



# EXPLORER'S GAZETTE

Volume 1, Issue 2

Old Antarctic Explorers Association, Inc

Summer 2001

## PRESIDENT'S COLUMN

Jim Eblen – OAEA President

To all OAEs - I have just returned from the New England area where I attended my Grandson's graduation from High School. While there I visited the Rhode Island Aviation Heritage Association's Quonset Air Museum (QAM), located at the now closed Quonset Point Naval Air Station. I spoke with Sean Milligan and Larry Webster, both members of the QAM and also members of the OAEA by telephone. Larry Webster was able to meet with me and conducted both an informative and enjoyable tour of the facility. Larry is not only an Aircraft Archeologist, but also a knowledgeable Aero Historian and is deeply involved with aircraft salvage and restoration. .

I would like to pass on some information regarding this unique Air Museum. First, their mission statement: "The Quonset Air Museum is a non-profit organization whose purpose is to preserve, interpret, and present Rhode Island's aviation history through collections, research, education and exhibits. The Museum educates the public in the state's rich aviation legacy and displays collections and artifacts which document Rhode Island's contribution to the growth and development of aviation and space exploration. The Museum also presents other themes of national and international nature in aviation, aerospace and related sciences which support the understanding of its purpose. The Museum shall serve the residents of, and visitors to, Rhode Island including school children, adults, seniors, aviation enthusiasts, scholars and researchers. It shall appeal to a large range of interests and present its educational programs an

exhibits at levels appropriate to its varied audiences."

The QAM is entirely self supported by private donations and Museum admissions. Formed in 1989 as an all volunteer, non-profit corporation dedicated to the preservation of Rhode Island's great military and civil aviation history By 1992, the QAM dedicated building 488 as their new home, consisting of 120,000 sq. ft. of area, and 55,000 sq. ft. of hangar space. With extensive cleaning, along with continuing aircraft acquisitions, the long process of Museum organization began.

In 1999, the Historical Aircraft Recovery Team rescued and retrieved a sunken WWII U.S. Navy F6F Hellcat Carrier-based fighter plane from the shoals of Martha's Vineyard. The restoration of that Aircraft, as well as many others, is currently in process.

The Museum will eventually house over 50 historic aircraft as well as many educational displays and exhibits. The QAM will also house a state-of-the-art aircraft restoration facility and produce educational programs to be made available to the public.

Rhode Island's Quonset Point Naval Air Station and Davisville's SeaBee Base provided the home bases for the earlier Deepfreeze Operations. As I looked around, a flood of memories overcame me. If any of folks from this era can make it, I recommend a visit. To those who have lost a loved one or a friend, our prayers are with you. To those who are under the weather, we wish you a speedy recovery. Until next time.

Jim Eblen  
President

## CHAPLAIN'S CORNER

Cecil D. Harper - OAEA Chaplain

Greetings from Texas,

Some of us still have the desire and the drive to accomplish a task that we have worked on for a long, long time. Yet there are those days when nothing seems to go right and we want to throw in the towel.

I remember a story I once heard about a twenty-year old country boy, awkward and overgrown, who was having a hard time making his way in the world. He could barely read, couldn't spell accurately, and was painfully shy.

He was fired from his first three jobs and couldn't find a fourth ----no one would hire him. Not a likely candidate for success you might say, but he had one redeeming quality. He wouldn't stop trying. So he began making brushes and selling them door to door. Eventually he did pretty well. He was Alfred C. Fuller, founder of the Fuller Brush Company.

Years later, another young Fuller Brush salesman, who outsold every other salesman in the Carolinas, once said:"I believe in my product, and sincerity is the biggest part of selling anything." He later became a "salesman" for Christianity. His name: Billy Graham. So the next time nothing seems to be going right, and we want to throw in the towel, perhaps we need to check our determination and sincerity.

