



EXPLORER'S GAZETTE

Volume 1, Issue 1 Old Antarctic Explorers Association, Inc Spring 2001

PRESIDENT'S COLUMN

Jim Eblen – OAEA President

I would like to pass on some information and share some thoughts with all of you. The Association is off and running to a great start thanks to the tremendous efforts of the Executive Steering Committee and countless other folks who went above and beyond it getting the Association formed. For the most part, all of the work was accomplished via e-mail. From the Executive Steering Committee we moved into the Officers and the Board of Directors. Thanks to the administrative skills of Secretary/treasurer Jim O'Connell and the technical expertise of Executive Vice President J.C. Harris, the Charter is now in place, and the Tax Exempt status is in the mill. The Board of Directors have a vast area of expertise that will ensure that the Association is in good hands. We also have a Historian, Billy "Ace" Baker and a Chaplain, Cecil Harper.

Time is drawing near to put together our first Symposium/reunion of the OAEA. A Board of Directors (BOD) Resolution has been promulgated to put the question to the BOD to hold the Symposium/reunion in the year 2002.. If approved, volunteers will be solicited for the position of Chairman and the necessary committees to put it all together. A poll was recently taken to get a consensus as to where to hold the Symposium/reunion. Pensacola FL was the site most suggested. The Chairman for the get together should come from this area. I would ask anyone with experience in the area of conventions/reunions to please step forward and help us to get this going. A check list and time frames is available to assist anyone interested. For those of you who attended the VX-6/VXE-6 decommissioning ceremony at Pt Mugu in March of 1999, will remember how great it was to rekindle old friendships and swap "Ice

Stories." All help in this endeavor will be accepted. Please contact either myself or Jim O'Connell to volunteer.

I will be attending my own reunion of the DF-IV Wintering over party on September 27th 28th , and 29th in Hotchkiss, CO. Anyone desiring information on this, contact Chuck Winchester, e-mail wtubman4@aol.com. If any of these folks are not members of the OAEA, I will work on them while there. I wish that I could attend all of the get togethers of OAE's, but other commitments prevent this.

Again, thanks to everyone who helped to put together this unique Association. Looking forward to rekindling the camaraderie in 2002. 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

This is the chaplain speaking. Most of you don't know me but I was on the ice for the winter of 72-73. Though it has been twenty eight years since I was there, it seems like yesterday. It was the most exciting and educational tour of duty I had in twenty one years I served in the Navy. Since retiring I have spoken to a large number of civic clubs and church organizations throughout East Texas, and occasionally still do so, using a slide presentation and still pictures along with souvenirs I picked up at Vostok station. It was a great tour and worth talking about. Most of the organizations I spoke to were very favorably

responsive. The word got around and sometimes I would give the presentation as often as three times a week. It was fun. People in East Texas just can't imagine an average temperature of minus forty-five degrees.

Anyway, greetings from the rolling hills of East Texas. I live in Bullard, a small community just south of Tyler. Born and reared in Tennessee I married a little black eyed Texas girl, thus my current address.

If in the future I can aid anyone in anyway as a chaplain would, please do not hesitate to ask. I hope that I will be able to get to some of the meetings of our organization and say a personal 'hello' to some of you.

In parting, let me remind you that we live in the most blessed nation on earth. We have a heritage of honor and vision, of sacrifice and courage, of dreams and hope, and our future depends upon the determination of those who best recognize this heritage as a gift of God. Someone has said that our nation was 'born a Christian' and our Judeo Christian heritage is the strength of our past our present and our future. So let me encourage you to remain faithfully vigilant in the face of the threats we encounter every day we live. God Bless, and Godspeed!!

EDITORIAL By Jim O'Connell – In 1999, through the technology of the Internet, a number of OAEs had come together and bonded in an e-mail system referred to as a "one-list" – This particular one having the title of OAEs-and-FNGs. Late in the year, these folks decided to select a name for an organization that would be befitting of all of the man and women that supported Antarctic Research through the years in various operations with military code names such as "Operation High Jump" and "Operation Deep Freeze". To this end, a poll was taken and very few participants submitted the same titles. To resolve this, the words in the title were counted and the words "Old", "Antarctic", and "Explorers" were used the most. The end result was a decision to call this group the "Old Antarctic Explorers Association" (OAEA). From this point, the OAEA continued to grow in size and has progressed to what we have today.

