



EXPLORER'S GAZETTE

Published Quarterly in Pensacola, Florida USA for the Old Antarctic Explorers Association
Uniting All OAEs in Perpetuating the History of U.S. Navy Involvement in Antarctica 1839–1999
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Commercial Enterprise?



AT FIRST GLANCE THE PHOTO ABOVE APPEARS TO be of a Starbucks coffee shop. However, the wannigan like building located in front of a row of dormitories on a dusty street in downtown McMurdo is a warm-up shack used for outdoor activities such as the Annual Chili Cook-off or the Icestock Music Festival. The colorful shack offers a place to get warm while dispensing free hot chocolate and coffee. It is operated by the McMurdo Carpenter Shop, hence the name, Sawbucks. Although the hot drinks are free, donations are welcomed. The Starbucks rip-off is not the first time

that a familiar retail name has been applied to a facility on the ice.

In 1978 SKC Dave Shugart painted a Sears sign on a 4X8 sheet of plywood and installed it on the front entrance of the GSK supply building. According to Dave, the sign provided a handy reference point for the December resupply ship. Dave said: "When the ship arrived, spotting materials at different warehouses and storage points was made easier because the Sears sign on GSK was a handy reference point."

See Sears on page 4

PRESIDENT'S CORNER

Jim Eblen — OAEA President

TO ALL OAE'S —As I am writing this on New Years Eve, I would like to take this opportunity to wish everyone a harmonious and prosperous New Year.

This will be my final article as President of this great and unique association. I use the words “great” and “unique” in reference to the great job you all accomplished during your tours in the Antarctic and the unique methods used to get them done. A “Tip of the Hat” to all of you.

By the time this has gone to press, the Symposium/reunion will either be upon us or will be history. The new Officers and Board of Directors will have been elected and in place for their term of office. I wish them smooth sailing and the best of luck. There is still a lot of work to be done and I am sure that they will welcome your suggestions, so don't hesitate to contact the BOD and offer your help.

As I look back to the initial forming of the OAEA to the present time, I feel a lot has been accomplished, although not as fast or as much as some would have liked, myself included. I am not making excuses, but I would like everyone to remember that the officers and BOD are **Volunteers** with other responsibilities requiring their time.

On behalf of the entire membership of the OAEA, special recognition goes to the New England Chapter for their New Charter as the first Chapter formed. This Chapter has paved the way for others to follow. Best of luck to the New England guys and gals.

Hopefully, I will have seen and talked to many of you at the Symposium/Reunion; to those that I didn't, I wish to take this opportunity to say that I have enjoyed my two terms as the President of the OAEA and hope to see you in the future.

I know this is short, but this is it for now. To those that have lost a loved one or a friend, our prayers are with you. To those that are under the weather, we wish you a speedy recovery.

Jim Eblen

OAEA President



CHAPLAIN'S CORNER

Cecil D. Harper — OAEA Chaplain

FOR CENTURIES MEN had been baffled by strange writings, hieroglyphics that were found in Egypt. Then in 1799 the Rosetta stone was discovered. On that stone were three parallel columns of hieroglyphics, demotic and Greek. That was the key. Greek men knew. Using what they knew, they unraveled the mystery of the hieroglyphics.



Christ has been exactly this to innumerable people. He has mediated to them God. The distant and incomprehensible, for whom their hearts longed, became near and real and understandable in Jesus. “He that has seen me has seen the Father.”

A mother put her little daughter to bed and turned out the light. As the mother started to leave the room, the little girl anxiously asked, “But mother, are you going to leave me alone, and in the dark too?” “Yes my dear”, answered the mother, “but you know you have God with you all the time.” The little girl replied, “Yes, I know God is here, but I want someone who has a face.”

This is the Christmas discovery—that God has spoken in a language that His children can understand—their own language, the language of human character. Paul speaks of Jesus as “the image of the invisible God.”

I pray that the living God spoke to you this Christmas, and that each of you had a Spirit-filled Merry Christmas, and will have a Happy and Healthy New Year.

Hope to see you in California in January.

Cecil D. Harper

OAEA Chaplain

Eternal Father, Strong to save,
Whose arm hath bound the restless wave,
Who bid'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to thee,
For those in peril on the sea.