Good Health To All,  
Cecil Harper  
Chaplain,OAEA

## EDITORIAL

Jim O'Connell – Editor

While completing their membership applications, many members have shared their own 'special ice story' with me and I want to say it is a real enjoyment to read or hear these. Two common threads throughout all applications is the reference made to their time on the "Ice" as being the most memorable time of their lives and that OAEs are the most dedicated friends anybody could ever have. It is also noteworthy to mention that a number have either sent pictures or articles about their personalized

automobile license plates that contain reference to the "ice".

Unlike all other service type 'stories' the full impact of these can only be achieved when shared with another OAE that has experienced "life on the ice". I once had a friend that told me the best memories are those that can be shared with someone that has lived them and I don't think truer words can be spoken. Although seriously interested, I do not feel that the general public could comprehend, let alone appreciate what sacrifices were made in the development of these "Special Ice Stories" and friendship bonds.

Jim O'Connell

## From the Secretary's Desk

### MEMBERSHIP INFORMATION –

In late 1999, the Old Antarctic Explorers Association was informally formed for the benefit of all OAEs and supporters. During the first few months, to become a registered member, submission of an e-mail with your name, address and a brief of your DF experience to the association is all that was required.

As the association began to grow, an executive steering committee was established to provide guidance and in May of 2000, the association's by-laws were approved and the association was legally incorporated. This also included election of association officers and a board of directors. At this time, the requirement for payment of membership dues became a requirement.

As with any organization, there are administrative costs and these costs must be bore by the membership. The amount for membership dues was designed to have the least possible economic impact on its members. Annual membership dues are \$10.00 a year; payable by the end of July and lifetime membership dues are based on the member's age at the time of registration.

In keeping with BOD Decision 01-02, a letter has been sent to each member that has not paid these dues informing him or her of this requirement.

*A reminder to our annual members – 2001/2002 dues are due by July 31<sup>st</sup>.*

**OAEA.NET** - The association has purchased rights to its own exclusive Internet website. The address for this is [www.oaea.net](http://www.oaea.net) and this will be used to publish official OAEA information. It is expected that a membership roster will be retained on the site and updated periodically. Webmaster is Billy-Ace Baker

**UNIT PATCHES** – If any of you have digital files of the units you were in on the ice, please identify them and send a copy to [penguin64@att.net](mailto:penguin64@att.net). I would like to build a collection of these and get them posted on the OAEA website.

**KIWIS LOOKING FOR HELP-** Anybody down in the Christchurch area interested in helping the kiwis down there restore R-4 17221, contact Denys Jones, Secretary of the Ferrymead Aeronautical Society at [coulter-jones@xtra.co.nz](mailto:coulter-jones@xtra.co.nz) Or visit their corporate website at [www.ferrymead.co.nz](http://www.ferrymead.co.nz) and you'll find links to some now somewhat dated pix.

**GLACIER SOCIETY** - The following is a letter from Ben Koether, Master and Chairman of the Glacier Society published in the May 2001 edition of The Icebreaking News. The Glacier is being restored and will be put back to sea as an educational platform.

Thanks to you, our Society is making great progress!

Our volunteer group – made up of individuals committed to working on restoration projects, both on and off the ship – is now 65 men and women strong. We have new volunteers calling or writing every day, so we expect that number to grow significantly this year.

Specifically, we need individuals with skills in computers, AutoCAD design, Macromedia, Web design, electrical engineering, electronics, computer network establishment, diesel mechanics, general maintenance, writing, financial planning and supply. We also need educators, welders, pip fitters and bosun mars, just to name a few. Can you assist us in one of these areas? Is there someone else you can recruit to lend a hand?

In March, we established electrical services through the ship's main switchboard for the first time in 14 years! The ship's lights came

on and we powered the anchor windlass. Now we need to find the anchor chain in order to be towed away to our berth. While preparations for berthing the ship involve complicated arrangements with several government authorities, we continue to maintain a positive view of the outcome.

Until our berth is ready, we will concentrate on completing the activation of the electrical systems, preparing the steering system for operation, and collecting missing equipment from the reserve fleet and DRMO. We have also cleaned and prepared berths for nearly 70 persons.

