



# EXPLORER'S GAZETTE

Volume 3, Issue 4

Old Antarctic Explorers Association, Inc

Fall 2003

## **PRESIDENT'S CORNER**

Jim Eblen – OAEA President

**TO ALL OAE's** – Hopefully this will find everyone in good health and happiness as the dog days of summer wind down. Summer vacations, trips to the beach or park, weekend BBQ's, and family reunions are all behind us. Whatever you did or wherever you traveled, I hope you all enjoyed yourselves.

I am watching the news as I write this article, and there is a story developing on another rescue at the South Pole. Apparently, a civilian worker has been either injured or is ill and must be evacuated. They plan on flying to the South Pole Station, then flying to another station in the Antarctic and then to South America. By the time you read this, we should know if the attempt was successful.

In my last newsletter, I discussed the action taken regarding the OAEA Scholarship Program and the committee's progress. I have no new information to report at this time. Walt Walter and the committee are still working on the program.

Buz Dryfoose, Merchandise Coordinator has been busy developing the merchandise program for the OAEA. He has taken the first steps to develop the program and put it into operation. Recommendations for the first item of merchandise has been sent to the Board of Directors (BOD) for approval. As the (BOD) approves items for resale, the information will be passed on to the membership.

Nothing new to report regarding the upcoming Symposium/reunion. I talked to Jim Maddox, chairman for the reunion, and he stated that he still needs volunteers, so anyone in or around Oxnard, Point Mugu, Port Hueneme, or Camarillo CA contact Jim Maddox at 2820 W. Dartmouth Drive, Lancaster, CA 93536, Phone

(661) 945-0469, E-mail [jmadflynav@cs.com](mailto:jmadflynav@cs.com). I will going to Oxnard in January when Jim and his committee meet with the hotel and finalize the contract.

Well folks, news is short so will close for now. 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.

*Jim Eblen*

President

## **CHAPLAIN'S CORNER**

Cecil D. Harper - OAEA Chaplain

Sixty years or more ago, a person by the name of Henry Lewis, told of an incident in which high voltage wires fell and hit the top of a parked car, sizzling and sparking. The owner of the car approached the car with a stick in his hand to remove the wires.

In the struggle, one of the wires fell into his hand, and unable to free himself from the wire, he was thrown to the ground and severely burned. No one dared to touch him until an electrical engineer, at great risk to himself, walked among the sires and cut one of them so the man could be released and rushed to the hospital.]

That engineer was a man under authority. He could walk unhurt amongst the dangling wires and do his work because he obeyed the forces that govern electricity. His act reminds us that obedience is the first word of life. It is a more important word that the more popular word "freedom". Most folks are free from nothing, and their attempts to free themselves from this or that, they find nothing but futility in their existence. The person who is truly free is obedient. Such a person is under authority and knows the value of authority. Such a person knows the value of discipline and learns to obey.

This principle holds true in the religious life. The religious person is a person under authority, and obedient to God. When anyone gives his allegiance to anything but God, he/she ends up being a slave to the world. If we want to live usefully and joyously, we must learn to live in obedience to the good and perfect and merciful will of God. In obedient service to the forces and values for which God stands we will find our perfect freedom.

May God continue to bless each of us, and our Nation.

*Cecil D. Harper*

OAEA Chaplain - OAE 72-73

## EDITORIAL

Jim O'Connell – Editor

Back in late '99 when the OAEA was starting to form and become a reality, I attempted to keep all members updated on its growth through 'Status Reports'. As we continued to grow and the status reports became multiple page reports, the need for a more informative publication arrived. From this need, the Explorers Gazette was born and became the Quarterly Newsletter of the OAEA.

For the last 3 years, I have had the opportunity to be the editor of the Gazette and many members have provided me with inputs on local and national items of Antarctic interest. These contributions have been an invaluable assistance and I want to thank all of you that helped in this endeavor.

During this time, Billy-Ace Penguin Baker has been the major contributor and beginning with the next (Winter 2004) edition, Billy has volunteered his services to become the editor. I want to thank Billy for standing up and taking this responsibility and ask all of you to continue to give him the support you have given me in the past.

As in the past, I will continue to mail it to those members that do not receive it electronically through E-mail. Please remember to notify me if you change your e-mail or snail mail addresses.

*Jim O'Connell*

Editor



## GROWLERS & BERGY BYTES

*Odds & Ends Collected and Compiled  
by Billy-Ace Penguin Baker*

Pensacola Florida, 12 September 2003—**The Cat Man of La Rua** celebrates 81st birthday. See story on page 5.

Bay Saint Louis Mississippi, 21-26 September 2003—**McMurdo Nukes hold reunion**. See story on page 8.

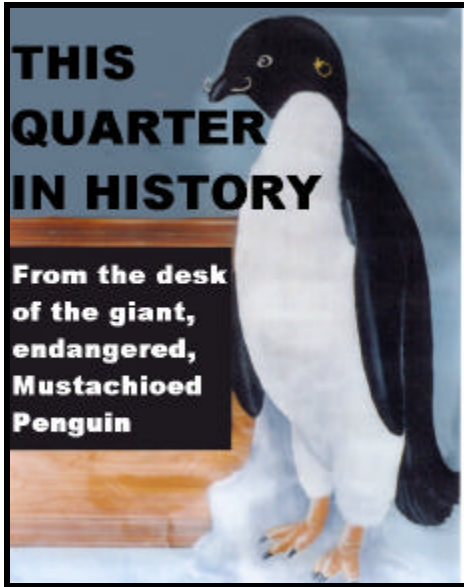
Brussels, Belgium, 29 September 2003—**Monsieur Pengouin**. Man changes name to Penguin. See story on page 10. Contributed by Paul Dalrymple.

