 96, died on 20 April 2022, in Margaret Way, Laconia NH. Ken served in Antarctica as a Steel Worker with the US Navy SeaBees. Unit and year(s) unknown.

OAE **William K. Rissman**, 88, died on 6 May 2022, in Forest Park, IL. Bill served in Antarctica during Operation Highjump.

OAE **John R. Russell**, 101, died on 18 April 2022, at Deception Bay in Brisbane Australia. John was the last living member of the 10-man team that built Australia's Mawson Station in 1954. Russell Nunatak is named in his honor.

OAE **CECS Jerry Lee Schloredt, USN (Ret)**, died on 16 May 2022, in Spearfish SD. Jerry wintered-over three times at the McMurdo Nuclear Power Plant. His first winter as a CE1 was during DF-64 as a member of Crew III. He served his second



winter as a CEC during DF-69 as a member of Crew VIII. And his third and final winter as a CECS he was the acting OIC of Crew XII during DF-73. He also served in summer support during DF-66 & DF-67. Schloredt Nunatak is named in his honor.

OAE **David Charles Scott**, 85, died on 24 January 2022, in Aptos CA. David was born blind in one eye, and had limited vision in his other eye. Because his eyesight was failing, he and wife Anne determined to travel extensively while David could still see. They took cruises to the Arctic and the Antarctic.

OAE **Cora E. (formerly Browne, nee Halton) Shaw**, 95, died on 18 March 2022, in Victoria British Columbia. Cora travelled extensively and visited many sites, historical and otherwise, on all continents including Antarctica.

OAE **Dr. Sharon A. Sickles**, 69, of Endicott NY. Died on 14 April 2022, at Mercy House. While she was a doctoral student at Binghamton University, Sharon worked in Antarctica joining scientists from around the world including NASA, studying the circadian rhythms of the Adelie penguins.

OAE **Erik L. Smith**, 75, died on 13 May 2022, in Bronx, NY. Erik serving as a Lieutenant Colonel Chaplin in the New York Air National Guard, where he made several deployments to Antarctica. Years unknown.

OAE **LCDR Raymond William Smith**, USN (Ret), 73, died on 14 April 2022, in Cedar City UT. Ray served in Antarctica as a Supply Corps Officer. Unit and year(s) unknown.

OAE **PHCS Thomas H. Stallings, USN (RET)**, 93, died on 23 March 2022, in Jacksonville FL. Thomas served in Antarctica during DF-I (1955–56).

OAE **Donald Wilson Stanfill**, 93, died on 30 May 2022, in Severna Park, MD. In 1995 Don worked as a consultant for Jackson and Tull Chartered Engineers. His projects included overseeing the refurbishment of the National Science Foundation's Antarctic Stations. While in Antarctica he had the once in a lifetime experience of visiting the South Pole.

OAE **Perley Roger "Joe" Strout**, 84, died on 15 May 2022, in Durham, NH. Joe joined the United States Coast Guard in 1956 and served for four years. He chronicled these adventures in his second book called *A Coast Guard Diary*. Highlights include crossing the equator and visiting both the Arctic and Antarctic Oceans. Name of ship unknown.

OAE **Harold Gray Sugg**, 76, died on 30 April 2022, in Annapolis MD. Hal's research was focused on freshwater biology and, in addition to local lakes; he collected data at McMurdo Station, Antarctica. Year(s) unknown.

OAE **Red (Richard) Arlan Thompson**, 86, died on 1 June 2022, in Baraboo, WI. Red deployed to Antarctica while in the US Navy Seabees during 1955–1957.

OAE **Carl Thor Thorsen**, 89, died on 28 March 2022, in Elko NV. Carl spent many years working in the whaling industry in South Georgia, in the sub-Antarctic region,

OAE **Elton Robert Townsend**, died on 5 May 2022, in Gravenhurst Ontario. Canada Elton worked in Antarctica with the Wegener institute. Year(s) unknown.

OAE **Peter Burr Tustin**, 77, died on 11 March 2022, of Bokeelia, FL and Townshend, VT. Peter served as a contractor at McMurdo Station. Year(s) unknown.

OAE **CAPT Gerald J. Van Norden, USN (Ret)**, 90, died on 15 January 2022, in Santa Rosa CA. Gerald served in AIRDEVRON SIX in 1964. He flew C-117s and C-47s.

OAE **Marilyn Bertha E. Viehland**, 90, died on 22 March 2022, in Washington MO. Marilyn visited Antarctica as a tourist.

OAE **William Kenneth Whitesell Jr.**, 81, died on 17 April 2022, in Pensacola FL. Bill & Sara visited Antarctica as tourists.

OAE **Marilyn Marcia "Mimi" Woody**, 74, died on 26 March 2022, in Bethel Island CA. Mimi worked at McMurdo Station. Unit and year(s) unknown.

OAE **Adrian Wilkins**, 80, died on 29 May 2022, in Northampton MA Adrian served in Deep Freeze onboard the picket ship USS *Calcaterra*.

OAE **Roger Charles Zejdlik**, 87, died on 7 April 2022, in Bellingham WA. Roger was employed by the U.S. State Department as an expert in satellite mapping. As one of the pioneers of using satellite tracking technology—the precursor to GPS—his work took him around the world. His defense mapping project assignments included Antarctica.

Chaplain's Corner



32



*Johnnie Draughon—OAEA
Chaplain*

24And let us consider how we may spur one another on toward love and good deeds, **25**not giving up meeting together, as some are in the habit of doing, but encouraging one another—and all the more as you see the Day approaching. (Hebrews 10: 24-25 NIV)

As I'm writing this devotion our friends are gathered in San Diego for the 10th OAEA Reunion. This would have been my 6th reunion but unfortunately several family concerns prevented me from attending. I regret that, because I believe it is important for us to gather together and "encourage one another". We each have shared a common experience that even the "tourists" of today do not

get to experience in Antarctica. And we need to meet together to share stories (and sea stories) about our time on "The Ice". This past year I lost two dear friends, Jim "Jungle Jim" O'Leary and Roy Lee, who have remained close for nearly 40 years. And I know that we lose several members each year. I truly wish the three of us could have joined together one last time in Jacksonville in 2020. (Reunion fell victim to COVID restrictions. We have another opportunity in 2024. It's time to start planning now. Hope to see you all in Colorado Springs...we have many stories to share. Let us "not give up on meeting together, as some are in the habit of doing."

May the blessings be.
Johnnie Draughon, Chaplain

Explorers Nissan Ariya Set For Hardcore Pole-To-Pole DRIVE

By Chris Teague

The EV will drive through North, Central, and South America before boarding a ship to Antarctica.

Several automakers have pledged to go all, or mostly, electric by 2030, but they've got a long way before skeptical buyers hop on board. People worry about range anxiety, charging times, and durability with EVs, so it's up to car companies to educate buyers while promoting their products.

Nissan was an early mover in the EV space, but its second electric vehicle hasn't yet hit the streets. The Ariya is due here this fall as a 2023 model, and before it's ready for primetime, the automaker is sending it on a quest to drive from the North Pole to the South Pole to demonstrate its capabilities and, more importantly, raise awareness of the climate crisis.

Nissan tapped veteran British explorer Chris Ramsey for the job, as he already had experience driving electric vehicles in super challenging conditions. He'll be piloting a new Ariya through North, Central, and South America before hitching a ride to Antarctica. This will mark the first time a vehicle of any kind has

driven from the Magnetic North Pole to the South Pole.

The SUV is an e-4orce all-wheel-drive model, and Nissan says it will be modified with upgraded wheels, tires, and suspension. The exterior appears to have been massaged to be more rugged and fit the larger wheels and tires, though Nissan did not share specifics.

Despite Ramsey's experience, the drive won't be easy. The journey will cover more than 27,000 kilometers (around 16,777 miles), and the vehicle will experience temperatures ranging from -22 to 86 degrees Fahrenheit. To help along the way, a second AWD Ariya will join the expedition. Though Ramsey's SUV will be heavily modified, the support vehicle will be bone stock.

Nissan says its e-4orce all-wheel-drive system can help the driver "trace the intended driving line over a variety of road surfaces, including wet and snowy roads, without the need for changes in driving style or input." The automaker showed its innovative AWD system using RC cars earlier this year.

Chris Ramsey is no stranger to the trip. He founded an organization called Pole to Pole, whose mission is to demonstrate the effectiveness of EVs in extreme environments and show that they are fun to drive in the process. He's also living that mission on his own, as he and his wife took a Nissan Leaf on a 16,000-km (almost 10,000 miles) trip over 56 days.

The pole-to-pole trek takes place in March 2023, half a year after the Ariya's expected US release date. The automaker has had to push the release date back more than once, citing supply chain issues as its central challenge. Nissan priced the Ariya at \$47,125, which is more than a Leaf, but competitive with the Tesla Model Y and others like the Ford Mustang Mach-E.



Nissan Ariya electric vehicle

ROBOT LIVES WITH PENGUIN COLONY MONITORING THEIR EVERY MOVE

By Maria Jimenez Moya
USA Today



Mama emperor with chick

Thousands of emperor penguins waddling around Antarctica have a stalker: A yellow rover tracking their every move.

ECHO is a remote-controlled ground robot that silently spies on the emperor penguin colony in Atka Bay. The robot is being monitored by the Single Penguin Observation and Tracking observatory. Both the SPOT observatory, which is also remote-operated through a satellite link, and the ECHO robot capture photographs and videos of animal population in the Arctic.



Emperor penguins waddling around with man in the background

The research is part of the Marine Animal Remote Sensing Lab (MARE), designed to measure the health of the Antarctic marine ecosystem.

