



EXPLORER'S GAZETTE

Uniting all OAEs in Perpetuating the Memory of US Navy Operations in Antarctica

Volume 2, Issue 2

Old Antarctic Explorers Association, Inc

Summer 2002

PRESIDENT'S COLUMN

Jim Eblen – OAEA President

To all OAEAs. As time draws near for our first Symposium/reunion, I reflect back to the beginning of this very unique organization. From the time that the E-mail went out from Jim O'Connell asking for volunteers to serve on the Executive Steering Committee, to now, a lot of hard work has been accomplished to establish the Old Antarctic Explorers Association. The Association is now Chartered in the State of Florida and has just recently obtained Tax Exempt status. All of this was done with determination and at times, a lot of frustration, especially dealing with the IRS. Bravo Zulu to all who made this happen.

I used the word "unique" in describing the OAEA because I believe that those who have served in the Antarctic were unique in their purpose. I have been asked many times, why would anyone in their right mind go to such a desolate place? For those who never make the trip, it is a difficult question to answer. I remember when I stepped off of the "Connie" and made my first trip to the "Hill", I wondered if I was in my right mind. From there I spent the next 4 years with VX-6, left for 2 years and then returned for 3 years. I guess that I found out that once you have been there, you always want to return.

I just recently received an E-mail from a former shipmate that I served with on Instructor duty. He is presently working for Northrop/Grumman Corporation at Pt Mugu CA. He flew as Flight Engineer on 148320 in the 70's, and he sent me a picture of 320 sitting on the ramp at Pt Mugu. This brought back a lot of memories, as I was a Flight Engineer on 320 from 1960 to 1964. I

understand that the LC-130's from Deepfreeze are assigned to VX-30 and are being used in conjunction with the Pacific Missile Range. The picture shows the Aircraft complete with skis and the paint appears to be somewhat faded. I sincerely hope that they take good care of these very special aircraft, as they were the workhorses for Antarctic support. So much for nostalgia.

Now is the time to start thinking about what you would like discussed at the Symposium/reunion. Election of Officers will be one of the main items on the agenda. I will accept nominations for the office of President, Executive Vice President, and 2 Board of Directors. If you have any nominations for those offices, either E-mail me your nomination or send them to me by snail mail. Any recommended changes to our Bylaws should be sent to Executive Vice President J.C. Harris by the same method as nominations. Also any recommendations that you think will improve the operation of the OAEA Remember, this is your association, so don't be afraid to speak up.

Looking forward to seeing all of you in Pensacola in November. To those who have lost a loved one or a friend, our prayers are with you. To those who are under the weather, we wish you a speedy recovery. Until next time.

Jim Eblen
President

CHAPLAIN'S CORNER

Cecil D. Harper - OAEA Chaplain

Summer is upon us and God's creation is in full bloom in most of the country with maybe the exception of a few northern states. At my locale the Redbud trees have bloomed and greened out,

Buttercups have arrived in abundance and brightened up the countryside and the Irises are in their stately splendor. My home is near Tyler, Texas, a city that is called the Rose Capital of the world because of the large rose industry here, and the roses are in their multicolored glory as I write. What a magnificent time of the year. Today is my seventy third birthday and I have never felt better. All this is my feeble way of saying that we cannot begin to count our blessings and the gifts that God has bestowed upon us. The older I get the more precious life becomes. Each day is a new adventure. Those of you who are as old or older know exactly what I mean. We live in God's glory and in His love, yet we must ask ourselves how acutely we recognize that fact.

An old fable tells of a little fish swimming along the edge of the river. Nearby on the riverbank a science teacher has assembled his class for instruction on the substance called "water". As the fish swims by it hears the teacher speak "Water is absolutely necessary to life. Without water we would all perish within a week's time." "Oh my," says the fish. "If what that man said is true, I'd better find some of that substance called 'water' or I shall die in a few days." It asks every other little fish it sees where water can be found but none of them knows. Then it puts the question to some older, larger fish, but they are more interested in food for the day. Some think the little fish is crazy "Go away and let us alone", they say in fish language. From stream to stream the frightened fish carries its quest, but in vain, until finally it comes upon a fish who seems wiser than the rest. "Please, where can I find the substance called water that will give me life?" "Water?" replies the wise old fish. "You are in water this very minute. You were conceived and born in water. Water is your environment. Water supports your very life. Draw on it and you will live. So it is with the Love of God. Draw on it and you will truly live.

Blessings and Peace!

Cecil D. Harper

Chaplain OAEA

Editorial

Jim O'Connell – Editor

On 26 October 2000 the OAEA filed its first Articles of Incorporation with the state of

Florida. I like to say this is the birthdate of what has the potential to become one of the largest bonded fellowships in the world. It is not yet two years old and in this time, it has seen significant growth with almost 500 dues paid members and many milestones achieved. This success is attributed directly to the initiative and efforts of all its members. Membership eligibility has recently been clarified by the Board of Directors to include OAEs around the world in various programs from various countries, making us a worldwide organization. We have also recently been recognized by the IRS (*See special section in this edition*) and with this, we can push our goals of national recognition to a higher plateau.

Since the start of 2002, many members have performed a valuable service by getting the OAEA into their local media and I have received reports of numerous members being interviewed by their local radio stations or newspapers. This local coverage has helped put OAEs that live in the same community in touch with each other. Remember each time something is mentioned in the media, it has the potential to make other OAEs aware of our existence and recent registrations report of OAEs finding out others live in the same community that they were not aware of it.

Recently, while driving here in Pensacola I came upon a sight I had not seen since I was in Quonset in the 60's. An oncoming car had an *Antarctica SP-90* license plate on it!!! Thanks to Ron May of Jacksonville, we have had them available at the last couple group meetings and they are starting to show up all over town. It was a sight I hope to become more common.

