

EXPLORER'S GAZETTE

Published Quarterly in Pensacola, Florida USA for the Old Antarctic Explorers Association
Uniting All OAEs in Perpetuating the Memory of United States Involvement in Antarctica
Volume 15, Issue 3 Old Antarctic Explorers Association, Inc Jul-Sep 2015



Photo by Joshua Swanson

USAF C-17 At Pegasus Ice Runway

EARLY WINFLY MEANS MORE TIME FOR SCIENCE

*Story by Michael Lucibella
Antarctic Sun Editor*

Residents wintering at McMurdo Station saw a rare sight in June; A United States Air Force C-17 touching down at the Pegasus Airfield during Antarctica's darkest month, which U.S. Antarctic Program officials hope is a harbinger of things to come.

The plane stayed for only a couple of hours before flying off into the night. It dropped off seven people and about 52,000 pounds of cargo and picked up eight people leaving the continent. A month later, another C-17 descended out of the blackness, rounding out a three-flight, proof-of-concept program for future winter resupply missions.

The two C-17 flights followed the landing of an Australian Antarctic Division contracted Airbus A-319,

which touched down on 18 April while the skies were still dimly lit in the Antarctic twilight. It brought in 13 people to the station and carried 39 off the Ice.

Historically, McMurdo has had a nearly six-month-long blackout period between March and August with no scheduled flights in or out. These recent landings are the vanguard of a new winter flights program that planners expect will fundamentally change how the station operates during the continent's coldest months.

"It's a precedent-setting activity," said Paul Sheppard, the operations and logistics systems manager for the National Science Foundation's Division of Polar Programs. "[The Antarctic Support Contract] is already planning on building it into the season plan for fiscal year 2016."

Continued on page 5

PRESIDENT'S CORNER

Laura Snow—OAEA President

FELLOW OAEA MEMBERS: It is my pleasure to announce that Alexis Wright, Alesha Aucoin, and Shauna Legsdin have been awarded the 2015–2016 OAEA Scholarships. See the Scholarship Chairman's report, and letters from two of the awardees, on page 4 for full details.



Mark your calendars: Old Antarctic Explorers Association, Inc. Reunion, 10–14 October 2016, Norwich, Connecticut. Plan on attending. More information on this gala event will be forthcoming.

In 2016, the Old Antarctic Explorers Association, Inc., will be holding an election to fill the positions of President, Executive Vice-President, Treasurer, and three spots on the Board of Directors. Nominations, and volunteers seeking to submit self-nominations, to fill these positions should contact the OAEA 2016 Election Committee Chairman, Bob "Gabby" Gaboury. Information for contacting Gabby will be provided in the next issue of the Gazette and/or by separate correspondence.

Those OAEA Directors who are authorized to spend OAEA funds have submitted their FY2015 Expense Reports to the OAEA Treasurer and are waiting to see the FY2016 budget amounts. The FY2015 Accounting Statement will be forthcoming in the Jan-Dec 2015 issue of the *Gazette*.

Your recommendations and suggestions concerning those areas that you perceive as satisfactory, as well as in those areas where you feel that the OAEA could be improved, are solicited by me, your President of the Old Antarctic Explorers Association.

To all those who have lost loved ones, please accept my heartfelt sympathy and my condolences as you pass through these tough times. My prayers are with you. To those under the weather, I wish you a speedy recovery,

Until next time, take care.

Laura Snow

OAEA President
snowlg@cox.net



GROWLERS & BERGY BYTES

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

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DISCLAIMER STATEMENT

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

Old Antarctic Explorers Association, Inc.

National Headquarters
10819 Berryhill Road
Pensacola, FL 32506 USA
Phone 850 456 3556

And is published four times annually

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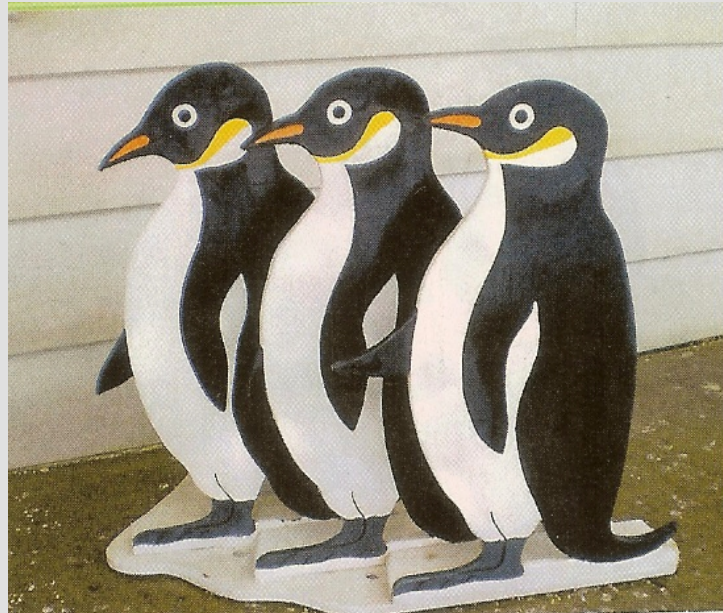
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MY FRONT-PORCH KING PENGUINS

RICHARD THOMAS
BRADFORD, PA



EACH YEAR since 1990, during the first significant snowfall of winter, three king penguins show up on my front porch: I decided to make this decorative trio to brighten up our winters.

First, I designed the birds to be near life-size, in slightly different poses, and spaced for a three-dimensional effect.

I used half-inch plywood for the penguins and base, and I mounted them on one-by-three-inch pieces. The base includes room for a cinder block-to help the penguins stand up to high winter winds-and holes for snow runoff. I strategically placed rubber feet to keep the base off the concrete floor.

The penguins serve as a memorable landmark and go back under cover after the last snowfall every year.

2015–2016 OAEA Scholarship Committee Doings

The OAEA scholarship committee received 6 applications for 2015-2016 school year scholarship assistance. The committee members are Ed Hamblin, Billy-Ace Baker, and Susan Hartman; each year, they review the applications and accompanying packages carefully and independently, and determine a ranking for awards. The committee chairman co-ordinates with the treasurer to determine award amounts and a number of awards that can be given.

The Awardees For This Year:

Alexis Wright, a Chemical Engineering major who is starting her sophomore year at Washington State University in Pullman, WA. Alexis was sponsored by Life member Linda Hamblin, and received \$1000.00 in scholarship assistance. After being notified of her award, we received the following from Alexis:

Dear Old Antarctic Explorers Association,

I am writing to express my sincere gratitude to you for making this scholarship possible. I was ecstatic to learn that I was selected as the recipient of your scholarship and want you to know just how appreciative I am of your generosity.

With my major in Chemical Engineering, I have a full class load this semester. Now that I am finished with my prerequisites in math, chemistry and physics and biology, I can start the more difficult coursework of my major. My classes include Chemical Process Principles, my first course in the chemical engineering department, Organic Chemistry, Calculus III, Biochemistry, and Roots of Contemporary Issues, a history course required for my general education. Upon completion of these I am eligible to be certified into the Chemical Engineering Program. Thanks to you, I am one step closer to that goal.

By awarding me, you have lightened my financial burden which allows me to focus more on the most important aspect of school, learning. I promise you I will work very hard to achieve excellence in my studies. Thank you again for your generosity and support.

Sincerely,

**Alexis Wright
Washington State University Sophomore**

Alesha Aucoin, recipient of \$1,000 in scholarship assistance, was sponsored by Life member Joe Aucoin of Topsham, ME. Alesha is an upcoming freshman accepted at Husson University in Bath ME working on a course of study leading her to Pediatric Nursing. We received the following back from Alesha.

Dear OAEA scholarship assistance,

I am sincerely honored to have been selected as the recipient of the Old Antarctic Explorers Association scholarship award. Thank you for your generosity, which has allowed me to use the amount I have received towards my college tuition. As I start my education at Husson University, I am very thankful for receiving your thoughtful gift it definitely helped me with my college payment and helped me on my road to success. Thank you again for your thoughtful and generous gift.

Sincerely,

**Alesha Aucoin
Husson University
Class of 2019"**

Shauna Legsdin, recipient of \$1,000 in scholarship assistance. Shauna was sponsored by Life member Peter Lahtinen of Westminister, MA. Shauna is enrolled in Westfield University, Westfield MA as a freshman with a stated Communications Major.

The scholarship awards each year are based on a calculated percentage of the scholarship fund. Scholarship funds are reported in the annual financial statement which is included annually in the *Explorers Gazette*. Applications for the 2016/2017 school year will be available after the first of the year; point of contact is Ed Hamblin (e-mail ehamblin74@verizon.net, telephone 757-405-3362).

Eligible sponsors are OAEA Life Members, and Annual Members with membership dues paid through 30 June 2017.



Early WINFLY From Page 1

Michael Raabe, manager of transportation and logistics at the Antarctic Support Contract (ASC), which runs the logistics operations for the NSF, added: “No longer do we have the mentality that the winter staff and the winter operation is a closed operation. We have the ability to fly in and out year round... We become more of a mature operation that can dictate, in essence, to the continent what we want to do and not let the continent and the seasons dictate to us.”

New Zealand, the normal point of departure. It also tested the abilities of the Airbus planes to land late in the season and the effectiveness of the new LED landing lights at Pegasus Runway. A second plane, a Royal New Zealand Air Force C-130 cargo plane, was supposed to fly down as well, but delays and scheduling commitments prevented it from taking part.

Though Air Force C-17s have ferried people and cargo on and off the continent for years, the June and July flights were a significant departure

operates the planes traveling to and from the continent. However, C-17s from a separate division of the Air Force made these winter flights.