The project, funded by the independent nonprofit Woods Hole Oceanographic Institution, focuses on emperor penguins' place on the food chain. In the Antarctic the food chain is relatively small and any change to a species that is lower in the food chain could impact the health of the emperor penguin (a predator). The team is hoping to learn

more about how climate change might be impacting the animals that live in the Antarctic.

All aboard for Antarctica: Seeing penguins, whales, seals and icebergs on a cruise

Fact check: Warming varies across oceans and atmosphere, doesn't contradict climate change

Little is known about emperor penguins, largely because of how challenging it is for scientists to study them in Antarctica, lead scientist Daniel Zitterbart told USA Today.

ECHO serves as a very slow-moving, battery-powered robot that through its antennas is able to capture the tag of each penguin. So far, it's been capturing data for eight weeks, according to Zitterbart.

"It's supposed to drive around by itself in the Antarctic, knowing where the penguins are and very slowly try to scan individual penguins or scan groups of penguins. That is how we know where penguins are," Zitterbart said.

Tracking the penguins also allows scientists to study penguin behavior over time, and see how they adapt.

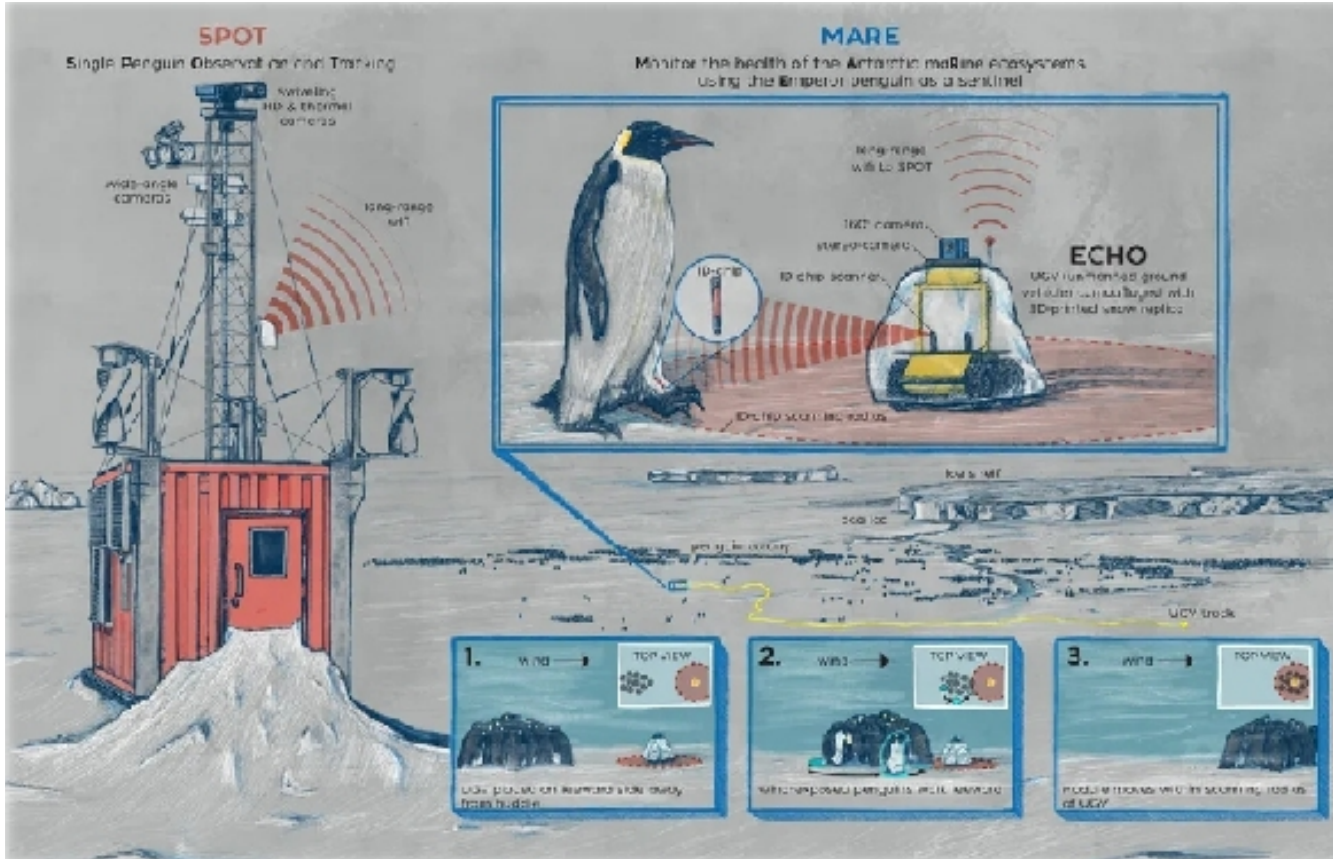
Penguins: Their poop is spotted from space—lots of it—revealing hidden colonies.

Since 2017, researchers from MARE have been tagging 300 penguin chicks per year. They now have over 1,000 penguins tagged and the colony is composed of 26,000 penguins, according to Zitterbart.

MARE plans to monitor the penguins for the next 30 years with the first set of data being complete in 2026. The data will be analyzed to help determine the overall health of the Arctic and how the penguins are adapting.



Emperor Penguin with robot watching



A Robot Lives In This Antarctic Penguin Colony. It's Trying To Save Them

By Ashley Strickland, CNN
Updated 29 April 2022

The birds occasionally notice ECHO, an unmanned and remote-controlled ground vehicle, because "they exhibit curiosity to everything that they don't know," said Dan Zitterbart, associate scientist at the Woods Hole Oceanographic Institution in Massachusetts.



Thousands of emperor penguins cluster on the ice of Atka Bay in Antarctica, mostly unaware that an interloper lives among them.

Slightly shorter than the average adult emperor, the 3-foot-tall (1-meter-tall) autonomous robot sits silently within the colony, nondescript compared with humans who sometimes emerge from a nearby research station.



A 4-month-old emperor penguin chick is fed by its parent, just returned from a foraging trip in the sea.



See the tiny robot that's spying on penguins in Antarctica? The ECHO rover (right) slowly travels back after surveying the Atka Bay emperor penguin colony in Antarctica.

But it's a passing fascination for the emperors, who quickly move on from the static object. The penguins are unphased by the robot, which acts like a mobile antenna for an observatory monitoring about 300 of them each year.

At the South Pole of our planet, penguins reign supreme, and they have no predators on land. But the climate crisis could threaten their very existence. If greenhouse gas emissions continue to rise at their current rates, leading to warming temperatures and melting Antarctic sea ice, 98% of the emperor penguin population could all but disappear by 2100, according to a study published last year in the journal *Global Change Biology*.

In the study, the authors suggest that emperor penguins should be listed as threatened under the US Endangered Species Act.

"Emperor penguins live in a delicate balance with their environment, there is a sea ice 'Goldilocks' zone," said study author Stephanie Jenouvrier, seabird ecologist and associate scientist at Woods Hole Oceanographic Institution, in a statement. "If there is too little sea ice, chicks can drown when sea ice breaks up early; if there is too much sea ice, foraging trips become too long and more arduous, and the chicks may starve."



Satellite imagery reveals new penguin colonies in Antarctica

The chicks must shed their down before growing the waterproof feathers they use to swim -- but if they are still covered in down when the ice breaks, they'll sink.

As top predators, emperor penguins serve as sentinel species, meaning they are ideal species to study in a fluctuating ecosystem because they can reveal if something is wrong. By studying these birds, Zitterbart and his team can learn about the impacts of the climate crisis in Antarctica.

Surprisingly little is known about these penguins because Antarctica isn't the easiest place for scientists to access. Although it's crucial to learn more about the penguins and their ecosystem, the team didn't want to introduce a harmful human footprint in an already vulnerable environment or adversely affect the colony.

A successful trial run of ECHO this year is already showing how that may be possible.

Penguins On The Move

Since 2017, Zitterbart and other researchers have been tagging 300 penguin chicks per year with a system similar to how dogs and cats are microchipped. It's part of the MARE project to measure the health of the Antarctic marine ecosystems through long-term monitoring of the emperor penguin populations over the next 30 years.

Capturing the 5-month-old penguin chicks is easy because they are amenable to handling and "quite goofy," said Céline Le Bohec, researcher at the Scientific Centre of Monaco and the University of Strasbourg's Hubert Curien Multidisciplinary Institute in France.



Light from the midnight sun illuminates snowdrifts as evening falls on the Atka Bay emperor penguin colony.

The research team uses small barriers to shield the other penguins from seeing the process. The adult penguins are entirely focused on feeding their chicks as they return from the sea, so fortunately they don't focus on the researchers.

It takes about 10 to 15 minutes to tag each chick, she said. Flipper banding or using glue to attach the sensor can be harmful, so they use five to seven small strips of special tape to attach the sensor under a chick's feathers.

Using Passive Integrated Transponders and Radio-Frequency Identification systems can allow for remote monitoring of the penguins. But the small sensors worn by the penguins don't have their own power supply, so they can only be read from about a meter or two away.

That's where ECHO comes in. The robot acts like a receiving station because it's mounted with wireless

receivers, automatically retrieving data from the penguins' sensors.

The robot is a supplement to SPOT, or the Single Penguin Observation and Tracking observatory, deployed in 2013. The observatory is adjacent to the colony and near Neumayer Station III, the German Antarctic research base. It is equipped with 16 cameras that can capture images of individual penguins, as well as the entire colony, over an area spanning 9.7 square miles (25 square kilometers).