A reminder to all – OAEA Reunion 2002 registrations must be post marked no later than 1 October as previously published. At this time, 118 OAEA members have signed up for a total of 192 reunion attendees (members and guests) and the facilities have a maximum limit of 400. Do not wait until the last minute. See back page for reunion registration form if needed.

To the entire membership, I want to say "Thank You" for your assistance in getting us this far this fast and hope to see as many of you as possible at the reunion in November.

Jim O'Connell
Editor



IN MEMORY

OAE Tom Undset passed away on March 4th in Orange Park, FL. Tom was not a member of the OAEA but he served with VXE-6 in the late 60's and early 70's.

OAE Denis Zelna passed away April 5th in Virginia Beach, VA. Dennis was not a member of the OAEA but served with VX6 during his military career.

OAE Earl David Rudder Jr. passed away on February 15, 2002 in Holyoke, CO. Earl was not a member of the OAEA but served with VXE-6 in the late 60's.

OAE John D. Reimer passed away on April 16th in Stafford, VA. John was a lifetime member of the OAEA and served with VX-6 from '56 to '61 and again from '66 to '68.

LOCATOR - (Editor's note – members who are off line may contact the OAEA Secretary and he will put you in touch with the requester)

Bill Taft was with the VXE-6 helo crew from April 71 to May 73 and would like to contact any of his shipmates from this timeframe. Bill can be contacted at BillTaft030350@aol.com

LOCAL ACTIVITIES –

If you are out and about this great country of ours and happen to be in the vicinity of one of the below scheduled get togethers, the host locations would be more than happy to have you drop in and share a period of fellowship and memories.

Maine Area – See the special section in this issue for the latest news from Maine. You can contact Marty Diller at mgdiller@blazenetme.net or (207) 729-0197 if you are in the area.

Pensacola Area – The Pensacola Group meets the first Saturday of the third month of each quarter at the American Legion Post 240 - 8666 Gulf Beach Hwy. Pensacola and they had their quarterly meeting on 1 June. If you are in town on the following days, you are invited to stop in.

For additional details, you can contact Jim O'Connell at penguin64@att.net or (850) 478-6222. Also, you might visit this watering hole while in town for the reunion in November.

7 September - 1st Saturday
7 December - 1st Saturday

Tidewater Area – The tidewater area OAEs will be having a no host/no business get together at House of Eggs Restaurant on Military Highway at 1500, Saturday, 20 July. For more information contact Ed Hamblin at hamblin@pilot.infi.net or (757) 405-3362.

This Quarter In History

By Billy-Ace Penguin Baker – OAEA Historian



April Events

- 07 April 1502 — Vespucci claims a place where the night lasts 15 Hours (72°S)
- 08 April 1821 — The sealer *Sarah* lost at sea in the South Shetlands with all hands.
- 15 April 1916 — Shackleton arrives at Elephant Island with three small boats and 28 men. Their first dry land in 16 over months.
- 01 April 1938 — *France claims Adélie Land.*
- 15 April 1984 — RV Hero leaves Palmer Station for the final time.

May Events

- 31 May 1898 — The *Belgica* reaches 71°36'S 87°40'W, its furthest south.
- 30 May 1904 — Charcot takes a party of ships personnel to Hovgaard Island for a picnic.
- 23 May 1916 — MV *Southern Sky* sails from South Georgia in an attempt to rescue Shackleton's men on Elephant Island.
- 02 May 1958 — President Eisenhower proposes the Antarctic Treaty.

14 May 1967 — McMurdo water-distillation unit produces its millionth gallon of water.

June Events

15 June 1819 — William Smith reached 61°12'S during the austral winter.

27 June 1911 — Wilson, Bowers and Cherry-Garrard leave for Cape Crozier.

28 June 1955 — Argentina creates province from 45°S to the geographic South Pole.

23 June 1961 — Antarctic Treaty enters into full force.

18 June 1967 — VX-6 C-130 number 318, City of Christchurch, sets down at McMurdo for first scheduled winter fly-in (WINFLY). Full story elsewhere in this issue.

ASPECTS OF AVIATION IN

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

January 1975 was a disastrous month for VXE-6 when two of its ski-equipped "Hercs" had accidents 24 hours apart at Dome Charlie in east Antarctica while flying support missions for a French traverse team. On a reconnaissance mission of the crash sites in Nov. 1975, another "Herc" crashed. Fortunately, no one was injured or killed in the accidents. A combined military and civilian repair operation successfully repaired one "Herc" in late December, wrenching it from Antarctica's grip and flying it out of Dome Charlie on Dec. 26, 1975. American ingenuity and know-how wrested a second "Herc" from Dome Charlie and it was flown out on Jan. 19, 1976. A Christmas present to the support program came in December 1976, when the third and last aircraft was flown out of Dome Charlie. The salvage effort proved that Antarctica was not going to win all of its battles against determined and dedicated men. Besides setting record-breaking flight hours for support and operations in Antarctica, VXE-6 also continued its enviable record for Antarctic rescues.

One rescue, in January 1978, was accomplished through the professionalism and international cooperation of Australia, the Soviet Union and the United States. A seriously ill Australian scientist at the Australian Station, Casey, was flown by Soviet helicopter to Mirnyy, a Soviet station 300 miles east of Casey. A "Herc" was launched from McMurdo to Mirnyy, where the

scientist was loaded onboard and flown to Christchurch.

Another rescue was completed in January 1979, when five injured Soviets were transported from Molodezhnaya, 1,800 miles from McMurdo, to a medical facility in Dunedin, New Zealand. Because of the critical fuel factor, the aircraft had to be fueled twice at the South Pole - on its way to and from Molodezhnaya. The rescue mission required two crew changes, two flight surgeons and four corpsmen and almost 28 flight hours.