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17 September, 2003—**Fire at Linux WebHost**. Due to a fire hazard in the building that Linux WebHost operates within. Power to the building had to be secured and the OAEA web site was off the air for an undetermined time, but was fully restored in the early morning of 18 September. Contributed by Linux WebHost.

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New York, New York, 12 September 2003—**Bigger Ozone Hole**. The hole that forms in the atmosphere's protective ozone layer each September over Antarctica has matched a record established in 2000, officials at the World Meteorological Organization said. The annual hole, actually a broad region of diminished ozone concentrations, is the legacy of decades of emissions of Freon and other ozone-eating synthetic chemicals. The hole this year is larger than North America, according to satellite measurements, officials said. The ozone veil shields the surface from ultraviolet radiation, which can harm some life forms and raise cancer rates. Contributed by Andrew C. Revkin (NYT)



October Events	
14 Oct 1899	Nikolai Hanson dies. First man to be buried on the Antarctic Continent
01 Oct 1902	Bluff Depot established by Scott party
29 Oct 1908	Shackleton departs for the South Pole
18 Oct 1956	P2V crash at McMurdo. Four deaths
31 Oct 1956	Shinn lands <i>Que Sera Sera</i> at South Pole
November Events	
17 Nov 1820	Palmer Sights Antarctic Peninsula
19 Nov 1840	Amundsen resigns his commission on the <i>Belgica</i>
29 Nov 1929	Byrd flight to South Pole
30 Nov 1957	Old Vostok Closed
10 Nov 1969	Japanese traverse party reaches Plateau Station
December Events	
25 Dec 1687	Buccaneer Lionel Wafer crosses 60° South en route to the West Indies
20 Dec 1773	Captain Cook crosses the Antarctic Circle for the second time
16 Dec 1957	New Vostok opened
18 Dec 1981	German research vessel <i>Gotland II</i> sinks
09 Dec 1987	LC-130 crash at D-59. Two deaths

**LOCATOR -**

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

**WO '80 McMurdo** - Mark Webster (MS2, WO McMurdo '80) would like to be able to get in touch with anyone else who Wintered Over at McMurdo 79-80. You can contact Mark at [exechef602@aol.com](mailto:exechef602@aol.com)

**"Charles "CJ" John Walker DF65/66**- Anybody that knew CJ or knows his current whereabouts, please contact the OAEA Secretary"

**John L. Wilson III – ADC, VXE-6, DF77 –** John moved to Hawaii after he retired and anybody that knew him or knows his current whereabouts, please contact the OAEA Secretary.

**Arthur “Art” Faller** - Rick Faller would like to hear from anybody that knew his father, Arthur (Art) Faller. Art was a Quartermaster on the USS Glacier (AG4), during Deepfreeze I and Deepfreeze II and passed away in 1991. You can contact Rick at [rickdamnit@yahoo.com](mailto:rickdamnit@yahoo.com)

The OAEA is looking for OAEs. If you know of an OAE that is not a member, take the opportunity to meet the OAEA President challenge for each member to recruit at least one new member during this year. If you are an OAE that has not become a member, please contact the OAEA Secretary at [penguin64@att.net](mailto:penguin64@att.net) or any OAE for details.

The OAEA is unable to contact the following members. If anybody is in touch with them, please have them contact the OAEA Secretary: Harold McKoon of Valrico, FL  
Steven D. Presher of Mukilteo, WA  
Stan Manning of Marathon, FL

**HILL AFB REPAIRS HERCULES FOR ANTARCTIC DUTY –**

By Gary Boyle Hilltop Times Staff (Hilltop ARB station newspaper – Submitted by Billy-Ace Baker

PROVIDING SUPPORT from the top of Utah to the bottom of the world, Hill's Maintenance Directorate recently finished structural repairs on a National Science Foundation LC-130.

Operated by New York's Air National Guard's 109th Air Wing, the C-130 provides logistical support to a cadre of international scientists at the South Pole. The aircraft, painted gray and orange, is equipped with skis on the landing gear to facilitate operation in a frozen environment. The 109th, based in Scotia, N.Y., is the only unit in the world to operate the ski-equipped Hercules.

"We're down there from the end of October through the middle of February — the summer season there. We fly eight to 10 missions a day," said Tech. Sgt. Deborah Gardner. "The NSF needs fuel to run the generators we take that and download it at the South Pole. We take personnel and equipment out to where they need to be at various field locations and pick them up when they're done. "We're at the South Pole for about 45 minutes, long enough to drop the stuff off. It can be about 50-degrees below zero, so we keep the engines running."

In production since the 1950s, the Hercules series has earned a legendary reputation for delivering the goods to inhospitable locations where runways are more myth than tarmac. The New York ANG put its recently acquired 1973 model out for unscheduled depot level maintenance and Hill took delivery of the aircraft May 19. "The aircraft arrived and one of the main landing gear strut seals ruptured, causing quite a mess on the taxi-way. There it was, sitting out on the taxiway blocking traffic on a Sunday night. We couldn't tow it because it has skis and needs a special tow bar which we didn't have, but we had to move it. So the next day we had our flight test crew start up the motors, put the props in reverse and backed up the aircraft several hundred feet -- an unusual site on the flight line," said Maintenance Directorate C-130 Drop-in-Maintenance Program Planner Mike Martinez.

"Repairing the main landing gear strut was extra work that wasn't planned. We have the people with the know-how to do these unique jobs but we didn't have the specialized equipment unique to these aircraft. An aircraft with skis is not a common occurrence here," he said. A team of 170 technicians, mechanics, painters, schedulers, engineers and flight test evaluators put in approximately 3,400 hours making numerous structural and upper fuselage repairs. Repair to the nose landing area, including the wheel well and replacement of the number three on board

thrust mount, required the engine to be temporarily removed.

