

EXPLORER'S GAZETTE

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Uniting All OAEs in Perpetuating the Memory of United States Involvement in Antarctica
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—Photo by Mary Stortstrom

John Strider With His Print of the Famous Landing

FIRST AMERICAN TO SET FOOT ON THE GEOGRAPHIC SOUTH POLE RECALLS DETAILS OF HIS EXPERIENCE

*Story by Mary Stortstrom
The Journal Martinsburg West Virginia
15 March 2015
Edited by Billy-Ace Baker*

In the comfort of the Elmcroft senior living center, 85-year-old John Philip Strider, retired US Navy chief petty officer, can still recall every detail of the historic Operation Deep Freeze II expedition to Antarctica.

Strider said he remembers sitting and sharing a meal with a few other members of his unit stationed in Tennessee in May of 1955 and hearing that the Bureau of Navy Personnel was looking for volunteers to go to Antarctica.

The then-25-year-old Strider joined the newly commissioned Air Development Squadron Six (VX-6) for the military mission, Operation Deep Freeze, a mission to support scientist during the International Geophysical Year.

From Tennessee, Strider and the other men in VX-6 flew to Alameda, California, from there to Hawaii, then Canton, the Christmas Islands, Fiji, and finally Christchurch, New Zealand, the unit's last stop before flying to Antarctica.

“Getting there was the big thing,” Strider said. “We had to stop for gas, but we never stopped for crew rest because we had a big enough crew that we just slept on the plane and relieved each other of duties.”

Continued on page 4

PRESIDENT'S CORNER

Laura Snow—OAEA President

FELLOW OAEA MEMBERS: During this quarter, the board discussed the use of the term Old Antarctic Explorers by entities other than the OAEA, Inc. Most of the BOD were not in favor of others using the term, but it was pointed out by Billy-Ace that the term is not the property of the OAEA. So, the bottom line is that there was no proposal for a resolution and the discussion was shelved.



It is springtime and therefore Ed Hamblin is providing information below about the scholarship opportunities provided by the OAEA. Also in this issue details have been provided of board member Tom Henderson's successful fund raising campaign for his documentary, *Ice Eagles: An Account of American Aviation in Antarctica*.

Your suggestions, recommendations, and constructive criticism are always welcome.

Laura Snow
OAEA President
snowlg@cox.net

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SCHOLARSHIP AWARDS

by Ed Hamblin

It is time to start thinking about scholarship awards for the 2015–2016 school year. To be eligible for consideration for receipt of an Old Antarctic Explorers Association scholarship award, an individual must be graduated from high school or graduating in the Spring of 2015 and accepted for undergraduate enrollment at an accredited college or university; or presently be attending an accredited college or university. Applicants must be sponsored by a current member of the Old Antarctic Explorers Association (for the 2015–2016 school year, all Life Members, and Annual Members with membership dues paid through 6/30/2016 are eligible to sponsor).

Scholarship award application are available by email or snail mail request **from the sponsor**, to the OAEA Scholarship Committee Chairman, Ed Hamblin at; 3104 Deepspring Drive Chesapeake VA 23321, by email at: ehamblin74@verizon.net. The cutoff for receipt of applications will be 30 June 2015.



GROWLERS & BERGY BYTES

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

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Successful Funding for *Ice Eagles*

By Tom Henderson

The funding campaign for “Ice Eagles” through Kickstarter has been an overwhelming success! The final total of contributions is \$15,284, 159% of my original goal! This will allow me to improve the content and quality of the film through additional interviewing and research trips. It will also give me the resources to license more copyrighted material and pay for digitization of archival film footage from the National Archives and the Byrd Polar Research Center. I sincerely thank all of the OAEA members who contributed to the campaign and made this possible.

I made the decision during the campaign, based on the very positive response, to go ahead with my planned trip to Washington, DC. I was there from 6-14 March, during which I conducted seven more interviews and spent two full days at the National Archives Motion Picture, Sound, and Photography research facility in College Park, MD. One of those I interviewed was CPO John P. Strider USN (Ret.) who sadly passed away two weeks later. There is more on Chief. Strider in this issue of the Gazette.

I will be providing regular updates to the Kickstarter contributors on the progress of the film and how the money is being spent. However, anyone can follow the progress on the Internet by going to www.kickstrater.com and searching for “Ice Eagles” using the Search Projects tool on that page.



Lincoln Ellsworth's Polar Star 1934

John Striker From Page 1

Although the unit was outfitted with four DC-3 aircraft, two C-54 aircraft and some seaplanes, Strider said much of the equipment they had to work with was outdated and only the C-54s were capable of making it to Antarctica where they had to land on a runway made of ice.



Strider at a Tidewater Group Meeting in 2006

“It was a very makeshift operation. The equipment we had was way outdated, and a lot of it had been rebuilt or re-manufactured. The fuel system looked like a plumber might have got hold of it. It was very crude,” he said.

Strider said that he was not told why he was going to Antarctica, but said his commanders made it clear that the mission was part of an international race to get to the Geographic South Pole first.

“Admiral (Richard E.) Byrd was on Deep Freeze I. He never did make it to the Pole. We flew him over it, but he never did set foot on it. On Deep Freeze II, he got ill and died and was replaced by rear admiral George Dufek. (Dufek) made it clear that we were to beat the Russians to the Pole at all cost, and we did.”

Strider said he was the first person out of the plane to set foot on the South Pole, since it was his job to secure the

landing gear and put the steps down for the admiral.

Strider said the climate was so cold that his gauges couldn't get an accurate reading, but it was colder than minus 50 degrees Fahrenheit.

He spent 48 minutes at the South Pole, planting an American flag and radar equipment.

Other members of the unit were concerned that the plane might not operate in the extreme cold and at such a high elevation (10,000 feet altitude).

Strider said the strong, chilling winds blew snow into the belly of the plane, and crewmembers had to place heaters under the engine.

Upon a safe return from the Operation Deep Freeze II expedition, Strider said he did other things while in the Navy, including tours in the Middle East and India.

“I was a country boy and had never been out of the States, and here I was going to Hawaii, the Christmas Islands and Canton. Christchurch, New Zealand, was such a beautiful place; it was almost like being in heaven. I saw the world, well, at least half of it,” he said. “The only place I didn't get to go that I wanted to was Singapore, and the only thing I'd like to see again is the Taj Mahal.”

Documentary filmmaker Thomas Henderson, proprietor of Graceful Willows Productions, came to interview Strider at the nursing home to preserve his firsthand account of the historic mission.

Henderson said he had made other films about Antarctica in the past before becoming interested in the aviation aspect of it.

“I started interviewing people (for the film) last November. This is the 31st interview, with quite a few more to go,” Henderson said. “(I'm interviewing) both military and civilian people. A lot of (the flights to Antarctica) were done by the military, so I'm talking to quite a number of those folks. I've actually interviewed people who were on the 1939 Byrd expedition.”

Henderson said he is expecting the film to be completed by the spring or summer of 2016.

According to Henderson, now is the time to interview people who went on the early expeditions, since they are advancing in age.

“Now is the time, if we're going to do it. The more I get into this story, the more interesting it is and the more I find people want the story told. A lot of the folks (who went on these missions) feel they've been somewhat overlooked at this point, so I feel more of an obligation to get their stories out there,” he said.

Henderson has a Kickstarter fund for the film, *Ice Eagles: An Account of American Aviation in Antarctica*. Through the crowd-funding site, \$9,491 has been raised of the \$9,600 goal needed to finish making the film.

Editor's Note: Tom Henderson exceeded his goal. See details on page 3 of this issue.

FLASH BACK

The below article appeared in the same newspaper on 25 March 2010.

NAVY VET RECALLS HISTORIC LANDING

by Edward Marshall.

Far from his home more than a half-century ago, Jefferson County native and US. Navy veteran John Strider and six others became the first people to land a plane at the geographic South Pole on 31 October 1956.



Strider Sharing his Experiences. Gus Shinn always called him "Striker"

Strider, who turned 80 years old last week, was a crew member aboard a U.S. Navy Dakota DC-3 named *Que Sera Sera* during Operation Deep Freeze when he was among those who made the historic landing. It was the first successful expedition since an ill fated 1912 excursion to the planet's southernmost point,

Despite the historic significance of the event, Strider makes little fanfare about his participation in the mission, where servicemen planted a U.S. flag at the South Pole located on a 10,000 foot-high plateau,

"I didn't go down there to learn about the geographical beauty of the South Pole. It was just a tour of duty for me," Strider said. "We weren't heroes. We were just brave guys that flew to the South Pole."

And brave they were, Strider, who was born during the Great Depression, joined the Navy in July 1948 at the age of 18, after he decided that life working on a dairy farm in Jefferson County milking cows and gathering hay was not exactly what he had in mind for his future. With no money to go to college, Strider decided to join the service with a friend.

In no time he was at boot camp in Great Lakes, IL. He later was assigned to Air Transport Squadron 22 in Norfolk, VA, where he became a crew chief. By May of 1955, he was transferred to Air Development Squadron Six where he was assigned to the crew of a C-54 transport plane for duty in the Antarctic.

"I was at the Navy Exchange cafeteria having a cup of coffee one morning and a couple of my buddies came in and said they just saw a message in that they (wanted) personnel to volunteer for Operation Deep Freeze to go to the Antarctic," Strider said.

When two of his friends said they already volunteered, Strider had no hesitations joining up as well. By that afternoon, he had orders to ship out. His first foray into life in the Antarctic was rather uneventful. His crew's first deployment lasted from September 1955 until about February of 1956,

which mostly consisted of flying around the desolate continent.

"There was nothing to see, a few penguins and maybe a whale out once in awhile when the icebreakers came in and broke a channel for the supply ships to get in," Strider said. Afterward, he was assigned as a crew chief on the DC-3 that eventually made the first plane landing at the geographic South Pole, after his crew returned to Antarctica in 1956.

"The plane I was on then had skis, and we set up some fuel caches at various places for the tractor trains that were headed toward the Pole. Then we got word in the middle of October that we were going to the Pole," Strider said.

Strider and the crew would have to wait two weeks until conditions were clear enough and radio communications could be established before making the hazardous journey. To say it was cold was an understatement. The temperature gauge in the cockpit of the DC-3 that Strider was aboard was able to measure temperatures as cold as 50 below.

"It was off the gauge then, so I figured it was around 60 below Fahrenheit. When we got out of the plane, we never did shut the engines down, and with the wind and everything it was extremely cold," Strider said. "All we did was plant an American flag and set up a radar deflector and took off and came home."

The first person to step outside the plane was Operation Deep Freeze

Commander Rear Admiral George Dufek of Rockford, III. Several more flights would be made to the pole after the initial landing.

Editor's Note: The truth is that John Strider was the first person off the plane as mentioned in the previous article.

The way Strider tells the story gives the appearance that the journey was easy, but it was far from it. Flying in the Antarctic was unpredictable at best. One-minute visibility could be clear for miles and the next the plane could be surrounded by whiteout conditions that made even seeing the wingtips of the aircraft impossible.