ECHO, seen on its maiden test drive in front of the German research base Neumayer Station III, is part of the Marine Animal Remote Sensing Lab to track penguins in Atka Bay.



A lone penguin in the process of shedding its feathers can be seen in front of German research base Neumayer Station III, lit by the setting midnight sun.



Meet the Columbus Zoo's newest Humbolt penguin chick with a big personality

With ECHO, they don't miss out on a chance to collect data when the birds return to the colony to feed their chicks. And they no longer have to use SPOT to search through a crowd of 20,000 birds to find the tagged ones because ECHO picks up on them automatically.

By tracking and studying penguin behavior over time, the researchers can observe how these animals adapt as their environment shifts due to climate change. Microchipping the penguins allows the team to determine where the penguins go when they dive off the sea ice into the ocean and understand their foraging strategies. This insight can help determine the size of Marine Protected Areas.

During winter, ECHO can essentially be part of the massive penguin huddle that comes together as they try to protect themselves from the elements. It sits downwind and scans the penguins without needing energy to move or turn. In summer, the colony "loosens up," Zitterbart said. Then, the robot needs to move—albeit very slowly to keep from attracting the attention of the penguins. The robot has LIDAR, or light detection and ranging, so it can detect obstacles while moving with the colony.

Lessons Learned

The first outing of ECHO this year was considered "year zero," Zitterbart said. Now that the researchers know the robot is feasible, and it's part of a program that has received funding from the National Science Foundation, they can apply lessons learned.

The robot has been able to withstand the low temperatures of negative 4 degrees Fahrenheit (negative 20 degrees Celsius) in Antarctica so far.



The ECHO rover is shown in front of the Single Penguin Observation & Tracking observatory.

The team learned that ECHO isn't great with narrow turns, and it can get stuck in the snow. The condition of the sea ice is fit to drive on until about mid-December, when the summer starts and the ice gets too soft. The researchers are working on ECHO's algorithms to ensure that when the robot drives itself, it can figure out how to get unstuck.

But the most important thing the scientists learned is that the penguins aren't scared of ECHO or any of the little noises that it makes. When ECHO does drive, it moves slower than a human walks.

"You have to be really, really careful and we're trying to do more science with less stress," Zitterbart said.

The researchers are always wary of stressing the birds and the colony. In turn, added stress could bias their results, Le Bohec said.



These three emperor penguin fledglings can be seen wearing their ARGOS dataloggers, which send back data on their movements.



The tape that researchers use to attach the ARGOS datalogger equipment to the penguin chicks doesn't damage their feathers.



This endangered penguin loves to watch a show about penguins

The research happening at Atka Bay has become a multidisciplinary effort that has brought scientists of all kinds together, and "none of us could run it alone," Zitterbart said.

Zitterbart and his colleagues usually stay for about six to eight weeks every year. His favorite time to be there is in

April or September, during Antarctic winter, when there are a "gazillion colors in the sky every day." And with only nine other people at the research station, it's nice and quiet.

Living Indicators Of Change

If the population of a top predator begins to decline, it suggests that many other species are declining as well.

"They're an interesting species because they amplify and accumulate all of the modifications of an ecosystem," Le Bohec said.

Long-term monitoring could reveal if there are any changes to where the penguins swim as they look for food or any other behaviors that could indicate a shift in the ecosystem.



Emperor penguins are the tallest and heaviest of all penguin species.

For instance, the Atka Bay colony now starts their breeding cycle a month later, which means they need sea ice for longer. Warming temperatures could eliminate that sea ice too early in the season, which could force the penguins to move to another location that may not support their massive colony.

"Biodiversity in the Southern Ocean is so small, compared to more temperate regions of the world, that losing any species there is kind of devastating," Zitterbart said.

Watching the thousands of penguins in Atka Bay, Zitterbart is amazed when he considers the fact that they thrive in a hostile ice desert.

"Evolution is capable of filling every single last niche on the planet and ultimately comes up with an animal that is capable of surviving this area," he said. "That is astonishing to me every time I come back."



Penguins reign supreme at the South Pole (SIC), where a single colony can number in the tens of thousands.

NAZI ANTARCTIC EXPLORATION

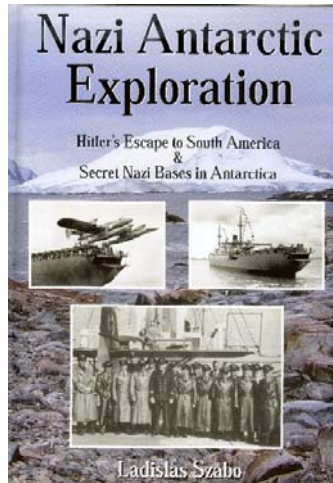
Hitler's Escape To South America & Secret Nazi Bases In Antarctica

Compiled by Billy-Ace Baker
Editor Explorer's Gazette

BOOK PREVIEW



Nazi Antarctic Exploration. Hitler's Escape to South America & Secret Nazi Bases in Antarctica. By Ladislav Szabol. 2019: Hardcover 104 pages. Available from Reardon.
UK Free Post 24.95 GBP
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World + postage 44.95 GBP



War. All the stories of Hitler escaping to Germany first started with this book, as it explains in detail how Hitler using a phantom convoy of U-boats was able to flee Europe and reach the relative safety of South America, and then on to Antarctica.

This is the book that the Ex Captain of U-Boat 977, Heinz Schaeffer talks about in his 1952 book *U-Boat 977* where he talks about surprisingly discovering that his U-Boat was one of the ships named to have helped Hitler reach to Antarctica.

The book goes on to give details on Nazi underground bases in Antarctica, again from this one book you will see how all the movies showing Hitler and Nazi bases

hidden in Antarctica were created even leading up to the later stories and conspiracy theories of Admiral Byrd and the American fleet being attacked by Nazi Wunderwaffe during Operation HighJump.

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www.antarcticbookshop.com



FOREWORD

This is a translation from French of a book dating from 1947, which helped start all the stories of Hitler in Antarctica and still being alive long after the end of the Second World War.

Anyone wishing to read it in it's original French can find it under the title

Je sais Que HITLER EST VIVANT
by Ladislav Szabol ISBN 9781901037067.

The author Ladislav Szabol was a Hungarian born Argentine living in Argentina at the end of the Second World

Within the pages of this fully illustrated book you will be able to follow the author's detailed research showing how Hitler escaped war torn Berlin, at the end of the war and able to flee Europe, reaching the relative safety of South America, then on to secret Nazi bases in Antarctica. A phantom convoy of U-boats was used to move Hitler and others to those hidden underground bases built in Antarctica and he describes how these well stocked underground complexes would continue developing weapons and war machines for defence and future world domination, Wunderwaffe weapons according to conspiracy theories are the ones that were used to attack the American fleet during Operation HighJump in 1947 explaining why so many American ships returned damaged.

XX

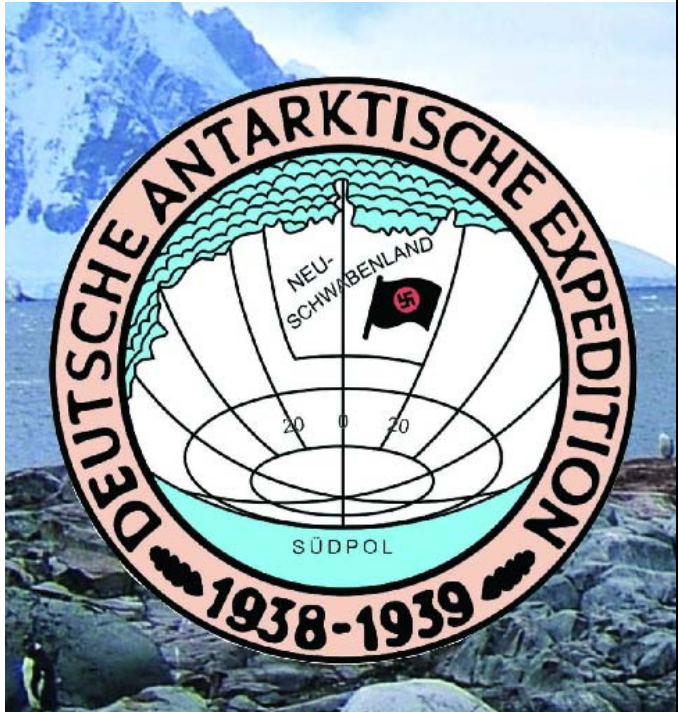
HITLER'S FROZEN BASE

In the late 1930s, the Nazi's showed an interest in Antarctica and sent an expedition to survey a part of it and claim it for Germany, the claim was not continued but it sowed the seeds for a whole range of fantasies about secret things that might be going on.

A little known German expedition to Antarctica from the 17th of December 1938 to the 12th of April 1939 on the ship MS *Schwabenland* had the purpose of claiming an area now known as Dronning Maud Land mainly to protect the German whaling industry. This area however had been previously explored by Norway and was formally claimed by the Norwegians in January 1939 after the Germans had set sail.

The *Schwabenland* was equipped with a steam catapult and two Dornier Wal flying boats that were used to photographically survey 600,000 square kilometres. About a dozen aluminium flags were dropped from the aircraft at turning points of flight polygons and others were left by foot expeditions, none of these have ever been recovered. The land surveyed was claimed by Germany in August 1939 as Neuschwabenland named from the ship. The outbreak of war prevented two further planned expeditions and the possible building of a base, though most probably to the other side of Antarctica in the Pacific sector away from the Norwegian claim, the claim was abandoned in 1945.

There is no evidence of any further German activity in Antarctica during World War II.