GROWLERS & BERGY BYTES

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

Cover Story—**Commercial Enterprise? The story of the Sears South Sign.** Page 1 and 4.

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Letters To The Editor. **Praise, Criticisms and Assorted comments.** Page 6.

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Tribute to **Gordon Robin.** OAE and Submarine Sailor. Page 8

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Tribute to **CUCM Julian P. Gudmundson, USN (Ret).** Page 9.

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Pensacola, FL—Penguin Pages—**A Newspaper Named Penguin.** Newspapers and newsletters with the word Penguin in the title. Page 10.

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Port Hueneme, CA—**Seabees on Ice—Antarctica, 1947–1993.** Exhibit 4 January 2005 through 23 December 2005 at the Civil Engineer Corps/Seabee Museum. Page 12

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Pensacola, Florida, 3 December 2004—**First Gold Adelle Club Award.** Page 15.

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Port Angeles, Washington—**Amateur Radio QSL Card artist.** Page 16.

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London, England, 27 December 2004—**Peter Pan Turns 100.** Page 19.

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McMurdo Station—**Russians to Attempt Recovery of Aircraft at South Pole.** Page 20.

THIS QUARTER IN HISTORY

From the desk of the giant, endangered, Mustachioed Penguin



January Events

- 08 Jan 1960 First Ever Protestant Communion service at South Pole Station
- 26 Jan 1960 First LC-130 landing at Byrd Station
- 28 Jan 1960 First LC-130 landing at South Pole
- 01 Jan 1969 VX-6 becomes VXE-6
- 19 Jan 1970 Max Conrad becomes first to fly solo to the South Pole

February Events

- 05 Feb 1960 Last LC-130 flight of season departs South Pole
- 08 Feb 1960 Beardmore closed for the season. Jack Handy refused to leave
- 15 Feb 1960 Thurston Peninsula discovered to be an island
- 04 Feb 1964 Three helicopters fly from Mount Weaver to South Pole Station
- 02 Feb 1966 Six men killed in plane crash on Ross Ice Shelf

March Events

- 14 Mar 1961 First birth at South Pole. Pandora the hamster produces twins
- 03 Mar 1962 PM-3A goes critical
- 04 Mar 1962 PM-3A intentionally scrambled and placed in cold shutdown status
- 03 Mar 1975 USCGC *Glacier* beset in ice in Bellinghausen Sea while attempting to rescue ARA *General San Martin*
- 03 Mar 1990 Will Steger complete 3,800 mile nonmechanized transantarctic traverse

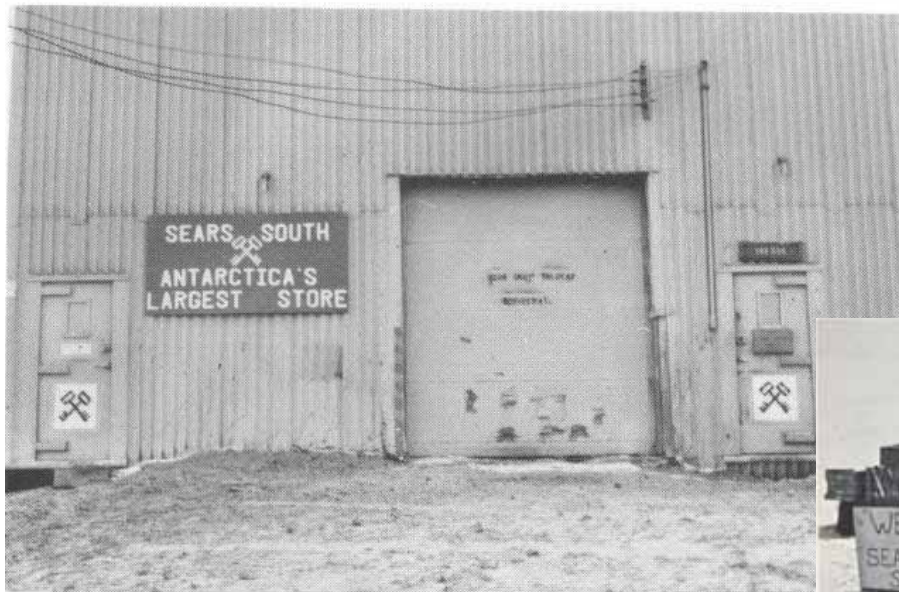
Sears From page 1

The sign graced the front of the main GSK warehouse for several years, but during DF-81, the upper echelon took a dim view of the sign and ordered that it be removed as it smacked of commercialism.