Navigational equipment aboard the plane consisted of old, outdated equipment from World War II and sextants.

"We'd fly along for maybe a couple of hours not seeing anything—hoping we didn't hit a mountain, and we didn't," Strider said. "We were lucky. The airplane was an old pre-World War II transport."

Life on the ground was just as hard, with high winds and freezing temperatures. By the second deployment, the men lived in pre-fabricated huts, though the only heat available was from kerosene stoves. Eventually they adjusted by playing cards to pass the long hours during lulls in activity.

"If it would get to 14 below zero we walked around in Dungarees and short-sleeve shirts," Strider said.



First Landing at the South Pole

Perhaps the most difficult aspect of flights was maintaining altitude. Without superchargers, the plane's altitude was supposed to be limited to 8,000 to 9,000 feet. They would be forced to push the aircraft to reach the 14,000 feet necessary to reach the South Pole's location.

Equipped on the belly of the plane were 11 jet-assisted takeoff bottles, which weighed about 150 pounds each.

"They gave enough lift to get airborne. If we wouldn't have had those we would have never gotten airborne," Strider said.

The flight to the South Pole itself took hours, Strider said, although he said he didn't keep track of the time.

"It was probably about 12 hours, because it would take us forever and ever to climb to 14,000 feet. We would only set up a rate of climb of about 20 feet a minute," he said.

To document the historic landing, the crew brought with them a large news reel camera. By the time they got to the Pole it was frozen, however. Luckily, Lt. Commander Conrad Shinn

of Spray, NC, had a small \$2 camera with him that we used to photograph the landing.



Strider and Ellen Darby. Also in 2006

After his service during Operation Deep Freeze, Strider remained in the Navy until 1974. Today he lives in his native Jefferson County and is the proud father of two and grandfather of five.

"It was a very interesting life. I've probably seen more of the world than most people. I landed on the South

Pole and flew over the North Pole in the same year," Strider said.

STOP PRESS

Just a few days after Tom Hendricks interviewed him John Strider died at the Elmhurst Senior Living Facility on 2 April 2015. John served in the US Navy for 26 years. Strider Rock in Marie Byrd Land is named in his honor.



Que Sera Sera in Hangar Bay One at the National Naval Aviation Museum, Pensacola Florida

Penguin Art Contest Finalists Announced

By John Streckroth

The penguins at the Detroit Zoo are getting their tuxedos pressed for the announcement of the top 10 finalists for Comerica Bank's "Penguin Art Contest."

More than 350 submissions were narrowed to 10 by a panel of judges from the Detroit Zoo and Comerica Bank. The public are asked to vote for their favorite on Comerica Cares FaceBook page. Voting closed on 27 March.

The winner received a field trip to the Detroit Zoo for their entire elementary school class to see the new Gentoos penguins and participate in a special presentation from a penguin keeper. Comerica also provided a \$1,000 grant to the winner's elementary school.

"Whether it's through our contributions support or our efforts to inspire the next wave of penguin keepers, Comerica is always looking for new opportunities to support metro Detroit communities," said Janice Tessier, president of the Comerica Charitable Foundation. "The more than 350 submissions reaffirm the importance of supporting cultural and educational gems like the Detroit Zoo and helping preserve it for generations of students to enjoy."

The Finalists Were

- Parker C. – 2nd grade, Wines Elementary School, Ann Arbor
- Riley C. – 3rd grade, Ross Hill Academy, Detroit
- Stella C. – 5th grade, Ottawa Elementary School, Clinton Township
- Yasmine M. – 4th grade, Barnard Elementary School, Troy
- Lachlan O. – 5th grade, Leonard Elementary School, Troy
- Chloe R. – 5th grade, South River Elementary School, Harrison Township
- Jackson S. – kindergarten, Taylor Exemplary Academy, Taylor
- Amanda W. – 4th grade, Martell Elementary School, Troy
- Jessica W. – 2nd grade, Bemis Elementary School, Troy
- Mingxin & Mingyue X. – 1st grade, Burns Park Elementary School, Ann Arbor



Chloe



Parker



Jessica



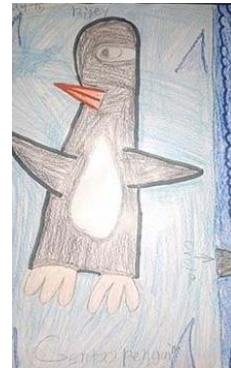
Amanda



Yasmin



Jackson



Riley



Mingzin & Mingyue



Lachlan



Stella

AND THE WINNER WAS

The contest was won by 5th grader Stella C. Her entry is at the far right. Organizers announced that the girl is a student of Ottawa Elementary School in Clinton Township.

The winner and her class will go on a trip to the zoo to see new gentoo penguins and participate in a penguin keeper presentation.

The contest coincided with a \$50,000 donation to the zoo's new Penguin Conservation Center, which is scheduled to open in 2016.

LETTERS TO THE EDITOR

Billy,

A little late replying to letters in The Jan-March 2014, but somehow I missed my entry & your comment regarding an Army Capt. Paul D. Nefstad. He was aboard the *Eastwind* for the trip from Boston Nov. 1955. As a lowly snipe, I have no clue why. My impression that he was in charge of the five Army privates was wrong. They had a civilian named Waite with them. It would be interesting to know why an Army Capt. was on DF-I, another of the unknowns.

I am attaching the Roster of the *Eastwind* for 1955. Several of the supercargo changed ships at New Zealand or once at McMurdo. I also see Gary Forney covered this in the latest *Gazette*.

By the way, the photo of King Neptune & Court was crossing the Equator, not the Antarctic Circle.

Dave Hoff

Billy-Ace:

Most excellent *Gazette*! Thank you for your efforts.
Bill Lokey

Billy Ace,

The latest edition of the newsletter was award-winning Excellent articles and layout.

Elaine Hood
USAP Contractor

Aloha Billy-Ace:

BRAVO ZULU! You continue to outdo yourself! The Apr-Dec 2014 *Explorer's Gazette* is another GREAT ISSUE! Per usual, I downloaded/printed this issue and read it cover-to-cover. Keep up the fantastic work!

I have sent a separate e-mail to Pres Laura Snow complementing her on a great job on her Johnson Point Antarctica cover story.

Aloha.
Bruce De Wald



Hi,

You won't remember me, a Coasty who was on the *Eastwind* for DF-I. Very interesting that Jack Tuck's daughter will be speaking at the ADFA reunion in Indianapolis on 14 May. I remember the 19 dogs and two puppies we took from Boston to the ice with AF MSgt Dutch Dolleman taking care of them. Lt Tuck was on another ship, Adm. Dufek said in his book Jack had busted his ankle on a practice jump before we left.

Well, old age has set in, (84) and our exploring days are over, but the memories continue. Hope you are doing well. Thanks for all you have done keeping us OAEA & ADFA Ice pioneers going.

Here are my before and after photos plus two of the dogs.

Dave. Hoff



Dave Before & After



Dogs Pulling Sledge With Eastwind in the Background



Dutch Dolleman With One of the Dogs

BB

In the last issue of the *Gazette* Jerry Huffman death was listed in the In Memory section. Although it was not in the obit I was reminded of how Jerry lost his finger inside a radio when we wintered-over at Eights Station during DF-63.

It was between 0400-0500 on the day we were supposed to receive our first plane of the season. I had the night watch, so I was sitting in a chair reading a book in the lounge area between the galley and the ham shack. Jerry was in the ham shack with the door closed playing with the radio (had been at it for hours). Everyone else was asleep. Months before this a switch had gone out on the ham set and the only way to switch from 20m to 40m was to turn the rig off and reach inside the back of the set and "do something". I never wanted to know how to do that... when I worked the set I stayed on whichever it was on when I sat down.

This morning Jerry was in a hurry to get contact on one of the other frequency bands, so being an electronic wizard, he just reached over the set, stuck his hand in the back and "felt" for what he wanted. I guess he "felt" the wrong thing, because I heard him scream (the door was closed). When I opened the door he was flopping around on the diamond plate deck and I smelled the burning flesh.

He was breathing so I ran to the bunkroom and got the HMC out of his bunk. Lots of work by him and Jerry was soon sedated and stabilized. He had burnt off his right thumb when it touched "whatever". Our radioman Harry Davis was soon in contact with McMurdo, voice contact was made with the Doctor, the plane left McMurdo as soon as it could, and Jerry was out of there that day on his way to a hospital in Christchurch.

He was lucky that it happened when the planes were already in McMurdo and the first flights had already been into Byrd. The weather was kind to us and everybody lived happily ever after. The end.

PP

Hello again Billy,

SP-90 License Plates arrived safely this morning by courier. It was surprisingly quick compared to most mail I get from the States. They look really good. The design has withstood the test of time, they're pretty sharp, and Ill tell you what, they'll stand out on my Blazer down here in Dunedin.

The Navy Picket ships are long gone now, I don't expect there to be any still amongst the fleet. The last I heard of mine (USS *Calcaterra* DER-390) was a photo of her in the Dunedin NZ newspaper with a short story about her being here on Operation Deepfreeze '65/'66 and how it had just been sold to Gillette for \$15,000.00 and was going to be melted down for scrap and made

into razor blades. Haven't bought a Gillette blade since.

Ok Billy, gonna go, I've got a few things to do this afternoon before I get lazy and sit down and do nothing. Thank you again mate for such good service and thanks for the license plates, I'll show them with pride. Take care mate, from the South Pacific.