The aircraft has a distinctive look of an orange tail and glossy gray fuselage. The Hill repair team also had to apply new walk-way paint as part of the repair requirements. A treaty banning military activity regulates the mission the New York ANG supports and requires the aircraft the guardsmen fly to be visually different from any other military aircraft flown.

Guardsmen train in Greenland from April through August for their Antarctic sojourn. The guardsmen set up for their southern duty at McMurdo Station, a U.S. base built on the bare volcanic rock of Hut Point Peninsula on Ross Island, the farthest south solid ground that is accessible by ship. "We move everybody, like a forward operating area. Tours of duty can range from two to eight weeks depending on their active status and when they deploy. At any given time we have 80 to 90 people there," said Gardner. "The sun never goes down while we're there, so people have to sleep in special rooms insulated from the sunlight. There are lots of penguins and seals but the scientists don't want anybody getting too close to them. Everything is white so we wear sunglasses to prevent blindness. I've been in a storm there before, but it normally doesn't snow, it's all ice."

Wind swept ice can cause even Hercules to sit down for a while and caused the longest aircraft taxi in history when an LC-130 drove 40 miles back to base, according to Martinez. The LC-130s stay there for the season, only leaving for maintenance work that is conducted at Christchurch, New Zealand, which is the jumping off point for Antarctica from solid land. The flight takes approximately eight hours and ends at one of two airstrips on the frozen continent, Williams or Ross. Ross Airfield is hard enough to support wheels and C-141 Starlifters make occasional stops.

The U.S. Navy had the support mission from 1955 through 1999, at the Navy's request the Air Force took over the support mission in 1998. The New York ANG had augmented the mission since 1988.

**Gazette Editorial Note:** The C-141s are being phased out of the Air Force inventory and C-17s are now providing main-body deployment to McMurdo. The author of this article apparently

didn't know where the South Pole was because I had to substitute Antarctica for Arctic wherever it appeared throughout the article I think he might have been the same AF PAO writer at McCord AFB who wrote about the Tundra at Williams Field several years ago.—Billy-Ace Penguin Baker

**Have you met the OAEA President's challenge to recruit another OAE by the end of the year? If not, time is running out....(and those that recruited more than one said they will not share their credits...)**

### **REUNION INFORMATION**

*Editor's Note - If you have any information regarding individual OAE group reunions, please send the information to Billy-Ace Baker at [upizauf@aol.com](mailto:upizauf@aol.com) for publication in the Gazette*

**American Polar Society (APS)**, Columbus, OH, 9-10 October 2003. Contact: Laura Kissel, phone 614 688 8173, email [kissel.4@osu.edu](mailto:kissel.4@osu.edu)  
The APS includes both Polar Regions

**USS Merrick (AKA-27)**, Branson, MO, 19-23 October 2003. Contact: Richard Bonn, phone 503 982 7117, email NA The USS Merrick participated in Operation Highjump (1946-47)

**USS Yancey (AKA-93)**, Corpus Christi, TX, 23-26 October 2003. Contact: George Clifton, phone 708 425 8531, email [clifs@ameritech.net](mailto:clifs@ameritech.net)  
The USS Yancey participated in Operation Highjump (1946-47)

**USS Philippine Sea (CV 47)**, Reno, NV 28 October – 02 November 2003. Contact: Chuck Davis, phone 941 743 5460, email NA The USS Philippine Sea participated in Operation Highjump (1946-47)

**USS Vance (DE-387/WDE-487/DER-387)**, Place Unknown, 29 October – 2 November 2003. Contact: POC name Unknown, phone 978 663 7585 The USS Vance participated in DF-62 as a picket ship

**Cargo Handling Battalion One (CHB-1)**, Williamsburg, VA, 31 May 2004. Contact: Frank Kerry, phone 252 636 3015, email [fk1934@aol.com](mailto:fk1934@aol.com) CHB-1 participated in several Deep Freeze deployments

### **LOCAL ACTIVITIES**

**New England Area** See article in this issue concerning recent activities in the New England area and contact Marty Diller at [mgdiller@blazenetme.net](mailto:mgdiller@blazenetme.net) or 207-729-0197 for additional information

**Northwest Area** – Plans are in the works to establish another regional group in the Washington, Oregon and Idaho area. As more information on this becomes available, all members will be notified.

**Pensacola Area** – See article in this issue concerning recent activities in the Pensacola area. The Pensacola group is now holding monthly activities - for information on these contact Les Liptak at 850-492-1666 or [lcliptak@hightec.com](mailto:lcliptak@hightec.com) or Billy-Ace Baker at 850-456-3556 or [upizauf@aol.com](mailto:upizauf@aol.com)

**Tidewater Area** – The Tidewater group met at House of Eggs restaurant on Military Highway on 13 September – The tidewater area was in the middle of hurricane activities at this time so attendance was down from their normal count but there were still dedicated OAEs that didn't let weather interfere with their mission. The highlight of this meeting was a pretty good running commentary brief that John Strider gave us on what it was like to be a flight engineer in the early days of Deep Freeze and some memories of the Que Sera Sera flight to the South Pole. The Tidewater group plans to get together again around the 6<sup>th</sup> of December. Contact Ed Hamblin at [ehamblin@cox.net](mailto:ehamblin@cox.net) or 757-405-3362 for more information

### **Gulf Coast OAEs Get Together -**

August 8<sup>th</sup> found 35 OAEA members of the Gulf Coast and their guests getting together at a meeting moderated by Les Liptak. Guests included some OAE spouses, some OAEs that had just found out about the OAEA and a retired couple that were preparing to take a cruise to the "ice". A lot of members brought memorabilia and shared their ice stories along with a number of videos that were presented.