Every week or so, the U.S. Air Force flies logistics missions, known as “channel flights,” delivering passengers and cargo to various locations throughout the Pacific. About a year ago, NSF approached the Air Force about sending a couple of flights this winter to Christchurch to send to McMurdo. The Air Force authorized two missions this year to layover at Christchurch so the USAP could use the aircraft.

After the borrowed plane arrived in New Zealand, it was loaded with passengers, scientific equipment, and supplies bound for the Ice. Ice-trained pilots equipped with night-vision goggles flew commercially to Christchurch from Joint Base Lewis-McChord. They then flew the plane the five hours to McMurdo, offloaded the cargo, and returned to New Zealand, while the channel flight crew was taking their mandated rest period in Christchurch.

“So when they wake up in the morning and walk out, their plane is back. It’s like it never left,” said Pete Crusier, the logistics operations manager for the ASC.

The June flight went off without a hitch. On 18 July, the two different air crews repeated the effort, transporting 51,000 pounds of cargo and sixteen passengers in and eight people out. It



Photo Credit: Joshua Swanson

Support vehicles line up in June to help unload the recently landed C-17 cargo plane.

The Airbus flight demonstrated that it is possible to get passengers to McMurdo from Hobart, Australia, without going through Christchurch,

from previous missions. During the austral summer, a dedicated Air Force unit, based at Joint Base Lewis-McChord in Washington State,



First Scheduled WINFLY. 17 June 1967—Personnel On-Board: RADM Lloyd Abbot (CNSFA), CDR Fred Schneider, LCDR Short, LT Holick, LT, Serba, LTJG Braddock, LTJG Hunter, PHC Reimer, AT1 McKinnis, AMS1 Brewster, ABH1 Falone, SGT Corley, , ADJ1 McClinton, And AE1 Maddox.

too was a success, despite some minor damage to the airfield from a severe storm in McMurdo earlier in the month.

Advancements in night-vision technology made landing in the pitch darkness possible. Both the June and July flights were accomplished using only the pilot's night-vision goggles, not the LED lights along the runway.

"The tactic of using night-vision goggles has been built up over the course of a few years for emergency use," Sheppard said.

These flights aren't technically the first winter flights in McMurdo's history. On occasion, the U.S. Air Force or the Royal New Zealand Air Force has flown emergency medical evacuation missions into the station during the winter, and there have been "air-drop" missions where cargo planes parachuted in supplies without landing. In addition, in June 1967, the Navy flew a scheduled winter mission to McMurdo. But since then, there have been no planned winter flights for almost 50 years.

The Air Force has already authorized another two winter flights for next year. In the future, there may be as many as six flights per winter season.

"It gives the program the ability to really plan how we operate projects and not let the airlift capabilities determine how a project operates," Raabe said. "We can let the projects determine how the airlift capabilities have to line up."

In part, planners expect that the mid-season deliveries would help lift the spirits of those wintering at the station. "Fresh food and mail in the middle of winter, you don't get a better morale boost," Cruser said.

The June flight left behind about 4,500 pounds of produce and 3,400 pounds of packages. The June flight's load of mail was particularly large because it carried the packages from the earlier cancelled April C-130 flight as well. To celebrate the winter delivery, about 45 people gathered in one of the huts for a Christmas-themed party to open packages together.

"Every decoration we could find went up in that place: Three Christmas trees, lights crisscrossing the ceiling, pictures of Santa and elves in every window," said Shannon Keller, who helped organize the event. "We made eggnog, apple cider, mulled wine, Christmas cookies and, of course, we had candy."

only needed for a one or two-month job.

Scientific research would likely also benefit from the more flexible schedules. Like contractors, researchers wouldn't have to winter for a full six months on the continent if their project requires less time to complete. "Traditionally there's not a lot of



Photo Credit: Travis Groh

Station residents threw an impromptu "Christmas in June" party, complete with holiday decorations, to open their recently delivered packages.

These new winter flights will not only make it easier to bring in additional winter supplies, but also people to help improve the station's infrastructure.

"You can do major construction in off peak times," Cruser said. "In wintertime, the population isn't as big, so you can plan construction projects or maintenance projects."

When the station's population shrinks during the winter, many of the buildings empty for the season. Major projects like boiler repairs and building renovations are less disruptive when done in the winter rather than during the busy summer months. Switching out crews to fit construction schedules are more efficient than keeping workers for six months when they're

science that occurs at McMurdo [during winter], and this may give us the opportunity to open up a different kind of science that [researchers] can do during that timeframe," Raabe said.

"They can come in, do their project within that timeframe, and then leave during that timeframe. So I think it will expand not only the kind of science but also the quality of science that they do."

These late winter flights could allow researchers access to natural phenomena that they haven't been able to access.

"A lot of the biology groups would like to go down and see what is going on in the environment," said Curtis LaBombard, the ASCs science implementation manager. "The

opportunity to do a winter, or a very late season flight, opens up the possibilities for groups that are studying biological processes that we just haven't observed because the operating parameters don't let us go in that early."

He added that he thought that the new flexible schedule could dramatically broaden both the number of projects as well as the types of science done during the winter.

"There are a lot of really cool things we could do," LaBombard said. "There will be things that I think the science community hasn't even thought of yet."

*****§§§§*****

WINFLY KICKS OFF IN PREPARATION FOR OPERATION DEEP FREEZE

*By Senior Airman Madelyn McCullough
446th Airlift Wing Public Affairs
31 August 2015*

CHRISTCHURCH, New Zealand—

As the sun rises over McMurdo Station, Antarctica, for the first time since February, so too begins the initial season of Operation Deep Freeze (ODF). On 23 August, Airmen from the 446th and 62nd Airlift Wings flew the first mission of the winter fly-in phase of the operation out of Christchurch, New Zealand.



photo by Madelyn McCullough

A USAF C-17 Globemaster III from Joint Base Lewis-McChord, Washington, taxis to a parking spot at Christchurch International Airport on 21 August

ODF, a multi-agency operation, is the military component of the U.S. Antarctic Program (USAP), which is managed by the National Science Foundation (NSF). It is one of the

military's most difficult peacetime missions as it takes place on the coldest, windiest, and most inhospitable continent on the globe.

WINFLY is the pre-operation to NSF's main Antarctic research season and takes place at the end of the Southern Hemisphere's winter. The C-17 Globemaster IIIs that fly down in August bring cargo and people necessary to prepare the runways and airfields for the heavy traffic of the main season. It is a challenging time of year as the weather patterns, extremely low temperatures, and persistent darkness can all make flying and operating the aircraft a challenge. This is why only the top Airmen from each essential career field are chosen.

"We're a very small footprint down here, so everybody we bring is critical," said LTCOL. Keith McMinn, 304th Expeditionary Airlift Squadron director of operations. "It's a small, displaced unit when we leave McChord making us more interdependent on each other. The infrastructure to support us is there, but it's not there like we're used to in the normal transportation system throughout the world supported by [Air Mobility Command]. Typically, everyone that comes down here has much more experience than the usual aircrew or any of the other positions. Usually they're a little bit older, a little wiser, and a little bit less likely to make a mistake in a critical role."

The team is made up of a variety of career fields.

First, no one could survive the freezing temperatures of Antarctica without being equipped with cold weather gear. This is where life support comes in. The average daily temperature during August at McMurdo ranges from around minus 7 degrees Fahrenheit to minus 25 degrees Fahrenheit with wind gusts making it even colder. This can easily cause frostbite and freeze uncovered skin. Life support ensures each Airman has three layers of cold weather gear, a parka, gloves, boots, and face and head protection. Life support also loads and

maintains the night-vision goggles so that pilots can land safely in the dark.

Next comes communication. It is this Airman's job to set up a radio that facilitates communication between Joint Base Charleston, South Carolina and the aircraft. Airmen from Charleston provide weather updates to the pilots to help them make informed decisions while flying. This is a lifeline for the flyers, as without communication in place, they will be forced to abort the mission and return to base in Christchurch.

"The ability to communicate is much more critical here because the divert options are much fewer," said McMinn. "The ability to reach out and ask questions, talk to somebody, make a plan, and bounce things off someone that's not moving is vital."

After a communication line is set up, the jet needs to be prepped by maintenance. Maintainers have the role of refueling, checking the engines, and completing a walk-around inspection of the aircraft before takeoff. It is their job to ensure the aircraft has the capability to successfully complete the mission.



C-17 Prepares for Take Off

When the jet is ready, the loadmasters work with the Royal New Zealand Air Force (RNZAF) to load the airplane. The loadmasters prep the airplane for the cargo it is carrying and keep track of the weight and total number of people coming onto the airplane. The RNZAF Airmen process the passengers and transport them to the aircraft and operate the forklifts and K-loaders to load the pallets. Together, they load and secure the cargo pallets.

"The RNZAF are a stellar group of men and women," said Senior Master

Sgt. Derek Bryant, 304th Expeditionary Airlift Squadron superintendent and senior loadmaster. "They know what they're doing. They're as excited about this program as we are."

When everyone and everything is on board, the jet is ready for takeoff and the responsibility is handed over to the pilots. Some of the challenges pilots face include navigating the atypical grid of the South Pole, preventing the fuel from freezing during flight, landing in complete darkness, and making decisions in an adverse environment.

"The flight itself and landing on the surface down there is not that difficult," said McMinn. "The problem is, if things start to go wrong they can go wrong really quickly and your options are very limited. So the implications of making a poor decision

can get very serious very quick and your options to mitigate that decision can become almost nonexistent. That's where the experience comes into play."

As soon as the aircraft has safely landed on the ice, the loadmasters are faced with the challenge of safely unloading the aircraft. Oftentimes, doors will freeze shut if there is rain during takeoff, rollers on the plane will freeze making it difficult for Airmen to unload pallets onto the transport sleds, transport sleds can take a lot of time to position correctly since they aren't as maneuverable as the normally used K-loaders, and communication can be lost in a whirlwind of cargo, passengers, cold, and darkness.