The OAEA will serve as a vehicle by which the memories of its members will be carried into the future by its Members, Associate Members and honorary members.

As this group is a group of such diverse interests, backgrounds and homelands, its potential members are spread throughout the United States from the farms in Iowa to New York and San Francisco and all points in between. In an attempt to contact everyone that is eligible for a membership, I ask each and everyone of you to contact any of your ex-shipmates that you are still in contact with and inform them of the establishment of the OAEA. This task is kind of like locating everybody on the 'ice'. We know they are there if we can just find them....

From the Secretary's Desk

EXPLORER'S GAZETTE - Commencing with this edition, the previous used 'status report' format has been discontinued. In the future, membership information will be published via a quarterly newsletter.

As mailing costs are rising and we are operating on a very limited budget, it will be sent to those members who have e-mail access in PDF format and will require the adobe reader to open and print. The adobe reader is a free download and is available from many sources. If you do not have it installed, please go to <http://www.adobe.com/products/acrobat/alternate.html#405> and select the version applicable to your system

Member's inputs are not only welcome but also requested. If any members would like to submit entries, please send it to Jim O'Connell not later than the end of the second month of the quarter.

MEMBERSHIP INFORMATION – The membership register contains 374 names and includes:

Lifetime members – 123
Annual members – 54
Deceased – 3

194 OAEs have still not paid their membership dues and we ask that they do so as soon as

possible. The board of directors, in Board of Directors Proposal # 01-02 directed that I contact these individuals via U. S. mail and inform them that, their names will be dropped from the roles as of 31 July 2001 if the required dues are not paid. I expect to send these letters out in mid May to early June. The fewer letters that has to be sent, the more money the association can save – postage is the biggest consumer of our budget.

Membership packages have been made up and mailed to all of the members who have paid their dues as soon as the decals are received. These packages consist of a membership certificate suitable for framing, a wallet ID card and 3 OAEA Logo decals. If you do not receive yours please contact Jim O'Connell

OAEA.NET - The association has purchased its own Internet domain – OAEA.NET and the website is being reinstalled and revised by our new webmaster Billy-Ace Baker. At the time of this writing, it is under construction but may be accessed by going to <http://oaea.net>. We appreciate your patience during the period in which it was in transition. I would also like to extend my thanks to OAE Joe Hawkins for his earlier assistance in this matter.

TAX EXEMPT STATUS - The initial application was returned by the IRS for additional information and has been responded to. Officials of the IRS have been working with Jim O'Connell on getting this through and it is hoped that it will be approved shortly. Until that time, any donations made are not tax-exempt and any sale of OAEA logoed material will not be done due to taxing situations.

TALE OF INTEREST – Recently, a daughter of one of the crewmen aboard Que Sera Sera when it made the first landing at the South Pole in 1958 surfed into Dave Riley's web page <http://www.radiocom.net/vx6/> and signed his guest book. She stated that her father had passed away a few years ago and something to the effect that she never did fully understand what it was that we done on the 'ice'. Within approximately 1 hour, through the technology of the Internet, she was provided with numerous photos and articles and put in contact with a couple of the remaining crew members of that flight that knew and served with her father. I think it goes without saying that this young lady was quite impressed with the commradere that the OAEs

displayed and has elected to join the association through the option for surviving family members to membership rights.

KIWIS LOOKING FOR HELP- *Editor's Note - The following was received via Dave Riley's web page and is passed to the membership for info.:*

Hello out there I just found your website and hope I can use it to the advantage of BuNo17221

I am Denys Jones Secretary of the Ferrymead Aeronautical Society and we are the custodians of 17221 on behalf of the City of Christchurch. We are a small band (hey aren't all volunteer groups) and we have just about finished the hangar to house the old girl. Visit our corporate website www.ferrymead.co.nz and you'll find links to some now somewhat dated pix.