Logo for German Antarctic Expedition



Flying boat being launched by catapult from the *Schwabenland* for aerial mapping



Advertisement showing Hitler holding a tin of whale oil margarine.



MS *Schwabenland*, late 1930's, with one of two Dornier flying boats towards the stern which was launched by a steam catapult, on return it would land on the sea and taxi to the ship to be brought aboard by a crane.

U-530 and U-977



Part 7 of Nazi Antarctic Exploration

Did these U-boats visit Antarctica before turning up in Argentina two months after the end of the war in Europe?

Interrogation reports of the crews of these two submarines showed that U-530 was off New York when the news reached them of the German capitulation on the 8th of May 1945, while U-977 was off the coast of Norway. U-977 put 16 men ashore who chose to go near Bergen, and then the rest of the crew (now reduced from the normal number) made their way to German-friendly Argentina. Both boats had to travel quite slowly to conserve fuel, they travelled on the surface at night and below the surface during the day to avoid capture, this slowed them down further. The time taken for them to reach Argentina is exactly within the travelling time and speeds they could make during their separate journeys. Embellished claims were made that the U-530 that turned up in Argentina was in fact a much faster and larger boat than the "real" U-530, as usual without any evidence, even to the point where the supposed performance was significantly beyond any U boat in service.

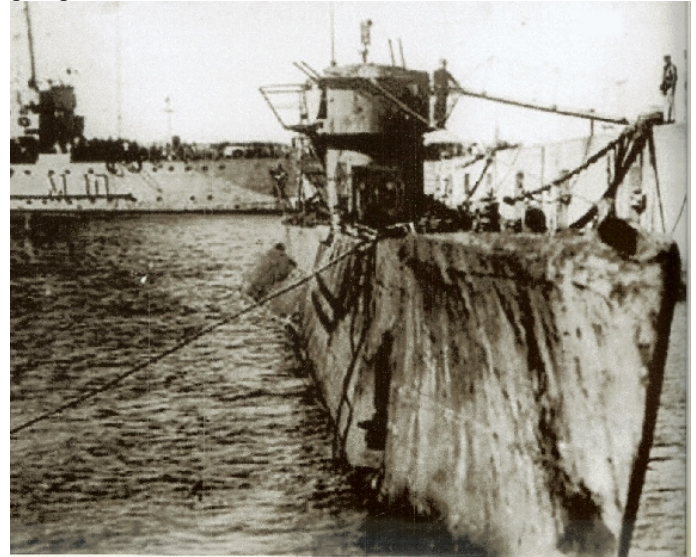


LT Heinz Schaeffer, 24, Commanding Officer of U-977

June and July when the submarines were claimed to be in Antarctica are the depths of winter there. Winter storms, 24 hour darkness and a formidable skirt of seasonal sea-ice 1-2m thick before the continent is even reached prevent any shipping operating in the winter even today, let alone small 1940's submarines without any ice strengthening. Satellite data shows that this sea-ice in the Dronning-Maud Land region extends from the coast by about 500km in May and

June and 1,665km in July. Then there is the presence of huge ice-bergs, the difficulties of under-ice navigation and a 250km crevasse strewn inland journey largely in the dark with winter temperatures of down to minus 50°C once the submarines had landed.

There is no evidence whatsoever of a convoy of submarines that these two boats were supposedly part of, going to Antarctica or elsewhere.



U-977

On the morning of the 10th of July 1945, the German U-boat U-530 arrived at the Argentine naval base at Mar del Plata near Buenos Aires, two months after the German surrender and the end of the war in Europe on the 8th of May 1945.

Rumours spread that it had brought Hitler, Eva Braun, Martin Bormann, and others and had landed them on the coast of Patagonia or Antarctica before reaching Mar del Plata. A week later a Hungarian exile in Argentina, Ladislav Szabo wrote a detailed account in a local newspaper of how Hitler and his entourage had supposedly escaped Germany. The story quickly spread worldwide and versions of it appeared in other newspapers in many countries. On the 17th of August, another U boat, U-977 also arrived at Mar del Plata, further fuelling speculation.

The commanders of these U-boats and their crews were arrested and interrogated by naval personnel from Argentina, the USA, and the UK, they all concluded that the arrivals were innocuous and the crews were released.

In 1947, Szabo published his book *Hitler is Alive* (see Forward) where he claimed these two U-boats had taken fleeing senior Nazis to Antarctica as part of a submarine convoy, the commander of U-977 in particular, Heinz Schaeffer denied this but the rumour still spread. In another version of the story, it is Hitler's ashes that were taken to Antarctica and placed in a special ice-cave along with Nazi treasure.

Szabo claimed a Nazi Antarctic base called "New Berchetesgaden" had been built in 1938-39, this idea has

been taken up by several authors over the years often building on earlier embellishments with tales becoming ever more fantastical as time went on. show peaks of radioactive fallout from 1950's and 60's nuclear tests thousands of km away in chronological order as they are trapped within seasonal snowfall and accumulation and so recorded. Nuclear explosions directly over Dronning-Maud Land in 1958 would show dramatic peaks of radio isotopes if they happened, no such evidence has ever been found in any ice cores taken.

Quite often when presented with conspiracy theories with ridiculous and baseless claims we suspect that such a task could be undertaken, though the time taken can be onerous and so it generally doesn't happen. Here is one that shows what can be done with what has been a widespread and enduring fantasy over the years.

"One fool can ask more questions than seven wise men can answer."

Editor's Note: Some of the above text is from coolantarctica.com and is by unknown author(s). However the photos are all from Nazi Antarctic Expedition.

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EVA BRAUN AND HITLERS CHILDREN

At the end November 1945, the American military authorities handed over to the press several photographs of Eva Braun, found among the effects of staff here in Munich. In several of the photographs we see her alone, in others we see her with Hitler at Berchtesgaden, finally there is one where Eva appears accompanied by two young children, a little boy and a little girl, Where they the children of Adolf Hitler and Eva Braun?



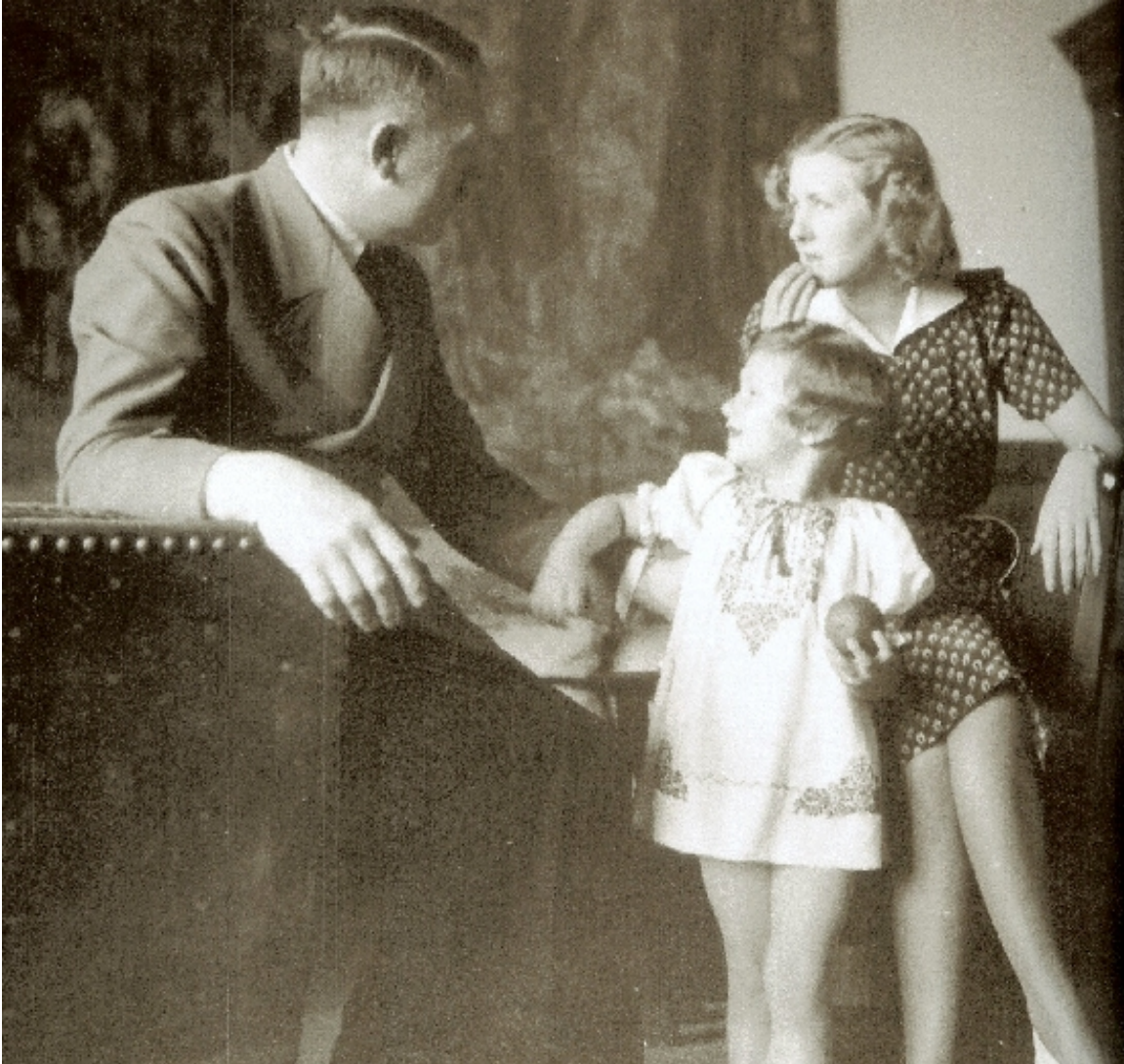
Eva Braun



**Adolph Hitler: What did he say when a baby was born?:
"Hotse totse, ders another Nazi!"**

It's possible. Eva's attitude in the photograph is distinctly 'maternal' and the features of the boy sitting on her lap bear a striking resemblance to those of Hitler. And if any doubt remained as to the identity of the children, it was completely dispelled by this other sensational revelation sent by the Reuters agency, from the small German town of Bad Godesberg on 20 January 1946.

