



EXPLORER'S GAZETTE

Volume 1, Issue 3

Old Antarctic Explorers Association, Inc

Fall 2001

PRESIDENT'S COLUMN

Jim Eblen – OAEA President

To All OAE's – At this writing, the Association is moving toward to accomplishing two major events. First, Jim O'Connell is getting the necessary paperwork to the IRS to get our tax-exempt status in place. Second, Jim and the Symposium/reunion committee are working to make the 2002 reunion a reality. There is a lot of planning and hard work required to put this event together. I am sure they would accept any help or suggestions.

The remainder of this article will cover a small bit of history of the Navy's role in the exploration of Antarctica. This is an excerpt from an article that appeared in Navy Times, Titled "THE NAVY SPENT DECADES IN ANTARCTICA". Some of you may have read the article, but for those of you that didn't, I think you will find it interesting. This will be in two parts, beginning with the South Pole Exploration, and continuing with the signing of the Antarctic Treaty.

A long era of South Pole exploration by Navy sailors ended in March 1998 when the Naval Support Force Antarctica was decommissioned.

In 1838, American explorer Rear Adm. Charles Wilkes became the first person to identify Antarctica as a continent. American involvement in Antarctica began in earnest in 1928 when Rear Adm. Richard E. Byrd established his first Little America Station of the Ross Ice Shelf. The following year, Byrd and three fellow pilots made a historic first flight over the South Pole. The Admiral eventually led five expeditions to Antarctica, including the

1947 "Operation High Jump" with 13 ships, 23 aircraft, and 4,700 men.

During that expedition, a PBM-5 Mariner twin-engine amphibious aircraft, identified by the radio call sign George One, encountered heavy cloud cover, scraped an unseen mountain peak and exploded. Three sailors died among the nine-member crew. The survivors found shelter and food in the plane's wreckage and waited for their rescue. For 13 days, heavy cloud cover prevented search aircraft from finding the lost crew. Finally, the skies cleared on January 11, 1947, and the six survivors were saved.

Naval Support Force Antarctica (NSFA) was established in 1954, with Rear Adm. George Dufek in command. He felt a trained support force was needed to support American participation in the upcoming International Geophysical Year, which were actually two 18-month periods, between 1955 and 1958. In 1956, Dufek and a small group of sailors landed an LC-47 Skytrain near the South Pole.

NSFA made yearly deployments to the Antarctic, beginning with Operation Deep Freeze 1 during the 1955-1956 austral summer season. That year, 1,800 men aboard seven ships came to Ross Island with a mission to establish an airfield and base of operations. To be continued

..... Hope this finds all in good health. 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

Personal courage is a much-needed ingredient in the lives of most Americans during these days of national crisis. We have been shocked by the events of 11 Sept 01, but personal courage is the positive manifestation of an inward alertness to the presence of God. The immensity of a person's life depends upon the intensity of his faith in the power of God to see him through. In life's darkest moments God will always speak to those who are in tune with his infinite will. He is greater than any power, which exists outside of His holy realm. The wickedness of man may claim the battle today, and tomorrow, but the third day belongs to him. The tragedy of the cross is finally swallowed up in the victory of the Resurrection.

Wherever you may be at this hour, be still for a moment. List to the still small voice, saying to you, "Fear not, I am with you, I will help you. I will uphold you with the right hand of my righteousness" God is with us, His Spirit is anxious to dwell within us.

In these days of challenge to our beloved nation we must allow our knowledge of, and faith in, God to lead us through this tumult. Pray for our president and our leaders, that their decisions will be timely and wise and just.

Godspeed
Cecil Harper
Chaplain, OAEA

EDITORIAL

Jim O'Connell - Editor

What is a family? To most people, the simple answer to this question is 'all my relatives'.

Merriam-Websters collegiate dictionary defines 'family' as:

"A group of people united by certain convictions or a common affiliation"

While serving in Antarctica, we applied this definition and extended our family to include those that shared not only our experiences on the 'ice', but also our personal lives.