However the real thing is now we've got the girl under cover we are mapping out the restoration and of course that means we need dollars. Are there any old VXE-6ers out there who would like to get in on the project as fundraisers etc. We are a fully registered NZ Charity so everything is protected and above board. You can get to me at coulter-jones@xtra.co.nz

IN MEMORY – OAE Golden Howard, known by his friends as “Howard”, passed away in San Diego, CA on February 19th. He was a lifetime member of the OAEA and his Antarctic experience was as a member of the helicopter crew aboard the USS Burton Island in the mid 60's.

- REUNION INFORMATION -

OAEA - The Board of Directors is currently considering a proposal to have the first national reunion of the OAEA in 2002. More word will be put out on this as it develops.

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 or contact the OAEA Secretary and he will put you in touch.

Quonset Point Fly-In Breakfast – Submitted by Sean Milligan – Quonset Air Museum is having their annual fly-in breakfast on May 12th. Contact Sean at jetsarekids@ids.net for more information.

- Locator -

LT – LDO Tommy N. Tudor (VXE-6 74/75) please contact OAE Bill Couch at billcouch@sprintmail.com

Gary Sundburg – (VX6 63/64) – please contact Jim O’Connell at penguin64@worldnet.att.net

Andy Piper, who is not on line, has asked that anybody that remembers him (C-130’s out of Quonset in the early 70’s contact him through a local friend at thomfay@ev1.net

This Quarter in History — Billy-Ace Baker OAEA Historian

March 29, 1912 -- Captain Robert F. Scott, Edward Wilson and "Birdie" Bowers perished in their tent on return from the South Pole. They were among the first 10 men to ever stand at the geographic South Pole.

Antarctic Basics - *This article is reprinted from Raytheon Polar Services webpage <http://www.polar.org/index.htm> – Reprint permission granted*

Antarctica . . .
This land-based continent is the highest, driest, coldest, windiest, and emptiest place on earth. An ice sheet covers all but 2.4% of Antarctica's 14 million square kilometers. At its thickest point the ice sheet is 4.776 meters deep and it averages 2,160 meters thick. This ice is 90% of all the world's ice, and it is 70% of all the world's fresh water. There are many penguins and abundant sea life - but there are no Eskimos, or polar bears, which are found in the Arctic.

Temperatures . . .

The mean annual temperature at South Pole Station is minus 56°F. During the Austral Summer, temperatures at McMurdo Station may reach as high as 40°F, while at South Pole Station, the summer temperature may reach 0°F. Palmer Station has a milder climate, with summer temperatures reaching as high as 55°F.

Daylight and Darkness . . .

Simply put, the area below 60 degrees south enjoys one long day and one long night each year. The sun sets in March and rises in October - with weeks of sunrise and sunset in between.

Ownership . . .

No nation owns Antarctica. The Antarctic Treaty, which has been signed by 42 countries, reserves the area south of 60 degrees south as a zone for the peaceful conduct of research. Treaty nations coordinate and cooperate to maximize research results and logistics requirements.

Size and Distance . . .

The continent is roughly 14 million sq kilometers (5.4 million sq miles). The USA is only 9.36 million sq kilometers (3.6 million sq miles). the distance from Washington DC to McMurdo Station is approximately 14,830 kilometers (9,920 miles).

Science . . .

Due to a variety of unique conditions, Antarctica provides excellent conditions for a variety of scientific research including global warming, ozone changes, climatology, earth sciences, glaciology, astronomy, UV radiation, oceanic circulation, marine ecosystems, meteorite studies, etc.

History . . .

The existence of Antarctica was only hypothesis until it was first sighted in 1820-21. No one set foot on the continent until 1895. Antarctica's history is packed full of heroic exploration and survival. The South Pole was reached by a Norwegian team in 1911.

Aspects of Aviation in Antarctica

by Jim O’Leary -*Editor’s note: This is part 1 of a 6 part series written by OAE Jim O’Leary when he was on the “ice” ’75 to ’80.*

"...The honour of being the first aeronaut to

make an ascent in the Antarctic regions ... I chose for myself and I may further confess that in so doing, I was contemplating the first ascent I had made in any region, and as I swayed about in what appeared a very inadequate basket and gazed down ... below, I felt some doubts as to whether I had been wise in my choice..."