Eddie Lynch



USS Calcaterra & Iceberg

Billy-Ace

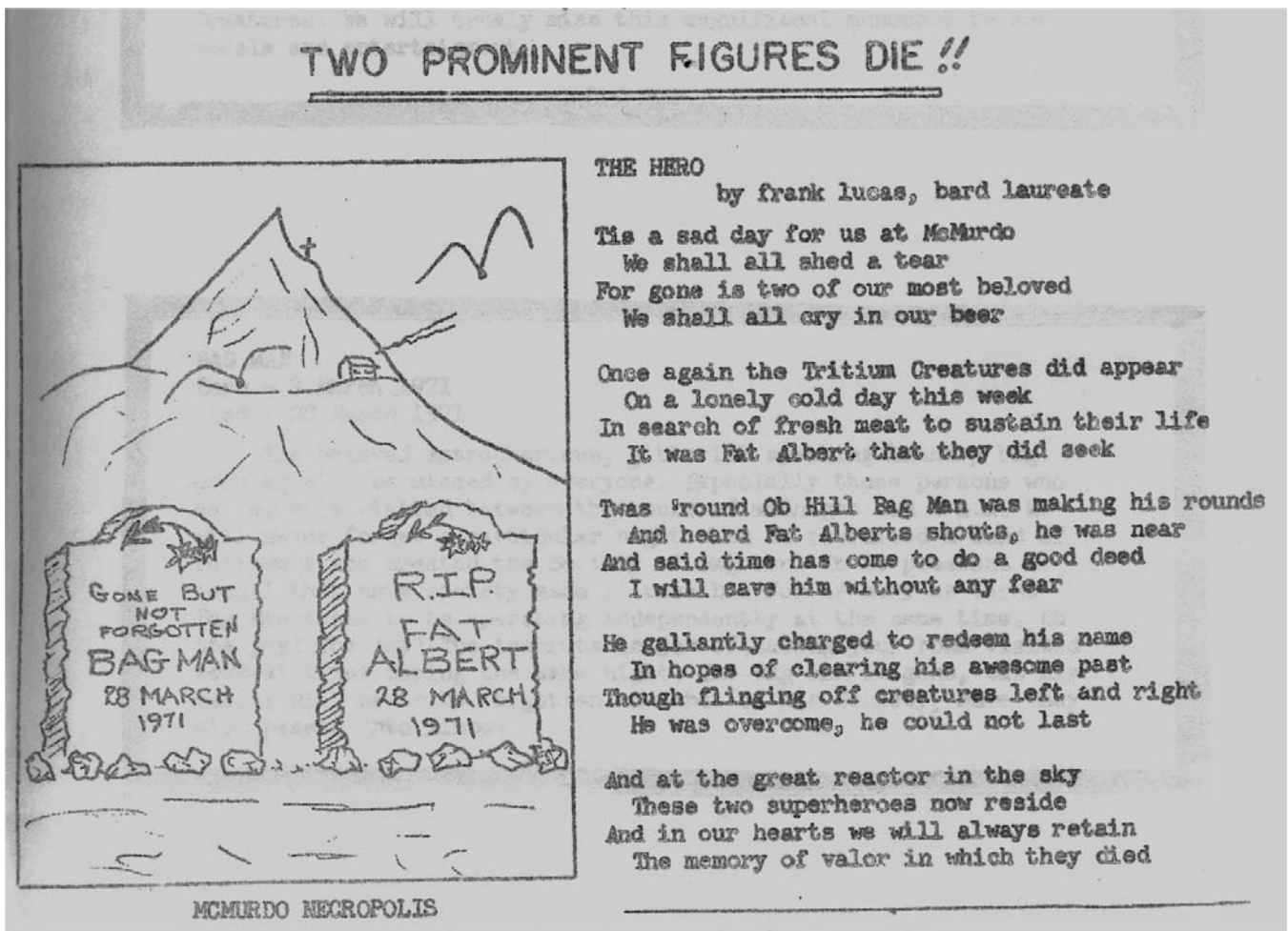
We are in the middle of a drought and have spent so much time feeding cattle. Been the busiest year I have ever had here in Oz.

I had a bit of an accident in early February. We were moving a bull from one property down the road to the home place and I got in the way and he took care of me. Five broken ribs, punctured/collapsed lung and various cuts and lacerations to the head and face. I was unconscious for a bit and wound up in a hospital in Brisbane for four days. Mending very slowly. If he had been a vicious bull I would be dead.

Hope things are going well for you. Just searched your name on the net and have been looking at some old photo's of you re-enlisting in Guam. Gee, you were a young looking fellow then. Can't do much for six weeks so I am spend some time on the computer.

Wonder where the Bagman is these days?? Sure been a lot of water under the bridge since the days on the ice.

Jimmy Barrow



Partial Cover of the McMurdo Sometez Showing the Graves of the Bag Man and Fat Albert

Hi Billy-Ace,

I just finished reading the *Gazette* for the second time. You deserve a BIG "B-Z" for a large and most interesting publication, not the least of which was the article on our PM-3A Plaque.

I can't help also mentioning my least favorite story, the full-page letter you received from Jerry Schleining (DF 75-78) who was cargo master or something at McMurdo during the removal of the last of the PM-3A backfill materials. When will these people ever stop this ridiculousness? During the entire removal operation from September 1971 until February 1978 between 12 and 20 of our Nukes were on site and in the plant while it was being prepared for removal and until completion of removal operations. Furthermore, from the beginning of the Shore Nuclear Power Program in 1955 until it ended, essentially with the removal of the PM-3A in 1978, the Program trained approximately 335 men who operated and maintained, not only the PM-3A during 14-month winter-over tours of duty, but also operated and maintained other plants in the Army's Nuclear Power Program in Fort Belvoir, VA; Camp Century, Greenland; Fort Greeley, Alaska; Panama Canal zone; Sundance, Wyoming; and Idaho Falls, Idaho. History has proven there have been no demonstrable effects on the health of the men in the Program from the exposures they received.

The Veterans' Advisory Board on Dose Reconstruction concluded their studies in 2013. They found no basis for these claims and put the burden of proof back on the claimants, essentially telling them to "now prove their own exposure based on these facts." The report takes a very conservative approach to establishing support personnel exposures. It gives specific instructions on how individuals can submit their claims, including detailed reporting of their own activities. The report notes in a subtle way, other environmental and life experience factors as contributors to normal everyday radiation exposures.

The report, "Upper-Bound Radiation Dose Assessment for Military Personnel at McMurdo Station, Antarctica, between 1962 and 1979", concludes: "The upper-bound total doses for the support personnel in all DF years are comparable to the doses that veterans would have received from medical diagnostic procedures or from other sources encountered during their lives after leaving McMurdo Station. These doses are similar in magnitude to those that a person residing in the United States would receive, on average, in one year from background or medical sources." The complete report can be found online by searching for the title of the report.

Warmest regards, Billy-Ace, and keep up the excellent work for OAEA.

Chuck Fegley

Billy-Ace:

Because you are in charge of the OAEA Newsletter, would it be appropriate for the American Polar Society (APS) to have a brief note in your next Newsletter? I don't recall if we have done anything like this before, but OAEA members might jump at the chance to attend a first-class Symposium on polar matters from experts in their fields. Namely, something like the following:

The American Polar Society will hold its 80th Anniversary Symposium at the Scripps Institution of Oceanography, La Jolla, California, on 3-6 November 2015. A preliminary announcement is on the website americanpolar.org at NEWS/EVENTS, which lists eight of the presenters. Several more are already confirmed, and a complete agenda will be available soon, along with registration information. The theme of the Symposium -- THE POLAR OCEANS AND GLOBAL CLIMATE CHANGE -- is a topic of interest to a large audience that follows the possibilities of glacier retreat and sea-level rise. All are welcome.

//////////////////////////////////////END//////////////////////////////////////

If that doesn't fit the normal content of the Newsletter, I understand, but many OAEA members are also members of APS, and this is one way to inform them of a subject of interest to all.

John Spletstoesser

Editor's Note: See the Reunion Column on page 22 for contact info.



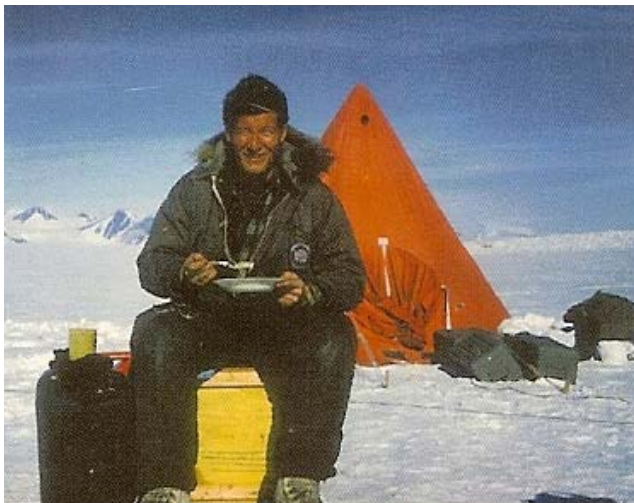
Hi Billy-Ace:

I was a geology graduate student USARP on the Ross Ice Shelf Party in 1961-62 with my professor, Ed Thiel, and Charles Swithinbank. As you know, Thiel and others were killed in a plane crash soon after we arrived. Five of us continued on and covered about 500 miles on skis while measuring the ice flow and thickness of glaciers flowing through the Transantarctic Mountains between McMurdo and the Scott Glacier.



Harold Holding Gold Bar From the Castle Mountain Mine

I've just published a book on my career, *Wild Places: The Adventures of an Exploration Geologist*. The book is hard cover, 8X10, 456 pages, contains numerous color photographs, and is available on Amazon.



Camped at the Beardmore Glacier 1961

I've been fortunate to work on all seven continents over the past 50 years as an exploration geologist, prospecting for mineral deposits, after graduating from MIT and the University of Minnesota.

Readers will learn about prospecting and mineral exploration and the detailed history of two major discoveries I made as a consulting geologist. In 1968 I discovered the still-unmined giant copper-molybdenum deposit at Schaft Creek, British Columbia, in a rugged, mountainous area of northern

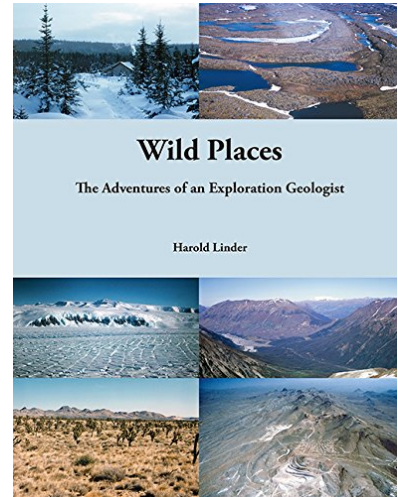
Canada so remote it is accessible only by bush plane. In 1986 I discovered the world-class Castle Mountain gold deposit in the Mojave Desert of southern California. The mine was permitted after much difficulty and produced more than 1,250,000 ounces of gold between 1992 and 2001.

The book contains a 57-page chapter on my time in Antarctica, including extensive entries from my detailed diary and 24 color photographs. We traveled overland from the Nimrod Glacier to Beardmore NAAF, where we spent considerable time, awaiting planes and weather. We also traveled from the Amundsen Glacier to the Liv Glacier and were only the third party to visit Mt. Betty (after Amundsen and Gould of Byrd's expedition). We also visited the abandoned and almost completely buried Liv Weather Station. Readers will get a good description of what it was like to be in Antarctica on a trail party in 1961-62 and some will find familiar names mentioned in the chapter.

I would be pleased to send a copy of the book to you, or anyone you recommend, who might give it some mention or even better, a review in the OAEAs *Explorer's Gazette*.

Thanks for all your OAEA work.

Harold Linder
1811 W. Dion Drive
Anthem AZ 85086



Editor's Note: Harold sent me a copy of his book for me to review it in the Explorer's Gazette. However in order to get something in this issue of the Gazette I didn't have time to read it, so you might call this a "book preview".

