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EXPLORER'S GAZETTE

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Uniting All OAEs in Perpetuating the Memory of United States Involvement in Antarctica
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Vinces Cross

MEMORIALS

By Elaine Hood

Antarctica is a large continent—1 1/2 times the size of the United States.

Vast distances.

But zero permanent citizens.

People do die. Sometimes they die of natural causes, other times from accidents.

And when someone dies, the entire community grieves, even if you did not know the person.

On January 12, 2020, one of the NY Air National Guard's maintenance electricians passed away suddenly here. He was only 37. He leaves behind a wife and two young children. I don't know the cause of death, but understand it was from natural causes. The NYANG works here this time of year, maintaining and flying the LC-130 airplanes, and then they spend April-August in Greenland, supporting scientific research there. He had worked in both Polar Regions.

Continued on page 4

PRESIDENT'S CORNER

Ed Hamblin—OAEA President

TO ALL OAEs—I wish I could start this with better news. Here goes... with what is going on in the world right now with the pandemic that has people on edge, I want you to know our Jacksonville 2020 reunion is cancelled.



CANCELLED! I wish we could have gone ahead, but with the coronavirus pandemic being in the forefront of things for the next few months, along with associated travel restrictions and other closures, and the reunion registration peak being the summer months, we don't feel comfortable about successful reunion chances at this point. I think folks are going to be more focused on things close to home for the next several months. We expect things to be all back on track for a successful OAEA 2022 reunion in San Diego.

Since our last issue, we have added seven new members, way to go Billy-Ace!

Although this may seem a little bit self-serving because I am married to the lady, special thanks go out to Life Member Linda Hamblin for her generous donation to the scholarship fund. Being of the age where she has to take money every year from an IRA, she applied the total amount she had to draw this year to the scholarship fund. Linda wasn't the only scholarship fund donor; thanks also go out to Carl Evans and Grant Nelson for their open checkbooks! Thanks also to donors Ben Koether, Robert Blevins, John Arola, Danny Murphy, Douglas Hunt, Gilbert Ankenbauer, Carl Evans, William Rouzer, Catherine Brabeck, Billy-Ace Baker, Edward Kulbacki, Bruce DeWald, Robert McNeish, Frank Kurek, and Gerry Hartzell for contributing to the general fund.

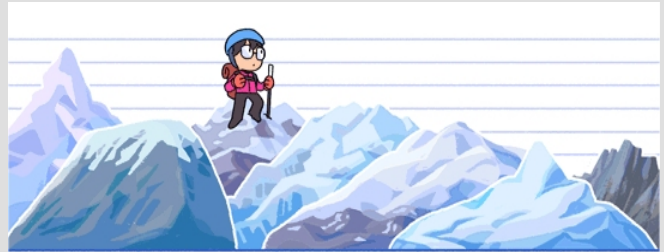
And speaking of scholarships, donations always welcome...and it is that time to start thinking about it the application process if you intend to sponsor someone.

As far as OAEA doings behind the scenes, not very much is happening. A couple of ongoing projects dealing with membership records are continuing. I also had been doing some training on learning how to be a Webmaster to provide some backup. That has been on hold since before Christmas (sorry Gabby!) as I have had some other things to tend to; but at least the ideas and thoughts are still there, and I haven't forgotten what I have already learned. Also, Bob Gaboury (AKA Gabby) has been working on the upcoming election cycle.

And keeping in mind that we are in an election cycle year, we will be seeking people willing to put some skin in the game; that is, to volunteer for offices. Being an officer in this organization is really very easy. All of our regular business except for the officers' meetings and the general assembly which both take place at the reunions are conducted via e-mail. Watch for the notifications.

So with that, I hope all are able to hunker down and stay well. Hope things are rosier for the next issue, see you down the road.

Ed Hamblin



GROWLERS & BERGY BYTES

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

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DISCLAIMER STATEMENT

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Editor

Billy-Ace Baker

Editorial Assistants

Gus Shinn
Kerry Konrad
Kenneth Henry
Pam Landy

Gravity Physicist *Emeritus*

John Stewart (RIP)

Editor *Emeritus*

Jim O'Connell
2001-2003

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Scholarship Nominations

By Linda Hamblin
OAEA Scholarship Committee

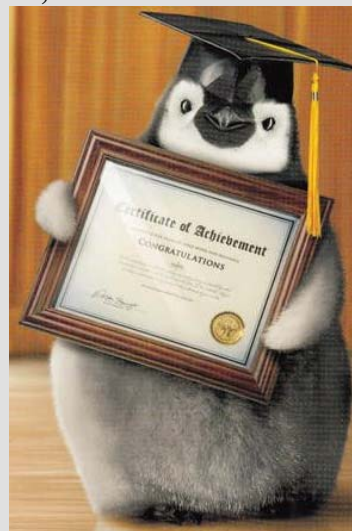
Spring is the time to start thinking about this year's scholarship nominations. Each year the OAEA is able to provide limited scholarship assistance to deserving applicants. The scholarship program is funded solely by donations from the membership, and total award amounts are based on mutual fund earnings from the scholarship funds.

To sponsor an applicant, the sponsor needs to be a Life member, or be an Annual member with membership paid up through 30 June of the following year. The sponsor needs complete that pertinent part of the scholarship application, signet, and include a statement. This is the most common omission; without it the application may not be reviewed. Another common problem is that the transcript (report card) needs to be from the end of the school year. Scholarship candidates must be a graduating high school senior or enrolled and attending college to be eligible. The candidate should submit all pertinent paperwork as outlined on the application.

An application is available for download at the OAEA website.

All applications with enclosures need to be postmarked by 1 July, and there is no need to send package by special mail delivery. Send completed application to:

OAEA Scholarship Committee Chairman
3104 Deepspring Drive
Chesapeake, VA 23321-2448.



Memorials

From Page 1

I did not know Staff Sergeant George Girtler. But it doesn't really matter. When someone dies here it is like a family member has died.

There was a lovely memorial service for him at the Chapel of the Snows. It was standing room only. We sang Amazing Grace. His friends shared memories. It was lovely. And we grieved for his family.

Memorials used to be built in memory of those who died here. We no longer do that.

When men died during the Heroic Era of Exploration in the early 1900s, crosses were erected.

The first man to die on Ross Island was George Vince. He died one month after arriving here, in March 1902, when he lost his way in a blizzard and fell into the icy water and drowned. A cross was erected in his honor and whenever I give tours of Discovery Hut, I remember to tell people who he was. He deserves no less.

When British explorer Robert Falcon Scott and his four team members died on their way back from the South Pole in 1912, the surviving members of his support party erected a cross on top of Observation Hill in his honor.



Ob Hill Cross

Observation Hill was named by Scott as it was a 754 foot high hill that allowed a view to the north—towards Cape Evans, or a view to the south from which returning Polar sledging parties would be returning. By placing a memorial cross in memory of Scott and his men there, the memory of Scott would be forever overlooking the area he first discovered. A quote from Scott's favorite Tennyson poem, *Ulysses*, is etched into the cross: *To strive, to seek, to find, and not to yield.*"

Another similar cross was erected in 1916 on Wind Vane Hill at Cape Evans, 15 miles north of McMurdo, in honor of three of Shackleton's men who died in March and May of 1916. Shackleton was not with them at the time—he was busy surviving on ice floes after his *Endurance* ship was crushed in ice on the other side of the continent. These heroic men were part of his support base party located at Ross Island.

The granite marker at the base of this cross was placed there in 1962 by the New Zealand program.



Wind Vane Hill Memorial

Our Lady of the Snows shrine was placed on a hill just above Hut Point Peninsula in 1957 by the US Navy Seabees in honor of Richard Williams who died when his D8 Caterpillar tractor broke through the sea ice and he drowned, trapped in the tractor cab.

The original shrine had rocks placed on the metal framework, creating a grotto around the Virgin Mary.

Whenever I see this memorial, I think of three men, now all deceased.

First, of course is Richard Williams, the first American to die in Antarctica. To this day, one of our airfields is named in his memory.

Second is Patrick 'Rediron' McCormick, one of the Navy SeaBees who served with Williams. I first met Rediron a number of years ago and a dear friendship developed. I last saw Rediron in his home in Rhode Island in June 2019. He passed away the day I deployed to Antarctica this past October. I'm tearing up as I type this, as he was a remarkable man who I think of daily while I am in McMurdo. Rediron was a devout Catholic who loved the Our Lady of the Snows shrine.

The third person I think of when I see this shrine is Charlie Bevilaqua. Charlie died the end of November, another one of the Deep Freeze I crew gone.



Our Lady Of The Snows

Charlie lived near Boston, but has a brother in the Denver area whom he would visit every summer. So every summer he would also come to visit me in the support contractor office and I'd give him an office tour, introducing my coworkers to this man who, like Rediron, helped build both McMurdo and South Pole Stations.



Charlie B

Charlie always claimed he dove into the water to try to help save the life of Williams, his good buddy. Others who were there disputed that claim. Regardless, I will also associate Charlie B with this shrine. He would always ask me if the shrine was still there.

Another memorial on the volcanic lava hills near McMurdo Station is dedicated to the NAVCHAPs, the NAVY Cargo HANDling and Port personnel. Ray Smith died in a cargo accident in 1982 and this was made to honor his memory.



BM1 Raymond T. Smith Memorial: His hard hat was made into a memorial which can be viewed along the Arrival Heights trail and is visible from the Ice Pier. It reads: "In Memoriam of BM1 Ray Smith, who was fatally injured in a cargo accident onboard USNS Southern Cross at McMurdo Station, Antarctica, February 6, 1982. May his professionalism and selfless dedication to duty be an inspiration to those who follow in service of their country."



Elaine Hood and Rediron

The NAVCHAPs deploy every January to conduct cargo vessel offload. These Navy men and women travel to the world's ports to conduct cargo operations. We are grateful for their service.

A cross erected behind the Chapel of the Snows is in honor of Ben Micou, US Navy helicopter mechanic who died in a helicopter crash in 1992.



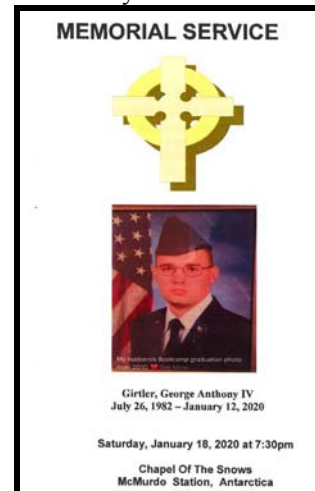
Ben Micou Memorial

I once knew nearly every man in this Pole construction crew photo, taken in January 1957. Now few still are alive.

The man at far right, rear, is Dick Bowers, who died in January 2019 at his home in Indianapolis. He was the US Navy construction engineer who was tasked with building both McMurdo and South Pole for the International Geophysical Year. A greater gentleman you will never meet.

Given the fact that about 3,000 people pass through McMurdo every year, we really don't have that many deaths, which is fortunate. But when there is a death, whether of natural causes as with Staff Sergeant Girtler in January 2020, or by tragic accident such as Richard Williams in 1956, we all grieve and we will never forget them.

Antarctica ties all these people together as members of my—our—extended family.



Memorial for SSGT on next page



The U.S. Navy Seabees who built the first South Pole Station beginning in late November and finishing in late December 1956. Standing: Siple (civilian), Speirs, Williamson, Tyler, Wagner, Bevilacqua, McCormick, Randall, Patton, Roberts, Goodwin, Bowers. Kneeling: Scott, Chaudoin, Hisey, Prescott, Powell, Nolan, Montgomery, Hubel, Woody, McGrillis, Slaton. Not pictured: Tuck. Paul Siple was the chief scientist at the South Pole during the International Geophysical Year (IGY), 1957-1958. U.S. Navy Lieutenant junior grade Richard A. Bowers was the Officer in Charge of construction. Bill Bristol, Navy photographer, took the photo. The shadow of the South Pole marker can be seen down the middle.

New York Airman Dies During Deployment to Antarctica

*Stars and Stripes / By Jennifer Svan
24 Jan 2020*

An airman from New York died this month in Antarctica while deployed with his Air National Guard unit for Operation Deep Freeze.



Staff Sgt. George Girtler IV, seen here in his boot camp graduation photo, died while deployed to Antarctica for Operation Deep Freeze.

Staff Sgt. George Girtler IV died of natural causes on 11 January 2020 at McMurdo Station, the Air Force said in a statement this week.

An obituary for Girtler, 37, said the cause of death was a pulmonary embolism, a sudden blockage in one of the arteries in the lungs, usually caused by a blood clot.

He is survived by his wife and two children, and numerous extended family members, the Air Force and his obituary said.

Girtler joined the Air Force in 2010 and was a member of the 109th Airlift Wing, Stratton Air National Guard Base in Scotia, N.Y., since 2012.

He was serving as an aircraft electrical and environmental specialist with the 139th Expeditionary Airlift Squadron.

He had deployed twice with the wing to Antarctica, as well as to Greenland, the Air Force said.

"We are deeply saddened losing one of our own on the ice," Col. Christian Sander, 109th vice commander, said in a statement. "Our thoughts and prayers are with Sgt. Girtler's family and loved ones. We are grieving together as a wing and community."



About 500 airmen from Girtler's unit began deploying to Antarctica in late October, according to the NYANG. The deployment runs through February.