Hitler became a father the day before 1 January 1938. Eva Braun bore him a son; she was delivered in a maternity ward in San Remo, Italy, and for a month or more she was not seen driving around Berlin as usual. A few hours after this event, a very clear statement on this subject, but not authorized, had been made by General Bansai, then Japanese military attache, to the correspondents of the Japanese newspapers in Berlin. Almost immediately afterwards, the Japanese ambassador summoned his correspondents to his office and let them know that what they had been told was groundless. He asked them to give their word of honor that they wouldn't say a word of this affair and above all that they would not talk about it to their colleagues in the foreign press.



Hitler and Eva with an unknown child

Dr. Mino Kato, then chief Berlill correspondent of Tokio Nishi Nishi's newspaper, resolved to remain silent, or at least he thought himself bound to keep it only if the news was inaccurate. In any case, he did his best to inform himself more fully within the next forty-eight hours, that is he went to Munich where Eva's father lived and where the informant of the Japanese military attache also lived, from Munich, in fact, General Bansai had come a few hours before the press conference during which he had told the Japanese correspondents after the libations which he was accustomed to and which made him very talkative that he had found in the Bavarian capital some very interesting, in particular a man who replaced Eva Braun as Hoffmann's aide, Hitler's official photographer Bansai, according to his account, had asked 'this new helper: Where is Eva Braun? Hofmann's aide had answered him in a low voice: "You don't know? She just had a son in Italy". And Bansai having asked if Hitler was the father, the help replied, in a whisper:

"Yes, but be careful talking about it, because I'm risking my head. "

Continuing his investigation in Munich, Kato visited Eva Braun's father and had a long talk with him. The latter said to him: There is no doubt the Fiihrer intends to marry my daughter.

"As to who made her with child, it matters little, what matters is that Hitler will not die without a successor. "

Kato returned to Berlin and immediately went to see his ambassador, to whom he communicated the result of his interview, in the hope that he would release him from the oath he had sworn to remain silent. On the contrary, he was formally told not to write a syllable about it. And, apparently to guarantee his discretion, he was almost immediately recalled back to Japan.

But Kato had time to make a last attempt to ensure that the news of this birth was well founded. He got in touch with Bernard Lescrinier, German by birth and French by origin, who had been the correspondent in Berlin for several English

and American newspapers and who works now in a British security camp in the Cologne area since the occupation. Everything Lescrinier knew was limited to this: About the same date that Bansai revealed his secret, the representatives of all the Italian newspapers in Berlin were summoned to the Italian embassy. The press attache told them that he had received the order from the ambassador to call their watch out for rumors circulating in Berlin that Eva Braun had given birth to a son the day before in a maternity hospital in San Remo.

"Under no circumstances," he added, "should these rumors be mentioned in the newspapers you represent. "

One of the correspondents then ventured to ask: "Are these are rumors true or false?"

He was told: "You must ask Hitler himself."

While Kato returned to Japan, everything he had told Lescrinier was rigorously kept secret. We shouldn't reveal it only if Germany has lost the war, a fact of which Lescrinier was certain. The secret was not revealed until 20 January 1946. Lescrinier lives in Bad Godesberg, a few kilometers from Bonn. Keeping silent until the day when he had finished writing his book *Behind the Scenes of the Third Reich*. The same Lescrinier told the correspondent that, on the eve of 1 January 1939, an adviser to the German Chancellery was arrested for remarking unexpectedly during a meeting: "Today the Fuhrer's son celebrates his first birthday. Let's drink to his health!"

So Eva Braun was indeed Hitler's girlfriend, she gave him two children and eventually he married her. According to the testimony of Kempke, she committed suicide in the company of the Fuhrer and her corpse was burned at the same time as that of her husband, in the courtyard of the Chancellery.



Hitler with unknown child

ABOUT NICHOLAS REARDON



Nicholas Reardon is a Publishing and Tourism Consultant who has also written and designed many books over the years.

New book Creation, Consultation and Advice, Design, Registration, Publication and Worldwide Distribution.

Co-Founder of Reardon Publishing one of the largest publishing houses of local guides in the Cotswold Area. Professional activities: Consultant and owner of Reardon Publishing

Travels the world, main areas of interest:

- Antarctic and Exploring Antarctica, Syria, Malaysia, Singapore and Europe.
- The Cotswolds and surrounding areas, The Cotswold Way, Gloucestershire, Walking, Folklore, Tourism and history.
- On the team of European Journalists with the EUCTDP. (European Unions Cultural Tourism Development programme).
- Outdoor Press, Writer and Member of the Outdoor Writers and Photographers Guild.
- Member of (NUJ) National Union of Journalists.
- Used to be The National Public Relations Officer for a Leading National Youth Organization.



Nicholas Reardon

PICTURES AND STORIES FROM DAYS GONE BY LAURA SNOW WEB SITE AND HISTORY OF HER DAD CHIEF ASHLEY SNOW JR. ON THE ICE

Compiled by Billy-Ace Penguin Baker

Editor's Note: John Dyer and Laura Snow created a website about the 1939–1941 Antarctic Expedition. Admiral Byrd accompanied the "expeditioners" to what would be called East Base. They traveled down to that part of Antarctica (the Antarctic Peninsula) on the USS *Bear*. The ship stuck around for a few weeks while the men built huts, kennels for dogs, etc. Byrd left with the ship and returned to the states.....probably because of the fact the he almost died when he spent time at that Advance Base----alone----and almost died from the fumes coming from whatever he was using to heat his small quarters.

West Base was built, obviously, on the west coast of Antarctica. John lives in Arizona, and he is extremely adept with technology. He did all the technology for the website, and Laura did the research and the writing. They have never met face-to-face and they communicated by email for the majority of the project with four or five telephone conversations.

The records for USASE 1939–1941 are not housed at the big National Archives in Washington, DC.....they are at the National Archives building in College Park, Maryland. Laura traveled to College Park on two occasions to do research. On one occasion, she requested so many documents that the archives employee who was helping Laura took her into the part of the building that was off limits to non-archives staff and allowed her to go through tons of materials---very carefully, of course---and pull what she needed.



East Base Personnel

THE WEB SITE

This site: (www.usas1939.org) is dedicated to the preservation of the history of the United States Antarctic Service, 1939–1941. Preceded by the

privately funded First and Second Byrd Antarctic Expeditions, 1928–1930 and 1933–1935, USAS was the first U.S. government-sponsored Antarctic expedition. Never before had a polar expedition of this magnitude been attempted. Transported by two ships that would depart after



the unloading was completed, the 59 men, 160 sled dogs (see note below), three aircraft, and several tons of equipment and supplies would winter-over at two bases separated by 1700 miles. As the leader of the expedition, Admiral Richard Byrd accompanied the men to Antarctica and participated in exploratory flights that resulted in the addition of several hundred miles of previously uncharted coastline to the map of the continent. Byrd, who returned



Chief Snow on the USS Bear in 1940

to Washington aboard the USS *Bear*, continued to oversee the expedition by radio communication.

Although this site currently features only East Base, we will be adding West Base in the future.

This is a Non-Commercial site. If you would like to contribute information, photos, stories, journals, diaries or other items, please contact our webmasters: Laura Snow and John Dyer at webmaster@usas1939.org.

(Note: *The Dogs of East Base*, a 52 page file, by Joan Bryner can be found at the following Internet site:

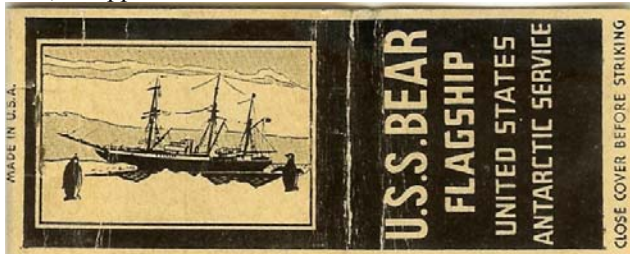
<http://www.usas1939.org/eastbasedogs/dogsofeb.pdf>

BIOGRAPHY

By Laura Snow

My father, Ashley Clinton Snow, Jr., was born on 23 March 1906, in Meridian, Mississippi, to Laura Granberry Snow and Ashley Clinton Snow, Sr. He attended Marion Military Institute, Marion, Alabama, from the first grade through completion of his first year of college. His father was a lumberman by trade and traveled throughout the country and Latin America purchasing timber. His mother, a native of Meridian, Mississippi, was a southern beauty and gifted singer who was invited to sing in churches throughout the South. My grandmother was the author of *Music and the Out of Doors*, published in 1930, by the Museum of Natural History in New York City.

Joining the Navy in 1927, my father was accepted into flight school in 1929, and received his wings in 1930. In 1939, he applied to the United States Antarctic Service to be



USS Bear USASE matchbook from the collection of Billy-Ace Baker

a pilot and was accepted. The two expedition ships, the USS *Bear* and the USMS *North Star* sailed for Antarctica in November 1939. My father was pleased to be assigned to the historic USS *Bear*, a three-masted barquentine built in Scotland in 1872. The *Bear* was under full sail for weeks and because they were not traveling in commercial shipping lanes they did not see other ships or inhabited islands for extended periods of time. The newly installed diesel engines were used only when the ship got into the pack ice. Life on the *Bear* was spartan, but it was an extraordinary experience that my father never forgot.