LIONEL WAFER: HIS LIFE AND TIMES

*Ghost written by Black Jack of Ballarat
for Lionel Wafer*

Mornin, Mates, This is your old friend Lionel Wafer, skipper of ye *Dead Rat*. I'd like to tell you a tall tale of the time we was blown off course by Dafne, the wind goddess, bless her sole! There we was, a couple of months out of Callao, and blown by Dafne to 60 degrees below, latitude and temperature, Mates! All cold is frigid; this was frigid. All the members of the crew were stiff and blue, as we stood around unable to make eye contact with ourselves until Billy Bowlegs, the forth mate, whipped out his chopper in a desperate bid for inspiration. The ice island had locked on to us somewhat fierce, Mates, and Billy attacked it with his ax, chopping hither and yon, up and down, back and forth, and here and there, until he had bored a hole in the side of it the size of man's head. In he went, old Billy, until we saw the soles of his boots disappear. An hour went by before we heard him coming back down the hole, and when his bright, shiny face appeared again we let out a whoop and a holler and whistled sea shanties. But that



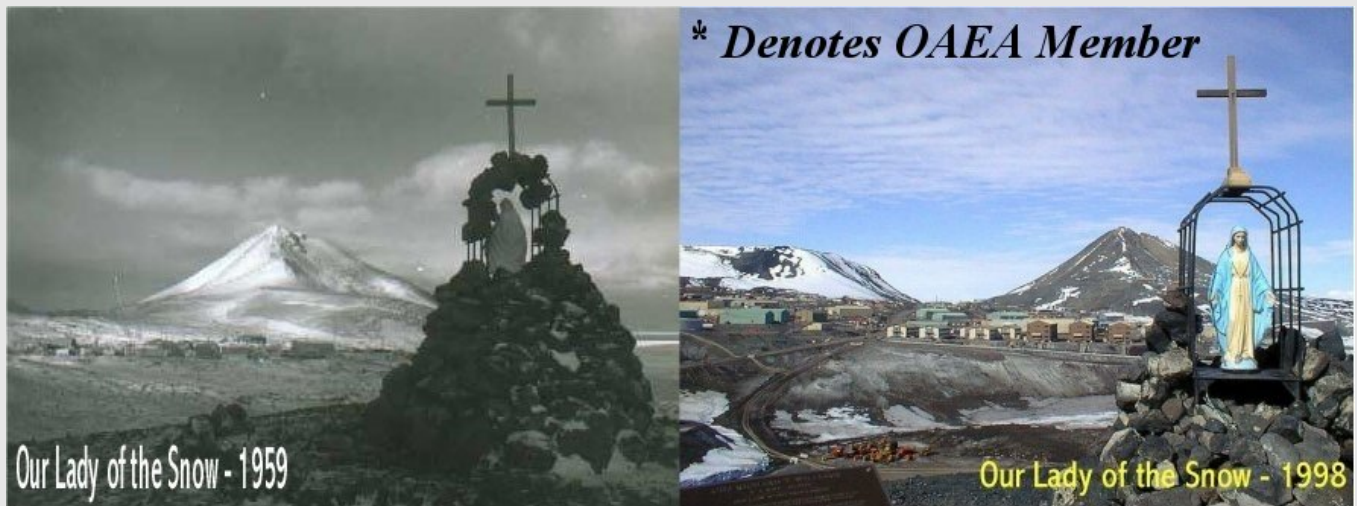
was nothing, Mates, to compare with Billy's news. He had found the South Pole at the other end of the hole, so no matter what you read in Black Jack Stewart's book, Billy Bowlegs discovered the South Pole in 1610.



Billy Bowlegs



The Ice Island That Billy Chopped Through



I N M E M O R Y

OAE Joseph Abood, 57, died on 19 February 2015, in Salem, OR. Joe wintered over at Palmer Station as a General Field Assistant (GFE). Year Unknown

Lynn Alexander, 50, died on 30 March 2015, in Moose Creek, AK. Lynn never went to Antarctica, but two of her dogs went with Colonel Norman Vaughan.

OAE CPO Clifford "Cliff" Eugene Baker, USN (Ret), 77, died on 23 January 2015, in Port Hueneme, CA. Cliff wintered-over with the USN during the IGY.

OAE William Anthony Barbuto, 69, died on 20 March 2015, in Troy, NY. William served in Antarctica with the USN. Unit and year(s) unknown.

OAE Alberto Enrique Behar, 47, of Scottsdale, Arizona, died in Van Ayes, CA. Albert was a JPL scientist and served in Antarctica in 2010 and 2013.

*OAE CECS Richard T. Blaine, USN. (Ret), died on 27 February 2015, in Long Beach, MS. Richard Served in Antarctic Support Activities (ASA) during DF-60 and 65. He was also a member of the Antarctic Deepfreeze Association (ADFA), and the *Glacier Society*.

OAE Robert Roy Briggs, 81, died on 24 January 2015, in Santa Barbara, CA. Robert made two trips to Antarctica as a tourist.

OAE James Burnham, died on 26 March 2015, in Tampa Bay, FL. Jim served as a ionospheric physicist during the IGY. He wintered-over at South Pole Station in 1958 and 1961. Mount Burnham is named in his honor.

OAE DR Arthur Richard "Dick" Cecil Butson, PhD, 92, died on 24 March 2015. Dick served in Antarctica with the Falkland Island Dependency Survey (FIDS) from 1946 through 1949. He was awarded the George Cross for saving the life a fellow member of the expedition who fell into a crevasse in the Antarctic in 1947.

OAE J. Donald "Don" Capra, MD, died 24 February 2015, Oklahoma, City OK. Don visited Antarctica as a tourist.

OAE Edward "Big Ed" L Carey, 85, died on 26 March 2015, in Jacksonville Beach, FL. Big Ed deployed to Antarctica on a USN icebreaker,.Ship name and year(s) unknown.

*OAE Ian William Noel Clarke died on 25 September 2014, in Queensland, AU. Ian served in Antarctica with ANARE from 1952 through 1954.

OAE Edward Ronald Decker, PhD, 76, died on 30 January 2015, in Orono, ME. Edward deployed to Antarctica as a USAP Geologist. Year(s) unknown.

OAE John Richardson Dees, 87, died on, in Sheboygan, WI. John served on the USS *Henderson* as a watertender during Operation Highjump..

OAE Drew G. DelMonaco, 68, died on 13 January 2015, in Pawcutuck, ME. Drew was a Seabee. He wintered-over At Palmer Station.

OAE DR. David William "Bill" Doidge, PhD, 61, died on 30 March 2015, in Montreal, QC. Bill served with the British Antarctic Survey from 1979 through 1983 and wintered-over at South Georgia Island.

OAE BGEN Robert A. Duffy, USAF (Ret), 94, died on 12 February 2015, in Naples, FL. After his retirement from the Air Force Robert deployed to Antarctica as a USAP safety inspector.

OAE COL Alan Clare Esser, USA (Ret), 87, died on 17 March 2015, in Fullerton, CA. Alan served as the Project Manager for the USARP Contractor Holmes and Narver (H&N).

OAE CAPT Robert Farmer, USCG (Ret), 79, died on 12 February 2015. Robert was the Commanding Officer of the USCGC *Burton Island*.

OAE Conner Martindale Fay, 85, died on 11 March 2015, in Asheville, NC. Conner deployed to Antarctica with the USN. Unit and year(s) unknown.

OAE H. Reed Fellows, USN (Ret), 79, died on 19 March 2015, in Preston, ID. Reed deployed to Antarctica on a USN icebreaker. Name of ship and year(s) unknown.

OAE Marjorie Fisher, 94, died on 14 March 2015, in Carmel, CA. Marjorie visited Antarctica as a tourist.

*OAE Robert A. Foust, Sr., 82, died on 19 January 2015, in Parkman Township, OH. Robert served on the USS *Arneb* during DF-I as An EM3.

OAE John Otis Gardner, 73, died on 9 March 2015, in Los Altos, CA. John visited Antarctica as a tourist.

OAE LCDR CEC Eric Richard Goepfert, USN (Ret), 68, died on 6 February 2015, in Union, NJ. Eric wintered-over during DF-67. Goepfert Bluff Is named in his honor.

OAE James Mark Griffin, 53, died on 1 March 2015 in Jacksonville, FL. James visited Antarctica as a merchant seaman. Name of ship and year(s) unknown.

OAE William Pickett Hamlin, Jr., 68, died on 30 January 2015, in Alexandria, VA. Bill served in Antarctica on a USCGC icebreaker.

OAE Wallace "Wally" Ray Hedman, 88, died on 1 February 2015, in Quonochontaug, RI. Wally worked in Antarctica as a USARP contractor. Year(s) unknown.

OAE Dr. Barry T. Held, 83, died on 6 October 2014, in Salisbury, CT. Barry visited Antarctica as a tourist in 2009.

OAE Daniel Manwaring Hunter, 70, died on 12 January 2015, in Pittsfield, MA. Daniel served in Antarctica with the USCG. Unit and year(s) unknown.

*OAE CAPT Conrad J. Jaburg, USN (Ret), 83, died on 4 March 2015, in Pensacola, FL. Con wintered-over at Ellsworth as a pilot in VX-6. Jaburg Glacier is named in his honor. He was also a member of the OAEA Gulf Coast Group (GCG) Chapter.

OAE Donald E. Kennon, 70, died on 7 March 2015, in Newark, NJ. Donald served in Antarctica with the Seabees. Unit and year(s) unknown

*OAE John Kubik, died on 26 October 2014 in Saucier, MS. John winterer-over at McMurdo during DF-79 as an EO1.

OAE Ronald Alphonse LeBlanc, 59, died on 27 February 2015 in Cumberland, ME. Ronald served in Antarctica in206 with the USAP contractor.

*OAE Captain Pieter J. Lenie, 91, died on 1 March 2015, in .Melbourne Beach, FL. Pieter was the master of the R-V *Hero* for 13 seasons between 1972 and 1984 . Lenie Passage is named in his honor.

OAE James Ludwig, 73, died on 10 January 2015, in Reno, NV. James served on the USS *Vance* during DF-I

*OAE AG1 Raymond J. Malinowski, USN (Ret), 86, died on 21 January 2015, in Pensacola, FL. Ray served on the USS *Staten Island* during DF-63. Ray was a member of the OAEA GCG Chapter.

OAE Annie Morforwyn Marshall, 87, died on 17 March 2015. Annie visited Antarctica as a tourist.

OAE Mary McCarty McInnis, 90, died on 16 March 2015, in Clintonville, MA. Mary visited Antarctica as a tourist.

OAE Brendan Jeffrey Moore, 55, died on 13 February 2015, in Tempe, AZ. Brendan served in VXE-6.

*OAE SC Edward Parker Owens died on 17 December 2014, in Pensacola, FL. Ed wintered-over at McMurdo with ASA Det Alfa during DF-63. He was also a member of the GCG Chapter.

OAE James Petrovich, 63, died on 16 February 2015, in Santa Barbara, CA. James visited Antarctica as a tourist.

OAE Ronald "Ron" W. Phoebus, USN (Ret), 71, died on 21 February 2015, in Monterey, CA. Ron served in Antarctica with the USN. Unit and year(s) unknown.