Memorial services for Staff Sergeant Girtler were held in the Chapel of the Snows

World's Only Nuclear-Powered Civilian Ship Gears Up for Russian Antarctic Voyage

By *The Barents Observer*
Kirkenes Norway

The *Sevmorput*, the world's only nuclear-powered cargo ship, is currently preparing for a voyage to Antarctica to supply Russia's Vostok research station.

The cargo ship will transport construction materials to the station located 1,200 kilometers from the South Pole, Rosatom, Russia's state nuclear corporation, said in a Facebook post.

The ship is set to deliver the cargo on the Antarctic coast, where it will be transported to inland Princess Elizabeth Land, where the Vostok Station is located.

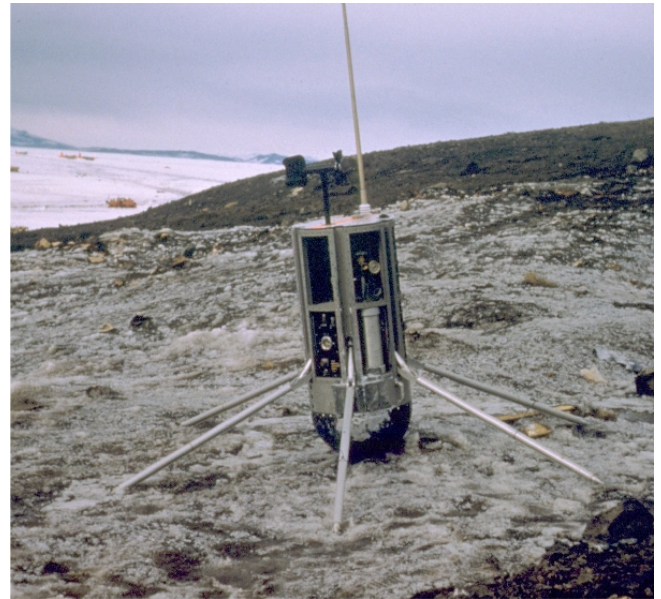
The 260-meter-long boat had previously been dry-docked in St. Petersburg for maintenance, and is expected to sail back to the Barents Sea port of Murmansk at the end of February for her return voyage.

Founded by the Soviet Union in 1957, Vostok Station is located in what is believed to be the coldest place on earth, with the lowest reliably measured temperature of minus 89 degrees Celsius.

Article V of the 1959 Antarctic Treaty bans the disposal of nuclear waste on the continent.

The only previous use of nuclear energy in Antarctica was at the U.S. nuclear power reactor at McMurdo Station, which was in operation from 1964-1972.

Editor's Note: They apparently forgot about the nuclear powered Grasshopper weather stations used by the USA. And PM3A was operational in 1962.



SNAP7C Automatic Weather Station



The Sevmorput, the world's only nuclear-powered cargo ship

FEEDBACK & LETTERS TO THE EDITOR



Hi Billy-Ace,

I want to thank the American Polar Society for planting the seed for me to go south.

In 2010, I gave a presentation at APS conference in Boulder, to 100 polar scientists and seasoned Antarcticans. They asked me if I was interested in going to Antarctica. I said NO! (I grew up in Minnesota and didn't see a reason to go).

Two years later, I booked a flight. My first taste of the Antarctic was compelling. I'd like to return.

I'm not sure who asked the question but THANK YOU!

Hear the interview at <http://bit.ly/2NjvUH5> about George W. Gibbs, Jr. first man of his race to set foot on Antarctica. Scroll down to January 13th. It's about the last 15 minutes of the program. You have to listen not read. It's free! Tomorrow will be 80 years since he stepped on the Continent 1/14/1940.

Leilani Henry
lrh@beingandliving.com

Billy-Ace

Please forgive me as I must have had a senior moment when I submitted the article to you for our past New Orleans Puckered Penguins reunion.

The article in the OAEA newsletter for Sep-Dec 2019 edition has the new President as Jeff Underwood. My apology to Pete Underwood as the correct name is of course Jeff Homewood.

Bob McCauley
bobmccauley2@cox.net



Homewood being sworn-in



George W. Gibbs, Jr. (Leilani's father on the 1939-41 Antarctic Service Expedition



DF-70 LC-130 321 Crew: Left to right standing: LCDR Caldwell, LCDR Walter, LCDR Linsey, and ADR2 Harper. Kneeling: AMH2 Glennon, ABH3 Sperbeck, and AE2 Homewood

Billy-Ace:

The below URL shows the MV *Ocean Giant* anchored in Winter Quarters Bay on 21 January 2020, and unloading floating pier sections.

<https://www.usap.gov/videoclipsandmaps/mcmwebcam.cfm>

Aloha Bruce DeWald
bdewald63@gmail.com



MV Ocean Giant in WQB

Editor's Note: By the time our readers see this the *Ocean Giant* will be long gone. However there are currently four mobile web cameras at McMurdo that can be accessed via the above URL. But when it gets dark I don't know what you will be able to see.

Dear Friends

I am so saddened to learn that William L Bourgeois, "Lennie" as we knew him, passed away in January (2019). He was the Flight Engineer on A/C 319 in 1967-68 season. Others on that crew included Ed Noll, Al Schutz, Tom Pope, Bill Simpson. R. J. Brien and H. Watkins. We shared many good times and a few very terrifying moments. Lennie was the Flight Engineer on the rescue flight that brought Dr. Brotherhood back from Halley Station for medical care at Christchurch. Most of that flight crew, including Ron Sorna who passed away in 2018, was able to meet at the VXE-6 reunion that was held in Cincinnati the summer of 2013. Lennie and his wife, Helen, are in the attached photo along with Dr. Brotherhood and Ed Noll.

Mike Spencer
michael.spencer@cox.net



At the squadron 2013 Reunion

Hi Billy-Ace!

So I was doing my regular dorm chores the other day and cleaned inside this desk in the lounge. Inside one of the drawers I came across some peculiar stamps [cachets] and scribblings.

I know you were a member of the Antarctic Communications Network, but also the McMurdo Philatelic Club?! I would love to find these stamps!

Sandwich
sandwichgirl@gmail.com



The desk



The stamps inside one of the desk drawers

Editor's Note: Wow! That is something else. The desk was in my room in Bldg 155 in 1979. That is my handwriting and I had one year to go after I did the decoration in the desk. I designed all the stamps (cachets actually) and I still have the originals here at home. Looks like the Antarctic Calling cachet got messed up a wee bit. At one time there was a locker in Bldg 155 with my name and padlock on it. I wonder if it is still there? It may have some of my philatelic stuff in it. Thank you so very much for finding that desk. This is some kind of miracle.

Dad:

The photo of the little girl with her face painted on page 43 of the Oct-Dec issue of the *Gazette* was Ashlee and not me.

Kerry Konrad
Via telephone

Editor's Note: Kerry is correct. Below is a photo of her when she was a little girl.



Kerry as a little Girl

Billy-Ace

I just finished an interview about my tour in DF62-63 at McMurdo with VX6. It is on UTube under the Veterans History Project. Some of the OAEA members might like watching it. I talk about how it was when the Navy was responsible for all the workload (transport, supply, and construction). Go to this web site: <https://youtu.be/G4n8i6xVVq8>

Richard Marquardt AMH2 VX6
richardse@aol.com



Richard being interviewed

Hi Billy;

I don't have John Lenkey's address but referencing his article about Shackleton's Whiskey I'd like to add that having been in DFI & first WO of that group I was friends with all the original pole build men including Paul Siple. To my own knowledge I doubt Paul was much of a drinking man but the first winter over pole group had shared command by him & Navy Lt Tuck & I am sure that like us @ McMurdo the alcohol consisted of 190 proof for strict medical supervision use or dispense with mixed fruit juice as well as brandy in 2 oz bottles & beer to be purchased by the men & then finally the whiskey called Old Methuselah which I believe was a brand made only for the armed forces. We thought it was real rotgut.

The only other whiskey @ McMurdo 1955/57 was that which was personally brought by Elmo Jones the Disney photographer that wintered with us. He drank lots of his own stash. I would like a message from anyone that can tell more about Old Methuselah & would like to see a copy of the bottle label.

Please contact me by phone or by email... phone 574-732-1245.

Dave Grisez
dgrisez@comcast.net

Billy:

Another source of alcoholic refreshment @ McMurdo in the winter of 1956 & DF-I was sacramental wine furnished often to some of the enlisted men by the Chaplin to obtain favors such as a little extra off hours work for his own projects such as the Chapel which was not on the official building plan. Extra Quonset parts & lumber would suddenly be found as well the off duty labor to do the job.

It was a standing joke @ McMurdo that Chaplin Condit had somehow contrived to have all the wine shipped to McMurdo & only candles to Little America. His heavy overcoat often hid bottles of wine when he visited a couple of the EM barracks. In addition to his religious services he was a master planner of most all of our recreational parties. After one particular party @ which he apparently imbibed a bit; the next morning he stormed from the Chapel down to the mess hall furious that no one had attended the service. He was quickly informed that it was Saturday morning not Sunday.

Things happen "in the land of the midnight sun".

Dave Grisez
dgrisez@comcast.net

Editor's Note: In the below article is a photo of the South Pole Construction Group, and the other personnel mentioned by Dave in the above two messages. A photo of the Old Moe label is in the Locator Column.

Billy-Ace:

Thank you very much Billy. I'm 77 now, but I was 18 when I hit the ice in 61. It was a good experience and the cold never bothered me, just took it in a stride.

Anyway we were all young men back then. Thanks again Billy.

David Hart
usnmc1@icloud.com

Uncle Billy:

Did you see the picture in a Google news lease of the NYANG Herk with the rainbow?

Pam Landy
kiwipam@aol.com

Editor's Note: Yes, and that photo is on page 36 of this issue of the Gazette.

Billy-Ace:

Since this Coronavirus thing is mainly affecting us old geezers and not wanting to break a 16 year record of having breakfast once a week, Al white, John Perry, and I had a Hardy breakfast with Gus in his carport.

Billy-Backwelder
billyblackwelder@gmail.com



Breakfast with Gus in his carport



Happy Valentine Day

DAVE GRISEZ'S PHOTOS

Dave sent me a collection of eight discs containing the photographs that he took while he was on the ice. He also included a hand written list of the photographs on the discs. That is the good news. The bad news is that the numbers on the list did NOT match the

Complied by Big Bill

numbers on the discs. However, the photographs reflect a great history of the beginning days of Deep Freeze and the International Geophysical Years. I have only included those photographs that Dave mentioned in his two letters above. Well, maybe I threw in a few extra.



Main Group of South Pole Station Construction Team. Note the Confederate Flag. It can't be missed



South Pole Station Advance Party



Dave Grisez and Scott's Cross. No Booze in this Photograph!



Elmo Jones the Disney Photographer who Wintered-over with Dave's Crew. None of his Booze here. Unless he is hiding it in his Parka Pocket.



Dick Bowers and Paul Siple celebrating Christmas. That Ain't Coffee in Those Cups!



Dave's Bunk & his Pin-up Girls!



Father Condit Having Fun!



Winter Entertainment Planned by Father Condit



Chapel of the Snows With White Picket Fence



New Reliefs Arriving



**Mother with Pups. They Paid for Spayed Dogs
(pun intended)**



On the way back to civilization a tugboat meets us outside Port Lyttleton to take off several men and we see our first live woman in over a year!

MEETING WITH AUTHOR OF STOWAWAY

By Ed Hamblin

In a previous issue of *Explorer's Gazette*, I did a book review on Laurie Gwen Shapiro's 2018 book, *The Stowaway*; A Young Man's Extraordinary Adventure To Antarctica. The story itself is about William Gawronski, a young fellow from New York City who managed to get himself added to the first Byrd Antarctic expedition by attempting to stowaway twice on ships leaving from New York, and then making his own way to Norfolk VA where he was able to meet with Richard Byrd to plead his case just before the expedition left for good. The end result was Byrd admired his spirit, and added a new crewmember to the expedition. Just as it made for a great news story at the time, it also made for a good book now.



Gwen Shapiro

A few weeks back in the local newspaper, I happened to notice that the author was going to appear out at Newport News Mariners' Museum to give a talk about her book. My wife and I decided we would like to go out and hear what she had to say. Not knowing what to expect, I was amazed to see about 150 other folks interested in hearing about Ms. Shapiro's book. I have to say I am a frustrated writer myself, and am in awe of people who "make it".



Newport News Mariner's Museum

Ms. Shapiro's hour long talk was not about the book itself. She was there to push the most recent edition of the book, and of course wanted people to buy so she didn't give

a lot of the "meat and potatoes" of the book away. What she did provide was a fascinating, in depth talk about how she got the idea for the book, and about the extraordinary research efforts she went through to get her material. She also had a picture presentation from the book of the hero, of New York of the 1920s and 1930s, and the ships and other people involved. This was not her first book, but to quote her "My first nonfiction book spanning more than a hundred years of history..."

According to her talk, she didn't set out to write a book about an Antarctic expedition, although she was looking for idea of something of interest germane to a particular New York neighborhood. She was researching for a possible article about the oldest Polish Catholic church in America in that neighborhood when she stumbled on the misspelled name of William Gravonski in a 1920s newspaper article who through her diligence and hard work, came to life as the hero of her *Stowaway* book, one William Gawronski who had been all over the New York news at one time. She then used online cemetery listings and found a record of William Gawronski with the right birth date. Using more detective work after making many "cold" phone calls to people with the Gawronski name up and down the east coast, her efforts finally paid off. She actually found his widow from his second marriage living in Maine whom she was able to interview and gather scrapbooks of source information from to flesh out her manuscript. In the process she also discovered an incarcerated son in Florida, who provided further information about his father. Besides the family contact, in 2015 she went to the Antarctic Ross sea area for additional site background.