Recently, the Coast Guard provided us with close to 5,000 detailed drawings of the ship. As you can imagine, this is a tremendous achievement as it assures our success in establishing an operating vessel.

Last, but not least, the Arctic Survey Boat is now in operation. She sports a fresh coat of 'Coast Guard Red' paint with the Glacier Society logo emblazoned on the pilothouse bulkheads. Our crew will sail her to New York Harbor for Fleet Week where she will berth alongside the Intrepid and the Edson.

/s/ Ben Koether, Master and Chairman  
The Glacier Society.

*If you are interested in this project, you can contact the Glacier Society at PO Box 1419, Bridgeport, CT 06601 (203) 375-6638*

**IN MEMORY** – OAE Bill Couch passed away on 28 April 2001. Bill was a member of the OAEA and his Antarctic experience was in VXE-6 from 1972 through 1975. He also served as a member of the VXE-6 Pararescue Team

**LETTER TO NSF AND CONGRESS** - As soon as the distribution details can be worked out, you all will either be receiving an internet location or you will receive a letter in the mail. This is a Letter that has been approved by the Board of Directors for each OAE to send his or her own personal copy to the Director of the National Science Foundation in an appeal to declare an LC-130F excess so that we might begin the Process of obtaining it for public exhibition in a museum that will use it as the centerpiece for an Antarctic museum. Copies of this also need to be sent to the congressional representatives from

your area to obtain their backing in this project. Hopefully something like the Glacier can happen in that Congress directed its move from the Navy to the Glacier Society.

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## REUNION INFORMATION

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**OAEA** - The first national reunion committee has been established and will be working out the details of the reunion, currently planned for the latter part of 2002 in Pensacola, Florida. Board members are:

Jim O'Connell – Chairman  
Billy-Ace Baker  
Billy Blackwelder  
Paul Dickson  
Karla Japzon  
Les Liptak  
Tom Thompson

**DF-4 (1958-1959)** – Submitted by OAE Ron Williams - Chuck Winchester is trying to put together a reunion of DF4 personnel in Colorado. The proposed time is in September. If you are interested in this, you can contact Chuck at [tubman4@juno.com](mailto:tubman4@juno.com) or contact the OAEA Secretary and he will put you in touch.

**WO 72/73** – At last year's reunion, It was voted on to have the next reunion in Las Vegas in 2002.

**USS GLACIER (AGB-4)** – Submitted by Don Reinsma (and published in APR-JUN 2001 Shift Colors) The Glacier has scheduled a reunion for September 12-16, 2001 in Charleston, SC. Contact Jerry Seeney, 11612 River Road, Chesterfield, VA 23838 (804) 590-1606

**USS THOMAS J. GARY (DER 326)** – Submitted by Billy-Ace Baker The USS *Thomas J. Gary* was the Deep Freeze picket ship on station at 60 degrees south during DF-66 (65-66) and DF-67 (66-67) and provided vital weather reporting for flight forecasting and served as the on-station SAR ship. She also provided resupply of the New Zealand subantarctic weather station at Campbell Island. Reunion will be in Branson, Missouri, 2-5 August 2001 - Contact: Ron Day  
Phone: (315) 344 8823  
Email: [ronday@northnet.org](mailto:ronday@northnet.org)

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## SIXTH REUNION OF THE ANTARCTIC DEEP FREEZE ASSOCIATION

by Billy-Ace Baker

The 6th Reunion of the Antarctic Deep Freeze Association (ADFA) was held in Biloxi, Mississippi from 10 through 12 April 2001. Although the organized part of the reunion was from Tuesday the 10th of April through Thursday the 12th there was actually something going on from Monday through Friday of that week. These included a social evening at Bill Stroups house Monday evening and the Hospitality Room was open for most of the week, when there were no events scheduled, and through Friday morning for final good byes.