This Feb. 4, 1902 entry of Captain Robert F. Scott during the 1901-1904 "Discovery" expedition heralded the humble beginnings of antarctic aviation.

He was the first man to achieve flight in Antarctica, aboard a balloon soaring 800 feet into the air. Later that same day, Lieutenant Ernest Shackleton also went airborne and became the first man to take aerial photographs of their surroundings. Once begun, there was no stopping man's inventiveness to challenge and conquer the upper atmosphere of Antarctica.

Dr. Erick Von Drygalski, leading a German expedition, also launched a captive balloon on March 29, 1902, near Gaussberg.

Sir Douglas Mawson and the 1912 Australian Antarctic Expedition brought a single-engined Vickers monoplane to their base of operations at Queen Maud Land. Although damaged in transit, the resourceful explorers converted it into a tractor on skis and used it to tow their sledges. The rigors of a 40-mile march took its toll and the converted tractor stopped, crippled with a broken propeller and a frozen engine block. The first successful heavier-than-air flight took place on Nov. 16, 1928, when Carl B. Eielson and Sir Hubert Wilkins of Australia took off on a wheel-equipped Lockheed Vega monoplane from Deception Island on the Antarctic Peninsula. It was only a trial hop that did not take them to the mainland of Antarctica. Surveying 600 miles of the Palmer Peninsula on Dec. 20, 1938, they also accomplished the first important aerial reconnaissance of the area. Finding no place to land, they had to turn back, reaching Deception Island ten hours after they had set out.

Commander (later Rear Admiral) Richard E. Byrd overshadowed the Wilkins-Eielson effort. Byrd brought three aircraft with his expedition in 1928: a Ford tri-motor and two single-engined monoplanes, and with these aircraft, opened the doors to aviation in Antarctica.

Byrd and the other expedition pilots tested and

experimented with every aviation technique known at the time; performed extensive aerial photo-mapping of their icy surroundings; set up and established supply caches; placed research parties in the field; and airdropped mail and materials to the outlying field camps.

Having flown over the North Pole in 1926, Cmdr. Byrd highlighted his first antarctic expedition by flying over the South Pole on Nov. 29, 1929 on board the Ford trimotor "Floyd Bennett." True to his modest nature, Cmdr.

Byrd noted in his book "Little America" about reaching the South Pole that "...one gets there and that is about all there is for the telling. It is the effort to get there that counts..."

The four pioneers of that flight - Bernt Balchen, Harold June, Richard Byrd and Ashley McKinley - had maintained radio communications with their base at Little America and their transmissions had been monitored and relayed to the United States. The announcement that they had reached the South Pole electrified the nation and involved every American in the antarctic undertaking. They had made the round trip to the South Pole by air in 15 hours and 51 minutes. It had taken Roald Amundsen and Capt. Scott two-three months.

With his meticulous planning, boldness and daring, Cmdr. Byrd proved that aircraft could be used as a primary tool for exploration in Antarctica.

Sir Wilkins returned in 1929 with a pontooned-equipped aircraft and operated and flew his aircraft from the RRS William Scoresby, an oceanographic and research vessel operated by Britain's "Discovery" Committee. This opened up still another facet of aviation: ship-based operations, which became one of the most important means of exploring large coastal areas. The Norwegian whaling expeditions used the innovation of seaplanes extensively to plot the coastlines of Enderby and Queen Maud Lands. In 1937,

Mrs. Lars Christensen, accompanying her husband on a Norwegian whaling expedition, became the first woman to fly over the continent.

In 1935, another American made his mark in antarctic aviation. Lincoln Ellsworth and his pilot, H. Hollick-Kenyon, made the first trans-antarctic flight on the single-engined "Polar

Star." They flew from Dundee Island, located at the tip of the Palmer Peninsula, to Byrd's camp at the Bay of Whales at the Ross Ice Shelf, a distance of over 1,500 miles. After stopping several times to determine their position or to wait out storms, they landed only 16 miles short of their goal. Their aircraft sputtered to a halt, out of gas, and the pair of fliers were forced to walk the rest of the way.