OAE Ewell Brown Pinkston, 91, died on 25 March 2015, in Lawrenceville, GA. Ewell deployed to Antarctica several times in the 60s as a Lockheed tech rep.

OAE MSGT Junior Ralph Price, USMC (Ret), died on 20 February 2015, in Orlando, FL. Junior served on the USS *Philippine Sea* during Highjump.

OAE Maynard Stanley Raasch, 100, died on 24 March 2015 in Wilmington, DE. Maynard visited Antarctica as a tourist.

OAE Steven Francis Rave Sr. 71, died on 3 March 2015, in Palm Springs, CA. Steven wintered-over at McMurdo during DF-68 as an RM3.

OAE Charles Herman Adolph Riess, 86, died on 17 February 2015, in Scottsdale, AZ. Chuck served with the Seabees during Highjump.

OAE Dr. Michael Van Ronzelen, 68, died on 25 January 2015, in Salem, OR. Michael Visited Antarctica as a tourist.

OAE Richard A. Runkle, Sr., 85, died on 27 January 2015, in Newark, DE. Richard served on the USS *Philippine Sea* during Highjump.

OAE Arthur Jacob Saiz, 65, died on 6 February 2015, in San Isidro, CO. Arthur served in Antarctica with the USN in 1988. Unit unknown.

OAE Walter "Bill" Jules Scallan, Jr., 86, died on 10 February 2015. Bill made two deployments to Antarctica as a USN photographers mate. Unit and year(s) unknown.

OAE Harold E. Schreckengast, 91, died on 6 February 2015. Harold served in Antarctica as a USN Corpsman. Unit and year(s) unknown.

OAE Elizabeth A. Sinclair, 54, died on 26 December 2014, in Tum Tum Washington. Elizabeth worked for the United States Antarctic Program (USAP) contractor at South Pole Station as a cargo handler in 1990.

OAE HMC Robert Chester Smith, USN (Ret), 73, died on 9 March 2015, in Petaluma, CA. Bob served in Antarctica with the USN. Unit and year(s) unknown.

OAE Gary Alan Snyder, USAF, (Ret), 55, died on 4 March 2015, in Amsterdam, NY. Gary served as LC-130 crew chief with the New York Air National Guard (NYANG) and deployed to Antarctica from 2000 through 2008.

OAE Robert E. "Gene" Stodghill, 66, died on 28 February 2015, in Kansas City, KS. Gene served in Antarctica with the USN. Unit and year(s) unknown.

OAE Leroy "Lee" Vernon Swanson, 87, died on 2 February 2015, in Westminster Village, IN. Lee served during Highjump on the USS *Philippine Sea*.

OAE CDR Robert Kenneth Thurman, USN (Ret), 100, died on 5 January 2015, in Riverside, WA. Robert served as the NSFA Assistant Chief of Staff for Operations, from 1960 through 1963. Mount Thurman is named in his honor.

OAE LCDR Gerald Philip Timoney, USN (Ret), 88, died on 8 March 2015, in Saint Augustine, FL. Gerald served as the ASA communications officer at McMurdo Station during DF-66 and 67.

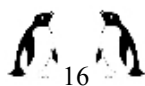
OAE Donald Gordon Tock, 75, died on 19 February 2015, in Tacoma, WA. Donald visited Antarctica as a tourist.

OAE John David Triplett, 79, died on, 26 February 2015, in Ocala, FL. John made two deployments to Antarctica with VX-6 as a USMC LC-130 navigator

OAE Dorothy Blosser Whitehead, 93, died on 16 January 2015, in Milwaukee, WI. Dorothy visited Antarctica as a tourist.

OAE William Grant Whitney, 85, died on 30 March 2015, in Evanston, IL. William visited Antarctica as a tourist.

OAE CPO William Louis "Bill" Wright, USN (Ret), 80, died on 18 January 2015. Bill made five deployments between 1973 and 1977. Unit unknown. Wright Pass is named in his honor



Chaplain's Corner

Johnnie Draughon—OAEA Chaplain

In getting to know me it is important that you understand that I am a Christian. That value system will, of course, impact my devotions. I realize that many of you reading this will be of other faiths and some of you will not be people of faith at all—at least from a religious standpoint. I respect that and only hope that my words might bring you some type of encouragement. As I am writing this we are only a couple of days away from the Spring Equinox here in Virginia—and the Fall Equinox for those of you in the south. That means that night is rapidly falling on The Ice and the winter-over crews are settled in for the season. As I



think about the incredible array of the Aurora I am reminded of the Psalmist “The heavens declare the glory of God, the skies proclaim the work of his hands. Day after day they pour forth speech; night after night they reveal knowledge.” (Ps 19: 1–2 NIV) Science today can explain everything we need to know about the Aurora but that science didn’t create them, and explaining them does not take away their spectacular beauty as they dance across the night sky. As you look up at the stars at night think about those who are engaged in understanding winter in Antarctica. Keep them in your prayers and pray also for the men and women who are making plans for next season. The psalmist continues, “They have no speech, they use no words, no sound is heard from them. Yet their voice goes out into all the earth, their words to the ends of the world.” (Ps 19: 3–4 NIV)

May the blessings be!
In Christ’s service,
JD

When Penguins Attack

By Gordon Tait

“This is what happens when you leave a GoPro out on the sea ice,” writes Your Shot member Gordon Tait, who captured a series of time-lapses with the HD camera system while running an ocean acidification experiment near Casey Station, Antarctica. “We often get groups of Adélie penguins coming to see what we’re doing, and this one was trying to peck the camera.”



WEST COAST GROUP

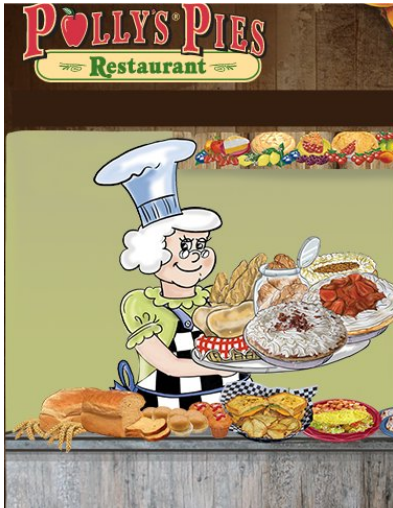
By Bob Gaboury
OAEA VP

Part of the OAEA West Coast Group had a meet on 28 February at Polly's Pies in Laguna Hills.

As usual we chatted about our experiences on the ice and socialized for a few hours.

We then made a major decision to meet up again in June down toward Chula Vista.

If anyone is interested in becoming a member of the OAEA West Coast Group you can contact Bob (aka) "Gabby" at bobgaboury@gmail.com.



Polly's Logo



Polly's Entrance



Left to Right (back row): Bob Gaboury, Roy H. Allen, Ron Stone, Jim Eblen, CoCo Rouzer, Bill Rouzer, Jack Kane
(front row): Cy Buehler, Linda Gaboury, Ruth Eblen, Faith Maybury, Millie Buehler

PICTURES AND STORIES FROM DAYS GONE BY

by Billy-Ace

Condensed from an advertisement in the
American Weekly 1 December 1957

by Janet Stephens

A man never likes to admit to a woman that he is wrong. Even a commander in Antarctica.



When the commander told his wife Muriel that he was going to Antarctica with Operation Deep Freeze she had mixed reactions of shock and pride. She knew that this would mean 18 months of separation—evenings alone and long intervals between letters.

She knew what the trip meant to him, too: a rare opportunity to join a group that was probing the mysteries of an almost unknown continent. He would have to endure extreme hardships, subfreezing temperatures; raw, biting winds; and the constant need to lead his men through icy, desolate wastes. All she could do was send him off with love and whatever help she could give. She remembered this when he was packing, and when he said, "I haven't room for this," of something she had ready for him to take, she quickly replied, "You'll need it down there." He made an unkind remark about women always over packing but grudgingly let her tuck in the two bottles. They were plastic because glass would freeze and break in Antarctica.

Now the letter in her hand told her that she'd done more than help she'd saved his men from intense suffering. The men who'd been on two previous deployments to the Antarctic, he wrote, had been severely injured by the cold. Their hands had become so chapped that the skin cracked wide open and bled. Faces were burned raw by cold, wind and glare—so badly that some of the men had to be hospitalized. The men had grown beards, hoping to protect their skin; but this had only made matters worse.

The Commander had ordered the men to stay clean shaven and protect their faces and hands by using the preparation Muriel had packed with his other gear. Now their skin was in better condition than any previous Deep Freeze mission. The supply Muriel had packed would not last long since every-one was using it.

"I'm sorry, darling. You were right. Please send more," he wrote. "It's 50 below zero—and we need it! I know your Mother always used this, and so did you, but I had no idea it could do a job like this."

The preparation that saved the Commander's men was actually discovered in Canada, and has long been a standby of Canadians in caring for skin under the most trying conditions. But it took a team of prominent doctors and skin specialists at a Greater Boston Medical Center to write the latest chapter in the history of this lotion.



A Love Letter From Antarctica

The urge to know, which sends men like the Commander to an uncharted continent, eager to make the icy wasteland reveal. Its secrets moved these doctors, too. They began a comprehensive clinical study of seven leading skin-care preparations. Hundreds of men and women, with severely sore and damaged hands, were involved.

The Commander might have sympathized with any of these people. For their hands, too, were constantly exposed to the hazards of their occupations. One woman, a dressmaker, found that her skin developing cracks that could easily lead to infection from fabric dyes. As for the men tested, most of them thought, at first, that a hand lotion was "something for the girls." But they changed their minds when the tests were completed. Here's what happened: the lotion that won the test "hands down" was the, same one that worked a miracle for the Commander in Antarctica. It worked better than any of the others—in fact, it was 94% effective in overcoming chapping or dryness from all causes. You may recognize the name of this preparation: Campana Italian Balm.

In the clinical tests, Italian Balm's remarkable superiority was not matched by the leading lotions. In fact, Italian Balm was proved three times more effective for relieving chapping, dryness, and roughness than even pure lanolin. And yet as many of the budget conscious women in the tests pointed out Italian Balm costs just about one half as much as those other highly advertised brands.

Editor's Note: When I was on the ice I developed very dry skin. Lotions didn't seem to help. I never went to sickbay because I was afraid that I might be disqualified. Before leaving Davisville in 1970, for my third winter, I went to sickbay at night and asked the duty corpsman what was wrong with my skin. He told me that he didn't know what it was, but it was the worst case he had ever seen. Years later when I was stationed at SUBASE Bangor WA I had a physical and the doctor told me that I had eczema and psoriasis. And that my condition disqualified me from any further duty on submarines. She told me that there was no cure, but I should find a very humid place to live. With the high humidity in Florida I no longer have the problem except in the winter months when the humidity is lower.