Aviation in Antarctica has not been without its setbacks. The bodies of over 30 American fliers and crewmen attest to the hazards of flying, serving as constant reminders that man is still subject to the caprices and whims of Antarctica's beautiful but treacherous nature. Great inroads have been made since Scott's initial attempts into the Antarctic atmosphere. Aviation technology, modern research techniques and the Antarctic weather will be important factors for progress in Antarctica. No one knows what the future in Antarctica holds, but aircraft and aviation will be intertwined with that future, tempered and balanced by the hardy souls of the pilots and crewmen who challenge Antarctica constantly.

REUNION INFORMATION -

DET. ALFA 1972-73 WINTER-OVER CREW October 6th thru 11th 2002 in Las Vegas. For more information contact Jim Wallace at utcret@tampabay.rr.com

WYANDOT DF 1, 2 and 3 September 14th thru 18th 2002 in Bronson, Mo. For more information contact Robert Sanders, tundra@rangenet.com

USS VANCE (DER/DE/WDE-387), 18-21 Sep, 2002, Albany, NY. Contact Joseph Betters, Box 218, West Harwich, MA 02671, (508) 432 4194, betters@ussvance.com The USS *Vance* served on the DEW Line and in Deep Freeze as the radar picket ship during DF-62.

USS YANCEY (AKA-93), 7-10 Nov, 2002, Charleston, SC. Contact George Clifton, 4660 West 89th Pl, Hometown, IL 60456, (708) 425-8531, clifs@ameritech.net. The *Yancey* served during Operation Highjump

OLD ANTARCTIC EXPLORERS ASSOC., INC.  November 6th thru 8th 2002 in Pensacola, FL. For more information contact Les Liptak at leliptack@hightec.com see below for discount airfare offer by Delta Airlines

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A **10%** discount will be offered on Delta's domestic system for travel to the meeting based on the published unrestricted round-trip coach (YO6) rates. No advance reservations or ticketing is required, but if you purchase your ticket 60 days or more prior to your departure date, you can receive an **additional 5%** bonus discount. Booking classes I and U are not eligible for Delta Meeting Network® discounts.

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Attention Travel Agents: The meeting identifier code must appear in the tour code box on all tickets issued in conjunction with this event. Failure to do so may result in a debit memo for the travel agency issuing the ticket. Contact **Delta Meeting Network®** for details.

Editor's Note - If you have any information regarding individual OAE group reunions, please send the information to Jim O'Connell at penguin64@att.net for publication in the Gazette

**Maine – New Hampshire OAEs
Host Northern New England Get-
Together** By Marty Diller



Back row, left to right, standing: Harold Robicheau, Dave Hazard, Gary Newquist, Ralph Lewis, Don Leger, Marty Diller, Mike Tatosian., Middle row, left to right seated wives: Karen Newquist, Kelly Higgins, Sue Tatosian, Bev Diller. Front row, left to right kneeling: Jim Heffel, Charlie Bevilacqua, Ed Higgins. Not pictured: Bill Kenney, Jeff Inglis.
(Photo courtesy of Jim Heffel.)

The first-ever Maine – New Hampshire regional OAEA “get-together” was held Saturday, June 1st, in Arundel, ME. The ME-NH OAEA Regional Coordinator, Marty Diller invited all OAEA members and other veterans of Antarctica throughout northern New England to attend. Marty and his wife, Bev, selected the *Blue Moon Diner* for the event primarily due to its location in southern Maine, to attract attendees from New Hampshire and other New England states.

Spouses were encouraged to attend, and in all, twelve OAEs and four wives made the trip for what turned out to be a very enjoyable afternoon of good times, good food, good stories and good memories. Don Leger, (the MA-RI OAEA Regional Coordinator); Jim Heffel; and Bill Kenney made the 1.5-hour trip up from the Boston

Many thanks are due Charlie Bevilacqua, of Meredith, NH, who provided a wealth of informational magazines and pamphlets on Antarctica. For the price of a small donation, these were provided to those who attended the meeting. The donations will go towards defraying the cost of postage and other administrative costs associated with arranging future ME-NH meetings.

Ice veterans with a wide range of experience and duty in Operation Deep Freeze attended the get-together. From Charlie, who participated in DF'55-57 (DF-1 and DF-2), and Jeff Inglis, of Portland, ME, who worked for the *Antarctic Sun* newspaper during DF'99-01 (DF-45 and DF-46?), we got accounts of the earliest and latest, respectively, aspects of life at McMurdo. Then there was our pre-Deep Freeze veteran, Bill Higgins, who participated in Operation High Jump in 1946-47 at age 17! Bill rode the USS *Mount Olympus* and helped establish Little America IV as one of the crew on Byrd's expedition. One of his duties included being a member of Adm. Byrd's personal boat crew. Bill and his wife Kelly drove down from the little hamlet of East Poland, ME, to share their stories and memorabilia with the group.

At these get-togethers, it is not uncommon to encounter people who were on the Ice at the same time you were, who shared the same experiences, but who you don't recall meeting before. For example, at this meeting Dave Hazard from Lisbon Falls, ME, met Gary Newquist from Raymond, ME. It was quickly discovered that not only were they at McMurdo at the same time, but that Gary responded to the ice runway crash of (C-121J *Constellation*, BUNO 131644) 'Pegasus,' on which Dave was a passenger!

Other attendees included Gary's wife, Karen; Harold "Robie" Robicheau of Farmington, NH; Mike and Sue Tatosian of Lewiston, ME; and Ralph Lewis of Bath, ME.

Once again, don't hesitate to attend the next get-together in your area (or, of course, the first National OAEA Reunion in Pensacola this coming November). If you put it off, you may never get to meet some of these amazing Ice veterans and share the memories of Antarctic duty. We're not getting any younger, so promise yourself to take the time and make a little effort to get out there at the next opportunity – you won't regret it!