The reunion was held at the Broadwater Resort Tower Hotel in Biloxi and was hosted by Bill Stroup and a grand time was had by all. Highlights of the reunion were presentations by Jerry Marty, the National Science Foundation (NSF) Project Manager for Construction, and Carlton Walker, Raytheon, Construction Coordinator, which included a slide show featuring the South Pole Reconstruction Project. Their wives, Elena and Paula, each gave a presentation on their Antarctic experiences and a woman's viewpoint of conditions at the South Pole. The keynote speaker was Dian Belanger who updated her ADFA sponsored oral history project and she following this with a slide show of her NSF visit to Antarctica last January. There was also a bus trip to the Gulfport Construction Battalion Center and a tour of the Seabee Museum at the center. The museum had a small Antarctic exhibit and a number of Deep Freeze cruise books, which had been specially laid out for the ADFA tour group.

Following the dinner buffet, which was actually a fine banquet, Dian Belanger again spoke and told an amusing story about each of the seven U.S. Antarctic Stations that were constructed during the IGY. The dinner was followed by a raffle and a very interesting, and spirited, auction of donated items. Many of the items in the raffle and the auction had an Antarctic connection, which made the two events even more popular.

During the business meeting it was decided to hold the next reunion in Jacksonville, Florida in

2003 and it will be hosted by Jerry Nolen, the new reunion coordinator. An exact date and appropriate details will be promulgated at a later date.

The Antarctic Deep Association was formed by members of Mobile Construction Battalion (MCB) Special and MCB Special Detachment Bravo (including Air Development Squadron Six), who participated in Operation Deep Freeze I and II. The membership has since been expanded to include all services, as well as scientific and support personnel who participated in the United States Antarctic Program and who have spent time in the Antarctic commencing in 1955 and extending through the present time.

The mission of the ADFA is to preserve and perpetuate the memory of the U.S. Navy participation in the United States Antarctic Program during the International Geophysical Year including Deep Freeze I and II. Any eligible person may apply to join the ADFA. There are no entry fees or annual membership dues. The ADFA funds itself through donations from the membership, the sale of ADFA merchandise and through other fund raising events. Requests to join the ADFA, or for more information should be sent to Dick Bowers at: [rbowers@indy.rr.com](mailto:rbowers@indy.rr.com).

## LOCATOR

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Dave Dubois is looking for anyone who wintered-over on the "ice" during the months of Oct 72 to Oct 73. If you know anyone please contact Dave via e-mail at [ddubois@waveinter.com](mailto:ddubois@waveinter.com) or contact the Secretary/Treasurer and he will pass the information on to Dave.

## THIS QUARTER IN HISTORY

Billy-Ace Baker OAEA Historian

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### *The First Midwinter's Day Party*

Or was it Midwinter's Night? What do a group of explorers do when they reach the midpoint in their stay on the ice? They have a party to celebrate the occasion in traditional midwinter

style. Midwinter's Day is traditionally observed on 21 or 22 June. It can mark the halfway point for an expedition or it can mark the half way point between sunset and the return of the sun.

When did the tradition start? The Belgium explorer Adrien de Gerlache who was the leader of the *Belgica* Expedition in 1898 was the first expedition to winter-over in Antarctica, but it was not intentional. His ship became trapped in the ice and was to remain there for over a year.

They were having a very bad year, so they really didn't have much to celebrate. Several expedition members died during the winter and one member went mad. Amundsen, who was an officer of the expedition resigned his commission in disgust with the entire state of affairs.

During the Navy years at McMurdo the Midwinter party was traditionally held on the 21st of June, but the first winter-over crew at the South Pole celebrated midwinter on the 22nd.

During and after the IGY it was a tradition for the stations of the participating nations to exchange midwinter messages. However, in the beginning the U.S. Antarctic Stations were officially forbidden to participate in this exchange. This only lasted several years because in 1959 President Eisenhower sent the first Midwinter Day Greeting message from the White House to All Antarctic Stations, which gave the practice, an official sanction. After that McMurdo Station became the hub or clearinghouse for these midwinter day greetings from every station on the continent and from the heads-of-states of the parent nations of all the stations.