SHACKLETON

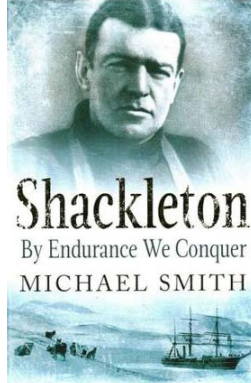
By Endurance We Conquer

reviewed by Laura "Stella" Snow

BOOK REVIEW



Shackleton, by Michael Smith, Oneworld Publications, 2014, London, England 443 pages, illustrated with black and white photos, notes, select bibliography and index, hardback in dust wrapper \$30. Also available from Amazon.com and Barnes and Noble.



This outstanding new biography of Ernest Shackleton looks at the explorer in a new light. The book explores Shackleton, an Anglo-Irishman, from two points of view: Shackleton as the explorer and Shackleton at home. The two sides of the man were total opposites. Throughout the book these facets of Shackleton's personality are brought to light.



British Postage Stamp Honoring Shackleton

In his youth, Shackleton developed a fascination for books of adventure and travels to distant locations. Because he showed little dedication to his schoolwork, his father, believing it would cure his daydreams of faraway places, allowed him to go to sea at age sixteen. Shackleton's first voyage, aboard the sailing ship *Hoghton Tower*, took him around the Horn and into the Pacific for a year's adventure of 40,000 miles. He was smitten with the sea and adventure. Shackleton continued in the merchant service and eventually rose to ship's officer. During this period, he began to make valuable social connections that lead to voyages of exploration.

Shackleton was appointed third officer of the National Antarctic Expedition, and sailed aboard Robert Falcon Scott's *Discovery* to Antarctica. It was this experience that demonstrated the difference between the two men. Scott was a Royal Navy officer who was formal and ran the ship according to naval procedures, while Shackleton was from the world of merchant shipping where men were viewed with more equality.

Upon the *Discovery* expedition's return to England both Scott and Shackleton set out to organize expeditions to return to Antarctica. In spite of difficulties in raising money, Shackleton was able to organize the British Antarctic Expedition whose ship was the *Nimrod*. His method of choosing expedition men was interesting. For example, when interviewing Raymond Priestley for the position of geologist, Shackleton asked him if he could sing and if he could recognize gold. That was it. However, Shackleton's strength in human relations was his natural ability to lead and to handle people. As this was Shackleton's expedition, the men were treated as equals.



HMS Nimrod

Among Shackleton's finest moments on this expedition was the discovery of the Beardmore Glacier, named for one of his financial backers. Beardmore Glacier was the path to the South Pole. "The Boss", as his men referred to him, demonstrated his ability to inspire people and his willingness to survive. The concept of "noble sacrifice" was not part of Shackleton's personality. The safety of his men was of utmost importance. Therefore, Shackleton ended his journey short of the Pole.



Shackleton's Hut at Cape Royds. Under Mount Erebus



Aurora Asutralis

After returning to England, Shackleton organized the Imperial Trans-Antarctic Expedition to make a trans-continental march across the Antarctic continent, an 1800-mile journey. He purchased two ships, the first he named the *Endurance*, a fitting reference to his family's motto, *By Endurance we conquer*, and the *Aurora*. The most well-known event of this expedition is the entrapment of the *Endurance* in the ice and the subsequent events involving the three small boats, the twenty-eight men, and the incredible "resolve and unshakeable optimism, the two qualities which personified (Shackleton's) character."

At the age of forty-seven, Shackleton organized the Shackleton-Rowett Expedition. A Norwegian ship was

purchased and renamed the *Quest*. Before reaching the ice, Shackleton died of a heart attack and was buried, at his wife's request, on South Georgia.

Shackleton: By Endurance We Conquer, besides being exceedingly well written, is a fascinating book and provides a new look at Ernest Shackleton. Shackleton's flaws are apparent, but the extraordinary character traits that earned the undying loyalty of his men are an important focus of this outstanding book.



Shackleton's Grave



Drawing of Endurance Being Crushed by Ice. Superimposed on Map of Antarctic Continent

©By Stuart Arnett

NEW OAEA MEMBERS

The below listed personnel have joined the OAEA since the previous issue of the *Gazette*.

Thanks to Ed Hamblin, GCG Chapter, and NE Chapter, for recruiting new members or for providing names and contact info for prospective members.

If you know of any OAE, or anyone interested in Antarctica, who is not a member of the OAEA please send their contact info to the OAEA Membership Chairman at upizauf@aol.com or 850 456 3556.

*Denotes Associate Member

§Denotes Upgrade to Life or Renewal of Annual Member

ΦDenotes Upgrade to Regular Member

Crovatt, Larry CIV	Life	MV <i>Celebrity Infinity</i> Ant Penin 2015
Duke, David NOK	Annual	Surviving Son
Gaines, Tom CWO2	Life	NSFA Personnel Officer 91-94
Hamblin, Linda CIV	Life	MV <i>Zaandam</i>
Konrad, Elizabeth CIV	*Life	GCG Groupie
Mayeda, Stanley NOK	Life	Surviving Son of Bryon Duke
Oona, Henn CIV	Life	USARP WO South Pole 63-65
Quinn, Joe SW2	Life	Byrd Station DF-61
White, Charles CDR	Life	USS <i>Glacier</i> 60-62

REUNION & MEETING INFORMATION

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

USS/USCGC *Edisto* (AG-89/AGB-3/WAGB-284): Reston, VA (DC area). 23-27 April 2015. POC Glenn Smith, 321 269 5637, or by email at: ussedisto@cfl.rri.com. The *Edisto* served during Windmill, DF-I, IV, 61, 63, 65, 69, and 70.

USS *Atka* (AGB-3): Kenner, LA. 16-19 April 2015. POC Carl Brown 616 308 4846, or browncarlione@aol.com. The *Atka* served during DF-II through 62, 64, 66, 68, 69, and 72.

All Navy and Coast Guard Icebreakers Reunion: Washington, DC. 23-27 April 2015. POC Glenn Smith. Email: gdsmithe@cfl.rri.com, phone: 321 269 5637.

All SeaBee Reunion: Gulfport, MS. 30 April to 3 May 2015. To register contact Island XI, PO Box 113, Gulfport, MS 39502

NNPU/PM-3A: Goshen, NY. 4-9 May 2015. POC Bob Berkowitz. Phone: 845 782 5539, or by email at: fixitbob3@optonline.net.

USS *Brownson* (DD-518/868): Charleston, SC 21-25 June 2015. POC: Guy Linscott, 207 233 6531. seabatt37@yahoo.com. The *Brownson* served during Highjump.

Antarctic DF Association: Indianapolis, IN 12-14 May 2015. POC Bill Stroup. 228 864 3270. ADFA members served from DF-I until the present time.

USS *Wilhoite* (DER 397): Mobile, AL. 5-8 October 2015. POC: Email at: canerday@centurytel.net, phone 379 968 1236, or www.usswilhoite.org. The *Wilhoite* served during DF-61.

Burton Island Association: Pigeon Forge, TN 17-21 August 2015. POC: Robert Sanchez, 505 550 8495, or rjssr52@comcast.net. The *Burton Island* served during DF-III, 60, 62, 64, 68-70, 73, 75, and 78.

USS *Yancey* (AKA-93): Nashville, TN. 24-28 September 2015. POC: Phone: 708 425 8531, or email at clifs@ameritech.net, or www.ussyancey.com. The *Yancey* served during Highjump.

USS *Glacier* (AGB-4): Norfolk, VA, 23-27 September 2015. POC: Gordon Wagoner, by phone: 952 935 1107, or by email: gdwagon@comcast.net. The *Glacier* served from DF-I through DF-87

American Polar Society: La Jolla, CA, 3-6 November 2015. POC: Charles Lagerbom at aps@bluestreakme.com

VX/VXE-6: Pensacola, FL, 4-8 November 2015. POC: Dan Knox, by phone at: 850 516 3301, or Al Rogers, by phone at: 850 455 2741, or email at: tinaall@cox.net. VX/E-6 served from DF-II through 99.

OAEA: Norwich, CT, 10-14 October 2016. POC Billie and Larry Hunter, billiehunter52@yahoo.com, 310 Bitgood Road, Griswold, CT 06351, or 860-376-4790.

USS *Markab* (AR-23): Mobile, AL, 18 October - 1 November 2015. POC Paul Beyer, 319 327 4165, or pbeyer70@hotmail.com.

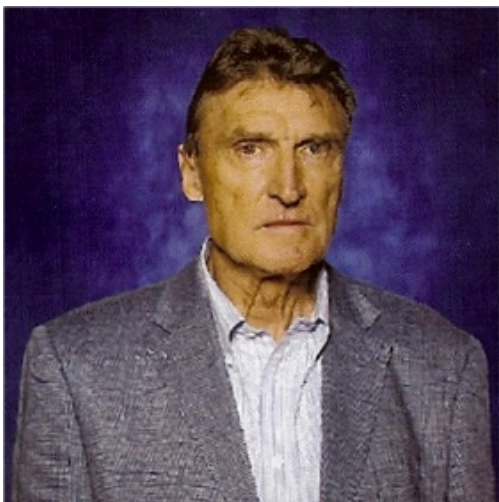
Cargo Handling Battalion Six: Mount Pocono, PA, 11-13 November 2015, POC CMC Vito Motisi 197D Ramapo Road, Garnerville, NY, 914 629 7622, or vbmotisi@yahoo.com.



OAE LOCATOR

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

- New England Chapter Billie Hunter is continuing to collect recipes for a cookbook fund raising project for the OAEA Scholarship Program. All of your favorite recipes—both food and bar recipes—of OAEs and their families are needed. Mail your favorite recipes to Billie at 310 Bitgood Road, Griswold, CT 06351-1506, or by email at: billiehunter52@yahoo.com.
- Mikell Dyer is looking for anyone who wintered-over with him during DF-93. Mikell was a DPI in NSFA. He can be contacted by email at: Horizon9999@Gmail.com, snail mail at: Mikell D. Dyer, USN Ret., 256 John Long Rd, Gilbert, SC 29054, phone: 803 528 3758
- Eric T. Gardner who was a photographer in VX-6, in 1965/66/67 is trying to get in contact with Nick Beckman, also a member of VX-6 Eric can be contacted at: etgardnersr@yahoo.com.
- John Brotherhood was MEDEVACED by VX-6 from the British Base at Halley Bay in December 1967. He would like to get in contact with any VX-6 crew members who were involved in flying British Antarctic Survey field teams, surveyors and geologists and their dog teams, from Halley Bay to the Shackleton Mountains and back in 1968, 1969, and 1970. He would be very grateful to have contact details so that the 'Brits' involved can get in touch with them and perhaps attend the squadron reunion in Pensacola if any of those VX-6 members will be attending. Those flights were an important part of Antarctic (exploration) history and it would be nice to get the VX-6 side of the story. John can be contacted at: john.brotherhood@bigpond.com, or 52 Mount William St., Gordon NSW 2072 Australia.