All in all, this was an amazing story by a pretty amazing lady; had I not already had the book, I would have bought one. She did a great job in whetting the appetite for more. I did get a chance to chat with her for just a few minutes, but there was a lot of demand for her time, and of course she had to get to the book signing. I took several photos with my cell phone, but due to operator error, none turned out suitable for use, so the picture is courtesy of her website. She is presently at work on a book about Amelia Earhart, *Amelia and George*—a non-fiction narrative book on the decade-long relationship between Amelia Earhart and George Putnam.



Amelia & George

DONATE TO THE OAEA SCHOLARSHIP FUND

*Editorial by Linda Hamblin
OAEA Scholarship Chairman*

IF you are at least 70½ or older, and need to start drawing your required minimum distribution (RMD) from your IRA, you can transfer money to a charity tax-free each year. The money given as a qualified charity donation (QCD) counts, as your required minimum distribution but isn't included in your adjusted gross income. This could be a tax advantage for you. The money must be a direct transfer from IRA to the charity to count as a tax-free transfer. Talk to your IRA administrator about making a direct transfer, or you can have your IRA administrator send a check from your

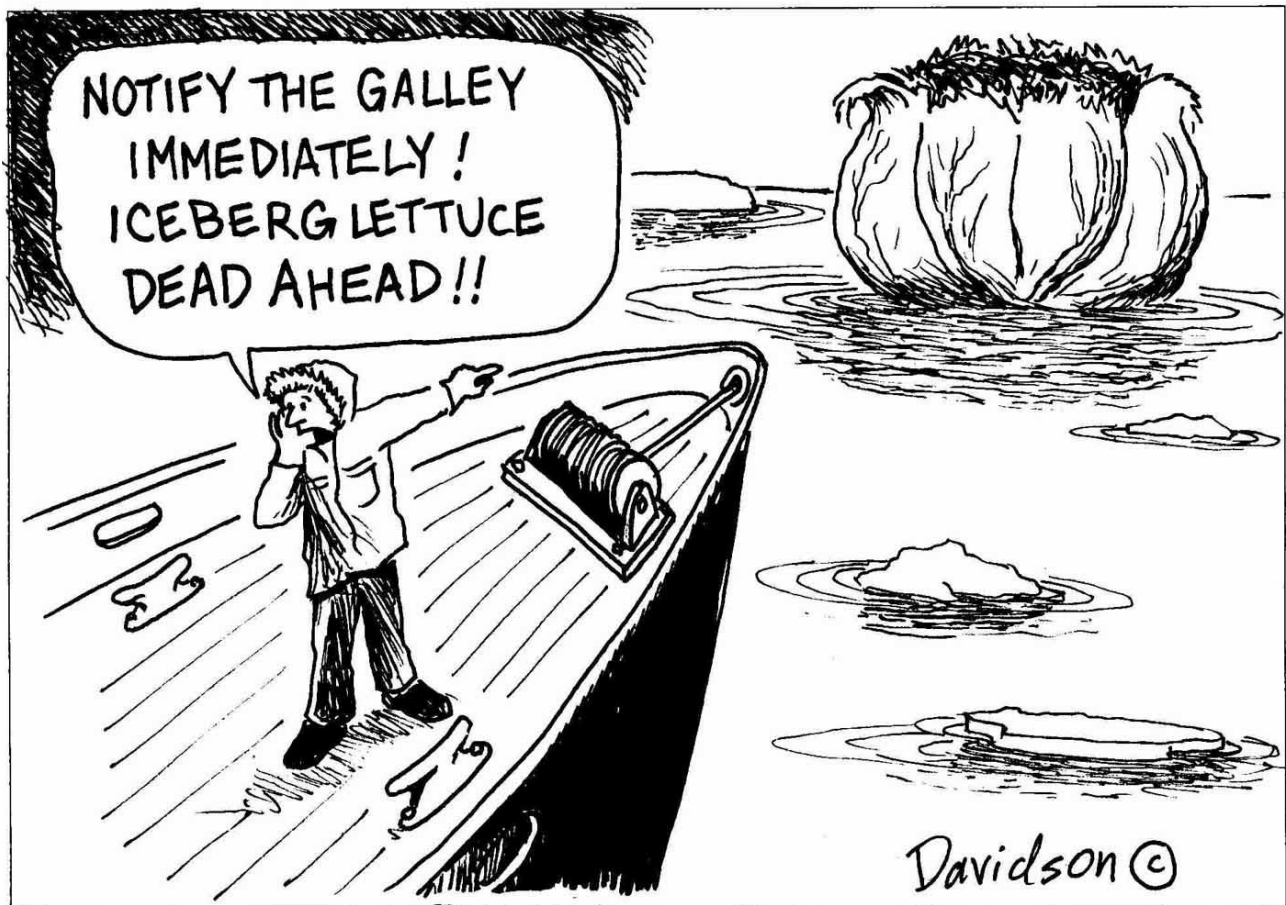
account to the charity. This doesn't have to be done only at end of year. As long as you are 70½ before donating a QCD and you don't touch the money it can be donated any time during the year. For more information:

<https://www.fidelity.com/learning-center/personal-finance/retirement/qcds-the-basics>

I, myself, did this for 2019. So please consider it for the OAEA Scholarship Fund. Always remember: Old Antarctic Explorers Association is listed with the IRS as a 501(c)3 charitable organization.

FRESHIES ON THE HORIZON

2006 Cartoon by Matt Davidson



ANTARCTIC



ADVENTURES

Written by Yolonda Washington



Journey and her mother Yolonda

PART FOUR

“Drake’s Passage” Shake, Rattle, and Roll or Not???

So, fellow world traveler’s where did we leave off last time on our adventure? I remember! We had boarded the MV *Ortelius* and were departing from Ushuaia for our two and a half day voyage down to the peninsula tip of Antarctica!

We embarked onto the MV *Ortelius* late that afternoon, following our mandatory safety briefing and lifeboat drill we all came on deck with our cameras to enjoy *Ortelius*’ departure from the port of Ushuaia and its progress down the Beagle Channel. Now although the Drake’s Passage is a star phenomenon in its own right, the Beagle Channel is no slouch!



Beagle Channel

Beagle Channel is a strait in Tierra del Fuego Archipelago on the extreme southern tip of South America between Chile and Argentina. It was named after the HMS *Beagle* and its initial voyage under the captaincy of Robert

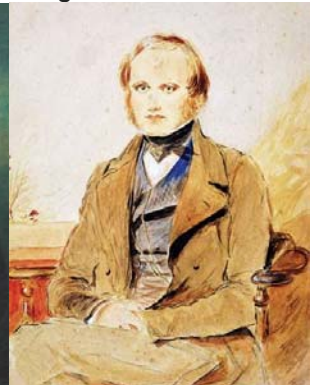
Fitzroy. On its second visit, a notable passenger was aboard, namely Charles Darwin. The Beagle Channel made quite an impression upon him and he wrote plenty about it in his papers. It made quite an impression upon us all too. The majestic mountains and unspoiled landscapes on both sides are stunning!! We all raised our glasses of champagne toward the panoramic view of the city of Ushuaia and saying farewell to the Martial Mountains.



HMS Beagle



Captain Robert Fitzroy



Charles Darwin

Sea birds and sea lions escorted us out to sea. Our two and half day voyage had begun. We have officially taken the first nautical miles toward a part of the world where less than 1% of the world's population has ever visited.

The Drake Passage or Mar de Hoces—Sea of Hoces—is the body of water between South America's Cape Horn, Chile and the South Shetland Islands of Antarctica. It connects the southwestern part of the Atlantic Ocean with the southeastern part of the Pacific Ocean and extends into the Southern Ocean.

The fun thing about traversing this body of water is that it can be as calm as bathwater or as rough as a torrential flood! This sea is notorious for being rough, dangerous, and able to turn the most avid sailor into a seasick bowl of mush! The question is will it be “Drake Lake or Drake Shake?”

Can I tell you a secret? I wanted to experience Drake Shake!!! Yes! I was all up for the adventure! I had taken my seasick pills, applied my patches, turned up my wristband motion sickness watch dial to level three, and had my crackers ready!



“Drake Shake”. This is what Yolonda wanted

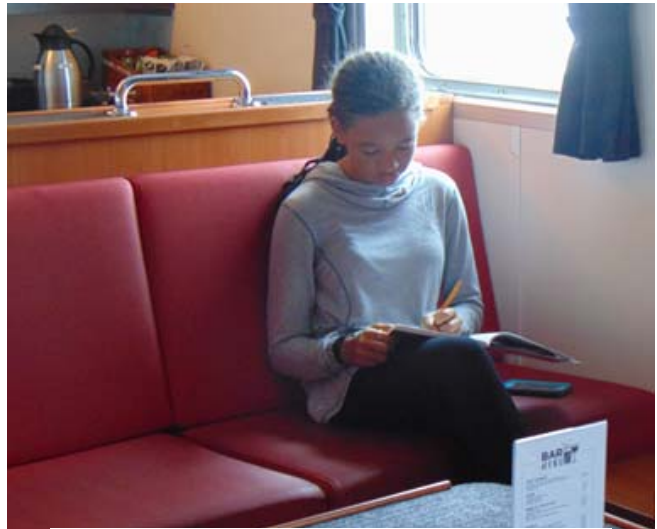
But it was not to be. The sea was gentle with the passengers of the MV *Ortelius* on this outbound voyage. Sure some of the wimpier folks still got seasick, but for the most part “Drake was a Lake”.



“Drake Lake”. But, this is what she got!

What was one of the special feelings along the Drake? When you had a moment to sit and ponder how many

historic voyages were taken along this same waterway and how so few people have actually sailed on Antarctica. Also that moment when you are surrounded by nothing but water and away from any type of communication with the mainland. It was wonderfully peaceful. You could see passengers start to relax, read, journals, nap, work on research, and others just sat, gathered, and talk. Many of us were seasoned travelers so stories were endless. My daughter continued work on her journal and started to draw caricatures of the crew!

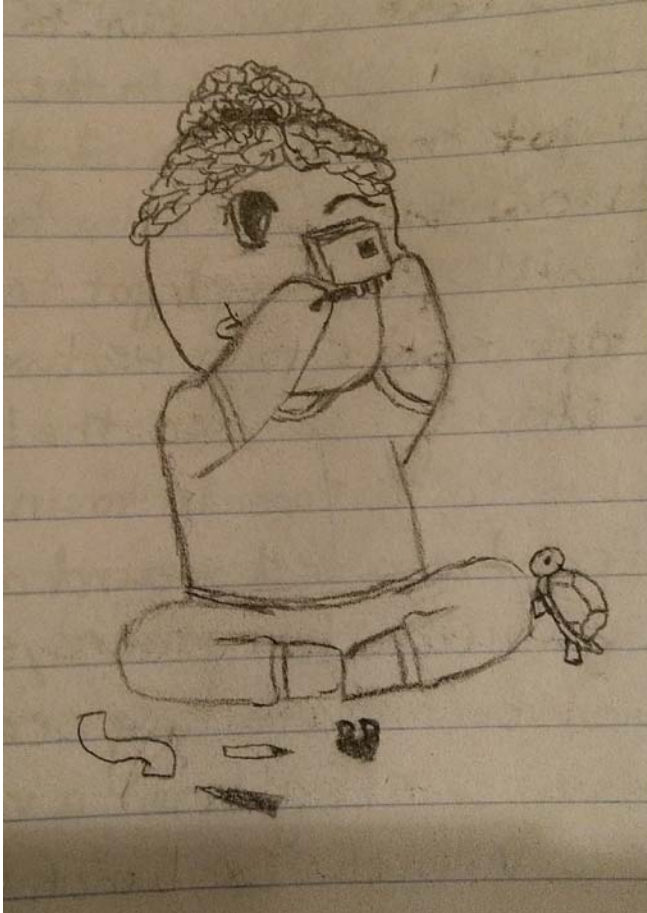


Quiet time: Journey making drawings of the crew

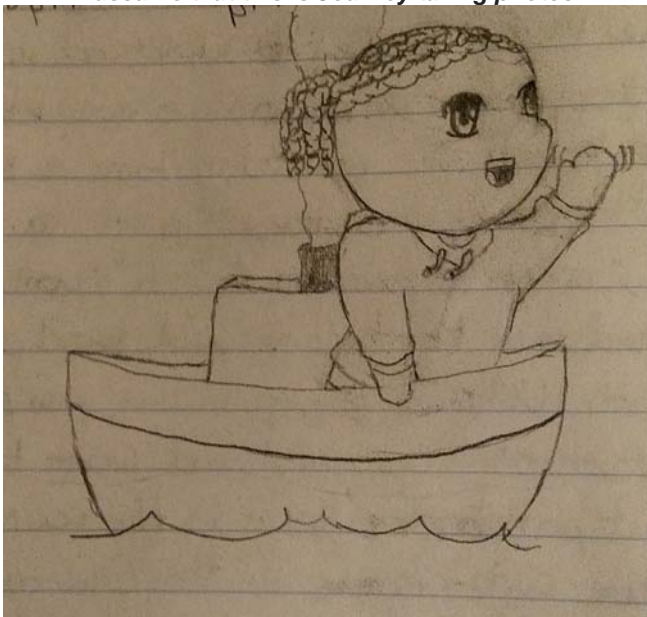


Drawing of Michael Ginzburg

Editor's Note: There is a photo of Michael and Journey on page 17 of the Jul-Sep 2019 issue of the *Explorer's Gazette*.