The September gathering on September 12<sup>th</sup> found only 14 of the 60 plus members in attendance but a good time was had by all.



The chapter Master-At-Arms/Happiness and Bad News Petty Officer and Scribe, AKA Charlie Henke, took muster and called the meeting to order at 1400. Billy-Ace Baker moderated the meeting and the main topic of discussion was attendance, time and place of future meetings and a need to raise funds for postage and a sound system for the local group. For that purpose a 50/50 drawing was conducted. Tickets were sold and one of the young ladies from the Seville staff drew the winning ticket that was won by Bill Fazio. After paying for his lunch and several drinks Papa Faz donated the remainder of his winnings back to the fund. Several other members made cash donations to the fund and a special thank you is extended to all who participated in the drawing, and/or donated to the fund.

The last, but not least, item on the agenda was the presentation of a birthday cake to Gus Shinn who was celebrating his 81<sup>st</sup> birthday on the 12<sup>th</sup>. Gus was really surprised and the cake was decorated with a group of cats. Gus is locally known as the Cat Man of La Rua. Pam Landy cut, and dished up slices of the cake that everyone seemed to enjoy.

Following the observation of Gus' birthday the meeting was adjourned and everyone went his or her separate ways until the next meeting.

## **Northern New England OAEs hold second Get-Together -**

New England members of the OAEA gathered on Saturday, July 26, 2003 for the second such meeting ever in northern New England. Just as it happened for the first meeting in June 2002, the BlueMoon Diner of Arundel, Maine, graciously accommodated the get-together. Once again, the OAEs were given an area of the restaurant away from the other diners, with plenty of seating, room to congregate, and space to display memorabilia such as photos, cruise books, posters and charts that were proudly shared with all the attendees.

Counting the seven spouses that attended, nineteen people made the trip for what turned out to be a very enjoyable day of good times, good food, good stories and good memories. Up from the Quonset Point region of Rhode Island, "**Squatty Root**" **Richards** (PR2, USN (Ret.); VX-6, DF'59-61, DF'63-66, DF'70-73; W/O

DF'61, DF'64, DF'66) and his wife, Maggee, made the 4-hour trek via the scenic U.S. Rt. 1. Also from RI was **Dave Killian** (E-3, VXE-6; Strip Cargo DF'70-73), and "**Chet**" **Thomas** (ABHC, USN (Ret.); VX-6 DF-I/II & DF'58-62) and his wife, Cora.

From Massachusetts: **Don Leger** (RM3; VXE-6, DF'71-73), and **Jim Heffel** (AE3; VX-6, DF'61-63) and his wife, Kay, made the 1.5-hour trip up from the Boston area. Also from MA, was **Kathleen Tuck-Fontaine** and her husband, Bob. Kathleen's father, LT Jack Tuck, USN, and her uncle, Paul Siple, were instrumental in ensuring a highly successful DF-I and were featured in the July 1957 issue of the National Geographic magazine.

New Hampshire attendees included **George Soulia** (CWO3/AGCM, USN (Ret.); ASA Det 'C' AOIC from 7/68-7/71; USS *Edisto* DF-III), and **Harold "Robie" Robicheau** (EO1, USN (Ret.), NSFA, DF'60-61/'65-66).

Rounding out the group, from Maine were **Gary Newquist** (HMC, USN (Ret.); DF'69-70, McM W/O'70) and his wife, Karen; **Dave Hazard** (VXE-6 Herc Loadmaster, DF'70-74) and his wife, Anne; **Dave Dubois** (SKC, USN (Ret.); NSFA; McM W/O'73; DF'72-73/'78-79); and **Marty Diller** (LCDR, USN (Ret.); VXE-6 Herc pilot, DF'92-93/'93-94; "Mayor" of Willy Field DF'92-93), and his wife, Bev.

Many thanks are due Charlie Bevilacqua (CWO4, CEC, USN (Ret.); DF-I/II), of Meredith, NH, who again provided informational booklets on Antarctica. His generosity prompted all attendees to willingly donate money towards the administrative costs of setting up and notifying New England OAEA members of these gatherings. In recognition of the staff of the BlueMoon Diner, for putting up with our getting in their way and letting us disrupt their normal restaurant routine for the second year in a row, the meeting's attendees also donated money toward obtaining and presenting the Diner with an OAEA plaque. Dave Hazard, who designs and manufactures plaques, provided one at cost to the members.

Continued member interest in regional New England get-togethers remains high, prompting a consensus among this meeting's attendees to, for the immediate future, hold get-togethers each spring and fall! Accordingly, plans are

underway to have another northern New England get-together on Saturday, 18 October – one more step towards transitioning to more structured framework – from a “region” of members who attend infrequent and social get-togethers, to perhaps the long-range goal of establishing an OAEA New England Chapter for active, dedicated members that meet on a regular semi-annual or even quarterly schedule.

Once again, don’t hesitate to attend the next ‘mini-reunion’ or get-together of OAEs in your area. If you put it off, you may never get to meet some of these amazing Ice veterans and share your memories of Antarctic service. 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!