Throughout time, families are extended to include others who have shared our happiness and sorrow. On September 11th we all shared in the losses the atrocities of that day caused. and as such, our family now includes all of our neighbors and other residents of our communities and country.

Oh behalf of the Old Antarctic Explorers Association, I extend our deepest sympathy to all that had loved ones affected as a result of the atrocities on that day.

IN MEMORY -

OAE Charlie Borgstrom passed away July 2, 2001. Charlie was the "Helo King" in VXE-6 in the late 60s.

OAE Roy W. Kline passed away August 19th, 2001 in Jacksonville, FL. Roy was a lifetime member of the OAEA and wintered-over at Pole Station 72/73 as a Hospital Corpsman

OAE Ray Berger passed away October 1st, 2001 in Beeville, TX. Ray was a lifetime member of the OAEA and served as aircraft pilot with VX-6 from 2/64 until 6/69.

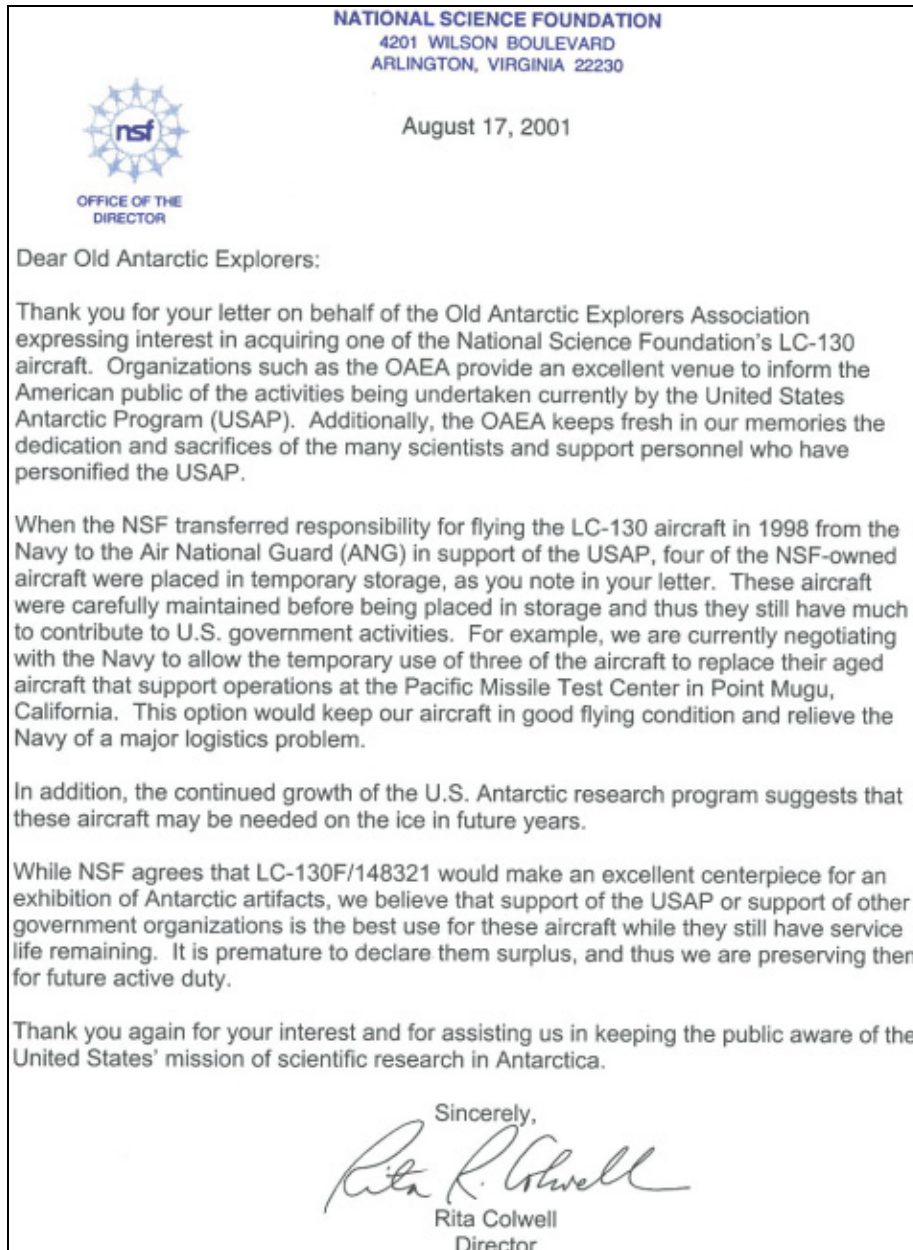
REUNION INFORMATION -

There is no reunion information available for forthcoming reunions at the time of publishing.

If you have any information regarding future reunions, please send the information to Jim O'Connell at penguin64@att.net for publication in the Gazette

Our first national reunion is being planned for 6, 7 and 8 November 2002 in Pensacola, FL. More information will be published as it established and members will receive a registration package in the mail when the final details are drawn up. Expect these letters in early 2002.

The following letter was received from the Director of the National Science Foundation in response to our membership letter to obtain a LC-130 for museum exhibition



LOCATOR

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 or contact the Secretary/Treasurer and he will pass the information on to Dave.

THIS QUARTER IN HISTORY –

By Billy-Ace Baker – OAEA Historian



Editor's note – Please forgive the quality of this picture as it was copied from a 1957 newspaper. If anybody has an original, it would be nice to provide a copy to Billy.

First Commercial Flight to Antarctica

Admiral Dufek, in an attempt to promote commercial interest in the Antarctic, convinced Pan American Airlines (PanAm) that they might do well to fly in one of their StratoCruisers.