RADIO ECHO SOUNDING MISSIONS IN

ANTARCTICA — By OAE Art Herr - On the 31st of March this year a reunion of the British members of the Scott Polar Research Institute science project, the group which mapped much of the under-ice geographic features of the Antarctic Continent back in the 1970's, will meet again to honor the Director of the endeavor, Dr. Gordon de Q Robin. The SPRI organization is still active in Cambridge, England. Dr. Robin is now Emeritus Director and still interested in maintaining fellowship with all his former "Old Antarctic Explorer" (OAE) fellows. The Principal Investigator for the project was Dr. David J. Drewry, now Vice Chancellor of the University of Hull, UK. The aircrew members from the US Navy included my involvement as the project Aircraft Commander, Al Mayo as Flight Engineer, Bob Nedry and Jimmy Wisehart as alternate AC's, Charley Snodgrass as Navigator and approximately eight other USN shipmates. The Science crew from SPRI and the Technical University of Denmark (TUD) included many graduate students who later went on to earn distinguished graduate degrees. A few of them are Dr. David Meldrum, Chis Neal, Dave Mackie, Keith Rose and other notable persons, who, hopefully, will be in attendance at the reunion.

The origin of the so-called "remote sensing radio echo soundings" mission was a project begun under the direction of the Danes in Greenland, back in the early seventies. Professor DR, Gudmansen of TUD was in charge. The follow up in Antarctica was a collaboration with the TUD and SPRI scientists, funding coming from the Office of Polar Programs thru the US National Science Foundation. Air and logistics support courtesy Air Development Six (VXE-6) under various Commanding Officers, but most significantly, Commanders "Lefty" Nordhill and Fred Holt. I was fortunate to be the AC in LC-130F Hercules aircraft 148320 in 1973-1975.

The initial design of the external antennas and much of the internal sensing electronics and operator stations for 320 was a TUD/SPRI function with the actual fabrication, installation, testing, and trouble shooting accomplished by the skillful work of the Naval Air Development Center. Warminster, PA.

The aircraft departed from the USA in late November and arrived on the "Ice" on Thanksgiving Eve 1974. The next day the mission began. Flying, virtually around the clock, with volunteer crews, we continued a three month long low-altitude schedule. Refueling was often done at Old Byrd Station or at the South Pole. Needless to say, at the end of each day, we felt we had earned a "Well Done". It turned out to be a remarkable feat. Therefore, for all those involved, we ardently look forward to reminiscing at this "reunion".

One of the tributes to our camaraderie, cooperation, and desire to complete a worthwhile task, was my personal honor of being inducted into the British Antarctic Club in 1990. This honor is, however, really one for all the US Navy crewmembers and the UK and Danish science guys, who are always the most deserving and least recognized. I have requested that Captain Dwight D. Fisher, OAE, and currently in a prominent position at the Office of Polar Programs, NSF, give consideration to allow me to deliver at the reunion affair on March 31st a brief testimonial to Dr. Robin of SPRI. If such a letter is forthcoming I would be pleased to forward a copy to you-all. It seems appropriate, that while we "sailors" were just doing our duty once again, some of us remember who it was that made it really possible. I just made a few "ski" landings on the Great White Continent".....and had the fellowship of some great men!

*In the words of Colonel Norman D. Vaughn,
the sole survivor of the First Byrd Antarctic
Expedition:*

Only the brave, brave the cold

OAE Initiative at work – Anyway that would get the job done was the right way.....

Was there a rating for the guys that did this??



Editor's Note: The attached pages, which have been published previously are being republished for the benefit of new members. They are published in memory of those who gave their lives in support of Antarctic Research. Please take a moment to honor our fallen shipmates.