*Marty Diller*



*New England OAEs visit at the BlueMoon Diner, in Arundel, ME on July 26, 2003.*

*From Left to Right: George Soulia, Marty Diller (National reunion ballcap), Kathleen and Bob Tuck-Fontaine, and Dave Hazard (back to camera).*

**OAEA BOARD OF DIRECTORS EXPANDS MEMBERSHIP ELIGIBILITY REQUIREMENTS TO PERMIT MEMBERSHIP TO CREWMEN OF RADAR PICKET SHIPS** – BOD Resolution Submitted by Billy-Ace Baker and edited by Jim O’Connell

From DF-II through DF-68 USN DEs and DERs and NZ Navy Frigates provided en route weather reporting and SAR duties for Deep Freeze aircraft operating between New Zealand and the Antarctic continent. These picket ships were

stationed at 60 degrees South and 170 degrees East, (roughly 900 miles South of Bluff New Zealand). Tours of duty "on station" ranged from a short tour of two weeks or less to a



**The First - USS BROUGH DE-148 DF II, III AND IV**



**The Last - USS CALCATTERA DER-390 DF 66, 68**

long tour of an entire operating season for some of the ships. Hazards of this arduous sea duty included frequent maneuvering to avoid collisions with icebergs and the extremely severe weather conditions of the Screaming Sixties that characterize that part of the Southern Ocean.

The picket ships were based in Dunedin, New Zealand and operated out of the Port Chalmers, Otago Harbor facilities. Because of their isolation from the Christchurch and Port Lyttleton areas that the rest of Deep Freeze operated from, the existence of these units are virtually unknown to many OAEs. Yet they are also OAEs and each member was awarded the Antarctic Service Medal, but under the current provisions of the OAEA By-laws they are not eligible to join as full members.

The vessels, USN and NZ Navy that participated are as follows:

USS Brough (DF-II, DF-III, DF-IV)  
USS Peterson (DF-60)  
USS Wilhoite (DF-61)  
USS Vance (DF-62)  
HMNZS Rotoiti (DF-62, DF-63, DF-64)  
USS Durant (DF-63)  
USS Forster (DF-63)  
USS Hissem (DF-64)  
HMNZS Pukaki (DF-64, DF-65)  
USS Mills (DF-65, DF-67, DF-68)  
USS Thomas J. Gary (DF-66, DF-67)  
USS Calcaterra (DF-66, DF-68)



*NNPU Logo*

Footnote: Due to requirements of the Vietnam War and increased satellite navigation and weather resources available the need for the Deep Freeze picket ships decreased and they were discontinued following the DF-68 operating season.

On 28 September 2003 through Pensacola Resolution 09, the OAEA Board of Directors approved a revision to the OAEA By-laws that extends regular membership to crewmen of these ships. The revision under membership requirements reads as follows:

***Personnel who have verifiable service on any of the U.S. Navy or New Zealand Navy Ocean Station Vessels that participated in Operation Deep Freeze between DF-II and DF-68.***

*The OAEA welcomes these crewmen into its membership and is glad to be able to acknowledge their contribution to Antarctic Research.*

## **McMurdo Nukes Hold Reunion -**

By Billy-Ace Penguin Baker

OAE veterans of the NNPU Detachment PM-3A held a reunion from 21 through 26 September 2003 at the *Casino Magic Resort* located on a backwater bayou in Bay Saint Louis, Mississippi. Fifty-three members of the McMurdo Nukes Association including their guests attended the reunion. The reunion was organized and hosted by Roger "Duck" Talbert, and his wife Ariane who did an outstanding job.

In 1960 congress authorized the design and installation of two small nuclear power plants in Antarctica. One was to be installed at McMurdo and the other one at Byrd Station. The McMurdo plant, nicknamed Nukey Poo, went into operation in 1962, but the plant for Byrd Station was cancelled. The McMurdo plant, designated PM-3A, operated through 1972 and was closed down at that time. Over the next few years the plant was dismantled and retrograded. The DOE released the site in 1997 and the plant was finally and fully decommissioned during the DF-80 season. During the operational years of the plant nearly 300 Navy CEC Officers, Seabees, and Hospital Corpsmen were trained to operate and manage the plant. They were the only Sailors in the Navy to operate a nuclear power plant that was not under Admiral Rickover's control. A small number of US Air Force and US Army personnel participated in the NNPU program and were among the winter-over crews.



*NNPU Control Panel*

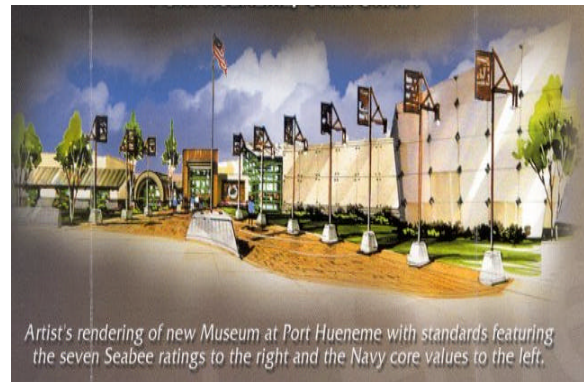
A larger than expected number of the nukes also participated in Deep Freeze before and after their



tours in NNPU. One member at the reunion participated in the Army/Navy traverse from Little America V to survey and build Byrd Station. Another nuke not only had wintered at McMurdo, but had also wintered at Byrd Station and was later commissioned and served as the winter-over OIC at South Pole Station. Also present at the reunion was the officer who was slated to be the OIC of the Byrd Station plant until the installation was cancelled. Another reunion attendee was an individual who had installed the SNAP-7C Automatic Weather Stations, known as Grasshoppers, during DF-63. These devices had a nuclear power source and caused the Radiomen a lot of grief. The grasshoppers transmitted weather reports in Morse code at an initial speed of 35 words-per-minute but the colder it got the faster the grasshopper transmitted.