Usually only loadmasters who have been to Antarctica during regular season and who are certified as trainers come down for WINFLY, as there is

not a lot of time for second-guessing, said Bryant.

"Things can go south real quick down here so I need Airmen who know the job," said Bryant. "This isn't a training mission, this is a live action mission."

Once everything has been unloaded, it's time to fly back to Christchurch.

This small, but experienced group of people worked together to successfully complete the 587th safely flown mission to the ice marking the beginning of the 16th season of the C-17s support in Operation Deep Freeze. Originally just a five-year contract, the C-17 support has proven to be a vital component of ODF and the need for the aircraft's capabilities is only growing stronger.



U.S. Air Force photo by Senior Airman Madelyn McCullough
Passengers prepare for takeoff on their way to McMurdo Station, Antarctica, on a U.S. Air Force C-17 Globemaster III at Christchurch International Airport, New Zealand, on 23 August 2015. These passengers will be working for the National Science Foundation-managed U.S. Antarctic Program, a program that has been conducting scientific research in the area since 1956.

OAEA

LETTERS TO THE EDITOR

Billy Ace:

John Behrendt's comments in the last *Explorer's Gazette* regarding Capt Finn Ronne and RADM Byrd was particularly on the mark.

Serving on RADM Dufek's staff from 1955-57, I learned early on who was really in charge. On Deep Freeze I, I was principally embarked in USS *Arneb*, but made a sojourn to the Amundsen Sea in USS *Glacier*. At the time, Admiral Byrd was embarked in USS *Glacier* and was pressing to push into this remote sea as a new "first." When *Glacier* encountered heavy pack, Admiral Dufek's message ordering them out had some pretty strong language that made it abundantly clear to this young sailor who was running the show.

On Deep Freeze II, I was the enlisted forecaster embarked in USS *Wyandot* in the Weddell Sea, a real test repeatedly in very heavy pack. While Captain Edwin McDonald, Commodore of the Task Group, and *Wyandot's* skipper, Captain Francis M. Gambacorta were great officers and leaders, my minimal exposure to Captain Finn Ronne left me wondering, "Where did he come from?"

Rear Admiral George Dufek, USN (Ret) was recalled to active duty by an act of Congress to be Commander, Naval Support Forces, Antarctica (CNSFA)/Commander Task Force 43 (CTF-43).

Rear Admiral Byrd had no command authority, because by law his rank was strictly honorary. Although the PR types associated with RADM Byrd liked to gloss over that point, he was in fact a medically retired Lieutenant in the Navy's "Blue Book" that carries the status of all commissioned officers. As his further promotions were honorary, he had no authority to command Navy or Coast Guard ships and aircraft. The same command structure was in place for Operation Highjump, with Rear Admiral Cruzen holding the command reins. His Chief of Staff was none other than Captain George Dufek, USN.

Mo Gibbs
CDR, USN (Ret.)

Billy:

You do a professional job with this interesting publication!

Thanks

Jeanie

Billy-Ace:

In the latest *Gazette*, on page 2, the e-mail address of the person responsible for questions about the Antarctic Service Medal is perhaps incorrect.

Would you please send me the correct e-mail address?

Your newsletter is top quality.

Thank you
Ed Davern
Wintered Over
Wilkes 63 & 67

Editor's Note: An email I sent to the published address also bounced. I asked Elaine Hood for help and I received the below email in reply.

Billy:

A better address for publication would be deploy@usap.gov. My complete contact information:

Kathy Flanagan
Population Specialist
Antarctic Support Contract
7400 S. Tucson Way
Centennial, CO 80112-3938
800-688-8606 Ext. 32361
720-568-2361
303-705-0742 fax
kathleen.flanagan.contractor@usap.gov

Billy Ace:

I have no idea what the Old Antarctica Explorers Association will do without you. Are you training anyone to help out with the *Explorer's Gazette*?

I liked the chaplain's corner. I do pray for the people who winter over.

If you ever come near Atlanta, tell me!

Have fun,

Charlotte Fairchild

Editor's Note: No one is being trained at this time, but I do welcome articles written by members, or forwarded to me from other sources.



Gooday Billy-Ace:

My name is Bob Oldfield and I am an Australian member of the OAEA.

Could you please advise me as how I may obtain a couple of new white decals (external)? The clear ones are a problem to use as my car windows are tinted.

The attachment is Beaver Lake in the Southern Prince Charles Mountains. The tent was my happy home for some time!

Thank you and all the very best.

Bob

From the land down under



Oldfield's Tent on Beaver Lake

Editor's Note: Anyone who needs replacement decals can contact me by email, snail mail, or telephone.

Billy

I appreciate your doing what you do and doing it so very well.

I sincerely hope you got a "Wing Man in Training" should you decide to retire one day? But like most of us, "these are the things that keep us involved and happy"...ya done good Billy Ace.

Thanks:

Jerry Schleining

Editor's Note: Wow!! Two letters in the same issue asking me if I had someone in training to help, or relieve me. Are people trying to tell me something? In any event, as Jerry said, it keeps me involved, and as long as it is fun I will keep on doing it.

Aloha Billy-Ace:

Subj another FABULOUS issue! (got my notice of avail today). Guhor had sent me an e-mail on Monday telling me about PH1 Gilbert Jolly appearing IN MEMORY. I did run into him once, briefly, after we left the Ice, cannot remember where... Nice to hear that you were able to attend Jolly's funeral. Still cannot remember where we met after DF 63.

Tuesday I was at the museum all day. Yesterday I went on the web site and downloaded subj.

Also found CAPT Charlie Bird IN MEMORY. CAPT Bird was my CO @ FWF San Diego and swore me in as a WO1.

He was a great CO/person and was also a Stoof (S2F-1) Centurion. Saw his name on a plaque at the Cubi O Club bar. Perhaps it is still in the Cubi O bar @ National Museum of Naval Aviation in your hometown?

Redundant, but still a GREAT issue of the *Gazette!*

Hang in there!

Aloha.

Bruce Dewald

Editor's Note: I plan on making a trip to the Pensacola Air Museum in the near future and I will check it out.

Wow Billy:

I just finished reading your *Explorer's Gazette*. It is amazing—probably the best military letter/magazine/journal I have ever read. Bravo Zulu to you and all that contributed—so well done. Wish a link to it could be on Facebook. Such great reading (and memories). I have forwarded it to many old Navy buddies that flew with me with VQ-4 (C-130s - Recon Squadron 4 TACAMO). Everyone loves it. Many of those guys flew on the LC-130s with VX-6 before going to VQ-4.

Mike Wagoner
RMC (A/C) retired

Hi Billy-Ace:

Real sad to find Capt Charlie Bird in your obit list. When I finished W/O in '67, became Assist Staff Meteorologist, mostly in CHCH under him. A great boss and we had some crazy experiences together under RADM "Doc". Abbot

Cheers,

Mo Gibbs

Dear Editor:

Thank you very much for the *Gazette*, this is the first thing that I have received since I left the ice after Deep freeze 62.

Bill Palmer

Billy-Ace:

Another excellent newsletter! You continue to keep the bar high.

Tom Henderson

Billy Ace,

While sitting in the Waiting Room of the Multnomah County Sheriff's Office I ran across a copy of the May 30, 1959 Issue of Saturday Evening Post.... Hanne and I had to renew our "Concealed Carry Gun Permits" and I saw the Magazine, I was reading it; and saw the Ray-Ban advertisement, asked the Sheriff on duty if I could reproduce the page... he said, "take the magazine"... he'd bought several in a "Lot" estate sale. This was one of several he was sharing with the public... Good Cop! Always enjoy these "Blasts from the Past". The attached "Advertisement" for Ray-Ban Sun Glasses was in this issue.

There is a "Navy Chief" in the photo...Wondering if you may have knowledge of this CPO?

Interesting to see this, cut it out and saved it. If you want it, I'll mail it to you.

Jerry

Billy-Ace:

Very Good issue of the *Gazette*. Thanks for answering my questions about your publication secrets.

Bob McCauley

Hi Billy-Ace,

I was just wondering if you had managed to find anything else regarding Charles H. Harris, or had any other ideas? We haven't heard anything unfortunately from the notice in the *Gazette*.

Looking forward to hearing from you,

Allison Berger

Editor's Note: Unfortunately I have not heard anything new on Charles Harris either. Sorry.

Dear Uncle Billy:

I saw this photo in a recent Sunday issue of the *Pensacola News Journal*. Note the penguins on the wall.

Kiwi Pam

Editor's Note: This came as a coincidence. I have two pairs of Ray-Ban Double Gradient sun glasses like the those in the photo. Both were broken; one was missing an earpiece and the other was missing the nose guard. Several days before I received this email I took the Ray-Ban Sun Glasses to an optical shop to see if they could make one good pair for me and they were able to do so. I do not recognize the CPO and I couldn't find anyone who looked like him in the cruise books for 1959. I asked a couple of guys who were there at the time and no one knew who he was. Perhaps some of our readers may recognize him. I have included the photo in the Pictures & Stories From Days Gone By section on page 20 of this issue. Thanks for sharing.



Penguins In Afghanistan



My One, And Only, Ray-Ban Sun Glasses Case. Note the DEEP FREEZE G15 DOUBLE GRADIENT DENSITY on the Case

Billy-Ace:

By the time you get the Jul-Sep newsletter out, I will also have made a third trip to Washington, D.C. to spend five days at the National Archives and the Navy History and Heritage Command. I will also be conducting two additional interviews, one with Karen Ronne Tupek about the Ronne Antarctic Research Expedition. Karen also has a ton of photos and film from that expedition that she is willing to share with me. My final (hopefully) trip will be in November to the VX-6/VXE-6 Reunion in Pensacola (Pensacola Beach) with a side trip to North Carolina to do several more interviews.