PanAm said they would give it a try and one day a commercial airliner, complete with stewardesses in cute little parkas, landed on the ice strip at McMurdo. It should be noted that a commercial flight to the ice was first planned by Scandinavian Airlines for a flight from Australia after the Olympic Games the previous year, but the project was called off.

FLASHBACK: Commenting on the report that there would be no women on the proposed PanAm flight to McMurdo Sound, Rear Admiral Dufek said: 'If there are any hostesses they're going to be men.'" Rear Admiral Dufek said women writers, reporters and pilots, amongst others, had placed him in a "most embarrassing" position with requests for permission to visit Antarctica. "I try to say no as gently as I can," he

said, "but I don't think we are quite ready for that yet." "Women will not be allowed in the Antarctic until we can provide one woman for every man". The Admiral said one of the main problems at present was the lack of separate facilities for both men and women. Some witnesses claim that the admiral's words were a little stronger and that he roared; "Women? Women on the ice? There will be no God damned women on the ice while I'm COMNAVSUPFOR". When the navy, chartered the plane, the Admirals wishes about no women were not complied with but he insisted that the stewardesses would not be allowed to leave the aircraft. Antarctica would still remain untrodden by woman. The record shows that the admiral did not have his way: Patricia Hepinstall, a tall blonde and a former model; and Ruth Kelly, a brunette and a former school teacher, were aboard that very flight and they did, in fact, go ashore.

The first commercial flight to Antarctica reached McMurdo on 15 October 1957 at 8:14 p.m., bringing with it two women who could claim the distinction of furthest south. The Pan American Airlines Stratocruiser Clipper *American* on a military airlift charter, carried thirty-six Navy personnel of Deep Freeze III, numerous VIPs, including the U.S. Ambassador to New Zealand and a New Zealand cabinet minister. Far more attention, however, seems to have been paid to the stewardesses by the men, many who had not seen a woman in over 12 months and some who would not for another 12 months.