(Editor's note: This kind of local get-together is an important part of the OAEA and as our membership more OAEs are coming out of the woodwork. Check the towns listed on the membership roster because there may be more OAEs in your area than you are aware of and this will help in your area of the country.)

USS ATKA (AGB-3) REUNION by Carl Brown

On May 10, 11 & 12 the first reunion of members of the USS *Atka*, AGB 3 was held in Boston, Massachusetts. Crew members from 1950 through 1966 were in attendance. A good time was had by all. The next reunion is planned for Pittsburgh, Pennsylvania 2003. The ship had quite a history. It was first the *Southwind* with the Coast Guard, then was loaned to the Russians, recovered in 1950 & renamed the USS *Atka*. Then in 1966 was decommissioned & returned to the Coast Guard as the *Southwind*. Many of the crew had participated in Operation Deep Freeze during their duty on the *Atka*.

IRS RECOGNIZES OAEA AS TAX EXEMPT ORGANIZATION By Jim O'Connell

In a letter dated May 1st, 2002, the OAEA was informed that it has been recognized by the Internal Revenue Service as 'Tax Exempt' This letter contained the following statement:

"... we have determined you are exempt from federal income tax under section 501(a) of the Internal Revenue Code as an organization described in section 501(c)(3). . . ."

This determination will be a significant assistance to the OAEA in achieving its goal of increasing and perpetuating national awareness of the courage, sacrifice and devotion its members displayed while supporting Antarctic Research through various public ventures such as providing educational assistance to students in the field of Antarctic research and obtaining and public exhibition of Antarctic artifacts.

Tax Deductible donations can now be made to the OAEA. As there are many legal considerations involving tax-deductible donations, I highly encourage you to contact your tax consultant prior to making any donations. In general, if making a cash donation in excess of \$250.00 you must have a receipt from the OAEA to support it at tax time. If the donation is in goods or services, it must include a good faith estimate of the value of such goods or services. More information on this will be published as time goes on and the OAEA structure aligns with the needs to meet our goals.

GRADUATION FROM REHAB

By Billy-Ace Penguin Baker

On January 28, 1989, the Argentina Navy resupply/tourist ship *Bahia Paraiso* ran aground in the Bismarck Strait near Palmer Station. Three days later the ship capsized spilling large quantities of oil (125,000 to 200,000 gallons) and several hundred propane gas containers into the sea creating a diesel-oil spill that inflicted untold damage on the ecosystems clinging to the edges of the icy continent.

The initial spill killed as much as 50% of the mollusks and marine algae in the intertidal community. Only a few hundred of the area's 30,000 adult seabirds were observed dead at the time of the spill, but adults bringing food to the nest site exposed their young to fuel-contaminated food. The greatest impact appeared to be in the cormorant colonies, where nearly 100% of the chicks died in a few months after the spill.

Cleanup and recovery efforts have been on the international level and hundreds of thousands, if not millions, of dollars have been spent in the rehabilitation of the wildlife and the study of the pollution problem.

The exact extend of damages to the fur seal population has yet to be determined, but It has been estimated that the average cost of rehabilitating a single seal after the *Bahia Paraiso* spill was \$80,000. At a special ceremony, two of the most expensively saved animals were being released back into the wild amid cheers and applause from onlookers. A minute later, in full view, a killer whale ate them both.

References:

Antarctica an Encyclopedia by John Stewart. And compiled from information found on several Internet sources

NAVY TO FLY LC-130S—AGAIN!

by Dwight D. Fisher, Captain USN (Ret)
Editor's note: Dwight is Deputy Head, Polar Research Support Section National Science Foundation Office of Polar Programs

In the summer of 2001, the OAEA initiated a letter writing campaign to the Director of the National Science Foundation (NSF), Dr. Rita

Colwell, requesting one of the agency's LC-130 aircraft for a museum display. On August 27, 2001, Dr. Colwell responded with a letter that was subsequently published in the Explorer's Gazette, Vol.1, Issue 3, Fall 2001. In the letter, Dr. Colwell explained that the Navy had requested the use of three of the four LC-130 aircraft that were being stored in the desert of Arizona at Davis-Monthan Air Fore Base. She stated that keeping the aircraft flying and allowing the Navy to fill a need of theirs was in the best interest of everyone.

Recently, an OAEA member learned about the loan of the three aircraft to the Navy; he apparently had not seen Dr. Colwell's letter in the Gazette. He had several questions concerning the transfer of the aircraft, as did some of the members he sent his e-mail to. The exchange of e-mail prompted the OAEA Secretary/Treasurer, Jim O'Connell, to ask if I would write an article for the Gazette to provide more details than were in Dr. Colwell's letter.

In 1996, the USAP started the transition from Navy to Air National Guard for flight operations support in the Antarctic. The Guard brought with it their fleet of six ski equipped LC-130s . As such, it was prudent for the NSF to downsize its operational aircraft fleet. The NSF placed four of its eight LC-130s in storage at Davis-Monthan AFB. In 1999, the Navy program office, PMA 207, contacted the NSF asking about the Navy's use of four of the unused aircraft. NAVAIR was experiencing unexpected airframe corrosion problems with several of their C-130 and P-3 aircraft used to support the Pacific Missile Test Center (PMTTC), Pont Mugu, and was exploring replacement possibilities, of which the NSF aircraft were considered candidates. These initial discussions never proceeded very far, as it appeared NAVAIR had found other aircraft options. In January 2001, NAVAIR 5.0D contacted the NSF and essentially re-initiated the idea of NSF loaning its aircraft to Navy. NAVAIR was faced with imminent loss of its PMTTC support aircraft. NAVAIR and NSF engaged in a series of discussions to explore the possibilities of NSF loaning its stored aircraft to NAVAIR. Additionally, NAVAIR traveled to Davis-Monthan AFB to look at the NSF aircraft, to examine the logbooks to determine the suitability of the aircraft, and to ascertain the level of effort to make the aircraft operational. Based on that site survey, NAVAIR requested the loan of three of the four NSF aircraft.