So when was the first Midwinter Day celebrated in Antarctica? The first expedition that was conducted with a plan to deliberately winter-over was the Southern Cross expedition in 1899 led by Carsten Borchgrevink, and they had a midwinter party of sorts even if it was only a salute to the flag and the setting off of a barrel of paraffin to celebrate the occasion.

*The following is the letter for Midwinter's Day 2001 from President George W. Bush*

THE WHITE HOUSE

WASHINGTON

June 19, 2001

I am pleased to send warm greetings for Midwinter's Day 2001 to the scientists, researchers, and other professionals from around the world who are stationed in Antarctica. This June 21 observance is a special time to recognize your contributions to learning and knowledge.

More than 40 years ago, 12 nations pledged their commitment to a unique experiment based on international cooperation, scientific understanding, and peaceful co-existence. The Antarctic Treaty brought together an international community of scientists to collaborate on new discoveries and shared global problems.

Today, the international science community working in Antarctica is carrying on this proud legacy, helping us to learn more about global processes affecting Earth's environment. Consequently, we will have the solid scientific information we need to develop sound environmental policies. Exciting discoveries, like the recent astrophysical breakthroughs in understanding the nature of the Universe at its infancy, also inspire young people to sharpen their math and science skills and to prepare for the opportunities of tomorrow.

The United States is proud to support your important work in Antarctica. Your spirit of cooperation, demonstrated recently by an international effort to rescue a sick colleague at the South Pole, inspires people everywhere. I applaud you for your courage and professional dedication as you work in a tough and unforgiving environment.

As you observe Midwinter's Day 2001, I send best wishes for a productive and rewarding experience in Antarctica. May God bless you and bring you safely home to your families.

/s/George W. Bush

## GENERAL INFORMATION

### NOMAD HAS A NOSE FOR METEORITES

This article is reprinted from The Antarctic Sun – Reprint permission granted – Article by Josh Landis

When Crary Lab supervisor Robbie Score picked up a meteorite in the Allan Hills in 1984 she set the stage for a frenzy of scientific excitement and analysis that, more than ten years later, would change the way people think about the usability of life on other planets.

Meteorite ALH84001 made its way into headlines around the world and ignited hot debate over whether it was a priceless clue to extraterrestrial life or just a misidentified chunk of space rock.

Now the search for meteorites and their secrets is getting help of the non-human kind. Researchers from Carnegie-Mellon University are conducting the latest field test of Nomad, a self-controlled, automated rock hunter.

"For the first time ever a robot exhibited the intelligence to make scientific observations in the field, found and correctly classified material from outer space," said Dimi Apostolopoulos, systems scientist at Carnegie-Mellon's Robotics Institute and principal investigator of Nomad's latest trial.

It's an accomplishment he and others hope will change the way scientists look for meteorites here and in other parts of the solar system.

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**ASPECTS OF AVIATION IN ANTARCTICA** by Jim O'Leary *-Editor's note: This is part 2 of a 6 part series written by OAE Jim O'Leary when he was on the "ice" '75 to '80.*

In 1938-39, Captain Albert Ritscher's German Antarctic expedition used two seaplanes which had a much longer range than the small planes used previously. Because of this added capability, the German explorers were able to photograph a large portion of previously unseen territory in a short time, taking over 11,000 photographs in a little over two weeks.

The U.S. Congress established the United States Antarctic Service Expedition in 1939 and it proved to be a turning point for aviation and exploration in Antarctica. Commanded by Admiral Byrd, this force set up several bases on the east and west coasts of Antarctica and

claimed a number of territories for the United States. However, the outbreak of World War II shortly thereafter temporarily halted all operations in Antarctica.

During the war, German raiders used sub-Antarctic islands such as Kerguelen as bases and harassed Allied shipping until driven out.