During their three and a half hours on the ice the stewardesses received the red carpet treatment from the men stationed on the edge of McMurdo Sound. They were entertained at midrats and the tables were set with tablecloths, flowers and little cakes. However, they had no time to eat the cakes because they were so busy judging beards. The stewardesses were asked to judge the finish of a beard-growing contest among the men who had wintered over. About fifty men, a third of the base complement, turned out for the event. The stewardesses also participated as passengers on a U.S.-New Zealand husky dog-sledge race. The girls said the sled race winner was not determined because the stop-watch froze in the temperature of 15 degrees below zero. One girl was allotted to each sledge in the race and the girls thought it was great fun.

Admiral Dufek joined in the festivities and

offered an appraisal of the event. "This is a historic occasion." he told the stewardesses. "You are about 500 miles closer to the South Pole than any American women have ever been before." The summer tourists made a big fuss over the girls, but some members of the wintering-over party, who had several more months to spend on the ice, ran away and hid. If you haven't seen a woman in 12 months, it's not going to do you much good to look at one who will be gone in a couple of hours. That explains why there were only 50 men in attendance.

Although the stewardesses were on the ice for only a few hours, they made headlines around the world (probably because media representatives were aboard the flight). Some newspapers, the journalists from which should have known better, hailed them as the first women in the Antarctic. A common headline was "Two Girls "Invade" Antarctica." The reporters also erroneously reported that it was hoped to use the ice runway at McMurdo Sound, New Zealand's Antarctic base, and to fly across the South Pole to Punta Arenas in South America. The reporters couldn't get it straight how long the men had been on the ice, or even how many men were there.

On their return to civilization the girls stated that they did not notice the cold. The first thing they did upon arriving in sunny Sydney, Australia was to buy icecream cones. They were still wearing the fur-lined windbreakers they wore in Antarctica's 60-deg.-below-zero temperature. They admitted they had been further fortified against the cold by padded pants, fur-lined parkas, woolen underwear and windbreakers.

FLASHFORWARD: McMurdo is Hub of a Man's Land. Women may have briefly touched base at McMurdo, but Antarctica seems built for males. The age of tourism may appear to have arrived in Antarctica but it's still a man's continent. A couple of venturesome airline stewardesses flew in here not so long ago to become the first women to invade this male domain. The reaction to their arrival was mixed, their departure met with universal relief. To state it bluntly, many of the men are here to get away from women, and many are here to just get away from everything. This place will remain an exclusive boys club forever.

After the stewardesses came the dignitaries and many years later the new explorers came — and they were women.

Sources:

Moments of Terror by David Burke
Polar Times December 1957
The Advertiser (Adelaide, Australia) , 17 October 1957
Women on the Ice by Elizabeth Chipman
Penguins Have Square Eyes by Patrick Trese
Morning Herald (Sydney, Australia), 18 September 1957
The Age (Melbourne, Australia) 10 October 1957
Personal communications from Elizabeth Chipman, 24 September 2001

American Polar Society –

submitted by Billy-Ace Baker

I have just updated my APS web site. If you are not already a member of the APS and you join by email between now and the end of October 2001 you will receive two additional issues of the Polar Times and if you are one of the first fifty people to join by email you will receive a free society pin. Full details about this offer are available on the web site. Check the web site and if you like what you see please sign up: <http://www.geocities.com/~oaedks/amerpolr.html>.

EXPLORERS GAZETTE

All members are invited to submit articles of their experiences or current activities for insertion in the Explorers Gazette. Please submit them to Jim O'Connell by the end of the 2nd month of the quarter

MISS NORTH KINGSTOWN

by Billy-Ace Penguin Baker

Acknowledgment: This story would not have been possible without the help of Pat Biscoe who supplied me with all the background information. Pat is the daughter of OAE Harold Bracken and his wife Doris. According to Harold, Doris deserves all the credit for making this story possible in the first place.