Subsequently, NAVAIR 5.0D briefed the Head, Polar Research Support Section of the NSF's Office of Polar Programs, on the specifics of the loan from the NAVAIR perspective. In February, the concept was discussed within NSF, and a decision was made to proceed with planning for the transfer of the three aircraft, contingent upon a Memorandum of Agreement (MOA) being signed between the two parties.



***LC-130F 148320 at VX-30 Point Mugu, CA
May 2002***

The MOA has been signed and the aircraft transferred to the Navy. The NAVAIR and VX-30, the PMTC support squadron stationed at Point Mugu, are currently working on the aircraft to make them operational, including the installation of equipment required for their mission. One of the aircraft is in fact currently operational at Point Mugu; the other two are expected to begin their new mission by the end of 2002. VX-30's mission is to provide range clearance, drone target launches, telemetry for satellite launches and recoveries, and flight termination for unmanned missiles and aircraft in support of the Navy's weapons testing and fleet training.

It is important to recognize that the NSF has *loaned* the aircraft to Navy. The aircraft are still owned by NSF. Also the NSF reserves the right to retake possession of the aircraft at any time. The MOA stipulates that NSF will attempt to provide 12-month notification prior to any recall, but can provide a little as three months notification.

Some of the other provisions of the transfer are as follows:

- a) The aircraft will be used exclusively by the Navy and operated by Qualified Navy flight crews only.
- b) NAVAIR will accept aircraft as is. NAVAIR will perform an acceptance inspection and provide NSF with results of the inspection. The inspection will be used to baseline the aircraft for return condition requirements.
- c) Excluding depreciation associated with service life or fatigue life consumption, all aircraft will be returned to the NSF in equal (or better) condition as that determined by inspection upon extraction from AMARC, Tucson AZ. A return inspection will be performed by a mutually agreed upon organization at a mutually agreed upon site to determine this condition prior to repositioning of aircraft to AMARC, Tucson AZ or transferring them to an NSF operator. NSF may elect to observe the post-employment inspection.
- d) Standard Navy maintenance procedures using 3 level maintenance IAW standard Navy practices will be applied.
- e) NSF will approve all modifications to the aircraft.
- f) All liability will reside with NAVAIR.

The NSF and the Navy view this arrangement as a win-win situation. The Navy has a real and immediate need to replace their current aircraft. They see this loan as a temporary measure until they can acquire replacement aircraft of their own. However, the MOA does not stipulate a maximum period of the loan. NSF considers keeping their aircraft operational far superior to leaving them stored in the desert.

The NSF LC-130 aircraft, though having been around for a long time, still have plenty of life in them. Using them to help the Navy out of a severe logistics problem is the right thing to do, especially given the nearly 45 years of support that the Navy provided to the NSF in Antarctica. As Dr. Colwell stated, it was premature to declare the aircraft surplus, when future growth of the U.S. Antarctic Program might require the aircraft use. For now NSF is satisfied to allow the Navy to fly three of them and to preserve the fourth in the event that some or all of the aircraft may be required once again to support the U.S. Antarctic Program.

NSF certainly agrees with the OAEA that when the service lives of these aircraft are reached, one or more should be preserved in museum displays to honor all those who flew them and in them in

the support of scientific research in Antarctica. Honoring the Navy personnel who served in VX-6/VXE-6 for nearly 45 years would be an excellent final mission for at least one aircraft. Right now it is difficult for anyone to predict when these magnificent machines will finally give up and retire.

GLACIER LOOKING FOR VOLUNTEERS By Ben Koether

Have you been to our web site lately? Please take a tour and pay particular attention to the VX6 members who are working on board Glacier. We are very close to moving the ship to the pier. We have a workweek beginning July 7th and could use your support both as Glacier Society members and as members of the working party on board ship!!

Now that the C-130 is off the table and cared for properly, lets focus our attention on getting Glacier up and running. You will be able to fly with us back into the ice!!

Respectfully,
Bernard G. Koether
Chairman
Glacier Society, Inc.
www.glaciersociety.org
203-375-6638 Office
866-ICE-PLAY Toll Free

GLACIER RESTORATION LOG – 14 – 9 June 2002 By Ben Koether

Plan to join and support the restoration crew aboard Glacier the week of July 7th, 2002. Go to the web site for more details. We are closing in on the movement date. This may be one of your last chances to earn special recognition for having worked aboard Glacier while she lies at MARAD. You will be sorry when you see what the others have earned!! We have concluded negotiations with MARAD and expect to sign the transfer documents shortly. Patrick Lennon Esq. of South Port, CT. is donating the Admiralty legal work. Thank you, Patrick

The discussions about berthing continue. We are moving closer to an agreement, but the multiplicity of authorities is, to say the least, confusing and cloudy. However, we believe that suddenly this will come to a close as well and we

will be able to announce the winner of the GLACIER'S next port.

Dr. Jerri Nielsen, author of ICE BOUND and famous cancer survivor from the South Pole Station has joined our Medical Advisory Board. Jerri is going to take a very active role supporting the Glacier Society. She will be donating her time and the revenue earned from major speeches to the Society. We have recently spent time together planning the ships medical restoration and building an alliance with one or more major medical schools. Our plans are **BIG** and **THEY WILL BE ACCOMPLISHED!** There is no possible way I can express to you her level of commitment to our mission. We are truly blessed to have this wonderful lady on our team.

We are expanding our management organization and forming a tiered level of interlocking teams. The Management Board is entirely new. Its mission is to “manage the Business of the Society” by writing the business plans, supervising the specialty working units and driving the time line to accomplish the goals. Here is the membership of the Management Board. This is indeed an impressive group of men. We all are indeed grateful for their commitments. Capt. Will Sawyer, USN (Ret) of Boston, MA; Charles P. Stetson, USN (Ret.) of Fairfield, CT.; Steve Soler, Upper Arlington, Ohio; Rev. J. Perry Wooton, USN (Ret.) Eastchester, NY. and Capt. Martin McNair, USN (Ret.) Richmond, CA. We will publish more on this subject in our Newsletter.