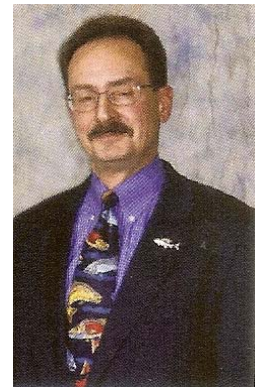
John Brotherhood at The 2013 VX/VXE-6 Reunion

- Randall Holloway is researching information about his father, Eugene Holloway, who was a Seabee, and who deployed to McMurdo aboard the USS *Wyandot* during DF-IV. Eugene had climbed mountains while he was in New Zealand and he mentioned to Sir Raymond Priestly that he would like to climb Mount Erebus. Supposedly teams were put together and Eugene and four other people in two teams climbed. If anyone has any information on this Randall can be contacted at: PO Box 5591, Lakeland, FL 33807, or by phone at: 863 838 9995, or email at: batman0960@aol.com

- Steve Grabacki is looking for Rick Kemper, Scott Reynolds, and Mike Welton. Who wintered-over with him in 1974. Steve can be contacted by email at: graystar@alaska.net, snail mail at: PO Box 100506, Anchorage, AK 99510, or by phone at: 907 272 5600



Steve From the DF-74 Crews Book



Steve From the 2014 Reunion Memory Book



BU3 Rick Kemper



CS2 Scott Reynolds



ETN2 Mike Welton

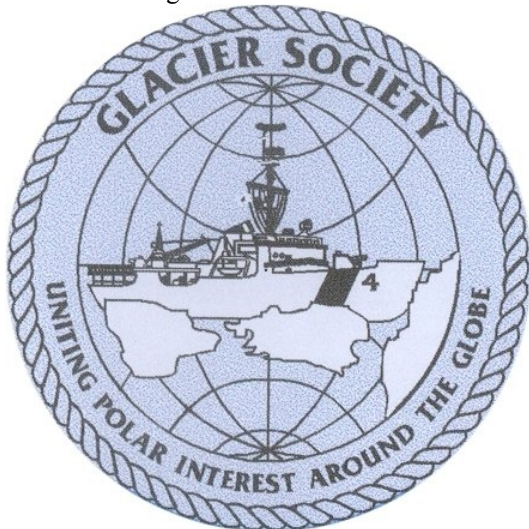
NAVY SHOULD BUY AN ICEBREAKER

By Lance Bacon

The Navy needs an icebreaker.

So says one lawmaker, who noted at a recent hearing that with the Coast Guard down to one heavy icebreaker and lacking funds to build another, it ought to fall to the Navy to buy one.

"You need an icebreaker to be able to get up there and break ice to be able to operate there," Rep. Duncan Hunter, R-Calif., told Rear Adm. Kevin Donegan, the acting deputy chief of naval operations for operations, plans and strategy at a 19 March hearing.



Glacier Society Logo

Donegan began to answer a question about the Arctic when he uttered the words, "climate change," and Hunter cut him off.

"So I don't care about the climate change stuff at all, frankly. I'm curious about the actual icebreaker and acquiring a ship that can break ice to get the Navy and the Marine Corps and whoever else up there, or having to save somebody if you had to."

The admiral agreed the Arctic is important, but turned to his Coast Guard counterpart, whose service has responsibility for the region. Donegan noted that the Navy has its own shipbuilding priorities, including the tens of billions needed for supercarriers, the next-generation ballistic missile subs, littoral combat ships and amphibs.

The Coast Guard has been struggling with its aging icebreakers for years. The *Polar Star* recently returned to the U.S. for an overhaul after its Antarctic deployment. The medium icebreaker *Healy* is active, but designed for research rather than heavy icebreaking. And the heavy icebreaker *Polar Sea* is pier side, inactive, as it has been for years; its parts have been cannibalized for the *Polar Star*.

Recapitalizing this force is a priority for the service leaders. In an 11 March interview, Commandant ADM Paul Zulkunft said, "What I need is top line relief in my

acquisition budget to bring on a recapitalization or even a reactivation of our other heavy icebreaker."

But Duncan thinks it's time for the Navy to step in, with its much larger acquisition budget—\$44 billion to the Coast Guard's \$1 billion requested for fiscal year 2016.

Calling the Coast Guard's acquisition budget "miniscule," Duncan said the Navy should cough up some cash.

Vice Adm. Charles Michel, deputy commandant for Coast Guard operations, said a 15- to 18-month survey was needed just to know how much it would cost to get the *Polar Sea* back in action, which could take upward of 10 years.

"Some of the technology, actually most of the technology on there, only exists in museums anymore. So this is kind of a challenge," Michel said.



USCGC Glacier DF-83.

The plaque reads:

FOLLOW ME

**USS *Glacier* (AGB-4) commissioned 27 May 1955
Transferred to the Coast Guard in June 1966**

USCGC *Glacier* (WAGB-4) commissioned 30 June 1966. Transferred to the Glacier Society 1999

Commencing with the IGY the *Glacier* participated in every Deep Freeze from DF-I (1955) through DF-87.

Building new icebreakers is not easy; the military hasn't built one in more than 40 years.

"You seem to be hemming and hawing and putting off some day into the future what our subcommittee thinks to be a very, very important activity," said Rep. John Garamendi, D-Calif. "This country needs an icebreaker ... and all I'm hearing from you is we're going to get about it someday. ... It's not satisfactory."

The icebreakers aren't the only challenge for the cutter fleet. The service is also finishing up eight national security cutters, 25 offshore patrol cutters, and 58 fast response cutters. That's to replace an aging cutter fleet, where major maintenance casualties also are "a daily occurrence for the Coast Guard," according to Michel. More than 20 percent of operational hours for the medium endurance cutter fleet were consumed by breakdowns.

"I wouldn't want to say we're in a death spiral, but we're definitely playing with fire with these old ships," said Michel.

Editor's Note: I concur that the Navy needs an icebreaker. If the Navy opts to build an icebreaker we will have gone full circle. All the Navy icebreakers were turned over to the US Coast Guard in '1966. All was well until 9/11 and the Coast Guard fell under Homeland Security. When both the Polar Star and Polar Sea needed repairs and/or replacement Homeland Security would not supply the funding. It was rationalized that breaking ice in Antarctica had nothing to do with homeland security. Since then in order to support the US Antarctic Program the National Science Foundation has been renting icebreaker from the Russian's or the Norwegians. In my opinion, this sux



USCGC Healy With Arms Extended



USCGC Polar Star and USCGC Polar Sea at the McMurdo Ice Pier

New England Chapter Spring 2015 Meeting

By Marty Diller

New England Chapter Secretary-Treasurer

The New England Chapter returned to the Quonset O Club restaurant—site of the former air station's officers club—which has become the regular Spring meeting location. The Chapter has been holding its Spring meetings in Rhode Island since March 2008 and has averaged 70 attendees per meeting. 75 people, including 48 members, were in attendance for this one.

Chapter Business

Before commencing the business portion of this outing, attendees were invited to share a few of their favorite memories of their time in Antarctica. To get folks in the mood, Marty Diller read a hilarious story submitted by Bob Bayless (McMurdo w/o DF-71) published in the 2014 OAEA Reunion Memory Book. Bob's tale involved what happened with a kitten (the only female to winter at McMurdo at that time) that was smuggled in on a flight and ended up at the transmitter site. To close his tale, Bob stated: "I have pictures and the cruise book to back up my story." Appropriately enthused, member George Smith (ASA MCM, w/o DF-67) and guest Harold Hanson (ASA, DF-67-69) then entertained the crowd with their own "...this is a no s#*tter" stories.



Guest Speaker G. Smith



Doctor MacDonald assisted by HM2 Paul Sawyer Examines the Cat

Associate Life member Billie Hunter updated everyone on progress by the 2016 OAEA Reunion Committee. She reported on the status of a reunion logo and possible tours to local attractions, and is still planning to publish an OAEA cookbook for the 2016 Reunion to raise funds for the OAEA Education Fund. Unfortunately, her computer recently died, and almost all of the recipes already received have been lost. She asks that anyone who has previously sent recipes—and anyone else wishing to contribute their favorite recipes—to resend them to the address in the OAEA Locator section of this

issue of the *Explorer's Gazette*. In addition to your favorite dishes, bar/drink recipes will also be accepted.

Editor's Note: The DF-71 transmitter site cat, *Katsufrakis*—Named after John Katsufrakis, a USARP grantee—was featured in both *Navy Times* and *All Hands* magazine in connection with messages we sent to BUMED (Bureau of Medicine). At one point during the winter the cat got outside and before anyone was able to rescue him his ears, tail, and feet were frostbitten. As a result he lost his ears and part of his tail. If anyone does

NOT believe me I have copies of the messages to back up my story.



Merchandise table, Dave Hazard (left) Answers Questions About Chapter Merchandise From Howard Hanson



(L/R) Bruce Fink, George Smith, Bill Bertrand, Ken Proctor, & Dick Edgerton. George Lewis is Sitting to Dick's Right



(L/R Facing the Camera: Guests Julie Littlefield & Rudy Pinnow; Denise & Peter Lahtinen, & Peter's Guest Glenn Forsyth. Not Facing the Camera: Matt & Lorry Dill



(L/R) Facing the Camera: Bev Diller, Joan-Marie & Dave Killian, Nick & Mary Pellegrino. Not facing Camera: Billie & Larry Hunter, Jack Jennings



(L/R) Jeannie & Bob Rainville, Dot & Quentin Risher, Dick Kopplin

Fundraising

Raffle winners included:

- Bob Berube: handblown Christmas ornament
- Carolyn Brown: 2012 OAEA Reunion pin
- John Drews: penguin candle holder
- Mo Gibbs: NSFA ballcap & penguin gift cards
- Ron Gilchrist: 2014 OAEA Reunion goody bag
- Fred Gladstone: penguin candle holder
- Larry Hunter: cookbook rack
- Jack Jennings: *The Ice is Nice and Chee-Chee is Peachy* book
- George Lewis: penguin candle holder and Chapter T-shirt
- Nancy McKenna: penguin gift cards
- Bob Rainville: penguin Christmas ornament)
- Tony Richards: *Happy Feet* movie banner
- Jim Rooney: Penguin gift cards)
- Art Smith: Chapter T-shirt, handmade wooden pen¹, and Simi red wine
- Kyle Swenson: lighted plastic penguin & penguin candle holder

¹ The Chapter thanks member Carl McKenna for making and donating this item for the raffle.