On December 31, 1958, cartoonist Roy Crane, creator of the comic strip *Buz Sawyer* sent Buz on a tour of duty to Antarctica with Air Development Squadron Six (VX-6). The cartoonist carefully researched Operation Deep Freeze before starting the episode and the strip was very faithful in portraying Navy life on the Ice. Because of this the strip was very popular with the personnel who were actually on the Ice

or who had been to the Ice. However, on March 26, 1959, Crane introduced a Russian mannequin, by the name of Katrinka, into the strip, and that is where the problems began. It seemed that the men of Deep Freeze already had a mannequin and she was not a gift from the Russians.

The idea to take a mannequin to the Ice came to AD1 Harold Bracken of VX-6 in California on a redeployment flight from Antarctica. In October of 1957, Harold, who was known as Harry to his close friends, tried in vain to procure a store dummy, but due to limited time and resources available Harry and other crewmembers were forced to give up their quest and all but forgot about the idea. However, upon returning to homeport in Quonset Point, Rhode Island, Bracken jokingly mentioned the idea and the nonproductive search for a mannequin to his wife Doris. Mrs. Bracken thought the idea was too good to die, so she took up the challenge. And after several failures, she decided to ask the local newspaper for a little help. The editor happened to be a guy with a keen sense of humor and he was also an ex-Navy man, so he agreed to help. After making a few phone calls, the editor was able to convince one of the North Kingstown merchants to donate a window mannequin. Just two days prior to deployment, Doris Bracken had a dummy in hand. On the day of departure, the beautiful blonde mannequin was positioned gracefully in the nose turret of a ski-equipped P2V *Neptune* wearing a bright red bathing suit and a white Miss North Kingstown sash.

The news of Miss North Kingstown preceded her and she was met by reporters and photographs at almost every stop on the 14,000-mile trip from Quonset Point to Antarctica. Stories about her appeared in newspapers across the United States, Hawaii, New Zealand and newspapers in countries all over the world. She was also featured in *Navy Times* and *Yank* magazine

. A headline in a Washington newspaper read: **"First Girl at South Pole Has Soft, Smile Eternally Fixed Over a Set of Delightful Dimensions"**.

Before departing Christchurch, New Zealand, the shapely young lady with 36-22-35 measurements was fitted with Antarctic Survival gear for the trip to the Ice. However, to uphold her mission in life, she refused to wear her polar clothing. Upon

arriving at the South Pole station the curvaceous young blonde was given a place of honor in the station galley as a memorial to those things that the men left behind that meant the most. Even though she endured all the hardships at the Pole along with the men it was apparent that the conditions at the Pole were too harsh for her and she requested to be returned to McMurdo. She later relented and agreed to go back to the Pole for Christmas dinner with the men who she had forsaken. Upon her return to the Pole, her short blonde hair style had been replaced with a coiffeur of long blonde curls and her bathing suit had been exchanged with an elegant sequined stole and a clinging white silk gown fashioned from a parachute. After seeing the look on the faces of the men when she arrived back at the Pole she felt compelled to winter-over with them, so she was presented to the appreciative crew as a most welcome gift.

When Roy Crane drew the mannequin into the Buz Sawyer strip he wrote that the Russians had presented the mannequin to the Americans. Almost immediately Doris Bracken fired off a letter of admonition to Crane. Not only did she set the story straight, but she demanded and received an apology from Crane who feigned ignorance to any knowledge of Miss North Kingstown. With all the publicity, it is doubtful that he could have missed the excitement she generated and the fanfare she received while in transit to the Ice. The lovely Miss North Kingstown was on the Ice as early as October 16, 1958, and Katrinka appeared in Buz Sawyer March on 26, 1959. The only plausible explanation would be that Roy drew his comic strip far in advance of its appearance in newspapers.



Buz Sawyer comic strip for March 26, 1959. The Russians present Katrinka to the crew of Que Sera Sera at Vostok Station the USSR Antarctic base at the Pole of Inaccessibility.