Tom Henderson

Billy-Ace:

I am still trying to confirm the BUNOs of all the VXE-6 a/c that were the last ones off the Ice in 1999. John Lozon says: "Thelast flight from McMurdo was on 14 February 1999". Can anyone confirm this? Anyone have a source for the sequence of the last three VXE-6 LC-130s off the Ice in 1999?

Thanks very much, in ADVANCE!

Aloha
Bruce

Editor's Note: According to Tony Phillips in his book: Gateway to the Ice the final VXE-6 flight from the ice was made by BUNO 159130 on 17 February 1999, with Commander David W. Jackson, VXE-6 Commanding Officer navigating.

Dad:

On page 20 of the Apr-Jun Gazette in the article about "Skua Junk" there is mention of "Valley Doll" hot sauce. Do you know what happened to all the "Fanny's Secret Sauce" that mom sent to you in 1975?

Sean

Editor's Note: After the end of the winter I dumped all the remaining Fanny's Secret Sauce into a 55 gallon drum, sealed the bung and buried it under Gippo's Landing at the end of Lakey Lane. As far as I know the drum has never been found

Hey, Billy-Ace:

Good issue, though with a sad component. Noted that Ken Smith ("Kenneth Russell Smith") died in May down in California. I knew him quite well on the Staten Island and socialized with him and his (quite lovely) wife, Jean. Now both are gone. Sad.

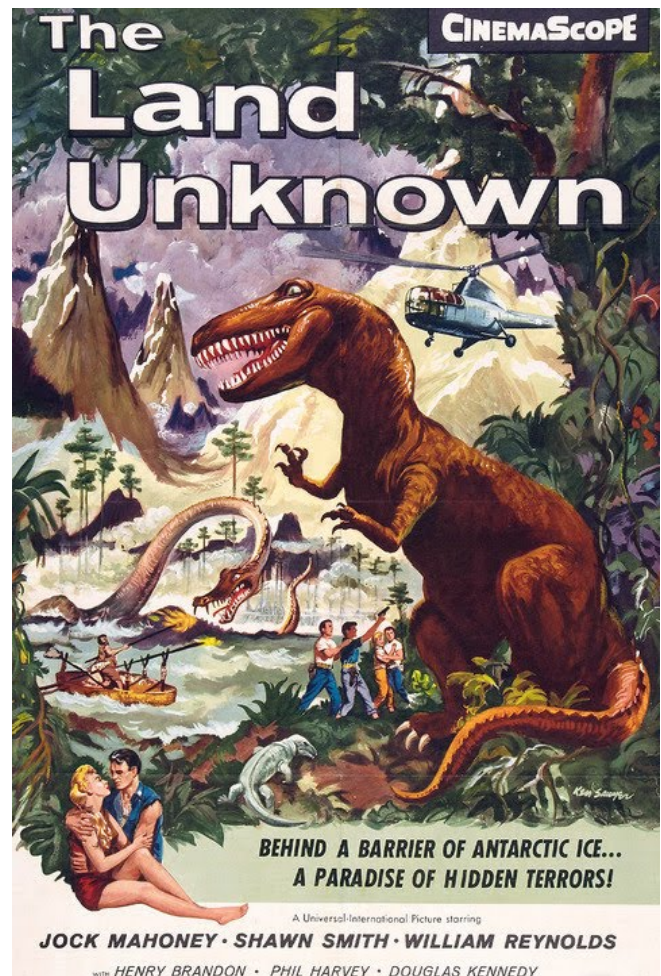
Particularly enjoyed "Lionel Wafer" (page 12). You know all this "Nazis in the hollow of Antarctica" crap started because of the 1938-39 expedition to what is now part of the Norwegian Claim (and was, then, too, I think). Apparently Hermann Goering, head of Hitler's Five Year Plan as well as the Luftwaffe wanted to ensure a decent supply of whale oil for the German economy—at least that's all the motive anyone can find. Ritscher and his people, especially the airmen manning two seaplanes carried on the German ship, did some fine aerial photography, much of which is in color, which I think is still at the Bundesarchive in Cologne or Koblenz. Kinda hazy on that. But, of course, with the war all sorts of fantasies abounded—Ritscher's assignment was to scout out a U-boat base, which was then, built (some 3,000 miles south of the Cape of Good Hope sea lanes???) , maybe an air base or two, whatever. Then the hollow earth folks picked it up. Hollywood made the first stab in 1957 in a movie called *The Land Unknown*. Some GREAT (if too brief) shots of *Northwind* breaking heavy ice during

Highjump. Anyhoo, this Navy expedition is supposed to be down there continuing Byrd's aerial mapping project, but also with orders to check out anything beyond the South Pole. Welllll, anyway three officers and the necessary glamorous blonde journalist (Good lookin' chick—I'm married, not dead) get lost, fly past the Pole, are sucked down into this verdant valley occupied by baddies who eventually engage the entire U.S. fleet down there in a war which sinks most of the American ships, etc. etc. Real SCHLOCK!

Anyway, I just checked and the movie is actually on You Tube in its entirety. Also Googled "Antarctic films" and found a list under "Dramas/Fictional Movies About Antarctica" the latest fantasy of which seems to be 2012.

Thanks again for good issues (all!).
Cheers.

Lisle Rose



Editor's Note: I had a VCR version of the movie in my collection and thanks to the information that Lisle provided I have recently upgraded to a DVD version.

LIONEL WAFER: HIS LIFE AND TIMES

Ghost written by Black Jack of Ballarat

G'Day Ship, Mates, This is your old friend Lionel Wafer, skipper of ye *Dead Rat*. My sea story for this issue is the tale of Warrington Minge.



To mark the new Queen's coronation in 1953, a young Shakespearian actor named Warrington Minge walked down to the beach at Dover scantily clad in a one-piece bathing suit and calmly stepped into the English Channel, thus embarking on the adventure of a lifetime—to swim around the world. He reached Calais the next day, and then hugging the coast he swam around France and Spain, making frequent stops along the way, and crossed the Straits of Gibraltar, making his way along the Mediterranean to Suez, from where he swam down the Canal into the Red Sea.



Warrington Minge in His One-Piece Bathing Suit

Averaging three miles a day, he made it to China by 1966, and down to Australia by 1976. He would have been in Oz sooner except that he ran into difficulties in New Guinea, as his famous book tells us. The first of the tricky parts was the Pacific, but, showing fantastic ingenuity, he made it to San Francisco in 1980, and then butterflyed down the coast to the southernmost part of Chile. Faced with the Drake Passage in July and August he realized that he would die of hypothermia if he attempted the crossing during the

Austral winter, and so he swam daily in the heated Punta Arenas YMCA swimming pool to keep his hand in. Come summer he was off, and, again showing amazing resources, he crossed the Drake Passage to Antarctica, arriving at McMurdo in 1988.



The White Cliffs Of Dover

Minge swam around Antarctica, stopping off for tea at all the bases along the coast, and by 1994 was off again, back to Chile. Up the east coast this time, he faced one final challenge before he could make it back to Dover—and that was the Atlantic Ocean. There is no land in the Atlantic Ocean to speak of, and no human could possibly swim 3000 miles without a break. How Warrington Minge did it is the subject of Chapter 16 of his astonishing narrative, *How I Swam Around the World*. It was the year 2013 when he finally saw the White Cliffs of Dover again. It had been 60 years to the day, and Minge was now 83. If you think this is a joke, Youtube "Warrington Minge".

Black Jack of Ballarat

Editor's Note: And now someone else is challenging Minge's record swim.

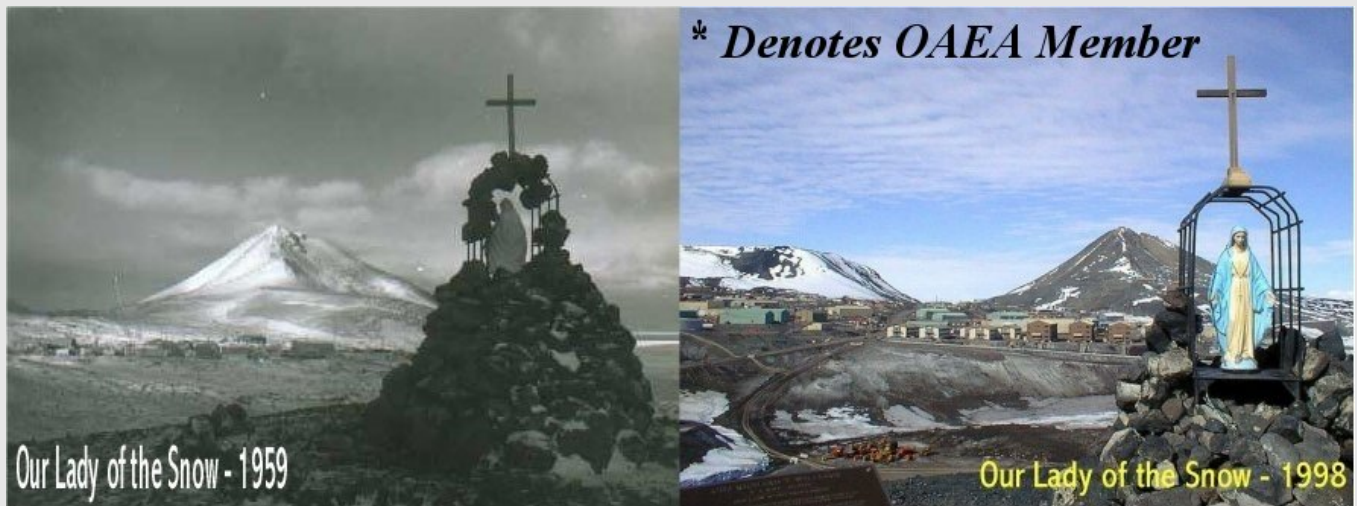
NEW YORK, NY:—*Guinness World Book of Record* swimmer Martin Strel is about to embark on his biggest challenge yet—swimming the entire world! Strel, who is in his late 60s, says it's going to take at least 450 days when he gets started next March.