stored it in GSK behind some shelving. Dave never returned to the ice following DF-82 so the sign was all but forgotten until DF-86 when it was rediscovered and photographed for the cruise book. When told of the discovery Dave

shipped to Los Angeles before my letter arrived. I have always thought how neat that blue and white sign would have looked greeting the bunch coming in for Win-fly. When I first planned the plywood sign I wanted to light it, but Public Works put the squelch on that idea right fast”.

Although Dave thought his idea for a Sears sign at McMurdo was an “Antarctic First” he was wrong—once again invoking the principle of *Baker’s Second Law of Antarctica*. (See *Explorer’s Gazette*, Volume 4, Issue 1, Winter 2004, page 13). Apparently a storekeeper at South Pole Station had



Sears sign at South Pole Station during DF-82

In response to an email query Dave wrote: “I started working on the sign in late October 1978. When I finished it and, along with some of my Storekeepers (SKs), mounted it on the front of Main GSK. I also made crossed key emblems and attached them to each of the front personnel doors.” According to Dave the sign remained in place through DF-81, but when he redeployed to the ice for DF-82 the Sears sign had been removed during the winter by order of the winter-over material officer. The winter-over SKs who removed the sign

remarked: “It stands to reason someone could have found the sign later and hung it again”. However, there is no evidence as to what the DF-86 crew did with the sign after it was photographed.

When Dave was asked what possessed him to make the sign in the first place his reply was: “What inspired me was my wife who worked at Sears Roebuck in Livermore, California at the time. Her store had just completed a renovation prior to my deploying; there was a 4X8 “SEARS” lighted sign that had been removed from the front of the store and was in their warehouse. Getting it to the Ice would not have been a problem. I planned to ship it down with me the next year. I thought it would look neat mounted on the front of the GSK warehouse. I wrote my wife and asked her to see if her manager would let me have it. I explained what I wanted to do with it. But, the thing had been

the same idea about 16 years before Dave did.

The bottom line according to Dave: “We had to take the Sears South sign down. NSF thought it added too much ‘Commercialism’ to the continent—one sign would lead to another sign and another until there will be a proliferation of signs—and the focus should be on ‘Science’.”



Sears South sign rediscovered during DF-86

Detail of SawBucks Sign



ON THE ICE

LETTERS TO THE EDITOR

Hi Billy-Ace:

Just received the Fall 2004 edition of THE EXPLORER'S GAZETTE, and as usual read it from cover to cover.

Far be it from me to disagree with the Antarctic's Historian Laureate, BUT, the article on Page 13 about the notorious VXE-6 stalker "ain't quite right." As one of the "guest dignitaries" on the stage as CNSFA I also witnessed the entire episode. (It was a nice day for me also---the first time I had been "bonged aboard" at such a ceremony, thanks to CDR Holt.)

Two errors: (1) ENS Nancy Davis was NOT the only female present that day. My Administrative Officer, LT Annie Coyer, also was there to witness the event. Afterwards she said to me "Skipper, he was a redhead." I said; "How do you know? He had a balaclava pulled down over his head." She answered "Trust me, Skipper, he was a redhead."

(2) Nancy Davis may have been the first VXE-6 female officer on the Ice, but she was far from being the first female on the Ice. Sometime during my tenure as CASA, RADM Welch flew six females to the South Pole. To keep any one of them from saying that she was the first woman at the Pole, he had all six of them jump off the C-130 ramp simultaneously.

And, of course, WE KNOW that Billy Blackwelder was simply stomping his foot to restore its circulation, ON THE ROOF OF THE BIO-LAB, which ONLY COINCIDENTALLY triggered the event. He must have been TERRIBLY SHOCKED! Oh, Lordy.

It's unfortunate that such playful high jinks no longer exist on the Ice. Everything is so serious now. This almost equaled my being "mooned" by the entire South Pole crew lined up along the skiway (following a smart military salute) on my take-off slide in a 130 following the last flight to the Pole for the season. I can't remember which year that was.