World War II proved to be a testing area for all kinds of weaponry and numerous advances were made in the field of aviation technology. Aircraft became larger, more powerful, more versatile and had a larger payload.

In 1946-47, Admiral Byrd returned to Antarctica with the largest expedition ever launched against the continent. Operation HIGH JUMP utilized 4,000 men, 13 ships and a submarine. It was the first mission to use helicopters extensively; photo-mapping flights discovered more territory than all previous expeditions combined; and experimental aircraft were tested and used. The expedition also studied and investigated various interdisciplinary science, tested personnel to the effects of harsh weather conditions and scouted for natural resources.

One of Operation HIGH JUMP's tasks was to circumnavigate the 16,000 mile coastline and map it thoroughly. A two-pronged assault was used: ski-equipped land planes made photo reconnaissance journeys of the interior, and seaplanes at various sites explored the coastline and immediate inland regions. This double-edged capability resulted in 64 photographic flights covering 60 percent of the continent's coastline in 70,000 aerial photographs.

During the expedition, Byrd also became the first man to reach the South Pole twice. It was only the fourth time man had seen the Pole: Roald Amundsen in 1911, Captain Scott in 1912, Byrd by air in 1929 and again in 1947.

The hazards of aviation in Antarctica claimed three aviators during HIGH JUMP. They were killed during a reconnaissance flight on Dec. 31, 1946 at the Thurston Peninsula.

The second antarctic expedition (1947-48) was nicknamed Operation WINDMILL because helicopters were used extensively, although helicopters were not a novelty in Antarctica. Admiral Byrd had used a Kellett Auto-Gyro in

1934 which he operated through an entire season before it crashed.

Two icebreakers established ground control points during Operation WINDMILL and were used to construct maps from aerial photographs taken during Operation HIGH JUMP. WINDMILL was the first operation of its kind in Antarctica to be primarily dependent on helicopters for transport and accomplishment of the mission.

An Argentine mercy mission raised the possibility of support from another land mass. Ice conditions had prevented ships from penetrating Marguerite Bay in March 1953, and isolated the Argentine station at Barry Island. Loaded with essential food, medical supplies and mail, a long-range Avro-Lincoln of the Argentine Air Force flew non-stop from South America's Rio Gallegos to the Argentine sector at Barry Island. The successful support flight proved that support from another land mass could be accomplished if suitable landing areas could be established on the continent.

The fast approaching International Geophysical Year (IGY) of 1957 speeded the process of maturity of Antarctic aviation and began the Navy's involvement in a support program called Operation DEEP FREEZE. Initiating supply efforts in the 1955-56 season, the Navy flew two ski-equipped "Neptunes" and two-wheeled R5D "Skymasters" from New Zealand, landing on the ice at McMurdo Sound without any difficulty. Other than through ship operations, which had been the only way to provide support for explorers in Antarctica since exploration began, a way had been found to move passengers and cargo into the Antarctic.

On Jan. 19, 1955, the Navy commissioned Air Development Squadron SIX (VX-6), now Antarctic Development Squadron SIX (VXE-6), as the "air arm" for Antarctic support. The squadron was to spearhead intracontinental thrusts and earn for itself a niche in Antarctic history.

Rear Admiral George Dufek and six VX-6 crewmen and pilots made the first landing at the South Pole onboard the "Que Sera Sera," an R4D, on October 31, 1956. They were the first men to set foot on the Pole since Capt. Scott and



his fateful party in Jan. 17, 1912. Jet assisted take-off (JATO) had to be used to enable the aircraft to lift off from the soft snow of the polar plateau.

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**RADIO ECHO SOUNDING MISSIONS IN ANTARCTICA -ICE SENSING DISCOVERS LAKES UNDER ICE –**

Reprinted from VXE-6 Familygram February 1975 courtesy of Art Herr. (Editor's note – In March 2001, Art attended a reunion of the RE/SPRI (Radio Echo/Scott Polar Research Institute) in Cambridge, UK

The world's last frontier, Antarctica, still holds many secrets which scientists are today seeking to discover. During the past twenty years since scientific investigation became active on a large scale in this frozen continent, many secrets have been revealed and scientists believe many yet lie beneath tons of ice and snow.