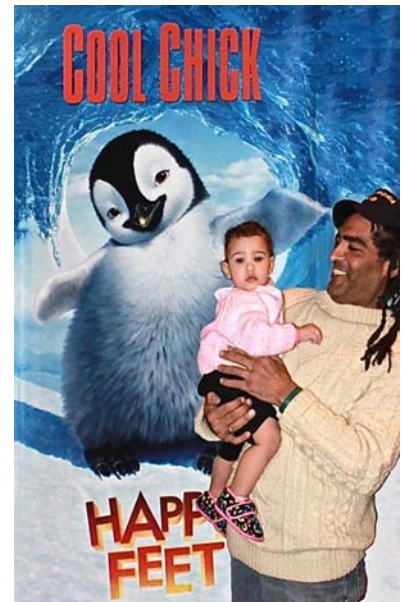


Capone's Restaurant And Lounge Peabody MA

Meeting Schedule

The next OAEA-NE Chapter meeting is scheduled for 1 pm on Saturday, 6 June 2015, at *Capone's* restaurant in Peabody, MA.

Photo Credits: Katsufrakis & Capone's Restaurant supplied by Billy-Ace, table photos by Dave Hazard, remaining color photos by guest Bruce Fink (www.bpfink.com)



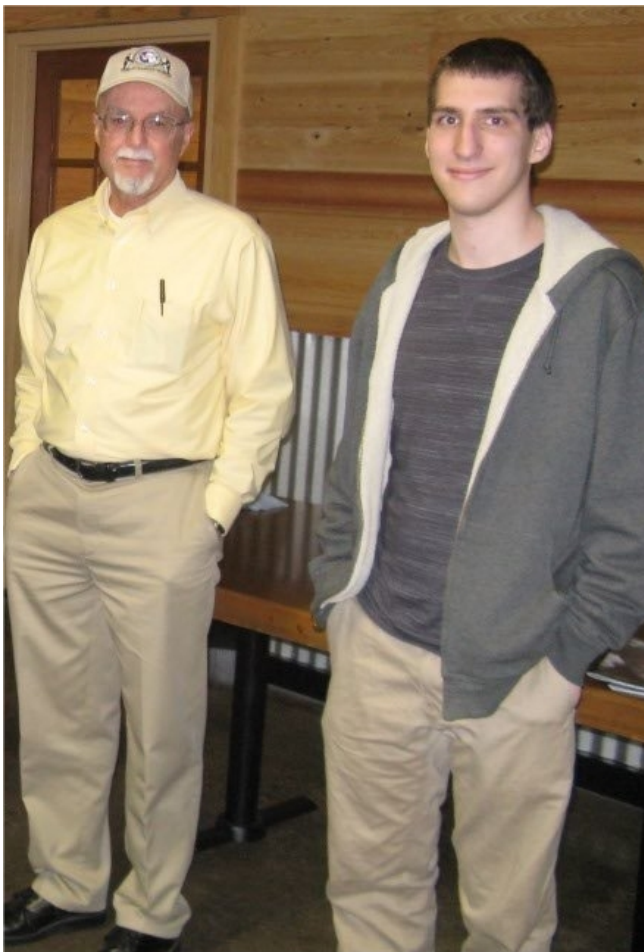
Anthony Richards & Daughter Ashley Pose in Front of the Poster That Anthony Won in the Raffle

Gulf Coast Group Chapter Happenings

by Billy-Ace Penguin Baker

Saturday 3 January 2015 GCG Meeting—30 Members and guest showed up for the first meeting of the New Year.

Tom Henderson was our guest speaker. Tom brought along his own “cameraman”, cinematographer Corey Doughty and the Pensacola News Journal sent a photographer, Bruce Gramer, to cover Tom’s presentation. More information about Tom’s project on page 3 of this issue.



Tom Henderson and Corey Doughty

A few members and guests that we had not seen in a long time showed up—Susan Licciardi, Carolyn Speed, Bob Jones, and Les Darbyshire to name a few. New comers were Rachel Hatmaker, Debbie McCrory, and Larry Crovatt.

Rachael Hatmaker won the 50/50 drawing and she took home \$56 as her share. Laura Snow one the door prize drawing which consisted of a mustachiod penguin clock.



Larry Crovatt



Bad Biker Nick and Susan Licciardi

Thanks to the wait staff and our head waitress Alexis who took good care of everyone. Also thanks to the usual cohorts for taking photos, distributing the raffle/door prize tickets, and donating door prizes. Our next meeting will be at Sonny’s on 7 February.

Saturday 7 February 2015 Meeting—27 members, guests, and visitors showed up for what might be our last meeting at Sonny’s BBQ. Several places for holding our monthly meetings have been recommended by our members. These will have to be checked out to see if they meet our needs and if they are willing to have us. Possibilities include the Woodshed, Happy China, Beef O’Brady, and Ollies. All of these places have meeting rooms that should accommodate us.



Maria and Pam Landy

We did not have a guest speaker so following a few announcements by Duck Talbert I presented Gus Shinn with a framed color photographs of the crew of QSS. After that the drawings were held. The 50/50 was won by Karen Nightengale. Karen took home \$49 as her share. There were cries of foul since this is the first meeting that Karen has been to since November 2011. It seems like we have a trend going here—last months raffle was won by a first-time attendee.



Karen Nightengale and Her Friend Alan Kosalko

Thanks to our wait staff, Joel and Alexis, and to everyone else who helped out with the raffles and photos.

Our next meeting will be at a place yet to be determined on 7 March.



Billy-Ace Presenting Photo of QSS Crew to Gus Shinn

Saturday 7 March 2015 Meeting—As it turned out we had our March meeting at Sonny's BBQ. 22 members and guests were present.

We didn't have a guest speaker, but several of our members requested the floor.

- Les Liptak was first and he told us about Con Jaburgs funeral (see Con's obit in the In Memory column).
- Mike Kovacs spoke a few words about the USS *Atka* reunion.
- Al Rogers discussed the forthcoming VX/VXE-6 reunion that will be held in Pensacola this November.
- Larry Crovatt spoke about his recent trip to Antarctica as a passenger on the MV *Celebrity Infinity*.



Les Liptak and Con Jaburg at the February Meeting

Following the member announcements I presented our newest Life Associate Member Certificate to Liz Konrad (aka the Crazy Hat Lady).



Liz Konrad Receiving Her OAEA Membership Certificate

Our chapter president, Roger Talbert was not present so there was no chapter business. Normally Pam Landy and Roger conduct the raffles. But with Roger not being present I gave Pam a break and asked Joyce Blackwelder to sell the 50/50 tickets and Helen Bourgeois to hand out the door prize tickets.



Joyce and Billy Blackwelder. As soon as Joyce Finished Selling the 50/50 Tickets They Had to Leave



Helen Looking at Ollies Menus

Our new member, Liz Konrad, was asked to draw the 50/50 ticket and as it turned out she drew her own ticket. She took home \$46 as her share. Larry Tral was asked to draw the ticket for the door prize and Larry Crovatt had the winning ticket for the door prize that consisted of a patch commemorating the 50th Anniversary of the first aircraft landing at the geographic South Pole and a 100 Anniversary of the discovery of the South Pole Patch.

There being no further business the meeting was adjourned. I want to thank our server Kristen, Lennie and Mary Lou for taking the meeting photos. Helen and Joyce for conducting the raffles. And a special thanks to Carl Bush who made a \$300 donation to the OAEA General Fund. See the donor report on the next page of this issue of the Gazette.



Larry Trail



Larry Crovatt Accepts His Door Prize From Billy-Ace

Our next meeting will be on 4 April at Ollies Neighborhood Grill, 2100 West Nine Mile Road, Pensacola.



PENGUIN CLUB



OAEA Donor Awards as of 3/12/2015

*compiled by Billy-Ace Baker
from data supplied by Ed Hamblin*

Asterisks indicate new donors, or donors who have reached the next level. Donations to the OAEA are tax deductible.

BRONZE ADELIE CLUB

Donations of \$100
2010 Memory Book Donors
Baker, Ashlee F.
Baker, Jamie (deceased)
Baker, Sean
Baker, Tracey
Barnard, Richard
Betha, Joe
Blankenship, John
Bolt, Ron L. (deceased)
*Bourgeois, Lennie
Boyer, Robert E.
Bracken, Harold (deceased)
Brow, Robert
Brown, Rodger
*Bush, Carl
Cabrera, Quirino
Capozzoli, Albert A.
Cockrill, Dale
Conklin, Harold
Cornwell, Jim
Cox, Lynne
Cunningham, Clair (deceased)
Damvelt, Karen
Dieckhoff, Charlotte
Diller, Marty & Bev
Dostal, W "Dusty" A.
Dunn, Thomas
Durham, James
Ellena, Eugene
Epperly, Robert M.
Everett, Richard (deceased)
Fazio, Bill
Flesner, Harold
Gerrish, Samuel
Giro, John J.
Giro, Mary V.

*Grass, Donna M.
Grimes, Paul
Hall, Richard M.
Halpern, Barry
Hamblin, Edwin
Hames, Winters (deceased)
Hand, Ernest (deceased)
Hartford, Charles
Hartman, Susan
Hendry, John
Henley, Elizabeth (deceased)
Henley, Joseph
Henry, Kenneth "Pig Pen"
Herr, Arthur (deceased)
Hickey, John
Higdon, John C.
Holloway, Phil
Hood, Elaine
Jernigan, Laura
Johnson, Robert R. "Boats"
*Judd, Robert C.
*Kees Billy W.
Konrad, Bradley, N.C.
Konrad, Kerry
Konrad, Robert D.
Konrad, Robert K. A.
Landy, James (deceased)
Landy Pam
Lindberg, Arthur E.
Livermore, Gerald
Loper, Gene
McGraw, Theresa
Morton, John E.
Mull, William
Munson, Evelyn
*Nero, Leonard L.
Northrup, David
*OAEA Southern California Group
O'Donnell, William
Olsen Don (deceased)
O'Neal, Jerry
Owler, Robert (deceased)
Panehal, Paul "PK"
Phillips, Elmer F.
Smith, Herschel
Smith, Walter (deceased)

Snow, Laura
Snyder, Mary Margaret
Spaulding, Richard
Spencer, Erwin J. (deceased)
Startz, Donna
Tamplet, Walter
Taylor, William C.
Toney, Phillip
Trimpi, Michael
Van Reeth, Gene
Verba, Sheila & Cheryl
Walsh, Mike
Werner, Alexander (deceased)
Whitehead, Eugene
Yow, Maxine (deceased)
Zinser, Richard (deceased)

GOLD ADELIE CLUB

Donations of \$500
Cordes, Fauno (deceased)
OAEA Gulf Coast Group Chapter
Herman, Andrew "Tony" (deceased)
Reed, Dale
Soulia, George
*Buchler, Cyril
*Reynolds, Paula

SILVER ADELIE CLUB

Donations of \$1,000
2006 OAEA Reunion Committee
2008 OAEA Reunion Committee
Biery, Roger
OAEA New England Chapter
VX/VXE-6 Para-Rescue Team
*2014 OAEA Reunion Committee
*Oona, Henn
*Splain, Vincent F.

EMPEROR CLUB

Donations of \$5,000
Baker, Billy-Ace P.

COMMUNICATOR CLUB

Donations of \$10,000
Communicator Group Fund