I assume that this is Journey taking photos



Good bye to civilization

The crew and scientists also held lectures about southern birdlife, "Is it an Albatross? Is it a Petrel? We also all pulled out our cameras and made sure everything was in working order as we attended a lecture on Nature Photography.



Light Mangled Sooty Albatross



White Petrel over the "Drake Lake"

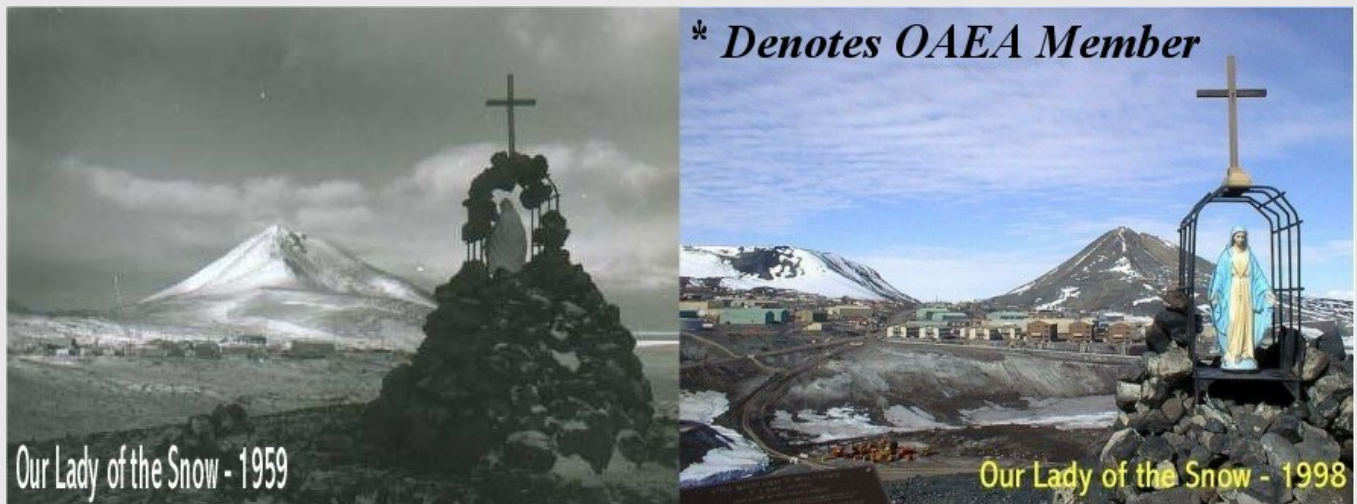
On Day two of our Drake voyage, the ship was covered in pure snow when we awoke! Oh what fun!! Everyone donned mittens and hats and of course the snowballs started flying!! We were not sure if that was allowed but what great fun that was! It started to snow again, big flakey real snow!! For my daughter who is from Florida, this one was one of her best memories! And just like little kids we all had our tongues stuck out catching the flakes. Somehow those flakes tasted better than the ones back in the northeast!!

Temperature was starting to drop as we continued on our way. We were approaching 0 degrees centigrade. Everyone started to layer up. This added to the spirit of our adventure because we all knew we were getting close!

That evening we all slept peacefully in gleeful anticipation.

And then, life upon the sea appeared again! Seabirds majestically flying near to our ship. We knew now were mere hours away from our destination!

To be continued—NEXT ARTICLE: Land Ho!



IN MEMORY

OAE Jack E. Ades, 91, died on 7 February 2020. Jack served in Antarctica while in the US Navy. Unit and year(s) unknown.

OAE John Louis Anderson, 72, died on 7 March 2020, in Des Moines, IA. John visited Antarctica as a tourist.

Sir Christopher John Audland, 93, died on 20 January 2020, in South Lakeland, UK. Christopher was involved with developing the Antarctic Treaty.

*OAE Richard Bernard Barnard, 77, died on 4 January 2020, in Bullhead City, AZ. Richard wintered-over at McMurdo as an RMSN during DF-62. He also spent the summer at Little Rockford Auxiliary Weather Station.

OAE David Ray Benke, 80, died on 6 January 2020, in Aiken, SC. David served in Deep Freeze aboard the USCGC *Eastwind*. Year(s) unknown.

OAE Raymond J. Bergman, 94, died on 7 February 2020, in Philadelphia, PA. Ray visited Antarctica as a tourist.

OAE James Allen Bock, 76, died on 10 February 2020, in Stockton, CA. James visited Antarctica as a tourist with his wife and daughter.

OAE Dr. Hugh James Brown, PhD, 91, died on 34 January 2020, in Kalamazoo, MI. Hugh served in the US Navy served onboard the aircraft carrier USS *Philippine Sea* as part of Operation Highjump/

OAE William Edward "Ed" Bush, 88, died on, 6 January 2020, in Foley, AL. Ed visited Antarctica as a tourist.

OAE Violet Florence Jolibois Bushnell, 92, died on 24 January 2020, in Olympia, WA. Violet visited Antarctica as a tourist.

OAE Patricia Ann Callan, 68, died on 13 November 2019, in Pacific Beach, CA. Patricia visited Antarctica as a tourist.

OAE Dr. James Douglas Carson, 88, died on 21 February 2020, in Toronto, Canada. Jim visited Antarctica as a tourist

OAE John Thomas Carson, 85, died on 10 February 2020, at the Hastings Manor, in Toronto, Canada. John visited Antarctica as a tourist.

OAE Dr Brian Challinor, 89, died in Huntly, NZ. Brian took his studies further than most, travelling to Indonesia and Antarctica as a researcher. Unit and year(s) unknown.

Clive Cussler, 88, died on 24 February 2020. Clive was an author and he wrote numerous fiction books. Several of his books were about Antarctica. One of his Dirk Pitt novels, *Atlantis Found* is about a shipwreck found by an Antarctic whaler.

OAE Joan L. (Spaid) Deisler, 91, died on 25 November 2019, at Claremont Retirement Village in Columbus, OH under the care of Kindred Hospice. Joan visited Antarctica as a tourist.

OAE Phyllis Beatrice Dogan, 79, died on 26 January 2020, in Arlington, VA. Phyllis visited Antarctica as a tourist.

OAE Joseph M. Dukert, died on 12 February 2020, in Baltimore, MD. Joe made three trips to Antarctica and two all the way to the South Pole. He has written 10 books and several of them about Antarctica.

OAE Jane Virginia Coe Engel, 87, died on 24 February 2020, in Ho-Ho-Kus, NJ. Jane visited Antarctica as a tourist.

OAE Doris Delaine Ensor, 94, died on 10 January 2020, in Reardan, WA. Doris visited Antarctica as a tourist.

OAE John P. Evans, 82, died on 9 January 2020, in Evergreen, CO. John served twenty years as an Antarctic support contractor, specializing in remote field camps on islands along the Antarctic Peninsula. He then became an expedition climber with nine first ascents around the world with several that have yet to be repeated including the West Face of Mount Tyree after the first ascent of Mount Vinson in DF-67, and many more. Evans Peak and Evans Heights are named in his honor.

OAE Martin E. Farkas, 81, died on 20 February 2020, in Punta Gorda, FL. Martin served in Antarctica in MCB-6 as a heavy equipment operator during DF-65.

Sir Rob Fenwick, 68, died on 11 March 2020, Auckland, New Zealand. Rob was the chairman of Antarctic New Zealand. Fenwick Ice Piedmont is named in his honor

OAE Kathryn J. Fischer, 69, died on 21 February 2020, in Wauwatosa, WI. Kathryn visited Antarctica as a tourist.

OAE CMSGT Joseph "Joe" Foti, USAF (Ret), 83, long time Vacaville resident, died on 6 January 2019, in Fairfield, CA. Joe served in Antarctica as a Flight Engineer. Unit and date(s) unknown.

OAE CAPT Alfred N. Fowler, USN (Ret), 94, died on 14 January 2020, in New Bern, NC. In 1972 Alfred became Commander Naval Support Force Antarctica and Commander Task Force 43. After Captain Fowler retired from active naval service he took the position of Deputy Division Director of Polar Programs at the National Science Foundation. During his 14 years at NSF, he returned to Antarctica several times. He retired from civilian government service in 1988. Fowler Peninsula was named in his honor. He was a member of the Antarctic Society.

OAE Susan Kemp Frye, 79, died on 13 February 15, 2020 in Sacramento, CA. Susan visited Antarctica as a tourist.

OAE Lawrence Thaddeus Garvin, 84, died on 15 January 2020, in Spokane, WA. Larry served in Antarctica on the USS *Burton Island* while in the US Navy. Year(s) unknown.

*OAE STAFF SGT George Girtler USAF, died on 12 January 2020, at McMurdo Station in Antarctica. George was a member of the 109th Airlift Wing providing support to Operation Deep Freeze. He was inducted into the OAEA as a Memorial Member. See the cover story in this issue.

OAE John James Gniewek, 83, died on 28 January 2020, in Peoria, AZ. John operated the Magnetic Observatory at Little America, Antarctica, in 1958. Mount Gniewek was named in his honor.

OAE Emma Grace Griffin 90, died on 16 February 2020, in Salt Lake City, ID. Emma visited Antarctica as a tourist.

OAE Jacquelyn Haley, 94, died on 21 January 2020, in Akron, OH. Jackie visited Antarctica as a bird watcher/painter.

*OAE ENCS Robert J. Hamel USCG (Ret), 88, died on 23 December 2019, in Methuen, MA. Robert served aboard the USCGC *Eastwind* during DF-61 and 62.

*OAE PO1 Glen E. Harris, USN (Ret), 80, died on 24 March 2020, in Pensacola, FL. Glen served in VXE-6 from 1968–70.

OAE Sarah Harris, 46, died on 22 January 2020, from an act of domestic violence, in Denver, CO. Sarah ran marathons on five continents including Antarctica.

OAE Dr. Frank H. Healey, 96, died on 24 March 2020, in Ridgewood. Frank visited Antarctica as a tourist.

OAE Richard "Dick" Heilman, MD, 85, died on 7 February 2020, in Vermont, MD. Dick served in Antarctica while in the Navy as the physician aboard the USS *Arneb*. Year(s) unknown.

OAE Arnold John Heine, QSM, ONZ, 93, died on 7 October 2020, in Woburn, NZ. John served as a field leader at Scott Base during the IGY (1956–57), and wintered-over at Scott Base in 1959. In 1970 John was the NZ member on the USARP North Victoria Land Traverse. He was awarded the Polar Medal. He was a member of the NZ Antarctic Society. Mount Heine is named in his honor.

OAE Ilene Carol Herman, 87, died on 15 March 2020, in Fairfield, CA. Ilene sailed to Antarctica as a tourist aboard a converted Russian icebreaker,

OAE Amy Jean Hernandez (nee Hirschinger), died on 3 March 2020, in Fresno, CA. Amy served in Antarctica as a Navy lab tech. Unit and year(s) unknown.

*OAE CDR George W. Holland, CEC, USN (Ret), 76, died on 2 January 2020, in Hernando, FL. George served in Antarctica during DF-74 with MCB Seventy One during the construction of New South Pole Station.



OAE Sidney Holt, 93, died on 22 December 2019. Sidney served in Antarctica aboard the RV *Sea Shepherd* helping to save the whales from those who hunted them.

OAE Alice Christine Hooton, 92, died on 3 March 2020, in Eugene, OR. Alice made two trips to Antarctica as a tourist.

OAE James Carl Hull, died on 1 January 2020, in Mississippi. James served in Antarctica on an icebreaker while in the US Navy. Name of icebreaker and year(s) unknown.

OAE LCDR Haruo Kato, USN (Ret), 85, died on 5 November 2019, in Camarillo, CA. In March 1942, Haruo and his family, along with all Japanese Americans in the area, were gathered in Hayward, to be evacuated to Tanforan Race Track. After six months, they were transferred to Topaz Internment camp in the desert of Utah for the duration of World War II. In 1945 the family returned to San Leandro. Haruo was drafted into the Navy. The Navy sent him to the Postgraduate School in Monterey for a degree in electrical engineering. Duty stations included Antarctica. Unit and year(s) unknown.

OAE Marian J. Kroscher (nee Elert), 91, of Greendale, WI, died on 17 January 2020, in Jensen Beach, FL. Marian loved to travel, and visited all seven continents, even swimming in a hot spring in Antarctica with Russian scientists.

OAE Walter S. Kucher Jr., 77, died on, 4 February 2020, in Bloomfield, NJ. Walt visited Antarctica as a tourist.

OAE David J. Lane, 92, died on 13 February 2020, in Essex, MA. David visited Antarctica as a tourist.

OAE CAPT Ernest F. Latham, USN (Ret), 93, died on 26 December 2019, in San Diego, CA. Ernest visited Antarctica as a tourist.

OAE Barbara Nell Land née Neblett, 96, died on 22 February 2020, in Urbana, IL. Barbara was an author. Among her books was *The New Explorers* about women scientists in Antarctica. Although she never made it to Antarctica as a working writer, she did eventually visit as a tourist, taking two cruises there in her 80s.

*OAE Harold Scott Lawson, 72, died on 30 January 2020, in Front Royal, VA. Scott wintered-over at South Pole Station during DF-85 as a cartographer with the USGS satellite surveying team. Lawson Glacier is named in his honor.

OAE Daniel C. Levendusky, 84, died on 15 February 2020, in Mt. Pleasant. Dan served in Antarctica during DF-I and DF-II while in the US Navy.