We have completed initial negotiations with insurance underwriters and have set forth a clear path for obtaining insurance for liability and ship movement. Further, we have agreed upon a path to gain insurance for operation of the ship at sea. We are waiting completing of the ships survey for issuance of insurance for the movement to the pier. This should all be completed this month.

We have a Grant request pending before the selection Committee of Save America's Treasures. Visit www.nps.gov to learn more about this program. We could use letters of support from members of Congress. If any of you can assist in this regard please do so today!! The Committee is acting as you read this memo. Write to Treasures@nps.gov. We especially wish to thank Congressmen Shay's and Simmons,

both of whom have sent letters of endorsement to the committee.

Ben Koether

**GLACIER RESTORATION LOG –
15 – 30 June 2002** By Ben Koether

We are pleased and proud to announce that Rear Admiral James Miller USN SC (Ret.) has joined our Management Advisory Board. Jim was previously the CEO of the Navy Memorial after his retirement from active duty. This and more information will be posted on the web site next week along with information on the other directors. Jim is already working hard for us. I can't tell you how much it means to have a reply to my dawn messages within seconds. The first man on the bridge early in the morning is the Admiral with thoughtful facts and guidance on sourcing the many pieces that are still missing.

Happy July 4th. Our crewmembers and volunteers are preparing to head out to the ship for July 8th workweek. We have about 20 people and will have a very energetic effort that will include an underwater inspection of the screws and rudder. We want to be sure we are getting all the parts necessary to get her steaming! We also plan to make spot checks on the hull plate thickness.

The ICEBUCKET (the old Arctic Survey Boat) has been hauled at Captain's Cove Marina and lies outside the Aquaculture School. We have a group of local volunteers who is committed to "take her down the original glass finish and rebuild her interior. She has some rotten wood, leaks, crazed ports, missing mast, outdated running lights, and general disarray that present a less than "Bristol" condition suitable for an Admiral's Launch. This is our goal, to make her perfect! She will pass a 4.0 Inspection when complete and will have all the latest electronics fully integrated. We will involve as many youth groups in the process as a learning experience and on the job training.

We want to say thank you to the Senators and Congressman who wrote letters of support for our grant application at Save America's Treasures. As of Friday night the letters were still coming in. California, Massachusetts, Connecticut, I know are in and other States are

in process. We will send a special report after our visit to the ship,

Ben Koether

Midwinter Greetings - *The following was submitted by Marlene McLennan and is taken from a personal note to her from Ann Lowery who is currently wintering over.*



Antarctic Sunset taken earlier in the season

The longest night is behind us here at McMurdo. It's time now to look forward to the gradual return of the sun. It seems I've lost my usual correspondence stride this year, but wanted to let you know in this land of few "real world" distractions, how often my mind wanders to images of family and friends so far away. Here, in the deep midwinter I gauge things according to Antarctica, such as: it's a warm day if the temperature is 0 degrees F and the wind isn't blowing (we had -110 wind chill a couple of weeks ago, growing weary of always having to wear long underwear, slowing down to near hibernation speed (hence, even this solstice letter is late!). Yet, there is so much beauty. Vivid colors in the sky as we watch the sun slowly set in April and return in August. The stillness that darkness offers. Looking at the world differently, where the moonlight is so bright it becomes the way we describe light. Gratitude for the weekly produce from our small hydroponics greenhouse. The exhilaration from a jump into frigid Antarctic waters, shocking the dull senses awake, clearing away the mental and physical cobwebs.

Needless to say, daydreams are often filled with warm, sunny beaches, hiking or biking a good trail, seeing friends and family, yoga classes, fresh food, green grass, flowers, birds, rain.

THE FIRST WINFLY

—by Billy-Ace Penguin Baker



City of Christchurch on deck McMurdo

An article in the Spring 2002 issue of the *Explorers Gazette* alluded to a mail drop that was accomplished on June 4, 1967. I questioned the validity of this statement and reported my skepticism to the editor, Jim O'Connell. I told Jim that I did not recall a mail drop that year, but that the first WinFly did take place. Jim in turn challenged me to write a story about the WinFly in the next issue. And that is what I have done.

PREVIOUS WINTER FLIGHTS

Previously there were four winter flights to Antarctica during the early 1960's necessitated because of medical emergencies. Although these flights provided invaluable information for future winter flights to the ice during periods of darkness and extreme low temperatures they were not known by the WinFly acronym.

SARPS, MAIL & CARGO

The first pre-scheduled flight to the ice during the austral winter that was code named *Project WinFly* occurred during DF-67. Actually there were two that year, one in June and one in September. The primary objective of the mission was to delivery new scientific personnel to McMurdo. On the first flight LC-130F *City of Christchurch*, (N-148318), piloted by the squadron Commanding Officer, Commander Fred Schneider, delivered six civilian fengees¹ and several tons of cargo, mail and freshies² to McMurdo on June 18 just three days before Mid-Winters Day. The WinFly missions, in late August or early September, were to be an annual event from this season onward.

Among the civilian personnel who arrived on the first WinFly was a young man by the name of Dave Bresnahan, who was a graduate student and a scuba diver from Old Dominion College in Norfolk, Virginia. He was part of a team that

would investigate the occurrence of algae and the adaptation of these plants to the extreme winter conditions under the ice shelf north of McMurdo. In 1971 Bresnahan joined the staff of the National Science Foundation, Office of Polar Programs and has been there ever since.