Captain Gene Van Reeth

Editor's Note: Things may be more serious on the ice now, but there are still a few people who like to enjoy their Antarctic Experience with a few high jinks. See photo on page 12.

As far as I know Eugene Van Reeth was the only officer in the history of Deep Freeze to serve as CO of VXE-6, ASA, NSFA, and NSF Rep Antarctica.

During DF-70 the first women to simultaneously set foot on the South Pole were Lois Jones, Terry Lee Tickhill, Eileen McSaveney, Kay Lindsay, Jean Pearson, and Pam Young.



Billy-Ace:

That C-130 in the picture in the winter OAE gazette (Volume 4 Issue 1) is not a ski Herc nor is the picture from 1960. It's USAF C-130E-LM 63-7817. It's currently flying with the USAF 314 AW out of Little Rock, AR.

*Joe Hawkins
VXE-6 Loadmaster*

Editor's Note: Joe is correct. The photo in question was used to illustrate "then" and "now" and appeared with the article about Incentive Pay. The wheeled C-130 has Military Airlift Command markings and MAC was not established until 1 January 1966. Good catch Joe.

Billy,

I received my "Membership Packet" in the Mail yesterday. Laughed my ass off at the Gazette Article about Mike Walsh and the Change of Command Ceremony.

There I was, just in from the Regular Army in Washington, DC where Military "Ceremonies" was our business.

Standing too was US Army Captain Mike Christiano among the many at the VXE 6 "Change of Command Ceremony that day at the Chalet ... when out of nowhere comes this buck ass naked Streaker" It, was the topic of the Captain and my discussion for days. Christiano's last assignment was with the 101st Airborne, so we were both Army Oriented — meaning this kind of thing just didn't happen in the Army.

Consider this: After my few months of DF orientation in Christchurch with the likes of Senior Chief Joe Worley, then the trauma of arrival and experiencing Antarctica, now this. OHMYGOD! I just knew I'd fell in with bad companions, truly shook my Army soul. Little did I know within a few months I'd be seen as an equal? Proud to be an OAE.

*SGTMAJ Jerry Schleining
Terminal Ops DF-75 through 79*

Dear Editor:

I really enjoyed the latest issue of the Gazette. The article about the Wizard retiring in CHCH brought back a lot of memories, especially for my wife Colleen! Please pass on my thanks to whoever made the long overdue decision to include rate/rank next to members names, especially in the new members listing. That really helps.

*EN1 (SS) John Henry
WO DF-63, 67*

Editor's Note: The rates/ranks of personnel are inserted in articles and lists when the editor knows this information.