The long-distance swimmer is well aware of the risks associated with swimming around the world.

"It's about peace, friendship, and clean waters, and if Minge can do it, so can I" said Strel.



Martin Strel



IN MEMORY

OAE Don Strout Abbott, 86, died on 9 August 2015, in Pen Argyl, PA. Don served on the USS *Philippine Sea* during Highjump as a Dental Technician Second Class (DT2).

Robert, "Bob" J. Allen, 92, died on 10 July 2015. Allen worked for the US Geological Survey for 60 years as a cartographer. Bob never deployed to Antarctica, but if you had a geographic feature named in your honor he was the go to guy if you wanted an official photograph of the feature named for you.

OAE Dr. Edgar L. Andreas, 68, died on 30 September 2015, in Lebanon, NH. Ed first deployed to Antarctica in 1981 as a member of the Army Cold Regions Research and Engineering Laboratory at Hanover, NH. In 1992 he served as the lead meteorologist on Ice Station Weddell.

OAE Jane Ella Nabors Atchison, 74, died on 6 September 2015, in Monroe, LA. Jane visited Antarctica as a tourist.

OAE Senior Chief Richard L. Banke, Sr., USCG (Ret), 68, died on 17 August 2015, in Salisbury, PA. Richard served on the USCGC *Southwind* during DF-68.

*OAE ETC John W. Barker Sr., USN (Ret), died on 19 July 2015, in Atlantic Beach, FL. John wintered-over at McMurdo during DF-79 as an Electronics Technician Chief (ETC).

OAE Hubert Chesley Beattie, 86, died on 9 September 2015, in Renfrow, Canada. Hubert visited Antarctica as a tourist.

OAE Nancy Marlene Rogers Birdsong, 71, died on 5 July 2015. Nancy visited Antarctica as a tourist.

OAE James "Jim" Arthur Bond, 69, died on 5 July 2015, in Gainesville, FL. Jim visited Antarctica as a tourist.

OAE Henry Eugene Borgel, Jr., 87, died on 3 July 2015, in Marietta, GA. Henry served as a Lockheed LC-130 tech rep. Year(s) unknown.

OAE Valerie Beatrice Boudreau, died on 19 August 2015, in Anna, TX. Valerie visited Antarctica as a tourist.

OAE William Kenneth Brooks, 74, died on 15 August 2015, in Simi Valley, CA. Bill visited Antarctica as a tourist.

OAE Joan Barry Brookes, 86, died on 31 August 2015, in Bethesda, MD. Joan visited Antarctica as a tourist.

OAE Ian William Noel Clarke, 88, died on 28 September 2014, in Australia. Ian served as the base leader at Deception Island during 1952, 53, and 54 with the Falkland Island Dependency Survey (FIDS).

OAE Patricia Connor Chase, died on 2 April 2015, in Cohasset, MA. Patricia visited Antarctica as a tourist.

OAE John C. Collins, 72, died on 11 July 2015, in Winnabow, NC. John served on the USS *Glacier*. Year(s) unknown.

OAE Ruth Marie Cox, 90, died on 26 September 2014, in Plantation, FL. Ruth visited Antarctica with her husband who served as a chaplain for the cruise line.

OAE Richard "Dick" O. Creedon Sr, 87, died on 22 August 2015, in Indianapolis, IN. Dick visited Antarctica as a tourist.

OAE Dr. Louise Crossley, PhD, died on 20 July 2015. In 1991 Louise was the second female station leader at Mawson Station. In 2000 and 2003 she was the station leader at Macquarie Island. She later made several trips to Antarctica as a lecturer.

OAE LT Brian C. Dalton, MC USN, 83, died on 13 March 2015, in Rockport, ME. Brian Was the OIC of Byrd Station during the winter of DF-II. Dalton Glacier is named in his honor

OAE Bobby Joe Davis, USN (Ret) 77, died on 31 August 2015, in Casselberry, FL. Bobby Joe served in Antarctica with the USN. Unit and year(s) unknown.

OAE Paul R. Dekleine, 76, died on 19 August 2015, in North Myrtle Beach, NC. Paul served on the USS *Arneb* during DFIII as a Fireman (FN).

OAE Eliot Warden Denault, also known as Peter, 89, of Delray Beach, FL, died on 30 July 2015, at his vacation home in Jamestown, RI. Peter visited Antarctica as a tourist.

OAE David Ward Deutermann, 82, died on 23 September 2015, in Weymouth, ME. David wintered-over as a USN Navy officer. Unit and year unknown.

OAE Gail Frederick "Fred" Donnalley, 91, died on 7 September 2015, at the Pohatan Nursing Home. Fred served in Antarctica as a CIA agent. Year(s) unknown.

OAE CAPT Edgar W. Dorr, USCG (Ret), 94, died on 8 August 2015, in Jacksonville, FL. Edgar served on the USCGC *Eastwind* during DF-I as a Lieutenant Junior Grade (LTJG).

OAE Charles Louis Durel Jr., 70, died on 1 August 2015, in Jefferson Parish, LA. Charles served in Antarctica with the USN. Unit and year(s) unknown.

OAE Susan F. Erbe, 72, died on 31 July 2015, in Albuquerque, NM. Susan visited Antarctica as a tourist on a Russian freighter.

OAE Elaine Fiffer (nee Rose), 91, died on 25 August 2015, in Evanston, IL. Elaine visited Antarctica as a tourist.

OAE Barbara Jean Evans (nee Good), 97, died on 26 September 2015, in Concord, CA. Barbara visited Antarctica as a tourist.

OAE Dr. Edward C. Fischer, Md, died on 30 July 2015 in Reading, PA. Ed visited Antarctica as a tourist.

OAE Mark James Forecast, 74, died on 2 August 2015, in Australia. Mark wintered-over three times with the Australian National Antarctic Research Expedition (ANARE); Wilkes 1965, Mawson 1967, and Macquarie Island 1969. as a meteorologist. Mark was a member of the ANARE Club. Mount Forecast was named in his honor.

OAE Charlotte Madeline Galbraith, 67, died on 7 August 2015, in Holmdel, NJ. Charlotte visited Antarctica as a tourist.

*OAE. ADCS Howard "Izzy" Gantz, USN (Ret), 89, died on 1 May 2015, in Kapolei, Hawaii. Izzy served in VX/VXE-6 from 1966 through 1970 and 1977 through 1980 as a Flight Engineer.

OAE Richard "Rick" H. Gaudette, 86, died on 28 July 2015, in Westborough, MA. Rick served in Antarctica during DF-I as a Hospital Corpsman First Class (HM1) on the USCGC *Eastwind*.

OAE David R. Goodman, USN (Ret), 78, died on 1 July 2015, in Albuquerque, NM. David served in Antarctica as a supply officer. Unit and year(s) unknown.

OAE Bette Jo Marak Griffin, 90, died on 22 July 2015, in Boerne, TX. Bette Jo made two trips to Antarctica as a tourist.

OAE Allen R. Hagen, 79, died on 13 August 2015, in Jefferson, MO. Allen served in Antarctica during Highjump. Unit unknown.

OAE Margaret W. Hagerty, 92, died on 1 August 2015, in Concord, NC. Margaret is listed in the Guinness Book of World Records as the oldest person to have completed a marathon on each of the seven continents. Just shy of her 82nd birthday she hitched a ride to the Antarctica Marathon on a Russian icebreaker.

OAE Noel Haysom, 87, died on 29 November 2014, in Brisbane, Australia. Noel served with ANARE on Macquarie Island in 1949 as a marine biologist. He was a member of the ANARE Club.

OAE Lee Hashbarger, 88, died on 18 August 2015, in Lima, OH. Lee served in Antarctica during Highjump. Unit unknown.

OAE Sarah Steel Hill, 77, died on 11 August 2015, in Denton, TX. Sarah visited Antarctica as a tourist.

OAE Roger S. Johnson, USAF (Ret), 77, died on 26 August 2015 in Athens, PA. Roger served in Antarctica with the Seabees. Unit and Year(s) unknown.

OAE Grace Roseanna Berry Karsnitz, 95, died on 6 September 6 2015, in Annville, PA. Grace visited Antarctica as a tourist.

OAE Olav Helge Loken, 84, died on 18 September 2015, in Ottawa, Canada. Olav wintered over as a glaciologist at Wilkes Station during the International Geophysical Year (1957–1958) aka DF-III. Loken Moraines is named in his honor.

OAE Joseph H. Lovering, 92, died on 14 August 2015. Joseph visited Antarctica as a tourist.

OAE Fernando L. Maldonado, 92, died on 28 September 2015. Fernando joined the newly founded Lindblad Travel in the early 1960s. In 1965 he was aboard the first MV *Lindblad Explorer* tourist expedition to Antarctica.

OAE Elizabeth “Betsy” Mall, 79, died on 20 July 2015, in Ann Arbor, MI. Betsy visited Antarctica as a tourist.

OAE Phyllis Jean Marcotte, 86, died on 15 September 2015, in Boulder, CO. Phyllis visited Antarctica as a tourist.

OAE Gordon F. Matthews, 79 died on 11 August 2015, in Orange, CA. Gordon served in Antarctica with the US Air Force. Unit and year(s) unknown.

OAE Dennis McCarthy, 68, died on 28 August 2015. Dennis served on the USCGC *Burton Island* as an electricians mate. Year(s) unknown.

OAE William Darwin McCroskey, 87, died on 28 September 2015, in Carolina Shores. William visited Antarctica as a tourist.