For her efforts in obtaining the mannequin and her contributions to the morale of the men on the Ice Mrs. Bracken was honored at an all hands

assembly and was presented with a letter that appointed her as an honorary Public Information Officer for the squadron.



30 April 1959 Quonset Point, Rhode Island.— Mrs Bracken receives letter from Captain Slagle appointing her as honorary Public Information Officer for the squadron.

Several years later, Miss North Kingstown had become the resident hostess in the South Pole Station *Bamboo Room Bar* and was going by the name of Rosie. She had a new red wig that reflected her new name and she had been fitted with a black velvet gown fashioned with a décolletage that would certainly have been classified as "daring" anywhere else on earth.



Buz Dryfoose and Miss North Kingstown South Pole Station Deep Freeze IV

After Miss North Kingstown came the inflatable Judy Dolls, but that was many years later in a different time and a different morality.

ASPECTS OF AVIATION IN ANTARCTICA

by Jim O'Leary -*Editor's note: This is part 3 of a 6 part series written by OAE Jim O'Leary when he was on the "ice" '75 to '80.*

Special units from other branches of the Armed Forces have helped make Operation DEEP FREEZE a continuing success. Plans had to be formulated and executed which called for essential cooperation, providing much-needed personnel, supplies and other logistic support.

The ongoing collective effort has borne fruit. Since October 1955, United States Air Force aircrews, maintenance personnel and aircraft from the Tactical Air Command (TAC), the Military Air Transport Command (MATS) and its successor, the Military Airlift Command (MAC) have all been involved in Antarctic supply activities at various dates.

Dating from October 5, 1955, the 63rd Troop Carrier Wing (Heavy) provided C-124 "Globemasters" to fly to Christchurch, New Zealand, from Donaldson AFB, South Dakota. The 63rd became a part of MATS on July 1957 and continued to be responsible for Operation DEEP FREEZE through 1962-63, flying the "Globemasters" and the C-119 "Boxcars." During these years, the C-121 "Super Constellation" and the huge C-124s provided the bulk of cargo airlift and passenger service to McMurdo. Until the first ski-equipped LC-130 aircraft landed in January 1960, the only practical way to resupply the isolated interior stations was by airdrop from the C-119 and C-124 aircraft. In April of 1963, the 1501st Air Transport Wing (Heavy) at Travis AFB took responsibility for DEEP FREEZE. A major stopover point for Air Force movements from the East Coast, Travis is 2,500 miles closer to New Zealand.

It was a 1501st aircrew that successfully landed the first C-141 "Starlifter" all-jet aircraft at McMurdo in November 1966. The test flight demonstrated the Starlifter's capabilities to work and withstand the harsh Antarctic weather. The C-141 became the new workhorse for

Antarctic operations in DEEP FREEZE '69, a role it still has today. The C-141s operate from the early part of October through the middle of December.

From DEEP FREEZE '68 through DEEP FREEZE '75, the 21st Air Force at the East Coast was assigned the job of supporting Antarctic operations. The missions were shared by the 436 Military Air Wing (MAW) of Dover AFB, Delaware; the 437 MAW of Charleston, South Carolina and the 438 MAW of McGuire AFB, New Jersey. The responsibility was again transferred to the West Coast in DEEP FREEZE '76 to the 60th MAW at Travis AFB, California. Despite the turnover of personnel and the commands involved, the Air Force continues to maintain a professional and dedicated stance towards serving the needs and goals of support operations in Antarctica.

Starting with DEEP FREEZE '62 and ending in DEEP FREEZE '69, U.S. Army helicopters dominated the immediate air spaces at remote campsites on the continent. The U.S. Army Aviation Detachment (Antarctica Support) arrived at McMurdo in early October 1961, to evaluate two UH-1B Iroquois turbo-driven helicopters. Two geological missions of the United States Geological Survey "TOPO NORTH" and "TOPO SOUTH" were the first successes of the 10-man Army Detachment. These were topographical studies conducted on the ice shelf.