The first day of the reunion was reserved for arrival and check in. On Monday the 22<sup>nd</sup> we were picked-up at the casino by Navy buses for a trip to the Seabee base in Gulfport Mississippi. Once there we were taken for a windshield tour of the base, a trip to the Seabee Museum, lunch at the chow hall for a meal of chicken-a-la-king or roast beef, and a trip to the Navy Exchange. Anyone who has ever been to the Gulfport base will remember the mountains of bauxite ore that was stock piled there following WW-II. The low-grade ore was given to the United States in 1948 as a war debt payment by the Netherlands East Indies, now known as Indonesia. Alcoa bought the ore in 2000 for \$1 million. Hauling it will cost about \$6 million. Most of the original 1,265,000 tons of ore has been removed. Trucks were in the process of removing it, at the rate of 120 truckloads per day, as we drove by. On Tuesday a tour bus took us to Pensacola for a tour and lunch at the Museum of Naval Aviation. On Wednesday our third and final tour bus excursion was to New Orleans Louisiana. En route to New Orleans we watch an old John Candy movie. In New Orleans we picked up a tour guide and commenced a tour of residential areas, a large park, an old graveyard and then to Bourbon Street and the French Quarter. We were turned loose in the French Quarter for three hours to do as we pleased. The highlight of the New Orleans tour happened when we were sideswiped by a pickup truck, which removed the mirrors on the driver's side of the bus. The tour bus rules of operation prevented the driver from proceeding, so we had to wait nearly three hours before they dispatched a replacement bus.

Luckily we had a large cooler full of beer and soft drinks. The driver even remembered to take our in-flight move from the VCR when we switched to the new bus and we finished watching it on the way back to Bay Saint Louis. On Thursday there was a meeting to determine where the next reunion would be held. A three-man committee was selected to investigate possible venues on the east and west coast and interior locations. The committee will select a site and report the location to all-hands in early December. I was invited to give a presentation on the OAEA and after outlining the history, purpose, and goals of the OAEA; I passed out Membership Applications, OAEA History sheets, and distributed a number of OAEA decals and *Penguin Beer* labels. Following my presentation Bill Hildebrand, of the Seabee Historical Foundation, gave a PowerPoint Presentation of the new \$12,000,000 Seabee Museum that is under construction at Port Hueneme, California. Land adjacent to the base was donated, so the new museum will be outside the gates of the base. Currently the Seabee Historical Foundation is in the middle of a three-year fund raising campaign. A projected completion date was not mentioned.



*Artist's rendering of new Museum at Port Hueneme with standards featuring the seven Seabee ratings to the right and the Navy core values to the left.*

**Artists Concept of Port Hueneme Seabee Museum**

On Thursday evening we were bused to the Holiday Inn for an evening of drinks and a shrimp boil and buffet which was the final event of the reunion. Friday morning the Hospitality Room, which had been open throughout the reunion, was open for coffee and doughnuts and final goodbyes.

## MISCELLANEOUS NEWS ITEMS

Compiled by Billy-Ace Penguin Baker

### 1939 Antarctic Film to Be Restored

Ohio State University will use a \$5,000 federal grant to restore and copy two 16mm reels of film from Adm. Richard Byrd's first expedition to Antarctica in 1939. Medical officer Harrison Richardson filmed all five Byrd expeditions to the region between 1939 and 1941. Richardson's son, James Richardson, donated 18 reels of his father's film, both 35mm and 16mm, from Byrd's expeditions.

Polar archivist Laura Kissel said on Tuesday the two 16mm reels from the 1939 expedition were chosen for restoration because little material exists from that trek. The two reels represent only the tip of the iceberg of the Byrd collection, but the quantity and price tag for preserving all the film is daunting, Kissel said. "It's not feasible that we'll get it all done, ever," she said. "You can't save everything."

The National Film and Preservation Foundation, which awarded the grant, liked the Richardson films because they show an insider's perspective and represent some of the first color footage of Antarctica, said Jeff Lambert, assistant director of the foundation.

### Man Changes Name to Penguin

In Brussels, Belgium, Mr. Alfred David plans to go all the way. After years of wearing a black-and-white penguin suit and acting to the best of his ability like an Emperor penguin, he is changing his surname to Monsieur Pengouin. Mrs. David will not be joining him in the historic transformation. She has thrown him out of the house, along with the 2,750 piece collection of penguin memorabilia he managed to collect during the three decades he has been identifying with penguins. His fascination began back in the 1960s. "I was digging roads," he recalls. "I came across a rock which looked like a penguin and I decided that my destiny was to be a penguin". Alfred will join at least two other penguin lovers who have legally changed their names to penguin. The first being the late Bruno Penguin Zehnder who died in a penguin rookery at a Russian Antarctic base will soon be featured in a major motion picture starring Richard Gere. And last but not least to join the penguins is our own Billy-Ace Penguin Baker.

### New Company to Operate at Patriot Hills

A group of entrepreneurs have joined together to offer Antarctic logistic support for Antarctic expeditions during the 2003–2004 season. The group will operate from Patriot Hills, Antarctica, for the forthcoming (2003–2004) season. The operating company will be named *Antarctica Logistics & Expeditions Ltd.*

Each person in this group has extensive Antarctic experience and several have extensive experience with Patriot Hills operations and logistics. The aim of the group will be to offer support logistics and operations for Mt Vinson climbing groups as well as private expeditions along the general route to the South Pole.

The season should start around mid-November and finish around the end of January. Transportation between Punta Arenas, Chile, and the Patriot Hills camp will be facilitated using a large Ilyushin 76 transport aircraft while "on ice" transportation would be completed with a Twin Otter and a second support aircraft (still to be chosen). Contracts for these aircraft will be in place in early September and authority to operate in Antarctica is being sought from the relevant agencies.

A basic camp run by experienced support personnel will be set up at Patriot Hills. All necessary equipment will be purchased and transported to Patriot Hills on the first Ilyushin 76 flight.