Association Officers

President – Jim Eblen
Executive VP – John “JC” Harris
Secretary/Treasurer – Jim O’Connell
Director – Billy-Ace Baker
Director – Barry Chase
Director – Buz Dryfoose
Director – Steve Edelman
Director – Bill Maloney
Director – H. J. “Walt” Walter
Chaplain – Cecil D. Harper
Historian – Billy-Ace Baker
Webmaster – Billy-Ace Baker

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**IN MEMORY OF OUR FALLEN SHIPMATES WHO GAVE THE ULTIMATE SACRIFICE WHILE SUPPORTING
ANTARCTIC RESEARCH**

By Billy-Ace Baker – OAEA Historian

Rank/ Rate	Name	Acty	Date	Details/Comments
				Operation Highjump: Three USN personnel were killed during Operation Highjump.
				They were the first Americans killed in Antarctica after World War Two.
				This table lists those American personnel killed in Antarctica in Support of
				Operation Deep Freeze (1955–1999).
LT	John P. Moore, USNR	USS Atka	1 Nov 55	Helo Pilot. Killed in Helo crash at Kainan Bay near Little America
CD3	Richard T. Williams, USN	CB Spec	1 Jan 56	Tractor broke through ice at McMurdo. Williams Field named in his honor.
CD3	Max R. Kiel, USN	CB Spec	5 Mar 56	Tractor fell into crevasse en route from Little America to establish Byrd Station
LT	David W. Carey, USNR	VX-6	18 Oct 56	P2V crash at McMurdo during whiteout. Three killed. Hudman dies later.
Capt	Rayburn A. Hudman, USMC	VX-6	18 Oct 56	Ditto
AD1	Marian O. Marze, USN	VX-6	18 Oct 56	Ditto
AT1	Charles S. Miller, USN	VX-6	18 Oct 56	Ditto
CD	Ollie B Bartley, USN	CB Spec	14 Jan 57	Weasel went through ice at Hut Point.
AD2	Nelson R. Cole, USN	VX-6	12 Jul 57	Helo crash in vicinity of McMurdo during austral winter.
SA	Richard T. Oppegaard, USN	??	8 Nov 57	Shipboard Accident.
SSGT	Leonard M. Pitkevitch, USAF	9th TCS	16 Oct 58	C-124 Crash in Admiralty Mountains on way to make mail drop at Hallett Station.
TSGT	Iman E. Fendley, USAF	9th TCS	16 Oct 58	The Globemaster got lost and crashed into a mountain. The aircraft was loaded
TSGT	Nathaniel Wallis, USAF	9th TCS	16 Oct 58	with 8 tons of construction timbers. The seven men on the flight deck survived.
A1C	Richard De Angelo, USAF	9th TCS	16 Oct 58	The six men in the cargo area of the aircraft perished.
A2C	Robert L. Burnette, USAF	9th TCS	16 Oct 58	Ditto
A2C	Kelly Sloan, USAF	9th TCS	16 Oct 58	Ditto