Although the support of science was the main reason for WinFly it was only of secondary interest to the wintering personnel of McMurdo and Scott base. Except for an occasional phone patch we had been isolated since February and to us WinFly meant mail and lots of it. The flight carried more than 5,000 pounds of mail to be exact.



Sorting WinFly mail. Winter Postmaster A. C. Webb in white shirt. Others unidentified.

Rear Admiral Lloyd Abbot, Commander Naval Support Forces Antarctica, was also aboard the flight. It was rumored that Admiral Abbot was only able to get manifested under the premise that he would safeguard the mail and insure that it was delivered to the winter-over personnel at McMurdo.



RADM Abbot arrives at McMurdo with mail.

¹ A New Guy who is not yet an Old Antarctic Explorer

² Fresh provisions



First WinFly Air Crew. First row (L to R): LTJG Braddock, LCDR Short, ATI McKinnis, AMSI Brewster, ABHI Falone. Second row (L to R): LTJG Hunter, LT Serba, CDR Schneider, RADM Abbot, ADJI McClinton, LT Holik, SGT Corley, PHC Reimer. Rear: AE2 Maddox.

MEDICAL EVACUATIONS

Four Passengers from the winter-over crew left McMurdo on the return flight to Christchurch. Chief Radioman Ronald Hilton was medically evacuated (med-evac) after suffering a collapsed lung. His medical attendant, Hospital Corpsman Lloyd Goodrich had suffered a gall bladder infection and was in worse shape than his patient. Chief Hilton walked aboard the Hercules carrying an oxygen bottle that was keeping his lung inflated via plastic tubing that had been inserted into his lung through an incision in his chest. National Geographic staff photographers



Loading internal fuel tank for WinFly

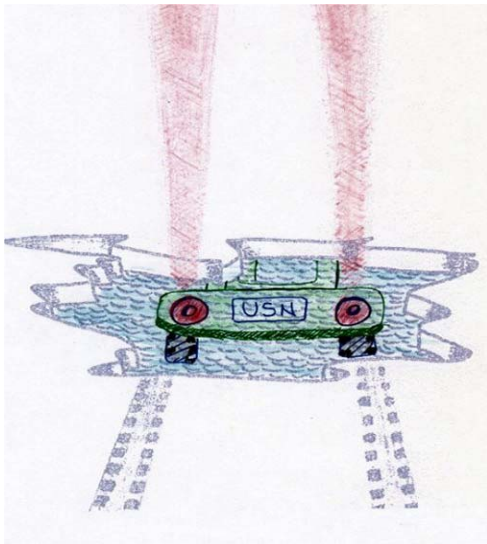
who were aboard the flight asked Chief Hilton to exit the plane and board again so that they could get photos of him and his oxygen bottle. Hilton asked if he would be paid anything for the photos and he received a negative answer from the photographers. Hilton then refused to cooperate with the photographers. The remaining two passengers were Navy Builder Third Class Steve Zadavec who left on emergency leave and USARP civilian Mike Kulis who had been drafted into the Army.

The second scheduled WinFly for DF-67, piloted by Commander Eugene Van Reeth the squadron Executive Officer, returned to McMurdo on September 3 again with several tons of cargo, mail and freshies. The purpose of this flight was to pick-up three of the scientists who had been transported to the ice in June. Two men, LT Brian Shoemaker and Petty Officer J. Muzzer were med-evac'ed due to injuries sustained since the June WinFly.

SCIENCE AT WORK

Following the June WinFly the intrepid group of divers planned on doing all their diving at Cape Royds, entering the water by using seal holes in the ice. But the ice conditions at Cape Royds

were very bad. On one occasion the men had to jump for safety when the ice gave way under their vehicle that plunged through the ice. Following the accident personnel at the Nuclear Power Plant on Observation Hill reporting the presence of strange red lights shinning up into the sky on the far side of Hut Point. The Detachment Alfa Meteorologist stated that he did not know of any weather phenomena that would cause the mysterious lights. Many opinions were brought forward as to what the lights might be and one of the mess-cooks stated that they looked like tail lights shinning from a submerged vehicle to him. No one attached any credibility to his idea and the mystery remained unsolved until the divers returned from Hut Point and reported that their vehicle had went through the ice and that they had managed to escape, but had not been able to turn the lights off. After the accident the divers confined their diving to man-made holes bored in the five-foot thick ice near McMurdo Station.



USARP vehicle after plunging through ice en route Cape Royds.

WINTER POPULATION

During Deep Freeze 1967 there were 250 personnel in the winter-over party at McMurdo. These included civilian personnel from the United States Antarctic Research Program and Navy personnel attached to Antarctic Support Activities Detachment Alfa, Air Development Squadron Six Detachment, and the Navy Nuclear Power Unit Detachment. By contrast there were only 44 personnel at McMurdo during the DF-75 winter-over period.

EPILOGUE

After 1975 the winter station population of McMurdo gradually increased until manning was back to the 1967 population level. Accordingly the number of flights per WinFly evolution increased. WinFly 75 consisted of three LC-130 flights and in the late 1980s and early 1990s there were as many as 8 to 10 LC-130 flights per year.

In 1989 it was decided to search for a suitable site to construct a blue ice runway that conventional wheeled aircraft could use. The results of this search were to become known as *Pegasus*. After over three years of planning and construction, the first wheeled C-130 landed on *Pegasus* in 1993. In 1996 the NSF approved *Pegasus* for C-141 WinFly operations. Today a typical WinFly evolution consists of five C-141 flights.



C-141 WinFly aircraft.