*OAE RMC (SS) Michael Lozen, USN (Ret), 72, died in McLean, VA. Mike aka Nezol wintered-over at McMurdo during DF-67. Mount Lozen is named in his honor.

OAE Alice Ann Lynch, 78, died on 2 February 2020, in San Antonio, TX. Alice visited Antarctica as a tourist.

OAE Elizabeth "Liz" Faulkner Massie, 97, died on 7 December 2019, in Noe Valley, CA. Liz served in the US Navy WAVES corps during WWII as a Radioman. When she was in her 80s she toured Antarctica in a Zodiac.

OAE Pamela Ann McManus, 67, died on 8 January 2020, in Webster, MA. Pam visited the Antarctic Peninsula as a tourist.

OAE Steve Mercer, 67, died on 2 March 2020, in Wellington, NZ. Steve was a diver and did research under the ice in Antarctica. Unit and year(s) unknown.

OAE Mary Montague, 88, died on her birthday, on 28 February 2020, in Redding, CA. Mary visited Antarctica as a tourist.

OAE Norman Thomas Motley, 77, died on 7 November 2016, in Chatham, VA. Norman made two deployments to Antarctica while in the US Coast Guard. Name of ship and years unknown.

OAE DR Fred Newschwander, died on 18 December 201, 9in Ellensburg, WA. Fred visited Antarctica as a tourist.

OAE Bradley Hawkes Patterson Jr., 92, died on 19 March 2020, in Bethesda, MD. Brad dove into the ocean both above the Arctic Circle and below the Antarctic Circle as a tourist.

OAE Barbara Pietila, died on 1 February 2020, in Baltimore, MD. Barbara visited Antarctica as a tourist.

OAE Arthur "Art" Frederick Piggot, 93, died on 11 February 2020, in Toronto, Canada. Art visited Antarctica as a tourist.

OAE Thomas R. Ragland, 62, died on 7 January 2020, in Decatur, GA. Thomas visited Antarctica as a tourist.

Paul Robert Recker, USN (Ret), 70, died on 17 March 2020, in Grand Rapids, MI. Paul finished his Navy career as the Executive Officer of NSFA Det Christchurch in 1993. It is not known if he ever made it to the ice.

OAE LTCOL Myles S. Richmond, USAF (Ret), 89, died on 25 January 2020, at the Marshfield Health Services. Myles served in Antarctica while in the USAF. Unit and year(s) unknown.



OAE Keith Edward Ross, 92, died on 23 January 2020, in Ruakaka, New Zealand. Keith was an Antarctic adventurer.

*OAE Robert Hoxie Rutford, PhD, 86, died on 1 December 2019, at the T. Boone Pickens Hospice and Palliative Care Center in Dallas, TX. Bob made over 24 trips to Antarctica as a USARP/USAP between 1959 and 1995. He was the Director of the Office of Polar Programs from 1975 to 1977, and the U. S. SCAR delegate from 1988 to 2002. Mount Rutford and the Rutford Ice Stream are named in his honor.

OAE Ilene Donner Scheinbaum, 79, died on 2 March 2020, in Albany, NY. Ilene visited Antarctica as a tourist.

OAE Benny "Ben" Schroeder, 97, died on 10 February 2020, in Conroe, TX. Ben traveled to Antarctica while working for Pan Geo Atlas Corporation. Year(s) unknown.

OAE Mary Louise "Lou" Shevlin, 91, died on 1 March 2020, in Sacramento, CA. Lou visited Antarctica as a tourist.

OAE David Norman Bright Skinner, 81, died on 14 August 2019, in NZ. David made 10 trips to Antarctica. The first, in 1960–61, was a mapping expedition to the Byrd Glacier in the Transantarctic Mountains, with dogs still used to pull the sledges. He was also involved in a number of joint expeditions with German and Italian geologists. He was fondly known as "the singing geologist". David was a member of the NZ Antarctic Society. Skinner Ridge is named in his honor.

OAE Bruce Edward Smith, 68, died on 21 February 2020, in Vancouver, WA. Bruce was an aviator and served in VXE-6. Year(s) unknown.

OAE Bruce Smith, 81, died on 23 January 2020, at Headwaters Health Care Centre in Orangeville, Canada. Bruce visited Antarctica with wife on his trawler *Blue Spirit*.

OAE William "Bill" John Stelzer, Sr., USN (Ret), 83, died on 24 December 2019, in Crawford, TX. Bill served in Antarctica. Unit and year(s) unknown.

OAE Jordan J. "Gordy" Sukanick, 86, died on 4 January 2020, in Whitehall, PA. Gordy served on the USS *Atka*. Years unknown.

OAE Liz Sutter, 74, died on 13 February 2020. Lyn worked in Antarctica with the USAP contractor since 1998.

OAE Lt Gen Ed Tenoso, USAF (Ret), 79, died on 10 January 2020. Ed was a C-130 pilot and served in Antarctica. Date(s) unknown.

*OAE Arthur Jacob Ullrich, Jr, USN (Ret), 84, died on 11 March 2020, of Cantonment, FL. Art served on NSFA Staff from 1957 through 1960 as an AG3. He spent time at McMurdo and visited South Pole Station. He was also a member of the OAEA GCG Chapter.

*OAE Pat Benjamin Unger, 89, died on February 2020, at the William Childs Hospice House, in Indialantic, FL. One of Pat's proudest accomplishments was serving in the United States Navy, Operation Deep Freeze II stationed at Little America V as the chief medical officer. Unger Island was named in his honor.

OAE Patricia Karlene Wallace, 79, died on 30 December 2019, in Burlingame, CA. Patricia visited Antarctica as a tourist.

OAE CAPT Robert "Bud" Charles Watt, USN (Ret), 91, died on 20 December 2019, in Kittery Point, ME. As a Lieutenant Commander, Bud was deployed to McMurdo Station, Antarctica for Operation Deep Freeze. Watt Ridge is named in his honor.

OAE Marilyn Sally Watts, 81, died on 27 January 2020, in Manasquan, NJ. Marilyn visited Antarctica as a tourist.

OAE Captain Roderick M. White, USCG (Ret), died on 11 March 2020, in Old Lyme, CT. Roderick was an engineer and he served in Antarctica. He was consulted on the design of polar icebreakers at Coast Guard Headquarters and with the Canadian Parliament regarding the Northwest Passage.

OAE Thomas Eugene White, USCGR (Ret), 80, of Middleborough, died on 17 March 2020, in Myrtle Beach, SC. Thomas made two deployments to Antarctica aboard the USCGC *Eastwind*. Dates unknown.

OAE Richard Turl Williams, II, 69, died on 29 February 2020, in Louisville, TN. Richard conducted research in the Antarctic during the months of October through February in 1975–1976, and 1977–1978.

OAE Floyd "Bud" Williams Jr. 85, died on 10 March 2020, in Stroudsburg, VA. Bud served two years in Antarctica as a US Navy Seabee. Unit and years unknown.

OAE Allan Wirth, 88, died on 22 February 2020, in Wauwatosa, WI. Allan was very fond of traveling he visited all the continents and made several trips to Antarctica. It was one of his favorite places.



Chaplain's Corner

Johnnie Draughon—OAEA Chaplain

“This *is* the day the LORD has made; We will rejoice and be glad in it.” (Psalm 118: 24 RKJV)

You know it had to eventually come down to a sports story. Yesterday was one of those rare 70° days in Virginia Beach in February. Since today was to be rainy it seemed like the perfect day to play golf—and it really was. Sunshine, light breeze, mild temperature. I did something on the front 9 that is a rarity for me—I shot a 40. I was excited about how well my game was going and in my mind I had already broken 80, since the back 9 is 2 strokes shorter



than the front, for only the 3rd time. Unfortunately, on the back 9 the ball seemed to have a mind of it's on. My 78 or 79 turned into an 87. Actually a really good score for me but not what I had psychologically prepared myself for and I was feeling pretty down. Life's like that—things seem to be going great and then something happens. “In the world you will have trouble.” (Matt—from last issue of the *Gazette*) As I was leaving I was once again able to take in the beauty of the day and remind myself that I had made two new friends on the golf course. Everyday I try to remember that, “This *is* the day the LORD has made; We will rejoice and be glad in it.”

Keep those currently wintering-over in your prayers. It truly is a long dark night!

May the blessings be
Johnnie Draughon, Chaplain



POLAR STAR HEADING HOME



February 19, 2020 *Homeland Security Today*

The 159 crewmembers onboard U.S. Coast Guard Cutter *Polar Star* (WAGB 10) departed McMurdo Station Wednesday after escorting three refuel and resupply vessels and assisting with a five-day inspection of foreign research stations in Antarctica.

The departure marks the *Polar Star's* 23rd journey to Antarctica in support of Operation Deep Freeze (ODF), an annual joint military service mission to resupply the United States Antarctic stations, in support of the National Science Foundation (NSF), the lead agency for the United States Antarctic Program (USAP).

The Seattle-based 399-foot, 13,000-ton *Polar Star* created a 23-mile channel through the ice to McMurdo

Sound, which enabled the offload of over 19.5 million pounds of dry cargo and 7.6 million gallons of fuel from three logistics vessels. Together these three ships delivered enough fuel and critical supplies to sustain NSF operations throughout the year until *Polar Star* returns in 2021.

The *Polar Star* also supported a team of U.S. government officials from the U.S. Department of State, NSF, National Oceanic and Atmospheric Administration and U.S. Coast Guard who conducted a five-day inspection of foreign research stations, installations, and equipment in Antarctica.

The United States continues to promote Antarctica's status as a continent reserved for peace and science in accordance with the provisions of the Antarctic Treaty of 1959. The inspection serves to verify compliance with the

Antarctic Treaty and its Environmental Protocol, including provisions prohibiting military measures and mining, as well as provisions promoting safe station operation and sound environmental practices.



The 159 crewmembers of the Coast Guard Polar Star upon arrival at McMurdo

The team inspected three stations of Italy, South Korea, and China. This was the 15th inspection of foreign research stations by the USA in Antarctica, and the first since 2012.

Inspections emphasize that all of Antarctica is accessible to interested countries despite territorial claims and reinforce the importance of compliance with the Antarctic Treaty's arms control provisions.

The United States will present its report on the inspection at the next Antarctic Treaty Consultative Meeting in Helsinki, Finland, in May 2020.

"I am immensely proud of all the hard work and dedication the men and women of the *Polar Star* demonstrate each and every day," said Greg Stanlik, commanding officer of the *Polar Star*.



U.S. Coast Guard Photograph Petty Officer 2nd Class Taylor Moody, 29, of Benecia, California, checks the part number on a spare part aboard the Coast Guard Cutter

"Maintaining and operating a 44-year-old ship in the harshest of environments takes months of planning and preparation, long workdays, and missed holidays, birthdays

and anniversaries with loved ones. The *Polar Star* crew truly embodies the ethos of the Antarctic explorers who came before us—courage, sacrifice and devotion."

Commissioned in 1976, the *Polar Star* is the United States' only operational heavy icebreaker, capable of breaking ice up to 21 feet thick. Reserved for ODF each year, the ship spends the winter breaking ice near Antarctica, and when the mission is complete, returns to dry dock in order to conduct critical maintenance and repairs in preparation for the next ODF mission.

If a catastrophic event, such as getting stuck in the ice, were to happen to the Coast Guard Cutter *Healy* (WAGB 20) in the Arctic or to the *Polar Star* near Antarctica, the U.S. Coast Guard is left without a self-rescue capability.

By contrast, Russia currently operates more than 50 icebreakers – several of which are nuclear powered.

The Coast Guard has been the sole provider of the nation's polar icebreaking capability since 1965, and is seeking to increase its icebreaking fleet with six new polar security cutters to ensure continued national presence and access to the Polar Regions.



U.S. Coast Guard Fireman Derrek Bost oils parts of an engine on Polar Star about 800 miles north of McMurdo. The Polar Star is equipped with nine diesel engines, which provide 75,000 horsepower to break the ice near Antarctica.

In April, the Coast Guard awarded VT Halter Marine Inc. of Pascagoula, Mississippi, a contract for the design and construction of the Coast Guard's lead polar security cutter, which will also be homeported in Seattle. The contract also includes options for the construction of two additional PSCs.

"Replacing the Coast Guard's icebreaker fleet is paramount," said Vice Adm. Linda Fagan, commander of the Coast Guard's Pacific Area. "Our ability to clear a channel and allow for the resupply of the United States' Antarctic stations is essential for continued national presence and influence on the continent."

THE PHANTOM SWEDE

Submitted by Ed Hamblin

During the DF74 winter, there was a very active wintertime fishing program. The "main man" was USARP Steve Grabacki, assisted by various people, mostly gleaned from "La Bamba Construction Company" (a cobbled together winter time social group that occasionally did a project or service to the benefit of others). One of our builders made Steve a very fine fishing hut during the winter that was moved out on the new ice when it was thick enough for Steve's



use. Although I don't specifically remember Steve bringing up a sea monster, there was a variety of sea critters dredged up from the depths. In the cartoon, Steve is the one with the cane, and the other person depicted could be one of a number of folks from that winter that assisted in the fish hut.