LT	Harvey E. Gardner, USN	VX-6	4 Jan 59	Otter take off at Marble Point.
LTJG	Lawrence J. Farrell, USN	VX-6	4 Jan 59	Ditto
BU	Paul V. O'Leary, USNR	ASA	28 Nov 59	Accidental Poisoning
SW1	Orlan F. John, USN	ASA	2 Nov 60	Accidental explosion at McMurdo while making U-barrel.
Civilian	Edward C. Thiel — Seismologist	USARP	9 Nov 61	P2V Neptune crash and burn on take-off from Wilkes Station. A range of mountains was named after Dr. Thiel. The other victims have individual mountains in this range named for them.
LCDR	William D. Counts, USN — Pilot	VX-6	9 Nov 61	
JTJG	Romauld P. Compton, USN	VX-6	9 Nov 61	
AMH1	William W. Chastain, USN	VX-6	9 Nov 61	
ADR2	James L. Gray, USN	VX-6	9 Nov 61	
Civilian	Carl R. Disch — Ionospheric Phy.	USARP	8 May 65	Disappeared at Byrd Station.
LCDR	Ronald Rosenthal, USN — Nav	VX-6	2 Feb 66	LC-47 crash on Ross Ice Shelf
LT	Harold M. Morris, USN — Pilot	VX-6	2 Feb 66	Ditto
LT	William D. Fordell, USN — Co-pilot	VX-6	2 Feb 66	Ditto
AT1	Richard S. Simmons, USN	VX-6	2 Feb 66	Ditto
ADR2	Wayne M. Shattuck, USN	VX-6	2 Feb 66	Ditto
ADJ3	Charles C. Kelley, USN	VX-6	2 Feb 66	Ditto
SK2	Andrew B Moulder, USN	ASA	13 Feb 66	Crushed against between Herc cargo ramp and D-4 tractor at South Pole.
Civilian	Jeremy Sykes — NZ film director	NZARP	19 Nov 69	VX-6 Helo crash near Mount McLennan. Six survivors. Helo slid 700 ft after crashing. Berg wintered at McMurdo during DF-61
Civilian	Thomas E. Berg — Geologist	USARP	19 Nov 69	
ADC	William D. Decker, USN	VXE-6	11 Oct 71	Died in his sleep at McMurdo CPO Quarters. Decker was VXE-6 LCPO.
Civilian	Wolf Vishniac — Microbiologist	USARP	11 Dec 73	Fell off mountain in Asgard Range
Civilian	Greg Nickell — Lab Manager	USARP	15 May 74	Truck wreck between McMurdo & Scott Base. Truck rolled down 600 foot cliff.

Civilian	Jeffrey D. Rude — Oceanographer	USARP	12 Oct 75	Drowned when tracked vehicle broke through ice in McMurdo Sound.
SN	Gerald E. Reily, Jr., USCG	Glacier	22 Jan 76	Electrocuted aboard ship while operating in Amundsen Sea.
??	Raymond C. Porter, USCG	??	8 Feb 79	Offloading USNS Bland, forklift he was operating turned over and crushed him.
Civilian	Casey A. Jones — H&N	USARP	9 Jan 80	Cook at South Pole Station. A column of snow fell on him.
BM1	Raymond T. Smith, USN	ChapGru	8 Feb 82	While offloading SS Southern Cross. His hardhat was made into a memorial.
Civilian	Matthew M. Kaz — ITT Employee	USARP	23 Nov 86	Fell in crevasse while walking two miles east of McMurdo.
Civilian	John E. Smith — ITT Employee	USARP	23 Nov 86	Ditto
Civilian	Mark T. MacMillian — Diver	USARP	14 Nov 87	Diving accident at McMurdo. 50th American line-of-duty death since WWII.
LCDR	Bruce Bailey, USN	VXE-6	9 Dec 87	C-130 Crash while landing at D-59. Eleven SOBs.
AK2	Donal M. Beatty, USN	VXE-6	9 Dec 87	Ditto
AMS1	Benjamin Micou, USN	VXE-6	31 Oct 92	Helo crash near Cape Royds. First fatal Helo crash since 1669.
Civilian	Garth Varcoe — Kiwi DSIR TSO	NZARP	31 Oct 92	Ditto
Civilian	Terry Newport — Kiwi DSIR GFE	NZARP	31 Oct 92	Ditto
??	Name Unknown, USN	ChapGru	30 Jan 95	Tad to NAVCHAPGRU for ship offloading. Killed near Castle Rock.
LCDR	Stephen B. Duffy, USN	VXE-6	UNK	Death unsupported by documentation.
LCDR	Joseph D. Creda, USN	VXE-6	UNK	Ditto
SCPO	Kevin M. Kimsey, USN	VXE-6	UNK	Ditto
AN	Eric J. Kugel, USN	VXE-6	UNK	Ditto
	These references were used in the development of this list:			Antarctic Journal of the United States (AJUS), Vol I (1996), Mar-Apr #2
				AJUS, Vol II (1967), May-Jun #3
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				20 Years on the Ice, VXE-6 Cruise Book, 1975
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				Geographic Names of the Antarctic, Second Edition, 1995
				NASU Christchurch, Decommissioning Ceremony Brochure, 13 Feb 1998
				E-mail from Harold Herles to Jim O'Connell dated Jan 2000