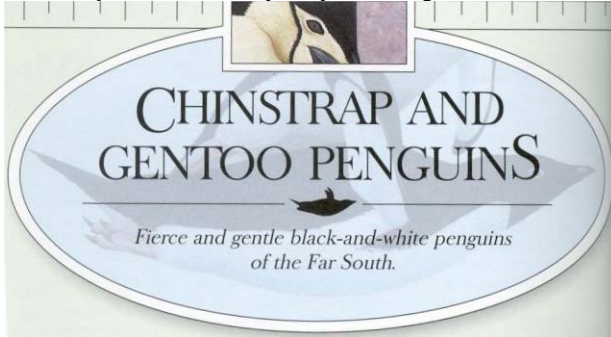
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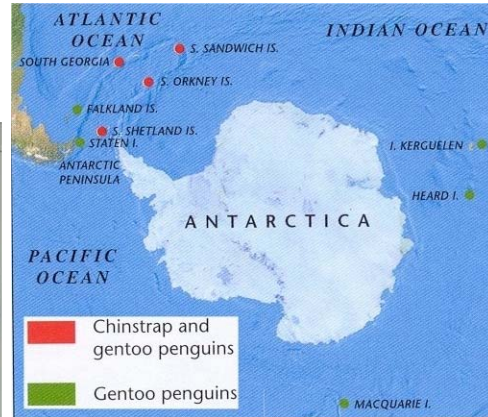
PENGUIN PAGE

CHINSTRAP & GENTOO PENGUINS

Extracts from: *A Visual Introduction to Penguins*
By Bernard Stonehouse. Compiled & Edited
for the *Explorers Gazette* by Billy-Ace Penguin Baker



Gentoo penguins share many of the chinstrap breeding areas in the South American sector. They live also on many warmer islands of the southern oceans, including the Falkland Islands, the Crozet, Kerguelen, and Marian Islands in the Southern Indian Ocean, Macquarie Island south of Australia and several of the island groups south of New Zealand.



RELATIONSHIPS

Chinstrap penguins are slightly taller and more slender than Adélie penguins with a narrow black line under the eye and chin. Gentoos are the tallest, with a black face, white bar across top of the head, and a distinctive orange-red bill and feet.

Chinstraps, like Adélies, are much the same wherever you find them. Gentoos vary; those living in the coldest areas are smaller than those of warmer climates, with shorter bills, flippers and feet. Some biologists call them northern and southern subspecies.

WHERE DO THEY LIVE

Chinstrap penguins, like Adélies, swim and catch their food in some of the world's coldest seas, and breed on some of its coldest coasts. However, they are restricted to the Antarctic sector immediately south of South America, including the South Orkneys, South Shetland and South Sandwich Islands, South Georgia, Bouvetoya and the Antarctic Peninsula. They do not breed along the coast of mainland Antarctica.

BREEDING

Chinstraps and gentoos on the southern islands spend their winters away from the colony areas, probably on the sea ice or further North. Gentoos on the northern islands are often resident through the year. As snow levels fall in spring they return to the colony areas taking up their old nest sites or finding new ones close by. Like Adélies those in the far south have only pebbles and bones for building their nests. Northern gentoos bring in beakfuls of mosses and grasses, tramping and shaping the nests into shape with their big feet. Their breeding routine is similar to that described for Adélies. Northern gentoos may start as much as a month earlier and tend to take longer in rearing their chicks.



OAEs ON THE ROAD

Editor's Note: This is a new section started last quarter but I need your inputs. A lot of our members have special Antarctic Related displays on their vehicles and are seen traveling throughout the country. If you have something special you would like displayed, please send a digital photo of it to penguin64@att.net I did not receive any inputs for this quarter and if the section is to continue, member inputs are required.

INTERESTING BUT LITTLE KNOWN

ANTARCTIC FACTS by Billy-Ace
Penguin Baker — OAEA Historian

During the Great American Exploring Expedition 1838–1842 commanded by LT Charles Wilkes, USN there were no less than four John Smiths, and four William Smiths assigned to the expedition.

The John Smiths are as follows:

John Smith number one: Ordinary Seaman. Joined in the USA. Lost at sea aboard the *Sea Gull* in late April 1839.

John Smith number two: Ordinary Seaman. Joined in the USA. Deserted in Rio De Janeiro.

John Smith number three: Marine Private. Joined in the USA. Served for the entire expedition.

John Smith number four: Seaman. Joined in Rio. Deserted in Sydney.

The William Smiths are as follows:

William Smith number one: Seaman. Joined in Rio. Drowned at Fiji.

William Smith number two: Bosun on the *Vincennes* for the entire expedition.

William Smith number three: Yeoman. Joined in the USA. Served the entire expedition.

William Smith number four: Quartermaster. Joined in the USA. Discharged at Sydney on March 19, 1840

MEMBER INPUTS TO THE

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

Association Officers

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IMPORTANT NOTICE

Due to a high attendance expectation the OAEA Board of Directors have adopted the following actions.

Action 1: Only dues paid members of the OAEA, and their guests, will be permitted to attend the association-sponsored portions of the reunion.

Action 2 - The use of the date the attendee became a dues paid member of the OAEA will be the method of elimination of members if the attendance exceeds facilities capacity. (Earliest dues payment first)

A membership application form has been provided for non-members.

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OAEA PENSACOLA 2002 REUNION/SYMPOSIUM REGISTRATION FORM

Pensacola, Florida, November 6-8 2002

Please make checks payable to the: OAEA.

Mail this completed form and check to:

Les Liptak, PO Box 34455, Pensacola, FL, 32507-4455

Name: _____

Address: _____

City _____ State _____ Zip Code _____

Phone Number: _____

E-mail address: _____

Name you would prefer on your name-tag: _____

Command, or activity attached to and year(s) on the ice: _____

Guest name(s) for name-tag(s): _____

(Note: Please use the back of this sheet for additional names)

The registration fee for all OAEA members, family, and guests will be \$75.00 per person. This fee includes the Luau, Reception Room, and Welcome Aboard Bag reunion mementos.

$$\text{\$ } 75.00 \text{ X } \frac{\text{_____}}{\text{(Number of persons)}} = \text{\$ } \frac{\text{_____}}{\text{(Amount of check)}}$$