Ashley Snow, Admiral Byrd, and Earl Perce

Four aircraft were utilized during the expedition. Two aircraft, a Beechcraft and a Curtiss-Condor were assigned to West Base. Only one aircraft, a Curtiss-Condor, was assigned to East Base. The *Bear* carried a Barkley-Grow that was on loan from a private individual but returned to the United States with Admiral Byrd. The Barkley-Grow had a longer range than the other expedition aircraft and was therefore more suitable for the flights of exploration planned by Admiral Byrd. The fact that East Base was provided with only one aircraft resulted in a precarious situation for that base.



USASE Curtiss Condor

The first stop in Antarctica was Little America where West Base was constructed. As the USMS *North Star* unloaded, it was Admiral Byrd's plan to take the *Bear* and explore the region. Paul Siple, West Base leader, and Richard Black, East Base leader, were concerned about the *Bear*

leaving on an exploratory voyage. Admiral Byrd apparently advised no one about his destination or plans. With my father as pilot, Earle Perce as copilot, and Admiral Byrd as navigator, they flew over 100,000 square miles of territory, discovering mountains and islands, and added 700 miles of coastline to mapped territory. These exploratory flights were particularly dangerous because they flew over heavy broken pack ice in uncharted areas. Unfortunately, there was no aerial film footage taken on these flights.

After the construction of West Base was well on its way to completion, and the Snowcruiser, Beechcraft, and a Curtiss-Condor had been offloaded at West Base; the *Bear* sailed for Marguerite Bay, adjacent to the Antarctic Peninsula. The *North Star* sailed for Valparaiso, Chile. The Curtiss-Condor intended for East Base had been stored in Valparaiso under the watchful eyes of William Pullen, along with the prefabricated housing panels for the main bunkhouse, for which Robert Palmer had been responsible. The *North Star* sailed to East Base with the housing panels and the Condor. Immediately after all East Base materials had been offloaded, the *Bear* and the *North Star* had to depart because they were in danger of being iced-in. Until their housing was complete, the ice party lived in tents.



Unloading the North Star. The Snow Cruiser can be seen on deck. Photo from Little America III, by Joseph Austin Daigle & Connie LaRocca Kavaya.

When the Curtiss Condor was shipped from the United States, the wings were removed and placed into a huge crate. After assembling the aircraft, the aircraft crew adapted the huge wing crate into an "aviation shack." The aviation field was a mile from Stonington Island, the location of East Base, on a glacier connected to the island by a thick slope of snow. The dismantled crate was moved to the glacier, rebuilt, and covered with a thick tarp. Four bunk beds and a work bench were built, and a pot-belly stove was installed. Because of the difficult and quickly changing weather conditions in the Marguerite Bay area of the Antarctic Peninsula, it was necessary for two men to remain close to the Condor at all times. My father and William Pullen lived in the aviation shack. Earle Perce was scheduled for regular radio duty and spent long periods of time at the main camp when he was not flying or working on the Condor.

Flying duties included reconnaissance flights to find the best sledging routes for the trail parties, cache-laying flights,

and photographic flights in which Art Carroll documented the geography of the Antarctic Peninsula. Flights were made in order to deliver photographs to trail parties to assist them in locating the best routes to their destinations. My father and Earle Perce depended upon Herbert Dorsey, Jr.'s weather forecasts in order to undertake these flights.



Ashley Snow with penguins

The original mission of the United States Antarctic Service was to establish two permanent bases where personnel would live and operate for a year until they were relieved by the next group. These plans were cut short due to concerns about Japanese activity in the Pacific and the belief that the United States might enter the war. The *Bear* and the *North Star* returned to Antarctica in 1941, evacuated West Base, and subsequently sailed to East Base. The situation at East Base proved to be difficult because the ships could not get close to Stonington Island because Marguerite Bay was filled with pack ice. In mid-February both ships were still in the vicinity of Stonington Island, awaiting a change in wind direction that would clear the ice. On 15 March the *North Star* sailed to Puntas Arenas, Chile, in order to allow the West Base personnel to disembark. Supplies were picked up in case East Base personnel had to remain for another year. The *Bear* sailed to Mikkelsen Island (currently named Watkins Island) and personnel established a landing field on top of the island, 400 feet above. In Washington, Admiral Byrd and the Executive Committee of USASE gave Captain Cruzen of the *Bear* permission to make the decision regarding any possible evacuation.

On 21 March Captain Cruzen gave the order to evacuate East Base the next day. All East Base personnel volunteered to evacuate on the second flight. Every man knew the Condor had been patched up several times and there was a significant chance the aircraft might not be able to return to East Base after the first flight. Base Leader Richard Black chose the men for each flight according to the necessity of having them at East Base for another winter in the event the aircraft did not make it back for the second group. The first group of evacuees were: Darlington, Dyer, Dolleman, Healy, Hill, Hilton, Morency, Odom, Palmer, Pullen, Sharbonneau, and Steel. Each man was allowed to take the minimum of

possessions with him. My father and Earle Perce took off from East Base at 5:30 a.m., with the twelve passengers aboard the Condor. The aircraft landed atop Mikkelsen Island at 7:15 a.m. The *Bear's* radio operator notified East Base of the successful landing.

The Condor returned to East Base at 10:00 a.m. By 11:10 a.m., the aircraft was refueled and the pilots, with Black, Bryant, Carroll, Collier, Dorsey, Eklund, Knowles, Lamplugh, Lehrke, Musselman, Ronne, and Sims aboard, attempted to take off. The aircraft was unable to do so; therefore, my father ordered the disposal of five hundred pounds of personal possessions. Time was of the essence as the *Bear* was becoming encased in ice. At 12:15 p.m., the aircraft took off successfully and landed at Mikkelsen Island at about 2:00 p.m.

Human tragedy was averted as another tragedy occurred. There were sixty-seven sled dogs that could not be taken aboard the evacuation flights. The airfield surface was softening as the temperature warmed. The aircraft was in dubious condition. Additional flights were deemed too risky. The decision had been made the night before that the dogs would have to be destroyed. This decision was indescribably painful for the men whose lives had depended upon these marvelous animals.

When the *Bear* was underway with all evacuees aboard, my father and Perce were happily surprised to find that seven tiny puppies, just ten days old, had been smuggled aboard the aircraft in duffel bags, inside jackets and anywhere else they could be hidden.

Ashley C. Snow, Jr. retired from the U.S. Navy after thirty-two years of service. He lived in Pensacola, Florida, with his wife, Mildred, and his three daughters, Ashley C. Snow III, Elizabeth Snow, and Laura Snow. My father died on April 10, 1975, seven months after the death of my mother.

Medals: US Antarctic Service Expedition Medal, Gold Distinguished Flying Cross



USASE 1939–1941 Medals

Three medals were issued: Gold for winter-over, Silver for two summer deployments, and Bronze for one deployment



Distinguished Flying Cross

Geographical feature: [Snow Nunataks](#); The Snow Nunataks (or Ashley Snow Nunataks) are a line of four widely separated nunataks on the coast of Palmer Land, Antarctica, trending east–west for 20 mi (32 km) south of Case Island. They consist of volcanic outcrops that probably represent several small subglacial volcanoes. Most of the nunataks are mounds of pillow lava overlain by lapilli tuffs. However, two of them may be tuyas due to the existence of subaerially-chilled caprocks. The Snow Nunataks are uncertain in age but they probably formed in the Late Miocene or later.

The nunataks were discovered by the United States Antarctic Service Expedition (USASE) (1939–41) and named for Ashley C. Snow, aviation pilot on the expedition.

Contributions: Chief Pilot, East Base; Chief of Staff of Enlisted Personnel; evacuation of East Base personnel.

§§§§§§§§

**SNOWS CO-PILOT
Earle Baker Perce, Antarctic Explorer**

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Perce Point, a headland on an island on the west edge of Antarctica, commemorates a Williamsville man's role in exploring some of the last unknown places on earth.

Earle Baker Perce (1910–68) was a U.S. Navy radioman and pilot when he joined the U.S. Antarctic Service Expedition in 1939. President Franklin D. Roosevelt's vision was that the USASE would prepare the way for a permanent American colony at the bottom of the world. Roosevelt enlisted famed polar explorer Adm. Richard Byrd to head the expedition, which would be Byrd's third trip to Antarctica.



Earle Baker Perce in Antarctica

The colonization idea fell by the wayside as America grew closer to joining World War II. In the end, the USAS returned home early (and Byrd even earlier). But during the year he spent on the ice, Perce was co-pilot on a series of flights that mapped much of the western edge of the Antarctic continent.

Byrd, whose fame is based on him being the first person to fly over both poles (his North Pole claim is disputed), took four airplanes with him. Pilot Ashley Snow and co-pilot Perce, along with several other expedition members, sometimes including Byrd, did aerial explorations over vast areas of Antarctica. According to Perce's later commendation for the Distinguished Flying Cross:

Chief Radioman Perce served as Co-Pilot and Radio Operator for the airplane on many of the flights during which new mountain ranges, islands, and 700 miles of previously unknown Antarctic coast line were discovered. These flights were made over heavy broken pack ice where a forced landing would have resulted in a crash, and where rescue would have been practically impossible.