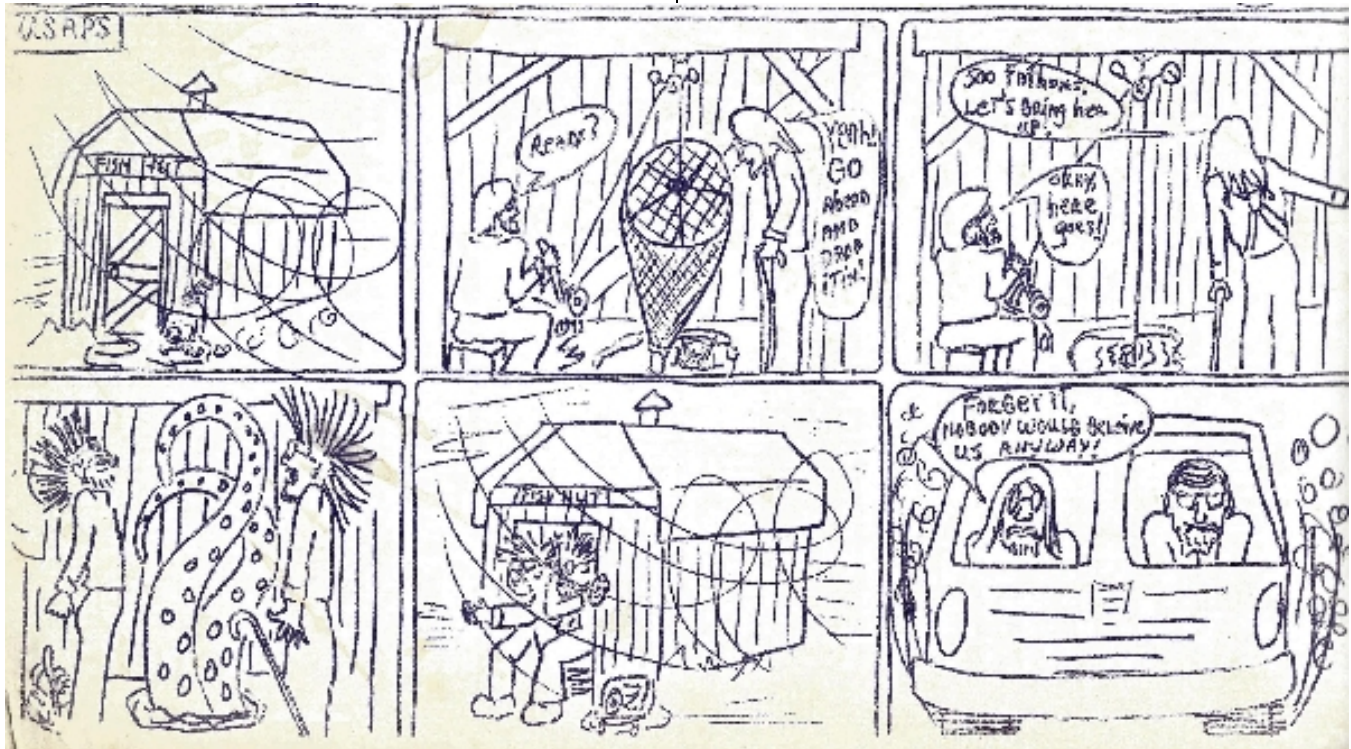
Steve made at least one more trip to McMurdo, we were on the same DF76 WinFly to the ice; and he was also at our Norfolk OAEA reunion in 2014 (as were several other members of the La Bamba Construction Company).



Grabacki from DF74



Grabacki from LinkedIn



The monster in the fish hut

TIDEWATER GROUP GET TOGETHER

by Ed Hamblin

Well shucks. That is about all I can say about the present state of affairs here in Tidewater Virginia with what is going on right now.

We had our local quarterly lunch at Terri's Breakfast and Lunch Diner for Tidewater area OAEs in early January. This year, unlike the previous two years the weather actually cooperated, so we were able to meet as scheduled. This time out, besides me there were Johnnie Draughon, Brad Miller, Bill Raymus, Herb Schaefer, Bill Murray, Ron Rooks, Gordon Spence, Wes Orvis, and Jerry & Karen Gustin. About the closest thing we came to business was talking about the Google Maps capability to get a street level tour of McMurdo Station.

We do have a couple of Antarctic themed books making the rounds in the group with some associated discussion ... *The Stowaway; A Young Man's Extraordinary Adventure To Antarctica* by Laurie Gwen Shapiro and *Blazing Ice* by John Wright. As an added item, recently Ed and Linda Hamblin and Jerry and Karen Gustin went to hear Laurie Shapiro speak at Newport News Mariners' Museum where she appeared to talk about her book. Good stuff.

Typically, by the time this hits the streets, our next quarter's lunch is history, and I give the date for the one



following that. Well folks, there is no schedule thanks to what I will call the crud; so our July outing probably won't happen as it normally would. I will keep in touch with the Tidewater area folks, either by e-mail or by phone. Without getting political, the Virginia governor is taking a hard stand with peoples' health first, then worry about the economy second. So restaurants remain closed and will probably remain that way for a while although there are some curbside pickup options.

Now not to make light of the situation, those of us who experienced an Antarctic winter cut off from fresh food, sunlight, mail, internet, and regular TV (those didn't exist during the time I was down there although I think there was some CCTV programming in the summer) got some most excellent training for isolation from others. What comes to mind on this is a minor change to the classic Bill Murray (the actor, not the Tidewater OAE) line from the popular 80s movie *Stripes*... "What kind of training son? ANTARCTIC TRAINING SIR!"

If you are not part of the Tidewater VA OAE "e-mail tree/phone tree" and would like to be added to the list to receive the quarterly lunch notifications, contact Ed Hamblin (ehamblin74@verizon.net, ph 757-405-3362). I will keep the group informed of when we will meet again and where. And worst case, I guess there is always Skype...

There will be no Tidewater column next issue.



Bill Raymus

Bill Murray

Brad Miller

Gordon Spence

Herb Shafer



Jerry Gustin

Johnny Draughon

Karen Gustin

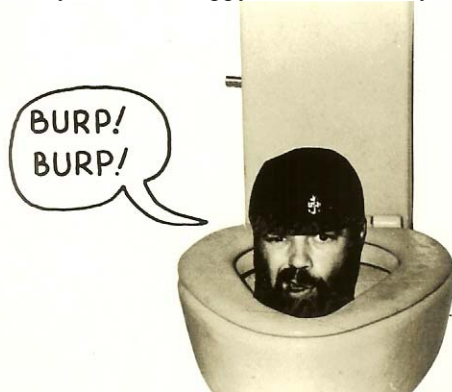
Ron Rooks

Wes Curvis

West Coast Group Meeting

By Bob Gaboury
AKA Gabby

The holidays are over and we are well into the new year. Happy New Year to Y'all. May you all have a Happy Healthy and Prosperous year to come and we hope that everyone had a Happy Valentine's Day.



Gabby working on the CPO toilet in DF-75

Linda and I came up with two possible dates to meet in February at Polly's Pies. The first was on 1 February and the second was on 15 February. Our members choose the later. Riley my grandchild is coming with us; she says she likes the pies. Last count - 10 of us are going to be there.

Well, the meeting is now over. We all enjoyed the great food at Polly's pies in Laguna Hills.

We discussed the 2022 reunion and set our next meeting for 23 May 2020 to take place in San Diego location TBA.

We are going to work with a Reunion Planning Service and hope to have more information after our next meeting.

If you want to be added to the West Coast Group let me or Linda know.

MY CELL 805-390-9212

LINDA'S CELL 805-390-9877

And you can reach me by email at:

bobgaboury@gmail.com



The below group picture was taken at Polly's on the 15th, view left to right

Standing: Jack Cane - Judy Cane - Bill Rouzer - Linda Gaboury, Riley Coyle, Ron Stone, Laura Lusk, George Lusk

Seated: Coco Rouzer, Bob Gaboury aka Gabby

New England Chapter Spring 2020 Meeting

*By Marty Diller,
New England Chapter Secretary-Treasurer*

My apologies for this, but due to concerns over the spread of the COVID-19 virus, we have decided to cancel our Spring Chapter meeting planned for 28 March at the Quonset O'Club in North Kingstown, RI.

There is no plan to reschedule this meeting, so our next gathering is planned for Saturday, 27 June at Conrad's Restaurant in Walpole, Mass. Specific details about that Summer meeting will be sent to you during the last week of May.



Conrad's Restaurant in Walpole MA

We have had a number of our Chapter members already cancel their plans to attend the Spring meeting because of the virus, and the situation seems to be worsening right now. Here is some information I have copied from government sources:

The Coronavirus Pandemic

In the absence of a vaccine, each country is now using a strategy called "stretching." This strategy includes using simple techniques to slow down the rate of infection—in essence, diversifying the disease's impact over time. This is done through simple public health techniques like washing hands, practicing social distancing (especially with those that look ill), quarantines, school closings, and avoiding large gatherings of people. This stretching strategy avoids a sharp peak in those infected.

Here is what is known so far based on the CDC's limited (three months) experience with this new virus:

- It has a high infection or transfer rate;
- The young (under 10) are very resistant to the disease;
- The Case Fatality Rate (CFR) is low for those under 60 without complicating factors, but high to very high for those over 60 with complicating factors (4% to 14%);
- Complicating factors include heart disease, respiratory illness, diabetes, obesity, etc.;

- Eighty percent of those that contract the disease have mild to moderate illnesses;
- Fifteen percent of the cases require hospitalization;
- Five percent of the cases are severe and require intense medical treatment.

This disease seems to be very flu-like for most of the population, but particularly dangerous for the older segments of populations, especially those with complicating factors.

With no vaccine, the "stretching" strategy is the only viable path to reduce the impact of the disease by preventing the overload of medical systems. There is also some evidence to suggest that the coming of summer will decrease the infection rate. Why is that? The rising humidity in the air during warmer weather attaches to the water globules holding the virus (from a sneeze or cough) and drags the virus to the ground where humans cannot inhale it. This is generally why the flu subsides during the summer months and why it spreads rapidly in the cold months. If this ends up being true, we have 2-3 more months of spread risk, depending on location.

Editor's Note: Due to the rapidly changing scenario some of the information about the Corona virus in the above may be deemed inaccurate at this time, but I have included it as Marty quoted it.

New England Chapter Business

The primary focus of Chapter business between now and our Summer meeting will be the 2020 Election of Chapter officers. First we'll be asking for volunteers to replace the current Chapter directors (2), and for the President and VP (both of whom are eligible to run for any officer position: Pres, VP, or Director). The current Directors are eligible to run for both the Pres and VP positions. (Per our By-Laws, terms of office are four years, except for the Secretary-Treasurer, who "serves until a new Sec-Treas is elected.")

The Chapter has two categories of members: 'Members' (which includes Associate OAEA members) and 'Members At-Large' (Members At-Large reside outside of New England). All Chapter members are eligible to vote; Members At-Large cannot hold an elected office in the Chapter.

So I'll start preparing Nomination Forms to email (snail mail to non-email users); the Nomination Forms will be sent out to all Chapter members before the Summer meeting. We'll also need a volunteer to head an Election Committee; voting occurs before the Fall Chapter meeting.

Like National, the Chapter election (ballots/voting) is done by U.S. Mail, and the newly elected officers will begin their four-year terms upon adjournment of the Fall Chapter meeting.

ANTARCTICA'S LOST AVIATOR

Compiled by Billy-Ace Baker
Editor Explorer's Gazette

BOOK REVIEW



Antarctica's Lost Aviator. By Jeff Maynard. Available from Amazon: Hardback \$23.46.

Review by Bruce DeWald
OAEA Life Member

EXCELLENT ADDITION TO THE HISTORY OF POLAR FLIGHT!

The author had previously researched fellow Australian, Sir Hubert Wilkins and come up short of documentary information. As described in the Preface, he discovered and researched boxes of Sir Hubert's previously unknown personal papers which gave him insight to his personality and motivation and that of "Lost Aviator" Lincoln Ellsworth. The author is very direct and critical of Ellsworth, who was far from the "ideal" of the perfect man and Polar Explorer. Maynard covers Ellsworth's participation in Amundsen's ill-fated 1925, attempted flight to the North Pole in fixed wing aircraft and the first successful airship flight over the North Pole. This 1926, airship flight resulted in Amundsen, Ellsworth, and all aboard Norge, being the first to actually fly to and over the North Pole, a point that Maynard does not emphasize. Just as I was getting upset with Maynard's treatment of Ellsworth, Richard E. Byrd came into the story and was given the same treatment, which I found fitting for both.

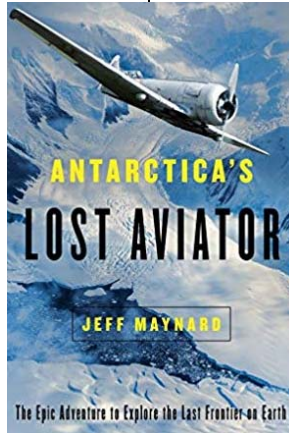


Sir Hubert Wilkins



Lincoln Ellsworth

The Byrd-Ellsworth feud is well documented. Ellsworth did persevere, in spite of two lost Antarctic Summer seasons, a change of pilots, and innumerable obstacles, in making the "third time is a charm" first "flight across Antarctica" in November and December 1935. Maynard's description of the



"flight across Antarctica" is much more readable than Ellsworth's account in National Geographic or in his biography, *Lost Horizon*.



Ellsworth poses with the flags he will carry on his trans-Antarctic flight. Pilot Hollick-Kenyon can be seen, smoking his pipe, leaning on the fuselage of the Polar Star.