Although the helicopter support program was to be a temporary mission when first projected in 1961, it proved so successful and so vital to the logistical effort that by DEEP FREEZE '64, the U.S. Army agreed to continue the detachment's involvement in the operations.

The Army unit flew over 3,000 miles of support during the eight summer seasons of operations and proved the versatile capabilities and usefulness of the turbine helicopter against the environment of Antarctica. The UH helicopter models eventually replaced VXE-6's inventory of helicopters and caused the phasing out of other models.

Most of the unit's geodetic, geological and topographical missions were flown in remote campsites, such as the Ellsworth Mountains, the Beardmore Glacier, Marie Byrd Land and Ellsworth Land, which contain some of the

continent's fiercest and harshest weather conditions. "US ARMY 28 OCT 1916" This cryptic sign can be found on the top of Mount Discovery at Ross Island. It refers to the first mountaintop engine change ever performed in Antarctica. On Oct. 27, one of the helicopters refused to start after a test shutdown and a power turbine failure for the change. A new engine and all-Army crew was delivered and, working throughout the 24-hour sunlight of the Antarctic night, the mechanics were able to complete the engine change at 8 a.m. This, despite a constant temperature of 20 degrees below zero and a steady wind of 25 knots. Twelve hours were spent making an engine switch in an environment, which should have made the task more time-consuming.

With the help of two LC-130s from VXE-6, the Army helicopter detachment also made a historic landing at the South Pole on Feb. 4, 1963. After completing their mission at Mount Weaver in the Trans-Antarctic mountains in late January, it was decided that the helicopters would be flown to McMurdo Station via the South Pole since the Pole was closer. After a 13-day wait for the weather to subside, the helicopters set out for the South Pole, heavily laden with fuel and monitored closely by the VXE-6 LC-130s. Two hours and 34 minutes after takeoff, the trio of helicopters arrived safely and became first rotary wing aircraft to reach the Pole. At the Pole, the helicopters were dismantled, loaded aboard the LC-130s and flown back to McMurdo.

Fishing at the Pole

By Beth Minneci

sun staff (Reprinted with authority from Antarctic Sun)

Astrophysicist Albrecht Karle kneels gingerly beside an ice hole at the South Pole twice his width and more than a mile deep. On the surface it looks like nothing other than what it is - a darkening gape in the ice.

But buried deep inside is a cutting edge of astronomy. A long chain of orb-like sensors is catching the faint flashes of light produced by high-energy subatomic particles traveling through Earth and colliding in the ice.

The neutrino-seeking telescope is called AMANDA, an acronym for what Scientific American magazine called one of "seven wonders of modern astronomy," and described as "the weirdest telescope in the world," said Karle. He laughs out loud about the distinction.

The telescope is a \$10-million dollar, international project that scientists are hoping will teach them about violent events such as black hole collapses and supernova explosions. It's tracking high-energy particles that are one million times more energetic than anything coming from the sun.

"We're trying to see things far away," said co-spokesperson for the project Steve Barwick. "We hope to find out why they're so powerful. There's too many guesses and not enough answers."

What's unique about AMANDA is that it is a telescope tracking neutrinos rather than photons, which are light particles.

Unlike optical telescopes, in which light transmits a picture to the viewer, AMANDA focuses on the paths of neutrinos - the residue left by decaying radioactive elements and particles - which can draw a picture of the early universe.

"We know everything about every energy range of photons but no one ever used neutrinos to monitor the sky," said Marcus Hellwig, a graduate student from the University of Mainz in Germany working with AMANDA.

Monumental is the potential to trace cosmic history back to the big bang 15 billion years ago. "This comes down to understanding the fundamental processes of how the universe works, where these particles come from," Karle said.

Neutrinos are abundant and can pierce The Earth but are hard to detect because they are invisible, have no electric charge, virtually no interaction with matter and either no mass or are nearly without mass. "We call them poltergeist particles because they are so ethereal," Barwick said.