The exploit for which Perce and Snow became best known, however, involved two flights they made on 22 March 1941, after orders had been received to shut down the expedition. The USAS had two bases on the continent, known as West Base and East Base. A support ship picked up crewmembers from West Base, but sea ice was too thick to reach East Base. So Snow and Perce evacuated the 24 men at East Base—along with their equipment and seven sled dog puppies—in two separate 250-mile round-trip flights. His DFC commendation says:

Particularly outstanding in aerial achievement was the final evacuation of the personnel from the East Base on 22 March 1941. In the successful accomplishment of this hazardous undertaking, Chief Radioman Perce demonstrated

an unusually high degree of sound judgment, courage, and professional skill that reflects great credit upon the Naval Service.

The plane landed on ice near the shore of Mikkelsen Island, and the East Base crew members were then lowered 200 feet by ropes to a whaleboat that took them to the ship that would transport them home.

Perce and Snow, a wire service story reported a couple of months later, modestly described the rescue flights as "exceptionally good luck all the way round."

Feted back home in Williamsville in July 1941, Perce made it clear he had no interest in further polar exploration. As the Illinois State Journal reported, he said:

If the government ever seeks an emblem designating service in the Antarctic, I'm certain they will select crossed snow shovels. Ninety percent of the work down there is shoveling snow. It frequently is twenty feet deep.

The cold was bitter (temperatures reached as low as 78 degrees below zero), he added, and the USASEs dehydrated food was bad. "I'd sooner eat a bale of clover hay," Perce said.



Perce (having shaved his beard) and pilot Ashley Snow observe as airplane mechanic Zadik Collier talks on expedition's radiophone.

Perce was an athlete and student leader as a student in Williamsville. As Doug Pokorski reported in a 2000 State Journal-Register profile, Perce played sports, was president of the high school student council, was an honor student and won the school citizenship award.

According to the San Diego Union, Perce was a star basketball player when stationed with the Navy in San Diego. He also apparently competed in Navy track and field events. (At least one report says Perce was runner-up in U.S. Olympic decathlon trials, but that seems to be incorrect. For one thing, it says Perce competed in 1929, when there was no Olympics. His name doesn't show up in Wikipedia listings of decathlon trials competitors for 1924, 1928, or 1932.)

Perce remained in the Navy after the USAS, serving during World War II and the Korean Conflict, specializing in navigation technology. He retired in 1960 with the rank of commander. Perce died in Blackshear, Ga., and is buried in Waycross.

TIDEWATER GROUP GET TOGETHER

by Ed Hamblin

Our small Tidewater contingent of OAEA members got together for our scheduled quarterly lunch in early April; which really isn't a lunch anymore because our venue switched to a breakfast only option for Saturdays when we have been meeting. The feedback is that the lunch options are missed...so a new meet up place is in the future for us, more about that in a bit.



The "crew" included Johnnie Draughon, Bill Raymus, Charlie Thompson, Jerry and Karen Gustin, Brad Miller, Bill Murray, Diane Hallett and daughter Amber, Linda Hamblin, Gordon Spence, and me. Diane modeled a nice piece of her "McMurdo swag" from her winter over period, and Jerry Gustin got to try on his new OAEA hoodie received from Dave Hazard.



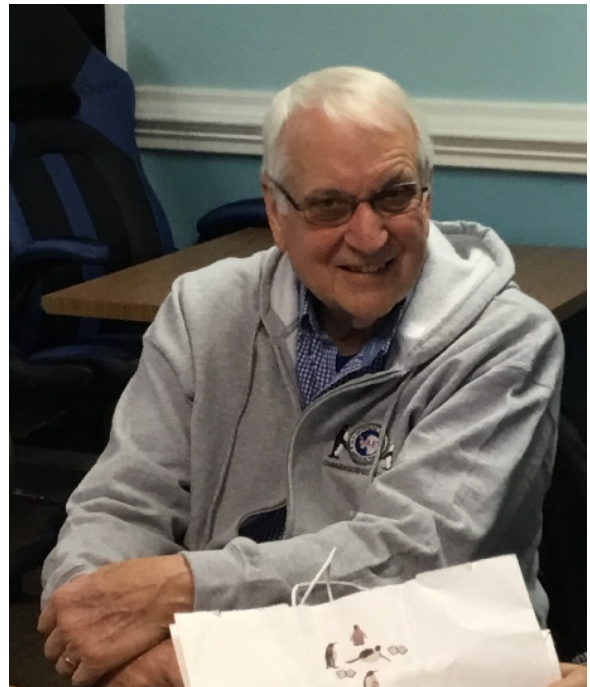
Bill Murray, Diane Hallett & daughter Amber, Ed Hamblin, and Gordon Spence

Four of our group discussed our plans for the San Diego reunion; Brad Miller, Diane Hallett, and the Hamblins. The reunion was good, although small, and all of us got to spend a little bit of time socializing and visiting.

Besides the lunch which was really a late breakfast, this spring, I got introduced to the local "talking circuit" which happened accidentally from a chance meeting at a wedding reception last fall where I started talking to a lady wearing an Antarctic sweatshirt. She turned out to be a guest speaker scheduler for a local Lions club and asked me if I would be willing to speak to her group...and then the word got around



Diane Hallett



Jerry Gustin

there was "fresh meat" available, so I ended up giving talks to folks from three different local civic groups about what my life at an Antarctic station during the winter over was like almost 50 years ago.

So, back on point. Our next lunch is set up for noon on Saturday, 9 July in the back room of our "new" venue, Mom & Pop's Family Restaurant (how can we go wrong at place with that name???) which is located in the Ocean View area of Norfolk. By the time you read this, we will already have had our meeting, but if you didn't receive an email reminder

from me and would like to be added for future gatherings, contact me (Ed Hamblin) at email ehamblin74@verizon.net. Hope to see you down the road!



July meeting spot



Johnnie Draughon, Bill Raymus, Charlie Thompson, Jerry & Karen Gustin, and Brad Miller,

WEST COAST GROUP

On 9 April, the members of the SoCal OAEA group assembled and discussed the last minute preparations for the upcoming Reunion at the Handlery Hotel in San Diego, CA. As of that date, the numbers of individuals

who have registered to attend is much lower than what we had hoped it would be.

If you did not attend the Reunion, you missed out on a number of guest speakers and a variety of tours.



Present were: George and Laura Lusk, Bill and CoCo Rouzer.

New England Chapter Spring 2022 Meeting

*By Marty Diller,
New England Chapter Secretary-Treasurer*

Two years ago, the coronavirus forced the cancellation of all NE Chapter meetings, with the exception of one meeting in June 2021 that we squeezed in between resurgences of different COVID variants. It may turn out that we are currently in another lull between COVID surges, but with the populace now relatively widely vaccinated and “boosted”, we are optimistic that our routine spring, summer, and fall meeting regimen can be resumed and that periodic booster vaccinations will keep the coronavirus in check.

Beginning in 2014, we’ve held our regular spring meetings at the Quonset O’Club in North Kingstown, RI. They offer an excellent buffet luncheon in a large room where we can set up multiple tables to display OAEA and Chapter merchandise for sale, various items for door prize and raffle drawings, as well as tables where members can display their own wares for sale or even for free. After the long New England winter, members proved eager to get out of the house and flock to the Chapter’s spring meetings—we have consistently averaged 70 attendees through the years. But, while paying the bill after this luncheon meeting, I was reminded that, as always, to reserve a room at the O’Club venue we must guarantee to pay for a minimum of 65 attendees.



The Chapter perhaps boldly scheduled this meeting expecting the usual 70 attendees, but only 42 showed up—40 percent less than average. The lingering threat of the coronavirus is certainly part of the reason for the low turnout, but we can’t ignore the fact that on average our members are mostly senior citizens (if not actually elderly). Since March

2020, we know of 21 Chapter members who have passed away during that 24-month period.

Chapter Business

With Chapter President Dave Hazard absent (left early for San Diego in his trusty RV for the coming 10TH OAEA National Reunion, to first make a visit with family in Florida), Marty (VXE-6, DF-92-94) conducted the meeting. He started with a report on ‘Membership Health’ wherein the Chapter’s overall member count has increased by two since the last meeting, and now stands at 206. He also reported on the 2022 Chapter dues drive, which will end on 1 June. Chapter dues are strictly voluntary and set at \$5 per year. The Education Committee Chair Fred Santino (VX-6, DF-65 & 66) reported that his problems with the Facebook page continue and he is still looking for assistance from anyone that has expertise in maintaining a Facebook site.



Fred Santino

In Unfinished Business, Marty reported that the pandemic is still stalling progress with the Collings Foundation’s American Heritage Museum (www.collingsfoundation.org) in Hudson, MA, to set up an Antarctic display to feature the Antarctic items we had recovered from the defunct Quonset Air Museum.

A planned YouTube video presentation for today’s meeting was cancelled because of an undetermined problem with the audio interface on the laptop being used. In New Business, Jim Kelly (ASA Det C DF-72-74) proposed using Chapter funds to procure the proper equipment/software to resolve such technical problems. In a vote by the members, Jim’s proposal was accepted and Marty will investigate what needs to be done.



Jessie & Jim Kelly

Fundraising

The winner of the meeting’s 50/50 raffle (\$100) was Jim Kelly. He generously donated his winnings to the Chapter to help pay for any equipment or software needed to fix our

technical problems with showing videos. The first door prize winner, At-Large member David Farmer (ASA SS DF-62-66), won a free lunch at the next Chapter meeting he attends. Jim Kelly and spouse, Jessie, had donated three colorful tile-mounted flower images, and they were won by Associate Life member Martha Pedone, Jack Dever (ASA DF-62), and John Peipock (VXE-6 DF-72 & 73). Other door prize winners: Tom Dion (brother of John Dion (Holmes and Narver; summer Support South Pole & Palmer, 1978-80)), a 2016 reunion-logo polo shirt; Larry Hunter (VXE-6, DF-70-73) and Pete Kearney (ASA, Winter-Over McM DF-71) each won an Antarctic bumper sticker donated by member Katie Koster (NSF contractor (weather observer); 2007-present).