Many of the expeditions cancelled by Adventure Network International have been in contact with members of this new group who are actively discussing the possibilities for assuming support for these expeditions.

### Search for South Pole hero

Norway is considering sending a submarine to search the Arctic seabed for the wreck of a seaplane in which the explorer Roald Amundsen — the first man to reach the South Pole — is believed to have died in 1928. A slab of driftwood and a fisherman's chart may be the crucial pieces of evidence which finally help to put to rest the mystery of what happened to Amundsen — who beat the British explorer Captain Robert Scott in a race to the South Pole in 1911. Amundsen went missing in June 1928 while searching for a fellow explorer; an Italian

member of an airship crew, which had itself, disappeared in the Arctic.

## ORIGIN OF THE ANTARCTIC SERVICE MEDAL -

By Billy-Ace Penguin Baker Compiled from an article by Arthur R. Kroulik Jr., and *The White Ribbon* by Neville Poulson

The outbreak of the Second World War forced the withdrawal of virtually all United States research projects in the Antarctic. Apart from an occasional short-term weather observation post and communications relay stations, the continent lay abandoned by other nations as well.

With the conclusion of the war, funding and personnel were once again available for employment in Antarctic research. It soon became evident that advances in equipment design and increasing demand for scientific information would make the establishment of permanently occupied research stations on the Antarctic continent a reality.



*Obverse design for the Antarctic Service Medal submitted by the U.S. Army Heraldic Department to the Commission on Fine Art. This design was rejected but was the basis of the final design.*

With the establishment of permanent stations, the Government soon realized that the past method of awarding medals designed for each expedition would no longer be appropriate for recognizing service in the Antarctic. It was decided that the best course of action would be the establishment of a medal that could be awarded to all personnel for Antarctic service.



*Reverse design for the Antarctic Service Medal submitted by the Army Heraldic Department. This design was rejected as inappropriate.*

An Act of Congress authorized the Antarctic Service Medal on 7 July 1960. The award was made to be available to personnel for service in the Antarctic subsequent to 1 January 1946 and continues in issue to date. The medal is awarded for a wide range of service; the basic qualifications listed below are the original terms for earning the award. Over the years the criteria has changed and these terms are no longer valid *in toto*.

- Any person of the Armed Forces of the United States or civilian citizen, national or resident alien of the United States who as a member of a U.S. expedition, participated in scientific, direct support or exploratory operations on the Antarctic Continent.
- Any person of the Armed Forces of the United States or civilian citizen, national or resident alien who participates in a foreign Antarctic expedition and who is under the sponsorship and approval of competent U.S. government authority.
- Any member of the U.S. Armed Forces who participates in a flight as a member of the crew of an aircraft flying to or from the Antarctic or within the Antarctic continent in support of operations on that continent.
- Any member of the U.S. Armed Forces who serves in a United States ship operating south of latitude 60° in support of U.S. operations in Antarctica.

- Any person, including citizens of foreign nations, not fulfilling the above qualifications, but who have participated in U.S. Antarctic expeditions at the invitation of a participating U.S. agency may be awarded the medal by the Secretary of the department under whose cognizance the expedition falls, provided that the senior U.S. representative in Antarctica considers that they have performed outstanding and exceptional service and have shared the hardships of the expedition.
- Those persons who spend the winter months on the Antarctic Continent are eligible to wear a clasp when the medal is worn or a disc when the ribbon only is worn.
- There is no time limit for eligibility for award of the medal.

Initial design work on the Antarctic Service Medal was begun by the U.S. Heraldic Office in 1961 and two designs were submitted to the Commission on Fine Arts for evaluation by 1962. Both designs were nearly identical and



Miniature and full size Antarctic Service Medal with ribbon and the two styles of lapel pins.

Although based on guidelines set down by the Commission on Fine Arts they were rejected as unsuitable. The basic design was turned over to

the art department of the U.S. Mint for refinement with the result of the Antarctic Service Medal as it is today.



*Bronze Antarctic Service Medal. Ribbon with winter-over disc and medal with Wintered Over bar*

The Antarctic Service Medal was not available for actual issue until Deep Freeze '63, but was retroactive for the earlier Deep Freeze expeditions and Operation Highjump as well.

### **OAEA BOD ENDORSES SALE OF OAEA COMMEMORATIVE COINS**

On September 28<sup>th</sup>, through Pensacola Resolution 08, the OAEA Board of directors officially endorsed the sale of commemorative coins bearing the OAEA logo. See pictures below. In return for this endorsement, Billy has agreed to donate a percentage of the proceeds to the OAEA.



Description - Coins minted from silver, brass, bronze and aluminum. Each metal having the same design which is the OAEA emblem on one side and the Task Force 33 Deep Freeze logo on the obverse.

Prices and packaging vary – contact Billy-Ace Baker for details as follows:  
E-mail – [upizauf@aol.com](mailto:upizauf@aol.com)  
Telephone – 850-456-3556





## IN MEMORY

OAE Edgar Higgins, age 74, died at the Central Maine Medical Center on 13 February 2003. Ed was a member of the OAEA and he served on the USS *Mount Olympus* during Operation Highjump.

OAE Edward "Buzz" Bramble, age 63, died at the University of Pennsylvania Hospital on 02 August 2003. Buzz was not a member of the OAEA, but he wintered over at McMurdo during DF-67 with VX-6 Detachment Alfa.

OAE Guy Mannering, age 78, died in Timaru, New Zealand on 07 August 2003. Guy was not a member of the OAEA, but made several trips to Antarctica with the NZARP as a photographer.

OAE William F. Leoffler, age 69, died in Pensacola, Florida on 13 August 2003. Leo was not a member of the OAEA, but served in VX-6.