Maynard's description of Ellsworth's "flight across Antarctica," alone makes this book worth reading. This "flight across Antarctica" was an odyssey of 13 days with four intermediate stops, five takeoffs and landings, many requiring digging the aircraft out of the snow, to fly 2,300 miles, most across previously unseen Antarctica! And, on the



The Wyatt Earp trapped in the ice shelf on the east side of Snow Hill Island. It was feared the ship would be crushed and the crew stranded for the winter.

final leg, they landed, out of fuel, only 16 miles short of their Little America destination. Who said Ellsworth was not tough and could not navigate? Maynard confirmed Sir Hubert Wilkins unique Polar experience and his supreme organizational, perseverance, and motivation skills were behind Ellsworth's Antarctic successes. There are also several "new" photographs. There is good coverage on Jack Northrop's Gamma aircraft *Polar Star* used by Ellsworth and also the Gamma Texaco 20 brought in to Little America on *Wyatt Earp* to "rescue" the un-lost Ellsworth and his Pilot, Herbert Hollick-Kenyon.



Ellsworth visiting Nordenskjold's hut on the west side of Snow Hill Island. He was the first to visit the hut in more than thirty years.

It should be noted, in spite of Ellsworth's many quirks, he had *Polar Star* recovered and donated to the Smithsonian. *Polar Star* is the only surviving example of Jack Northrop's Gamma and is at the National Air & Space Museum.

Maynard tells good stories, however, he is not a historian and leaves out some dates and is prone to "three weeks later" and similar non-specific dates. Of the errors noted; there are no tigers in South America and the last men out of East Station during the US Antarctic Service Expedition, were evacuated in March 1941, not after the Japanese attack on Pearl Harbor.

Maynard's brief summaries of Amundsen, Byrd, Balchen, and others are not always historically accurate and there are some erroneous dates, although some could be typos.

Maynard cites Balchen's *Come North With Me*, however he does not reveal that Byrd and his lawyers had the first edition destroyed and the second edition was severely altered from Balchen's original. He also cites Carroll Glines bio on Balchen but does not cite Bess Balchen's *Poles Apart*, which is critical in understanding Byrd's vendetta against Balchen. Still, **WELL WORTH READING!**

ABOUT THE AUTHOR



Jeff Maynard

Jeff Maynard's books include *Niagara's Gold*, *Divers in Time*, *Wings of Ice*, and *The Unseen Anzac*. He is a member of the Explorer Club and a former president of the Historical Diving Society. He lives in Victoria Australia, with his wife Zoe and their family. This is his first book to me published in America. His Internet site is: maynard.com.au.



Ellsworth's aircraft the Polar Star in museum

PICTURES AND STORIES FROM DAYS GONE BY

HISTORIC FLIGHT OF THE PANAM CLIPPER TO MCMURDO

Compiled by Billy-Ace Penguin Baker

I have published several articles about the PANAM flight in previous issues of the *Gazette*. This current article started out in 2006 between Bill Spindler, Tom & Barbara Moungovan, and myself in a quest to determine all the names of the PANAM crew. At that time I apparently did not know that those name were listed in the back of the TF-43 DF-III Cruise Book. Those names are:

Purser:	John Bell
Flight Engineer:	George Coppins
Stewardess:	Patricia Hepinstall
Stewardess:	Ruth Kelly
Navigator:	Earl Lemon
Flight Engineer:	A. F. Loeffler
First Officer:	Roy Moungovan
Captain:	Donald McClennan
Captain:	Ralph Savory

I don't remember what the outcome of those discussions were, but while I was searching for the missing crew names I ran across a menu prepared especially for that flight—and that is what this article is about—but first some additional information.

THE FIRST WOMEN

The first women to fly to Antarctica were the two American flight attendants Patricia (Pat) Hepinstall of Holyoke, Colorado and Ruth Kelly of Houston, Texas who were members of the crew on the Pan American flight which landed at McMurdo on 15 October 1957.



Patricia Hepinstall in dog sled race

The two women joined the flight in Christchurch, New Zealand, on the last leg of the flight from San Francisco. They received a warm welcome at the base despite misgivings by Rear Admiral Dufek who had called for an all-male crew. The matter was however outside his jurisdiction. Although some of the station's winter-over crew avoided meeting the women after so many months in isolation, some 50 others took part in celebrations, which included a beard contest and a US versus New Zealand sled race. New Zealanders from the nearby Scott Base were also invited to attend. The PANAM pilot, Ralph Savory, referred to the flight attendants as "very nice looking stewardesses".

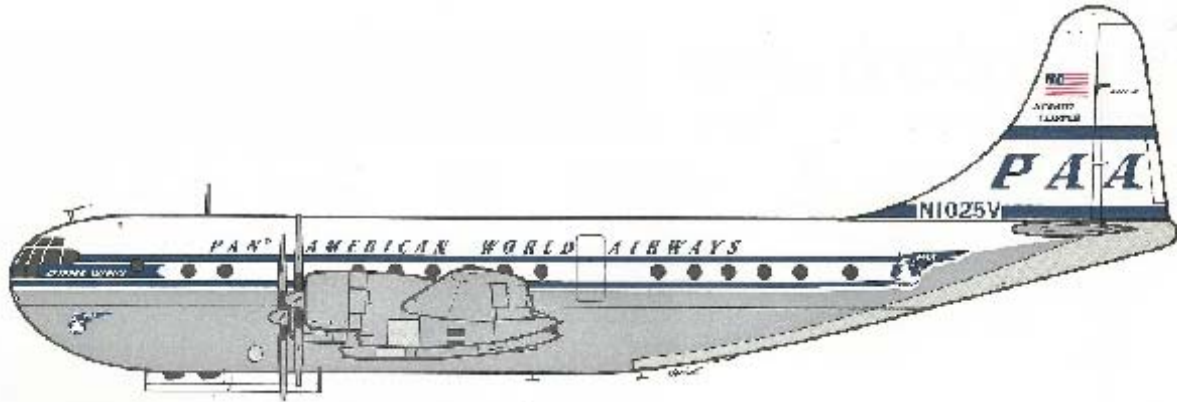
PANAM HISTORY

The Clipper was a favorite of flight crews, not the least for the fact that many celebrities were passengers. Barbara Sharfstein, a former Pan American purser who started working for the airline in 1951 and stayed until 1986, when she went to United Airlines with the sale of Pan American's Pacific routes, said, in a story in Pan American World Airways—Aviation History Through the Words of its People:

"I applied and was hired as a "stewardess" by Pan American World Airways in July, 1951, one month after reaching my 21st birthday and after graduating from college. About three months later, my friend from home and school, Pat Monahan, joined me and three other new hires in a rented house one block from the Miami Airport. We started our careers flying to South America and almost all islands in between. We agreed it was the most amazing, wonderful life imaginable. The types of airplanes we crewed were: Convairs, DC4s, Constellations and our all time favorite, the Boeing- 377 Stratocruiser.

"One of the most memorable times in my flying career happened on the Stratocruiser when Louis Armstrong and his band were downstairs in the lounge longing to get to their instruments. As it happened, there was a door to the cargo compartment right next to the bar. In fact, the liquor kits were kept in the same compartment as the luggage with only a mesh rope curtain separating us from what they could spot as a few of the instruments. I can only say it was fortunate for the weight and balance of the airplane that the lounge was centrally located or we might have been in trouble. Almost all the passengers were in the lounge seats or on steps. Passengers were helping me serve drinks and neither they nor I will ever forget it."

Pan American was known for many historic "firsts" in commercial flight and the Stratocruiser was no exception, albeit, in one case, in a most unusual way. On 12 October 1957, Captain Don McLennan and crew started the four engines of Clipper America for a special mission. The story follows from the PANAM Historical Foundation's website:



PamAm America Boeing 377 Strocruiser. Seats 86, 340 MPH, Pratt & Whitney R4360 (3,500 HP) X 4, 142,500 LB max gross take-off weight, 2750 statute miles range

“It was a charter flight for the U.S. Navy. The ultimate destination for the flight was just shy of 10,000 miles away, in the Antarctic at 77 degrees 51 minutes S, 166 degrees 40 minutes E—the 6,000 ft. runway at the United States Naval Air Facility, McMurdo Sound; operations base for the Navy’s Operation Deep Freeze III.

“The passengers included thirty-six Navy personnel, the U.S. Ambassador to New Zealand and a New Zealand cabinet minister, some reporters, but public attention was directed mostly towards the flights’ two Pan Am stewardesses, Ruth Kelly and Pat Hepinstall. The pair were about to become the first women to travel that far south, and although the clipper would be “on the ice” for less than four hours, their arrival caused a big stir at the bottom of the world—and a great news story everywhere else. U.S. Navy Rear Admiral George J. Dufek, the polar veteran in charge of the operation had suggested that such a flight might provide a great PR coup for Pan Am. Operation Deep Freeze would be probing the mysteries of the massive Ross Ice Shelf. The Pan Am flight would mark the first commercial airline flight to the Antarctic. But the admiral was also in for a surprise.

“Three kilometers away from McMurdo was New Zealand’s Scott Base, and as the social calendar was fairly wide open at both facilities, invitations were extended to the Kiwis. Many of the personnel at both bases had been there for months, while some were more recent arrivals—“summer people”. But it seems the arrival of the two young women was apparently not appreciated universally.

“According to an article written by Billy-Ace Baker in the *Explorer’s Gazette*, official publication of the Old Antarctic Explorer’s Association, in 2001:

“Commenting on the report that there would be no women on the proposed Pan Am flight to McMurdo Sound, Rear Admiral Dufek said: ‘If there are any hostesses they’re going to be men.’

“The Admiral, before the flight anyway, was adamant about not opening the gates to other requests to accommodate women in what was—in 1957—an exclusive male bastion. But apparently, the stewardesses’ arrival created other conflicts, according to Baker:



Rear Admiral George Dufek CNSFA (CTF-43)

“The summer tourists made a big fuss over the girls, but some members of the wintering-over party, who had several more months to spend on the ice, ran away and hid. If you haven’t seen a woman in 12 months, it’s not going to do you much good to look at one who will be gone in a few hours. That explains why there were only 50 men in attendance.”

“During their brief stay, Kelly and Hepinstall were tasked with judging a beard contest (categories included: longest, blackest, reddest, & sexiest) and were participants in a U.S. v New Zealand dog sled race. The latter event was a failure as far as a picking a winner was concerned, as the stopwatch froze up. So did Pan Am Navigator Earl Lemon’s camera, which also froze after getting one picture.”

The event was commemorated in a John T. McCoy watercolor, one of his series of Historic Pan Am Firsts. This watercolor was used as the cover on the menu.

The Book Pan Am’s—Aviation history Through the Words of its People contains 71 stories written by the people of Pan Am who played important roles in many of the events in Pan Am’s history—published by BlueWaterPress.

Editor’s Note: The menu of the flight to McMurdo consisted of the cover and four inserts. The inserts were menus and wine lists, which I have not shown in this article.



*Clipper America, first airliner to service Operation Deep Freeze, arrives McMurdo Sound, Antarctica, October 15, 1957
Boeing B-377*

Menu cover: Clipper America arriving in Antarctica, 15 October 1957 (John T McCoy watercolor)

Historic First Flights of Pan American Clippers

Clipper America, first airliner to service Operation Deep Freeze, arrives McMurdo Sound, Antarctica, October 15, 1957

A Pan Am Boeing B-377 Stratocruiser, Clipper America (NC1030V), carrying government officials and United States Navy construction teams assigned to Operation Deep Freeze, arrives at McMurdo Sound.

Captain Ralph Savory and a crew of nine departed Christchurch, New Zealand, on this pioneering commercial airline flight to Antarctica. The double-decked Boeing landed on a snow-covered runway built by a 'wintering-over' party laboring in temperatures as low as minus 68 degrees Fahrenheit.

The Stratocruiser, a mainstay of Pan American's fleet during the 1950s, was a favorite of both flight crews and passengers. These aircraft logged an impressive 7,500,000,000 passenger miles before retiring to make way for the new Jet Clippers.

About the Artist

In 1926, John T. McCoy became a working student for the Curtiss Flying Service, Curtiss Field, Long Island, New York.

When Charles A. Lindbergh arrived at Curtiss Field, his SPIRIT OF ST. LOUIS was housed in one of the Curtiss hangars. It was at this time that McCoy met Lindbergh, who was most cordial and friendly to those who worked on the flight line. In those days muscle power was the method used for starting engines, accomplished by swinging the propeller by hand. McCoy often pulled a prop through for Lindbergh.

Years later, when McCoy was commissioned to do paintings depicting the history of Pan American World Airways, Inc. - entitled HISTORIC FIRST FLIGHTS OF PAN AMERICAN CLIPPERS - he consulted with Lindbergh on the selection of aircraft and locations for the series.

This is one picture in a series of thirteen. If you would like to purchase 8½" x 11" or 16" x 20" limited edition prints, send your letter of inquiry to: Public Relations Department - Pan American World Airways, Inc., Pan Am Building, New York, New York 10166. Please include code number 304 in your letter.

Inside front cover top describes the flight & bottom described the artist

NEW OAEA MEMBERS

Thanks to VX/VXE-6 Reunion, Book: The Man Who Discovered Antarctica, John Henry, Obit Messenger, USAP News, OAEA Internet Site, Internet News Release, Obit Messenger, and Google 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 information to the OAEA Membership Chairman at: upizauf@aol.com, or 850 456 3556. The below list of personnel have joined since the previous *Gazette*.