Meeting Schedule

OAEA



NEW ENGLAND

The next OAEA-NE Chapter meeting is scheduled for 1pm on Saturday, 28 June 2022, at the *Conrad's* restaurant in Norwood, MA.



David Farrner



Pete Kearney



Conrad's in Norwood MA



PEARLS BEFORE SWINE



Penguin cartoons sent to Marty Diller by Life Associate member Sarah Gillens, Plainfield, NH.

OAEA Temporary (Ad Hoc) Committee Members Needed



The OAEA Board of Directors (BoD) occasionally appoints temporary committees to properly attend to both routine and emergent business in the interest of the Association. Examples of routine business include: the conduct of 'Election of Officers' (once every four years) and the periodic revision of OAEA By-Laws. Another temporary committee, the Museum Committee, has been activated in the past, and it has been charged to "... handle the placement of Antarctic memorabilia or artifacts in an appropriate museum or repository, to act as an intermediary between the donor and the museum, and to expedite the donation process."

In addition to a committee chair, volunteers are also needed to assist the chairperson in carrying out the purpose of the committee. Ad Hoc Committee Chairpersons report to the BoD during their existence, and then these committees are disbanded when they complete their designated purpose to the satisfaction of the BoD. Duties of the Election and By-Laws Committees are as follows:

- Election Committee: Coordinate with the BoD and OAEA Webmaster to prepare and provide nomination forms and ballots for national OAEA elections, to conduct the nomination and voting procedure in accordance with the OAEA By-Laws, and to tally the votes of these elections.

- By-Laws Committee: Create, oversee, and periodically review and revise as necessary, the OAEA By-Laws.

Although the Board of Directors does not have a need to activate a temporary committee at this time, Secretary Diller is accepting names of volunteers at any time and will compile a volunteer roster. While the committee chairpersons must be active OAEA members (Regular or Associate), volunteers serving on the committee are not required to be OAEA members, but they must have a real desire to support the programs and mission of the OAEA.

The frequency of these occasional appointments is not able to be strictly defined, but the ability to have a known pool of volunteers to reach out to when a need arises will expedite the process of dealing with any emergent need, whenever it is necessary to make administrative changes in OAEA policies and procedures.

Interested volunteers to chair, or to serve as a member on these committees, are asked to contact OAEA Secretary Marty Diller at: mgdiller@comcast.net or by phone at (207) 751-0903. The OAEA President and BoD thank you in advance for your assistance in supporting the mission and programs of the OAEA.

NEW OAEA MEMBERS

Thanks to Obit Messenger, Duck Talbert, George Bourikas, Marty Diller, Brenda Jones, OAEA Web Site, Peg Colson, Mike Dodge, Helen Fricker, Ed Hamblin, Brian Fogg, Kira Kim, VX/VXE-6 FaceBook Page, USPS, Dan Bolton, Google News, Bruce DeWald, and Google Search, for recruiting new members or for providing names and contact info for prospective members.

If you know of any OAE, or anyone interested in Antarctica, who is not a member of the OAEA please send their contact information to the OAEA Membership Chairman at: upizauf@aol.com, or 850 456 3556. The below list of personnel have joined since the previous *Gazette*.

*Denotes Associate Member

§Denotes Upgrade to Life or Renewal of Annual Member

ΦDenotes Upgrade to Regular Member

Cole, Silas CIV	Life	USAP Contractor McMurdo 1994-96
Cotton, Rex CIV	Life	USAP 1990-2022
Fox, William Jr. LT	Life	VXE-6 1972-75
Havlin, Dennis CM2	Life	Antarctic Support Activity Det Alfa WO McMurdo DF-71
Heibel, Donald ACR2	Life	WO DF-60 Williams Field
Koster, Katherine CIV	§Life	USAP 2007-2022
Lampert, Irwin SK2	Life	ASA WO Det Alfa DF-64 South Pole Sta
McKenna, Nan NOK	ΦLife	Widow of AEC Alfred "Carl" McKenna VXE-6 1969-72
Miller, Carl BUL3	Life	Antarctic Support Activity Det Alfa WO McMurdo DF-67
Mosca, Philip MD/Civ	Life	NSF/USARP Grantee 1971
Schroder, Julia NOK	Life	Widow of Member Austin Schroder
Volner, Jimmy SN	Life	Two summer seasons in VX6 Personnel Office 1967-69
Webber, George CIV	Life	NSF Grantee Winter- Over Byrd Station DF-67 & SS DF-70



REUNION & MEETING INFORMATION

Send reunion notices to Billy-Ace Baker at 850 456 3556 or upizauf@aol.com for publication in the *Gazette*

VX/VXE6: Herndon, VA, 28 September–1 October 2022. POC Jeff Homewood. Jeff can be reached by phone at: 301-475-8327, by email at: homewood20@live.com, or by snail mail at: 21360 Cedar Hill Lane, Leonardtown, MD 20650.

Sixer VXE6 OAE Gathering: Oxnard, CA, 8 & 9 July 2022. POC Dan Reyna. Dan can be reached by email at: dma@email.com, or by phone at: (805) 218-9404.

NMCB 71: Harrisburg, PA, 18–25 September 2022. POC Jerry Montecupo. Jerry can be contacted by telephone at: 412 373 3096, or by email at: jmontecupo@verizon.net. NMCB 71 participated in DF-72 and DF-73.

USCGC Eastwind: South Portland, ME, 14–18 June 2022. POC Tom Dann. Tom can be reached by phone at: 352 245 3571, or by email at: tomdann@aol.com, or by snail mail at: 15662 S Hwy 476, Summerfield, FL 34491. The *Eastwind* participated in DF-I, and DF-60 through DF-67

USS Wilhoite: Branson, MO, 21–24 September 2022. POC Elisabeth Rider. Elisabeth can be reached by phone at: 479 280 2776, or by email at: sailingaway1987@gmail.com. The *Wilhoite* participated in DF-61.

The Antarctic Society: Burlington, VT, 12–14 August 2022. POC Tom Henderson. Tom can be reached by email at: webmaster@antarctican.org, by phone at: 518 888 0387, or by snail mail at: 35 Cherry Street, Unit 701, Burlington, VT 05401.

USS Hissem: Kissimmee, FL, 2–4 October 2022. POC Robert Morstadt. Robert can be contacted by email at: rmorstadt@verizon.net. The *Hissem* participated in DF-64.



OAE LOCATOR

Send locator information to the editor by email at upizauf@aol.com, or by snail mail to 10819 Berryhill Road, Pensacola FL 32506, or by phone at 850 456 3556.

- Michael Gorton would like to hear from members of Cargo Handling Battalions. Michael would like to hold a reunion in 2023. He can be contacted by email at: mgorton625@gmail.com, or by phone at: 718 386 8017.

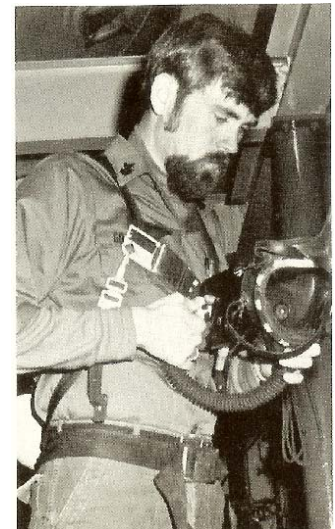


Navy Cargo Handling Battalion One (NCHB-1) Sailors get situated after boarding the USAF C-130 flight to McMurdo Station, in support of the National Science Foundation annual resupply mission in support of Operation Deep Freeze 2016. The US Navy has been a part of Deep Freeze since 1955. NCHB-1 is the Navy's only active duty cargo handling battalion.

Editor's Note: The Cargo Handling crews have deployed to McMurdo to offload resupply ships for many years. Above is a photo from 2016.

- Bruce Goodwin is looking for JOC Gwyneth Pembroke who was in Naval Support Force Antarctica Summer Support 1990-92. Bruce can be reached by email at: bagoodwin1@hotmail.com, snail mail at: 1170 Rhyne Chase SE Smyrna GA 30082, or by telephone at: 770-435-6652.

Editor's Note: Bruce has quite an Antarctic experience. He was a DF-74 winter-over Firefighter; Winter-over DF-80 Fire Chief; 1984-1987 Summer Support Fire Chief; 1990-1992 Summer Support Fire Chief. In 1992 he retired from the US Navy, as a Senior Chief Damage Controlman. He worked for Antarctic Support Associates in Oct-Nov 1993.



Bruce DF-74 Mug Shot Bruce checks Air-Pac in DF-80

WATER BEAR BROUGHT BACK TO LIFE

By Kurt Robson

A “water bear” has been brought back to life in a breakthrough experiment by scientists which is believed to be the first ever.

Japanese scientists at the National Institute of Polar Research have successfully brought a frozen animal back to life.

Scientists at Japan's National Institute of Polar Research successfully revived a Tardigrade, which they collected from Antarctica.

The Tardigrade had been frozen for 30 years.

Tardigrades, more widely known as “water bears” are tiny creatures, usually around 0.5mm in length.

A tardigrade can go years without food or water and can endure extreme radiation and temperatures. The creatures feed on plant cells and algae.

The longest revival of a tardigrade was previously nine years; this breakthrough is the first-ever successful revival after 30 years.



A water bear is only 0.5mm at full length (Image: Getty Images/Science Photo Library RF)