The study of the ice, its properties, movement and formation has been the mission of the International Antarctic Glaciological Program, a decade long program carried out primarily by Australia, France, the United States, England and Russia.

This is a vast project as 95 percent of the world's permanent ice is in the Antarctic – Some 7 million cubic miles of it. In some places the ice is almost three miles thick. This great mass makes Antarctica the highest of all continents with an average elevation of 7500 feet.

This is the fourth season of the joint research program conducted by the Scott Polar Institute. This season's projects were conducted under the direction of Drs. Gordon de Q Robin and Dave Drewery, and scientists from the National Science Foundation and Technical University of Denmark.

The ice sensing missions are flown in a Navy ski-equipped LC-130 aircraft from Antarctic Development Squadron SIX (VXE-6). The aircraft is equipped with an array of antennas suspended beneath the wings.

These antennas, a bar shaped trapeze 60MHZ and pylon mounted disc 300MHZ, are connected to transmitters, receivers and recording equipment inside the aircraft

The antennas were designed and manufactured by the Electromagnetic Laboratory of the Technical University of Denmark in consultation with the U. S. Navy Air Development Center in Warminster, Pa.

The research has been productive and a whole new continent has been discovered. In three previous seasons of ice sensing mountain ranges 10,000 feet high, valleys 400 feet below sea level, extensive plains and lakes have been found.

Scientists have been able to locate these areas by flying low over the ice sheet – usually about 300 feet sending signals down to the ice sheet.

These waves bounce back from the surface, from the internal layers of the ice and from the underlying continent. This way it is possible to continuously measure and record the geophysical features of the continent below.

Because of these missions, the Scott Polar Institute has been able to construct a relief map of East Antarctica. With the additional information acquired this past season the institute will be able to show more detail of this complex area and construct an initial map of Marie Byrd Land.

Also included in the ice sensing missions are sophisticated photo mapping equipment which records the surface features of Antarctica. The use of photographic and electronic readings afford the scientists an opportunity to closely study the surface where the unusual readings were recorded.

Antarctic research of interest to scientists this season were Byrd Land, Adelie Land, the Ross Ice Shelf, the Trans-Antarctic Mountains and part of the polar plateau 600 miles from the main scientific base, McMurdo Station.

Over 80,000 miles of ice sensing flights were flown over the Antarctic Continent. Two lakes were discovered under the ice at the East Antarctic Plateau and surface bedrock on the plateau was also studied during these missions.



During the ice sensing missions flown over Marie Byrd Land detailed soundings were conducted to tell how the ice is 'streaming' (flowing in streams) towards the Ross Ice Shelf from Byrd Station.

Another area of investigation was the aspects of glaciology of the ice on the Ross Ice Shelf. Using equipment developed by Chris Neal of Scott Polar Institute, the scientists studied the bottom of the ice shelf by the echos received.

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## TITANIC ICEBERG



Pushing its weight around the sea, iceberg B-15A floats within miles of Ross Island. Undulating tides combined with the Earth's rotational force have brought this massive chunk of the ice shelf almost to the edge of McMurdo Sound. The size of the original berg was estimated to be 480 cubic miles (2,000 cubic kilometers) of ice, which if melted would be more than 528 trillion gallons of water (enough to meet the domestic and public water needs of the United States for several years). Researchers from the University of Chicago and the University of Wisconsin traveled by the Coast Guard Cutter *Polar Sea* and helicopters to the middle of B-15A, where they installed weather and GPS instruments. It's the first time an iceberg has been monitored like this, and the data will allow an unprecedented understanding of how giant bergs make their way through the waters of Antarctica and beyond. Photo by Josh Landis.

### Association Officers

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