OAE Joseph Levi Edge, age 73, died in Middleburg, Florida on 23 August 2003. He was not a member of the OAEA, but served in VX-6 during DF-64.

OAE Harold "Bud" Fisher, age 87, died in Milton, Florida on 28 August 2003. Bud was not a member of the OAEA, but he served as the XO of YOG-34 and wintered-over at McMurdo during DF-I.

OAE Leonard Hill, age 94, died in England on 02 September 2003. He was not a member of the OAEA but was the Captain of the *Discovery II* who rescued Lincoln Ellsworth and Herbert Hollick-Kenyon from Little America in 1936.

OAE William T. Austin died in Horse Cave Kentucky on 02 September 2203. Bill was not a member of the OAEA, but served as the USARP Rep Antarctica during the DF-64 season. He also served as the NSF Polar Programs staff engineer and was responsible for the design of the McMurdo USARP Chalet and other building projects.

OAE John C. Sweeney, age 71, died in San Antonio, Texas on 15 September 2003. John was not a member of the OAEA, but he served in Antarctica for one year as a civil engineer with the US Navy.

### **OAEA MASS E-MAIL SYSTEM – WWW.TOPICA.COM**

In the interest of trying to keep administrative costs down, the OAEA uses e-mail or internet postings as much as possible when sending something to the entire membership. It is understood that some members do not have access to this method and therefore all items posted electronically are also mailed to those members using the U. S. Postal System.

There is not a lot of communications with the members and messages are only sent out when the quarterly newsletter is posted on [www.oaea.net](http://www.oaea.net) and other items of interest such as when reunion dates are established.

No private e-mail system is capable of sending a single message to 5 or 6 hundred people at one time so back in '99 when the OAEA was first formed, arrangements were made with an internet system called Topica.Com to be our mass mailing system.

There is no charge for this service and we have been very satisfied with their service over the last 3 years. To date, there has not been one report of them using our member e-mail addresses for mailing lists, etc.

When a member registers with the OAEA and indicates an e-mail address in his or her application, the Secretary notifies Topica.Com and they send this person an invitation to join the OAEA list. This invitation is only kept outstanding for 14 days and must be accepted or the notification will be dropped – problem is that the Secretary is not aware of the new member’s actions and therefore, does not know who is on the list and receives e-mail from the mass mailer.

Recently, a verification of this list against the OAEA register was completed and approximately 200 members with e-mail addresses were not on Topica’s list so they were not receiving any messages from the OAEA. A new invitation was sent to all these members and after the 14 day period, there still remained about 75 members not on the list. A couple common causes of this are that the member has changed e-mail addresses since registration and not notified the Secretary or the message was deleted because the member thought it was a SPAM message.

At the time of this writing, all members are either on the Topica.Com list or their files have been marked for ‘Snail Mail’. This caused a rather significant increase in ‘snail mail’, placing an unexpected financial burden on the OAEA.

In order to keep costs down, we encourage members to receive the Gazette and other membership notifications via e-mail through Topica.Com. If you are not sure if you are getting these messages, contact the Secretary at [penguin64@att.net](mailto:penguin64@att.net)

As always, the ‘Gazette in Color’ will remain available at [www.oaea.net](http://www.oaea.net) however the ‘snail mail’ version will have to remain in black and white because of the excessive cost of color duplication.

## Pictures from the past



**C-124 Globemaster (Old Shakey) unloading a U-1B Otter at McMurdo in 1957.**



**Control Tower at Little America V taken in 1957**



1 October 2003

I certify that the below report is a true accounting of financial transactions conducted by the Old Antarctic Explorers Association, Inc during FY 2003 (1 Oct 02 to 30 Sep 03) and financial and membership status as of September 30, 2003.

James H. O'Connell  
Secretary/Treasurer

<b>FY 2003 ACCOUNTING STATEMENT</b>		
<b>INCOME</b>	<b>EXPENSES</b>	
Donations	Administrative Expenses:	
General Fund           87.00	Decals                   763.40	
Scholarship Fund <u>150.00</u>	Duplicating            711.31	
<b>Total Donations</b> 237.00	Office Supplies        336.03	
	Postage                1345.28	
Dues Payment:	<b>Total Administrative Expenses</b>	<b>3,156.02</b>
Life membership     5,629.00	Equipment Rental     119.00	
Annual membership <u>1,710.00</u>	Equipment Repair     134.99	
<b>TOTAL Dues Payment</b> 7,339.00	License                70.00	
Entrance Fees         282.00	Returned Check       60.00	
Surcharge             37.00	Tax Preparation       75.00	
Interest Earned <u>120.75</u>	Web page Expenses    171.60	
<b>TOTAL INCOME</b> <b>8,015.75</b>	<b>TOTAL EXPENSES</b> <b>3,786.61</b>	
<b>TOTAL INCOME – EXPENSES FY 2003</b>		<b>GAIN</b>
		<b>4,229.14</b>
<b>LOSS</b>		
<b>FINANCIAL STATUS OF OLD ANTARCTIC EXPLORERS ASSOCIATION, INC.</b>		
<b>AS OF 30 SEPTEMBER 2003</b>		
Beginning Balance 10/1/02	18,817.05	
FY 2003 transactions	4,229.14	
Ending Balance 9/30/03	23,046.19	
<b>MEMBERSHIP STATUS OF OLD ANTARCTIC EXPLORERS ASSOCIATION, INC.</b>		
<b>AS OF 30 SEPTEMBER 2003</b>		
Membership as of 1 October 2002 -	586	
Membership as of 30 September 2003 -	714	
Annual Members	141	
Lifetime Members	526	
Deceased Members	16	
Inactive Members	31	
Membership Change	+128	

**Association Officers**

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

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