At the South Pole station, in the field of ice holes is a two-story blue building about a half-mile from the Pole's silver dome. Inside, a team of

astrophysicists watches busy computer screens for neutrino hits in the ice.

At any time around the globe, at certain universities and research stations, scientists with AMANDA are analyzing mounds of data and planning upgrades to the system.

The project employs about 70 people from 16 institutions in Germany, Belgium, Sweden and the United States.

"There are lots and lots of computers involved," said physicist Jodi Lamoureux. "It's a lot of work to actually do these measurements, but it will pay off."

The project is labor intensive because the scientists must analyze each hit to separate neutrinos from the millions of other cosmic rays hitting the sensors each day.

For one million particles that light up a screen, only about four are neutrinos, Karle said. Barwick described AMANDA as being four football fields deep, two wide. "It's bigger than the World Trade Center." (Editor's note - This article was written in February of 2001 and has no reference to the recent World Trade Center attacks). And AMANDA, 640 sensors in 19 holes, is just the prototype to a project with 10 times the number of sensors and, at \$250 million dollars, 25 times its price. As sort of a practice run, AMANDA has been tracing atmospheric neutrinos. The next step, the much larger project called Ice Cube, will also detect neutrinos, but will focus on finding them from the farthest places in the universe. Its size - at a half-mile by a half mile - will boost the numbers of neutrinos being caught, scientists are hoping.

"We're hoping to see the neutrino sky the way we see the photons," Barwick said. "The main goal of AMANDA was to establish this technique."



THE ADÉLIE PENGUIN

by Billy-Ace Baker



Adélie about to jump into the water

The majestic and stately Emperor penguin is the symbol of Antarctica, but the comical and curious little Adélie penguin is the most popular of all the penguins and is the penguin that is most often seen in the public eye.

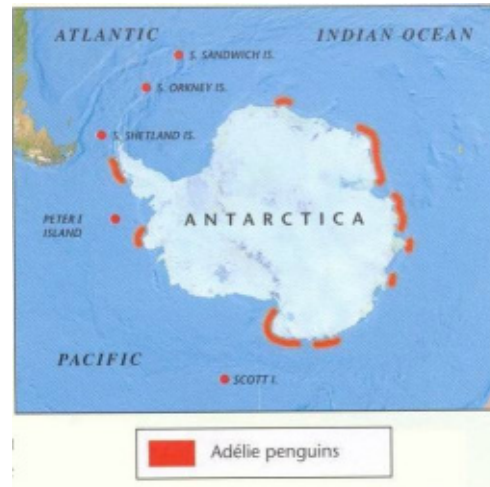
Why Adélie?

Adélie penguins were first described by naturalists from a French Antarctic expedition of 1837–40. Led by Capt. Dumont d'Urville, the expedition discovered in the Far South a small group of islands and a stretch of ice cliff, which the leader thought, quite rightly, must be the coast of a new land. On the islands he found thousands of these little black-and-white penguins, incubating eggs and feeding their chicks. He called the land *Terre Adélie* (French for "Adélie Land") after his wife and the naturalists gave the same name to the penguins that they found there.

Where Do They Live

Adélie penguins live mainly along the coasts of Antarctica (see map), wherever they can find islands or stretches of rocky shore. They also breed on many of the islands close to Antarctica that are surrounded by pack ice in winter, including the South Shetland, South Orkney, and South

Sandwich island groups, Peter I, Øy, Scott and the Balleny Islands (Øy and Balleny Islands not shown on map). Except for the Emperor penguins they are the coldest-living of all the penguins, often swimming in seas that are part-covered with ice floes, and breeding among snow and ice on land.



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The *Explorer's Gazette* is
the official publication
of the

Old Antarctic Explorers Association, Inc.

National Headquarters
4615 Balmoral Drive
Pensacola, FL 32504

Jim O'Connell, Editor

And is published four times
annually