OAE TSgt. Stephanie “Stephie” Ann Ronecker McLaughlin, USAF, 41, died on 25 September 2015, in Reno, NV while on active duty. Stephie served at McMurdo Station with the USAF. Year(s) unknown.

OAE George McClenahan, 92, died on 7 August 2015, in San Diego, CA. George visited Antarctica as a tourist.

OAE William Darwin McCroskey, 87, died on 28 September 2015, in Carolina Shores, NC. William visited Antarctica as a tourist.

OAE Waymon Earl McMackin, 65, died on 27 July 2015, in Sherman, TX. Waymon visited Antarctica as a tourist.

OAE Henry “Hank” von Mechow, 87, died on 22 August 2015, in Hamilton, NY. Hank visited Antarctica as a tourist..

OAE Marjorie Moyle, 94, died on 25 September 2015, in Meridian, ID. Marjorie visited Antarctica as a tourist.

OAE Rose Marie Mullen, 84, died on 4 September 2015, in Hamilton Square, NJ. Rose visited Antarctica as a tourist.

OAE Carolyn Janice P. Netterberg, 76, died on 30 July 2015, in McAllen, TX. Carolyn visited Antarctica as a tourist.

*Karen Newquist, died on 13 February 2015, in Raymond, ME. Karen was a member of the OAEA New England Chapter.

OAE. Robert “Bob” Nunley, 72, died on 18 August 2015, in Seattle, WA. Bob served in Antarctica with the USN as a photographer. Unit and year(s) unknown.

*OAE William “Bill” David O’Donnell, 89, died on 22 August 2015, in Rockford, IL. Bill served as an aviation radioman during Highjump.

OAE John D. Orcutt, 85, died on 22 August 2015. John Visited Antarctica as a tourist.

OAE William “Bill” D. Peace, 71 died on 18 August 2015, in Tonawanda, NY. Bill served in VX-6 in the late 60s as an AS2.

OAE Deborah D. Potash, 74, died on 4 July 2015, in Menlo Park, CA. Deborah visited Antarctica as a tourist.

OAE John “Buck” C. Preston, 89, died on 3 July 2015, in San Diego, CA. Buck served as an ARM2 (Aviation Radiomen Second Class) on the USS *Currituck* during Highjump. Preston Point is named in his honor.

OAE Jean M. Reid, 97, died on 31 July 2015, in Tubac, AZ. Jean visited Antarctica as a tourist.

OAE Dr. Martin David Reiter, 95, died on 30 September 2015, in Rock Hill, SC. David visited Antarctica as a tourist.

OAE Winifred "Winnie" Reuning, 62, died on 4 August 2015, in Arlington, VA. Winnie joined the National Science Foundation (NSF) Office of Polar Programs in , 1980. She was one of the pioneering women to deploy to Antarctica in the early days of her NSF career. She served for many years as the editor of the *Antarctic Journal of the United States* and, more recently, she served as the web master. Reuning Glacier was named in her honor.

OAE Leo Thomas "Tom" Rozum, MD, 73, died on 27 August 2015, in Oshkosh, WI. Tom and his wife visited Antarctica as tourists in 2007.

OAE Dr. Peter Ruseski, MD, 86, died on 26 August 2015, in Merrimack, NY. Peter served as the OIC/Medical Officer of Byrd Station as a LT during DF-III. Ruseski Buttress was named in his honor.

OAE Dorothy "Dotty" Marie Russell, died on 23 June 2015, in Sarasota, FL. Dotty visited Antarctica as a tourist.

OAE Patricia D. (nee Rankin) Schafer, 69, died on 1 June 2015, in Gettysburg, PA. Patricia visited Antarctica as a tourist.

OAE Roy F. Schueneman, 81, died on 13 July 2015, in Novi, MI. Roy visited Antarctica as a tourist.

OAE CDR Melvin Lloyd Scott, USN (Ret), 86, died on 2 August 2015, in Grand Junction, CO. Melvin served as the operations manager at McMurdo Station. Unit and date(s) unknown..

OAE Sally Margaret Short, 73, died on 5 July 2015, in Fairbanks, AK. Sally visited Antarctica as a tourist. Sally was born in subway in London during an air raid.

OAE John "Jack" Favret Spring, MD, died on 23 September 2015, in Vestal, NY. Jack visited Antarctica as a tourist.

OAE Irene M. Stiff, 96, died on 29 September 2015, in Indianapolis, IN. Sally visited Antarctica as a tourist.

OAE John Joseph Straub, died on 23 July 2015, in Chicago, IL. John visited Antarctica as a tourist.

OAE Catherine F. Syversen, 79, died on 24 September 2015, in Berkeley, CA. Catherine visited Antarctica as a tourist.

*OAE ABHC Walter "Sonny" H. Tamplet Jr., USN (Ret), 71, died on 5 August 2015, in San Diego, TX. Sonny served in VX/E-6 during 1964-68, and 1970-72.

*OAE Chester E. "Chet" Thomas, USN (Ret), 84, died on 14 August 2015, in North Kingstown, RI. Chet wintered-over with the SEABEES during DF-I- and was in summer support during DF-II.

OAE Ernest Tiberino, 88, died on 25 August 2015, in Cherry Hill, NJ. Ernest visited Antarctica as a tourist.

OAE Dorothy van Winkle Tremaine, 92, died on 10 July 2015, in Jupiter, FL. Dorothy visited Antarctica as a tourist.

OAE. CDR James P. Van Etten, USCGC (Ret), 93, died on 17 July 2015, in Pompton Plains, NJ. James served on the USCGC *Northwind* during Highjump.

OAE Burton Eugene Vaughan, PhD, died on, on 22 September 2015, in Richmond, WA. Burton served in Antarctica during DF-I. Unit unknown. He also visited Antarctica as a tourist.

OAE Joseph "Joe" M. Veiga, 75, died on 7 August 2015, in Corsegold, CA. Joe served in Antarctica with the SEABEES. Unit and year(s) unknown.

*OAE Courtland Craig Weeder, 72, died on 28 September 2015 in Rapid City, SD. Courtland wintered over at South Pole Station During DF-65 as a Storekeeper Second Class (SK2).

OAE Charles David Williams III, 89, died on 6 July 2015, in Indianapolis, IN. Charles made seven trip to Antarctica as a tourist.

OAE Robert "Bob" James Yarnall, Sr., USN (Ret), died on 4 September 2015, in Wakefield, RI. Bob served in VX-6 during DF-60.

OAE Elaine, Zane, 78, died on 4 August 2015, in Hollywood, FL. Elaine visited Antarctica as a tourist.



Chaplain's Corner

Johnnie Draughon—OAEA Chaplain

“So he got up from the meal, took off his outer clothing, and wrapped a towel around his waist. After that, he poured water into a basin and began to wash his disciples’ feet, drying them with the towel that was wrapped around him.” (John 13: 4-5 NIV)



Over the past few months I have been pondering why the church has lost so much influence in today’s culture. I recently attended a workshop that began with a short worship service. As the scripture above was read the people looked at the pitcher of water, bowl, and towel on the altar and a sense of panic passed over them. After an inspiring message each

person was asked to walk to the front where the speaker poured water over their hands and the assistant dried them with the towel. Members of the group returned to the comfort of their seats with a sigh of relief. This was intended to be “symbolic” of Jesus washing his disciples’ feet. I realized that our churches have become soft comfortable places of rest and we have lost the desire to get down on our knees and do the dirty work of servants that we are called to do. How different the world would be today if we could re-capture that attitude of service. How does this relate to you? As I think back over the past 70+ years I realize that each one of you responded to the call of service in Antarctica. Some because of orders, others from a desire to do something very different, the challenge of exploration or expanding the world’s knowledge base—whatever the reason you responded to the call. Today the world is a better place because of your hard (and very cold) work of “Courage, Sacrifice, and Devotion.” Thank you.

May the blessings be!

Hand-Reared Penguin

By Anna Dubuis

The cute chick called Lowen, which means ‘Joyful’ in Cornish, is being hand-reared as its parents were not supplying him with enough food.

Lowen is the last of six chicks to be bred this season at Paradise Park in Hayle, Cornwall.

Keeper, Logan Ody, said: “It’s been great. In total we have had six penguin chicks so we are doing really well this year.

“A couple of the chicks from earlier this season are proving to be particularly friendly with our visitors and becoming big stars at the penguin photo-call sessions each day.”

Paradise Park hosts a colony of Humboldt’s penguins, a species that commonly live along the warm coasts of Peru and Chile.

They are considered a vulnerable species in the wild due to human interference and pollution.



Nose Pegs Handed Out At Zoo

By Roshina Jowaheer

Staff at Chessington World of Adventures Resort’s zoo are handing out free nose pegs to visitors because their new penguin enclosure has an unbearable stench.

Customers at the tourist attraction have been complaining about the fishy smell and the zoo staff were quick to come up with a solution.

Not only do the flightless birds consume huge amounts of the fish but they use their faeces—or guano—to line their nests, which is adding to the odour and causing a number of disgruntled guests to moan.

Now thanks to the introduction of brightly coloured nose pegs, visitors can enjoy the resort’s new Penguin Bay without the undesirable smell.

Jamie Mains, Zoo Experience Supervisor at Chessington World of Adventures, said: “We have had a few comments from our guests going through the new walkthrough about the fishy smell—especially during feeding time!”

“We want to ensure our guests enjoy their experience with us, and thought some pegs might solve the problem.”



TIDEWATER GROUP JULY GET-TOGETHER

*By Ed Hamblin
Photos by Bill Raymus*

Considering that the Tidewater OAEA reunion group has officially “hung up their guns” with the 2014 reunion wrap up, there was still a good group social meet up early in July. The group has gotten back to their “no business/no organization” roots, and just came together for a nice lunch and a couple of hours just visiting.