*Denotes Associate Member

§Denotes Upgrade to Life or Renewal of Annual Member

ΦDenotes Upgrade to Regular Member

Brabec, C. CIV	Life	Surviving Daughter
Gabrisch, Richard	CIC Life	USAP 1990-94
Girtler, George	SSGT Memorial	USAF NYANG. Died At McMurdo
Grasso, Michael	CIV Life	USAP Lockheed-Martin-AECOM 12-14
Hartzell, Gerry	CDR Life	VXE-6 1979-82
Kulbacki, Edward	RM2 Life	VX-6 1963-68
McNeish, Robert	SK1 Life	NNPU WO DF-68
O'Connor, Tim	AME2 §Life	VXE-6 1973-77
Storey, Chris	CIV Life	USAP South Pole Station 1987-88

REUNION & MEETING INFORMATION

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

USS Mills: Gatlinburg, TN, 21–25 September 2020. POC Ben Laurens. Ben can be contacted at: 252-504-3733, or at: nriver@ec.rr.com. The *Mills* participated in DF-65, 67, and 68.

USS Wilhoite: Buffalo, NY, 21–24 September 2020. POC Connie Mauldin. Connie can be contacted at: 405-354-9204, or at: cporetm@cox.net. The *Wilhoite* participated in DF-61.

Belvoir Nukunui: Herndon, VA, 2–6 June 2020. POC Bob Berkowitz. E-mail: berkowitz@belvoir.com, 10000 Pony Drive, Monroe NY 10952. **CANCELLED**

OAEA: Jackson (2020 Reunion). POC Dewey Painter. E-mail: dewey@oaea.org, 12-1928, or at: oaea2020reunion@gmail.com. **CANCELLED**

Antarctican Society: Mystic Seaport Maritime Museum 16–18 July 2021. POC Paul Dalrymple. Paul can be reached at: pcdal@adelphia.net, or at: 207-372-6523.

USCGC Eastwind: Portland, ME, 16–19 June 2021. POC William Morris. William can be reached at: 856-768-3961, or at: eastwindassociation@gmail.com. The *Eastwind* participated in: DF-1, DF-60, 61, 62, 63, 64, 65, and 66.

NYANG HEADING HOME

LC-130 Hercules heads home to New York Air National Guard base. An LC-130 is parked on the flightline at Joint Base Pearl Harbor-Hickam, Hawaii, 7 March 2020. The crew was supporting Operation Deep Freeze. The LC-130 fleet

supports a wide range of scientific research on climate change, global warming, ozone depletion, earth history, astronomy, and environmental change. (U.S. Air Force photo by Master Sgt. Mike Hill/Courtesy Photo)



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.

- Guhor aka Howard Wick is looking for the source of a sweatshirt he got from someone when he had just come back from Japan and was stationed at Vandenberg AFB, CA in 1995/6. Guhor has looked everywhere but can't find one. If anyone in the OAEA organization who knows where to find it Please let Guhor know. He can be reached at the following:

Email: howard.pam@yahoo.com

Telephone: None listed

Postal: 3161 S. Torrey Pines Ave., Pahrump, NV 89048



Design on Guhor's illusive sweatshirt

- Alexander Fedorov a 13 year old who lives in Russia is very fond of philately and is very close to the theme of Antarctica and the Arctic. He finds it very difficult to locate any original materials. He is interested in postage stamps, postcards, photos, letters, everything related to the Study of Antarctica and the Arctic. He is asking anyone to help him. Perhaps you have something that is of great interest to him. Alexander will be very grateful for any help and information. He can be contacted at the following:

Email: af46907semaki@gmail.com

Postal: Mira23, Semikarakorsk, Rostov Region 346630
Russia

- David Hart who was an EON3 in MCB-1 at New Byrd Station during 1961/62 and he is looking for anyone who was there during that time. David can be contacted at the following:

Email: usnmcbl@icloud.com

Phone: 419-691-6511

Postal: 117 N. Fargo Street, Oregon OH 43616

- Ed Kulbacki was an RM3/RM2 with VX-6 in McMurdo during DF-64 and in CHCH during DF-66. Ed left the Navy at the end of February 1966. He would like to hear from anyone who served with him. Ed can be reached at the following:

Email: efkulba@gmail.com

Phone: 714-567-3752

Postal: 4986 Hancock St. Chino, CA 91710

- Dave Grisez is looking for a message, or phone call from anyone that can tell more about Old Methuselah booze and he would like to see a copy of the bottle label. Dave can be reached at the following:

Email: dgrisez@comcast.net

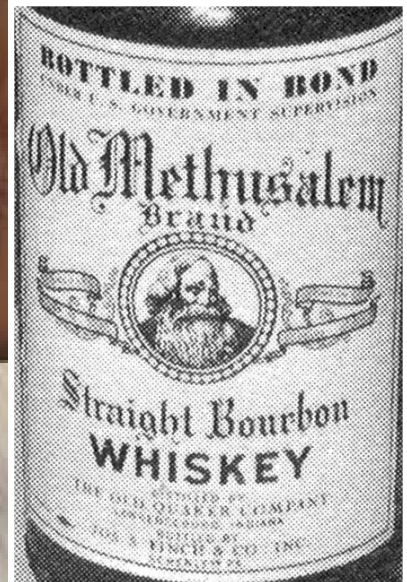
Phone: 574-732-1245

Postal: 717E CR300S, Logansport, IN 46947-2770

Editor's Note: I don't know much about Old Mo, but I can remember it from my first trip to the ice in 1962, and I have several photos of the label which I have postal below. It is interesting to note that Dave was in DF-I and II, and then he was with the NSF USARP contractor, Antarctic Support Associates (ASA) during DF-96. In his emails he mentions the booze during the early days, but does not mention booze during his trip in 1995 and 96!



Bottle of Old Mo



*Label from Billy Blackwelder
Close up of Old Mo Label*

• John Morrow who wintered-over at McMurdo during DF-67 as an SKSA is looking for the date or dates that WO personnel returned to the United States. John can be reached at the following:

Email: john_w_morrow@yahoo.com,

Phone: 540-442-0007

Postal: 106 Breezewood Terrace, Bridgewater PA, 22812



*From the DF-67 Cruise Book
SKSA John Morrow. Lets see . . . supply, that's one
"P" or two . . .*



Recent Photo of John Morrow

• Michele Pearce is looking for anyone who would be willing to share some anecdotes (aka Sea Stories or Ice Stories) about her fathers, RM2 Michale Lozen (aka Mike Nezol) service on the Ice during his DF-67 Winter Over. Michelle can be reached at:

Email: michele.a.pearce.civ@mail.mil,

Postal: 2017 Franklin Avenue, McLean, VA 22101.



Mike Lozen aka 'Nezol' from a DF-67 Group Photo



Mike Lozen right out of Boot Camp

ANTARCTIC EXTREMES

There is a new YouTube Internet series called Antarctic Extremes which you can find at: www.YouTube.com/pbsterra.



Antarctic Extremes Logo

This 10-part series, each episode about 10 minutes long, will take the viewer to locations near McMurdo Station to explain some of the scientific research and logistics of the U.S. Antarctic Program. Launched in late January 2020, a new episode will be released about every two weeks through the spring.

Where Does the Poop in Antarctica Go?

Antarctica is home to a handful of research stations. These stations are occupied by scientists and other staffers, all of whom generate a whole lot of waste. Under the Antarctic Treaty System, an international agreement to protect the continent, waste of any kind—garbage, human poop, you name it—can't be left on the continent. So what happens to it?



Where does all the poop in Antarctica go?

Exploring Antarctica's Threatened Glaciers (with a Robot)

Researchers hope they can better understand how climate change is affecting Antarctica's vulnerable glaciers. Caitlin and Arlo meet with scientists & engineers at the 8-mile-long Erebus Glacier Tongue to discover how a 12-foot-long robot named Icefin might help save the world. Then, they head to the Florida-sized Thwaites glacier on the West Antarctic Ice Sheet—the front line of climate change.

What is it Like to Live in Antarctica?

People have been visiting Antarctica for over a century. Today, living in Antarctica is a bit different. Eclectic bands of scientists and support personnel are drawn to the continent and, every year, a crew makes their home on "the ice." Will hosts Caitlin Saks and Arlo Pérez be able to discover what it is about this icy, seemingly inhospitable place that makes it so alluring?



What's it like to live in Antarctica?

Why is this Antarctic Glacier "Bleeding?"

Five stories high and emerging from the Taylor Glacier in the Dry Valleys of Antarctica, Blood Falls seeps into an ice-covered body of water called Lake Bonney. It's one of the continent's most enigmatic natural features and has fascinated scientists for decades. What makes it red? Does it always flow? And can anything actually survive near it?



Why is this glacier bleeding?
Journey to the Bottom of the Earth

In the premiere episode of Antarctic Extremes, join hosts Caitlin Saks and Arlo Pérez as they follow in the footsteps of the brave scientists that have made McMurdo Station their research base and second home. Five days, 12,000 miles, and seven time zones with hundreds of pounds of camera gear in tow, Caitlin and Arlo temporarily leave their day jobs and go on a journey to the bottom of the world.

How Antarctica's Baby Seals Grow Up

Giving birth and raising young is particularly challenging in Antarctica's extreme conditions, forcing Weddell moms and pups to bear sub-zero temperatures and prevailing winds. How do they manage to do it so gracefully? To find out, Caitlin and Arlo travel to a seal colony during pupping

season. Footage of seals was obtained under the authority of NMFS MMPA permit nos.1032-1917, 17236, & 21158.



Antarctica's cutest baby seal

The three-person team, in the photo below, who created this 10-part series, Catlin and Arlo in front of the camera and Zach behind the camera, visited McMurdo in October-November 2018. The episodes are aimed at youth—fun, quirky, and short enough to, hopefully, get them interested enough to dig deeper into learning more about Antarctica.

Editor's Note: Links to Antarctic Extremes can also be found on the OAEA Internet site at: admin@oaea.net, or by going direct to: <https://oaea.net/antarctic-extremes/>



Photo by Elaine Hood.

The Antarctic Extremes film team on Arrival Heights above McMurdo Station in October 2018.

Gulf Coast Group Chapter Happenings

by Billy-Ace Penguin Baker

Saturday 4 January 2020 Meeting—

Twenty members and guests showed up for our first meeting at Sonny's after a long absence. Four of those attending were girl friends of Ashlee's. I think they had a sleepover or something. Anyway the five of them ate their lunch and left early. So they did not get to participate in the drawings.

The only other first time attendee was Dwayne Harwell who is a friend of Tracey's—and he is a great handyman too.



Thanks to my daughter Kerry Irene who took the meeting photos. Also thanks to Maria Landy for creating and OAEA GCG Chapter rock for me—which I will use as a logo for our column—and for drawing a picture of me dressed up like a penguin. Or, is it a penguin dressed up like me?



The Baker Table with Ashlee and her friends in the foreground



The Rock



Close-up of Liz Konrad and Dwayne

In any event we did not have any business scheduled, so we just ate, drank, and told ice stories. We did have door prize and a 50/50 drawings. The door prize drawing consisting of a can of Penguin Poop was won by Danny Thompson and the 50/50 drawing consisting of \$26 was won by Duck Talbert. Guess who conducted the raffles and who drew the winning tickets? None other than Duck and Danny. Go figure.



The Grouch and Kerry Irene



Danny and the can of Penguin Poo that he won. Looks like we had to cut off part of Danny's face in order to fit the Poo can in



Gus Shinn, Les Liptak, Cindy Liptak, and Duck Talbert. Sorry, Duck had already pocketed his 50/50 cash winnings.



Helen Bourgeois who we had not seen since Lennie's passing was in attendance

Our next meeting will be at Sonny's BBQ on Saturday 7 March. We will be having this meeting a month early because Dave Hazard of the New England OAEA Chapter is expected to be a guest. Hope to see you there.

Saturday 7 March 2020 Meeting—Fifteen members were in attendance at our meeting. Not too bad seeing that I scheduled our quarterly meeting a month in advance. Another reason for the low attendance was the absence of most of my clan. Only Sean, Liz Konrad, and myself were in attendance. Sean almost didn't make it because he had a hernia operation on Thursday, which laid him, low. Kerry was at a ball game with Bradley and Danny was with her while Sean recouped. Tracey and Ashlee were in New Orleans at cheerleading competition that Ashlee was competing in.



Ashlee in NOLA

Martha Nash who we had not seen in a long time showed up for the meeting. She has been sick for over a year and has had several back operations. Gus Shinn was absent. It was the first meeting that he has missed since our very first meeting almost 20 years ago.



Martha Nash from a file photo

We did not have a scheduled guest speaker, but Sharon Preston showed up with several boxes of various rocks, crystals, and so forth that she had collected while on vacation.

A 50/50 and doorprize drawing was held. Duck sold the 50/50 tickets and Pam Landy passed out the doorprize tickets. Duck enlisted our waitress, Sab, to pull the tickets. It looks like it was Preston day at the meeting. Amy Preston won the 50/50 drawing and her Dad, Larry won the door prize that consisted of a silver penguin cocktail shaker that was donated by Jack McLendon.



The Prestons from a file photo



The Door Prize

After the drawing Duck made a few comments about the forthcoming Nuclear Power reunion. More details regarding the reunion are on the Reunion/Meeting column in this issue of the *Gazette*.

With nothing else on the agenda the meeting was closed. The next meeting will be on a yet to be determined date and location.

Editor's Note: Since this meeting the Nuke reunion has also been cancelled.



Cold Duck from a file photo

PENGUIN CLUB**OAEA Donor Awards as of 3/21/2020**

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

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