Ed Hamblin

By the time this comes out, our October meet up will be history, but beyond that, our next area “social/high tea” will likely be noon on 9 January 2016 at our usual place, Terrie’s Breakfast and Lunch at 3320 Military Highway in Norfolk; we meet in the back.



Bill Raymus



Herb Schaefer



Brad Miller and Jim Silverstorf



Wayne Rodgers & Neil Sugermeier



Ed Anderson & Pinky Palsgraf



Manny Perry & Robert Kello



Linda Hamblin & Bill Murray



Terrie's. *Terrie's is the old House Of Eggs. Terrie relocated from about a half mile away, and I hope she stays, because we like the ambience (or lack thereof) a lot.*

If you aren't on the e-mail notification, and want to be included, just drop an e-mail to Ed Hamblin (ehamblin74@verizon.net).

Hope to see you in January.

PICTURES AND STORIES FROM DAYS GONE BY

*Submitted by Jerry Schleining
from The Saturday Evening Post—30 May 1959*



Ray-Ban Sun Glasses Worn in Antarctica. Photo Courtesy of the United States Navy

Proved in the Antarctic Smartly Styled for you

The US Navy picked Ray-Ban Sun Glasses as standard equipment for the recent Deep Freeze expedition to the Antarctic. The reason? Unequaled eye protection from the sun's blinding glare.

Ray-Ban Sun Glasses give your eyes the same fine glare protection, plus the season's most fashionable frame styles and colors. You may select either

neutral gray G-15, gradient density, or Ray-Ban Green lenses.

For driving, fishing, or whatever you do outdoors, ask for Ray-Ban ... the most distinguished name in sun glasses. Made only by Bausch & Lomb Optical Co., Rochester, New York. See them in optical offices, and fine stores everywhere.



Drive safely in the sun.



Stop road glare with Ray-Ban Sun Glasses.

SHACKLETON: ANTARCTIC ODYSSEY

Reviews edited by Vik Offshodefor

BOOK REVIEW



Shackleton Antarctic Odyssey. A graphic novel by Nick Bertozzi, published by First Second, New York, NY, 2014, 125 pages, illustrated with black and white drawings, acknowledgements, afterword, & sources, paperback. Available from Amazon.com.

About the Author

Nick Bertozzi lives in Queens, NY with his wife and daughters. He is the author/artist of many other cartoon stories.



This is another graphic novel focusing on the real lives of explorers. Ernest Shackleton is most famous for his plan to cross the Antarctic by foot, which was a miserable failure (their ship *Endurance* was crushed by the ice, and the crew was stranded for months on end) and yet defied incredible odds (all of the men in the expedition survived). The story is told primarily through dialogue, which helps to personalize this chapter in history, but the informational text and maps will help readers grasp the full impact of the challenges the men faced on this expedition. The book is filled with humanizing touches, like the ways the men kept up morale with practical jokes and playing games together on the ice. Like the famous photographs of Shackleton's expedition, Bertozzi's black-and-white artwork captures both the bleakness and the majesty of the surrounding snow and ice. The cover image is especially gripping, as Shackleton stands on broken slabs of ice while his trapped ship tilts ominously behind him. This book is an excellent choice for readers who enjoy nonfiction, graphic novels, explorers, true adventure, and impossible dreams.

—Andrea Lipinski, New York Public Library

Ernest Shackleton made several attempts to reach the South Pole in his career as an explorer, but he never managed to see it. Bertozzi's latest, much in the same spirit of his well-received *Lewis & Clark* (2011), covers one such expedition, during which Shackleton and his crew spent almost two years in and out of ice packs, drifting in lifeboats, and desperately trying to find a way back to civilization. For all the peril, though, the slightly obsessive (but never foolhardy) Shackleton comes across as an exceptional leader, maintaining a positive, enterprising attitude and never losing



his probably life-saving spirit of camaraderie. Bertozzi eschews all narrative explanation, relying solely on dialogue among the crew and the detailed black-and-white panels to tell the story. The snow- and ice-bound journey is the perfect match for Bertozzi's minimal style—vast stretches of white become gasp-worthy, desolate vistas. The result is stark but effective, and it only serves to underscore the tense drama of the harrowing journey beset by seemingly endless obstacles. Perfect for fans of real-life adventure stories.

—Sarah Hunter

“This book is an excellent choice for readers who enjoy nonfiction, graphic novels, explorers, true adventure, and impossible dreams.”

—*School Library Journal*

“Bertozzi follows legendary explorer Ernest Shackleton from professional nadir to triumphant climax, saving his team from feared abandonment at the bottom of the world . . . The bone-chilling wetness, the numbing cold, and the persistent struggle against hopelessness come through clearly.”

—*BCCB*

“Perfect for fans of real-life adventure stories.”

—*Booklist*

“A top-shelf rendition of one of the greatest survival stories to come out of the Age of Exploration.”

—*Kirkus Reviews, STARRED REVIEW*

“A lighthearted graphic novel packed with detail makes an original contribution to the literature on Ernest Shackleton.”

—*The Honourable Alexandra Shackleton, granddaughter of Sir Ernest Shackleton & President of the James Caird Society*

“This is an expedition drawn out from the pages of the men who described what they saw firsthand, and rather than standing apart and narrating, Bertozzi tells it as though you've gotten in the boat with them. It's personal, jovial, exciting, and when the stakes are high, it's cold, uncertain, and exhausting. We get to know Shackleton and his crew; we want them to succeed.”

—*Kate Beaton, Hark, a Vagrant!*

“A wonderful introduction to one of the most important expeditions and one of the most dramatic stories in Antarctic history.”

—*Ken Burns on Lewis & Clark*

Editor's Note: My only complaint is that the drawings were not in color.

ANTARCTIC ODYSSEY

CAPTAIN ROBERT
FALCON SCOTT



NEW OAEA MEMBERS

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

Thanks to Stan Worthly, Black Jack, Dan Knox, Stella Artos, Ed Hamblin, Marty Diller, Mike Wagoner, Joe Gogel, John Giro, Dick Bowers, Chuck Fegley, and Shelby Gene for recruiting new members or for providing names and contact info for prospective members.

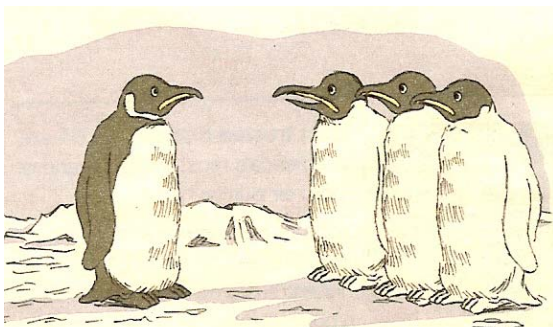
If you know of any OAE, or anyone interested in Antarctica, who is not a member of the OAEA please send their contact info to the OAEA Membership Chairman at upizauf@aol.com or 850 456 3556.

*Denotes Associate Member

§Denotes Upgrade to Life or Renewal of Annual Member

ΦDenotes Upgrade to Regular Member

Amsler, Margaret CIV	§Annual	NSF Palmer & Antarctic Waters 1979-2011
Amsler, Charles CIV	§Annual	McMurdo & Palmer RV <i>Polar Duke</i> & RV <i>Lawrence Gould</i> 1985-86/89/94/96-97/00-01/03-05/07-08/10/11
Ball, Steven ETC(SW)	Life	NSFA WO DF-84
Bates, John CN	Life	MCB-58 1969-70
Blevins, Robert E6	Life	VXE-6 1972-74
Boyle, John SCPO	Life	VXE-6 1971-74
Dion, John CIV	Annual	USARP/H&N SS Palmer & South Pole 1979-80
Gillins, Sarah CIV	*Annual	Author. NE Groupie
Harmon, C. SFC USA	*Life	NNPU Never Deployed
Hartmon, Susan NOK	§*Annual	Dau of Hoot Hartman
Moncrief, Ken ADJ2	Annual	VXE-6 1971-73
Terry, Kenneth YN3	Annual	VXE-6 1976-78
Thomson, F. LCDR	Life	NNPU WO DF-65
Woske, C. E8 USAF	Annual	109th AS 99-02



Didn't Anyone Tell You About Casual Friday?

REUNION & MEETING INFORMATION

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

MCB-1: Port Hueneme, CA: 15–18 October 2015. POC Peter Dowd, 89 Edward Rd, Marshfield, MA 02050, by phone at: 781 837 0393, or by email at: danang1966@hotmail.com. MCB-I served during DF-II, III, IV, and DF-62.

USS Mills (DE/DER-383): Beaufort, NC. 29 October through 2 November 2015. POC Ben Laurens, by phone 252 504 3733, or by email at: nrviver@ec.rr.com. The *Mills* served during DF-65, 67, and 68.

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

Burton Island Association: Pigeon Forge, TN 17–21 August 2015. POC: Robert Sanchez, by phone at 505 550 8495, or by email at: rjsr52@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. VX-/VXE-6 served from DF-II through 99.

Naval Weather Service: The Villages, FL, 5–6 May 2016. POC Gerald Struck, 3440 Dixon Lane, The Villages, FL, by phone at: 352 408 0283, or by email at: glvsusnret@reagan.com.

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.

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.

• Dave Killian is looking for some of his VXE-6 shipmates from his time on the ice. Dave worked in cargo logistics in the Cargo hut during the summers of 1970-73 any information at all on the below listed personnel will be welcome even if all you remember is the state the person came from:

Bobby Button
 Bill Corzette
 Marty Fink
 Mark French
 D. E. Fuller
 Charles Hardesty
 Denny Huston
 Toby Kimble
 Mike Jordan
 Stan Kowoski
 Frank Lynch
 Dave Mudri
 Bill Perkins
 John Smith
 Sonny Tamplet
 Gary Thuener

Dave can be reached at: Phone: 870 461 0033 (home), 401 575 2211 (cell); Email: vx61970@gmail.com; Facebook: dvid killian, Hot Springs Village AR, or by US Mail: 31 Cadiz Lane, Hot Springs, AR 71909.

Editor's Note: Sonny Templet died on 5 August 2015. See the In Memory section of this edition. Bill Perkins is a life member of the OAEA. His contact information is: PO Box 554, Holbrook, AZ 86025. Phone: 928 524 3533

• Carol Donovan is looking for Dallas Dunn. Dallas wintered-over at McMurdo during DF-66 as an SH1 and during DF-70 as an SHCS. Any information about Dallas, such as what state he came from, would be appreciated Carol can be reached by phone at: 310 200 0608, or by email at: kiwidonovan@hotmail.com.



Dallas Dunn From The DF-66 Cruise Book

• The Quonset Point Aviation Museum is in need of substantial repairs and your help is needed. Please sign the petition to help save this precious resource for not only Rhode Island, but also to preserve its unique aviation history. You can also sign a petition to The Rhode Island State House, The Rhode Island State Senate, Governor Gina Raimondo, The United States House of Representatives, and The United States Senate, which says: "Keep the Quonset Air Museum in North Kingstown". Will you sign the petition too? Go to the below web site to add your name:

http://pac.petitions.moveon.org/sign/save-the-quonset-air?source=s.fwd&r_by=14061617



Quonset Air Museum Logo

• Shaun O'Boyle is researching work done by Troy L. Pewe an IGY scientist during DF-III summer season (1957-58). Pewe was the first to do extensive field work in the Dry Valleys after Taylor's visit in 1911. Apparently Taylor set up "photographic stations" in the Dry Valleys to monitor changes in the glaciers and other landscape features. Pewe also visited and took photographs from these locations, and added more stations. Shaun is very interested in learning more about these stations and their locations so he can visit them. Shaun can be reached at o Boylephoto@gmail.com.

• Andy McMinn is looking for anyone who wintered-over with his dad, Anderson Nolan McMinn, at McMurdo during DF-61. Andy can be reached at 719 784 9269 or by email at: anmm@bresnan.net.



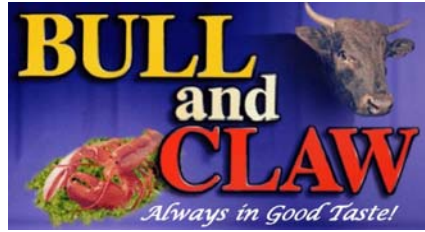
Anderson Nolan McMinn Center
 From The DF-61 Cruise Book

New England Chapter Fall 2015 Meeting

By Marty Diller

New England Chapter Secretary-Treasurer

The Chapter was back at the Bull N'Claw restaurant in Wells, Maine, on 26 September, with 55 members and guests attending the meeting. To mark this occasion, the restaurant bar featured the "Puckered Penguin" cocktail that was created by their head bartender, Robin, at last year's Fall meeting. The drink (a mix of apple vodka, peach liquor, and cranberry juice) was originally named by Chapter President Nick Pellegrino (VXE-6, 1970-72) and is still on the restaurant's bar menu.



graders the opportunity to get involved in this philatelic exercise.

Fundraising

Instead of the normal raffle drawing for various items donated by the Chapter and its members, a 50-50



Bob Sexton (seated) talks with Nick Pellegrino (center) and Russ White (ASA Det C DF-62-67 (w/o MCM DF-66); USARP DF-68).



Members Talking Before Meeting

Chapter Business

To open this meeting, member Charlie 'CB' Bevilacqua led attendees in the Pledge of Allegiance and followed with a recitation of the lyrics to "Taps," in memory of four members who had passed away since our Summer meeting. Secretary Marty Diller offered a brief memorial prayer.

At the previous meeting, CB offered an opportunity for our philately-minded members. For a small fee to cover postage and handling, attendees who brought letters to this meeting (and those who mailed them to CB before a 15 October deadline) would have them sealed in specially marked envelopes to be carried to South Pole Station. The cancelled envelopes will be mailed from Pole after Christmas, for delivery via the USPS to family members and/or acquaintances. Of interest, member Denise Porcello, an elementary school teacher, reported she would offer the families of her second

raffle drawing was offered at this meeting. The big winner (\$180) was Art Goulet (MCB-8 DF-64 at McM) of Lawrence, MA. The winner of this meeting's door prize (free meal at a future meeting) was Duke Ducharme (VX-6 DF-II at Ellsworth Station & DF-III at LA-V; VXE-6 DF-71-73 at McM) of Windsor, VT.

Meeting Schedule

The next OAEA-NE Chapter meeting is scheduled for 1pm on Saturday, 26 March 2016, at *Quonset O Club* restaurant in North Kingstown, RI.



Attendees talk before the meal at the Bull N'Claw restaurant.



All Meeting Photos by Mary Gellegrino

Prior to the Chapter meeting, the Chapter Board of Directors conducted their Fall meeting.

Left to right: Director Jim Kelly, President Nick Pellegrino, Secretary/Treasurer Marty Diller, Director Larry Hunter, and 2016 Reunion Committee Chairperson Billie Hunter. Blocked from view by Nick, is Merchandise Coordinator Dave Hazard.

Gulf Coast Group Chapter Happenings

by Billy-Ace Penguin Baker

Saturday 11 July 2015 GCG Chapter Meeting

— 11 Members and one guest showed up for our July meeting at Ollie's Neighborhood Grill.

We did not have a guest speaker, but first time attendee, Jeanie Dumestre, introduced herself, and spoke a few words about her plans to visit Antarctica in the near future.

Due to the low attendance the GCG President, Roger "Duck" Talbert decided not to have a 50/50 raffle or a door prize drawing.

There being no further business the meeting was adjourned. Our next meeting will be on 1 August. At Ollies Neighborhood Grill.

Saturday 1 August 2015 Meeting—27 members and guests showed up for our last meeting at Ollie's. Due to a conflict in scheduling the duty manager tried to put us in a room that would not be large enough to accommodate our expected attendance. After much haggling with the manager I was able to persuade him that we needed the banquet room. Even though he relented he said that we could use the banquet room only if we left before 2 p.m. I agreed with his terms, and told him that this would be our last meeting at Ollie's.

First time attendees were Bill and Tiffany Clark. Tiff spoke a few words about her Antarctic experience.



Rob Konrad

Our quest speaker was NCC Robert Konrad. Chief Konrad was recently transferred from Cheyenne Wyoming to Nashville Tennessee. Rob spoke about recruiting high school students for the Navy. His presentation was followed by a lengthy question and answer session.

Because we had to vacate the banquet room early there was no time for our 50/50 or door prize drawings.

Thanks to Jack McLendon for making a penguin donation to be used as a future door prize and Thanks again to Lennie Bourgeois for taking the photos. Also thanks to Rob Konrad for being our guest speaker.

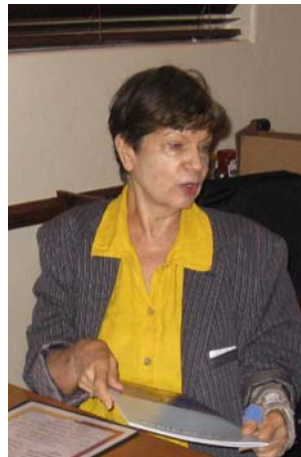
Our next meeting will be on a date and place to be determined.



Kerry Konrad, Tracey and Ashlee Baker



Tiff & Bill Clark



Jeanie Dumestre



Jack McLendon

Saturday 5 September 2015 Meeting

—24 members and guests showed up for our first meeting at the Rico Mexican Restaurant On Navy Boulevard.

First time attendee was Mable McLendon (wife of Jack). Jack donated about a half dozen penguins for the door prize drawings.

Attendees we had not seen in a long time were: Grady Lea, Bob Davidson, and George and Dorothy Griffins grandson: George III.

The highlight of the meeting was Gus Shinn's birthday. As has become customary Connie Shinn, Gus' daughter, designed and ordered a cake for Gus. Normally Billy Blackwelder would pickup the cake and deliver it to the restaurant. However Billy was out of town so Gary Skarr did the job.



Duck made a few announcements: Our guest speaker for the next meeting will be a volunteer from Covenant Hospice. Duck is going to invite the USO leader to speak at the December meeting and tell us what the USO needs for our next food drive.

Pam Landy won the 50/50. Her share was \$45. George Griffin won the door prize. A penguin closet light (donated by me) and a penguin potholder donated by Jack McLendon.



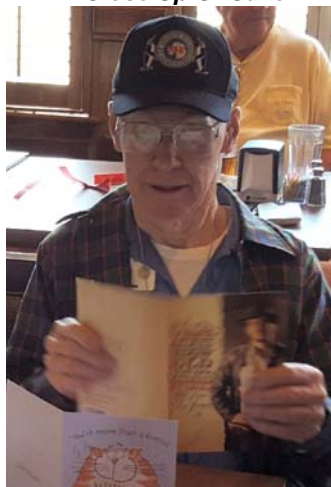
The Griffin's: George, George, & Dorothy



Close Up Of Cake



Pam Venting Because She Can't Get A Cup Of Coffee



Reading His Cards



Blowing Out The Candles

Everyone who attended enjoyed the restaurant and thought the food was great, so we will be having the next meeting here on Saturday 3 October.

Thanks to Lennie and Sean for taking pictures and to Carlos Gomez our wait person—even though there was a mix-up on the availability of coffee. Thanks to everyone else who helped out or donated items for door prizes.

Our next meeting will be at the Rico Mexican Restaurant on 3 October.