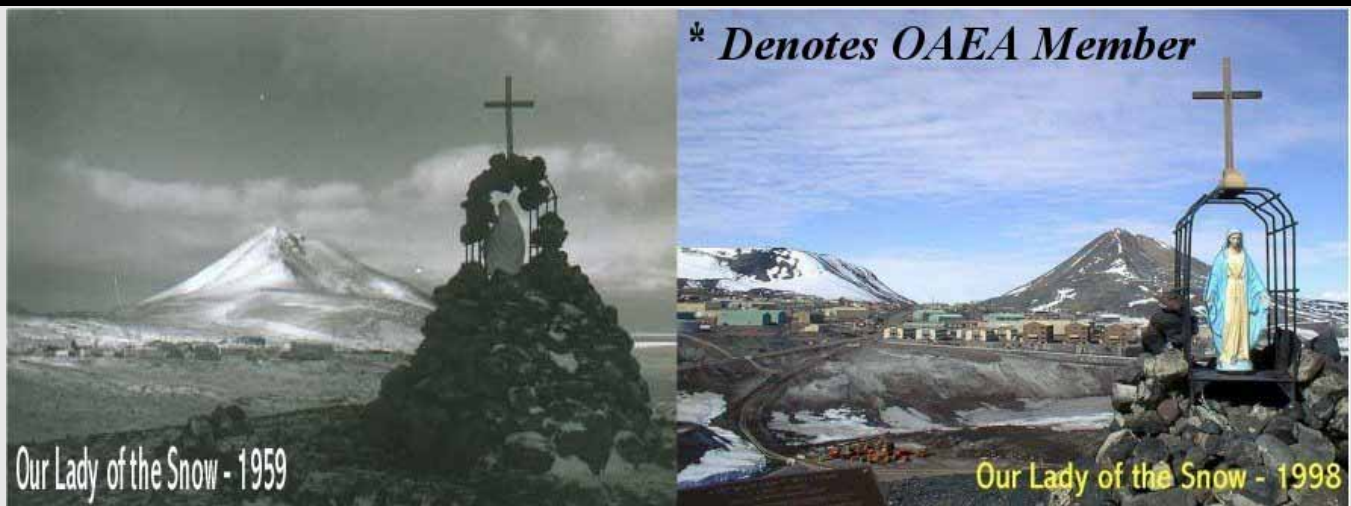
Billy,

Seems that they sent me two copies of the latest edition of the *Explorer's Gazette*, not wasted I as left it out for others to read and noticed that it gets a lot of attention, and raises some interesting questions in my direction. Perhaps they have me on the printers list twice or maybe just a one-time oversight, no doubt you will check and rectify if necessary. Again thanks for the regular magazine, and a Merry Christmas to you and yours.

Jon Farrell



ON THIS DATE IN 2004 - SANTA SIGNS AN HISTORIC AGREEMENT TO BEGIN OUTSOURCING THOUSANDS OF JOBS TO THE SOUTH POLE.



I N M E M O R Y

*OAE Joseph "Bud" Catone, RMC, age 78, died on 25 December 2004, in Pensacola, Florida. Joe served on the USS *Glacier* during DF-I.

OAE George W. Warden, LCDR, age 90, died on 14 March 2003, in Redmond, Washington. George served as a pilot with Operation Highjump. Mount Warden is named in his honor.

OAE Kay Biery, age 65, died on 04 December 2004, at her home in Crestline, California. Kay worked in Antarctica from 1980 to 1996 as the NSFA MWR Director until her retirement.

*OAE Julian Peter Gudmundson, age 88, died on 12 August 2004, in Falls Church, Virginia. Goody was a charter member of the ADFA. See story on page 9.

*OAE Charlie Morrison, age 77, died on 27 November 2004, at Fairfax Hospital in Virginia. Charlie served in Antarctica with the USGS during DF-64, 67, 69 and 72. Charlie attended the first OAEA reunion. Morrison Bluff in Marie Byrd Land is named in his honor.

OAE Dave Massam, died in New Zealand. Dave was involved in New Zealand Antarctic activities in the 1960s. Massam Glacier, and Mount Massam are named in his honor.

*OAE Olin Stancliff, age 90+, died on 3 November 2003, at the Sarah Reed Retirement Center in Eire, Pennsylvania. Olin served on the shore party with the Second Byrd Antarctic Expedition 1933–1935. Mount Stancliff is named in his honor.

*OAE John E. Fletcher, age 86, died on 31 December 2003, in Arlington, Virginia. John served in Antarctica on the USS *Edisto* during DF-I as a photographer for National Geographic.

OAE Mary Anne Kennedy-Angell, age 75, died on 28 December 2003, in Wilmington, Vermont. . Mary visited Antarctica with her husband.

OAE C. N. Stover, MD, age 68, died on 3 February 1999, at his home in Flemington, New Jersey. He served on TF-43 staff during DF-IV and on the USS *Glacier*.

OAE David T. Hutchinson, PRCM, age 79, died on 27 October 2004, in Briarwood Nursing Home in South Amboy, New Jersey. David served with VX-6 from DF-60 through DF-63 as a PRCS. He was a member of the para-rescue team.

*OAE William Aaron Simpson Jr., LCDR, age 72, died on 7 November 2004 at the Navy Hospital in Pensacola, Florida. William served with VX-6 as a LC-130 pilot during DF-67. Simpson Crags was named in his honor.

OAE Truman Ward "Whiskers" Tollefson, died on 14 November 2004 at the Veterans Hospital in San Antonio Texas. Whiskers wintered-over at Eights Station during DF-63 as a CEP2. Tollefson Nunatak in Ellsworth Land was named in his honor.

Gordon Robin 1921–2004

By Billy-Ace Baker

Although Gordon de Quetteville Robin's death was announced in the 'In Memory' column of the Fall 2004 issue of the *Explorer's Gazette* (Volume 4, Issue 4, page 9) there are a few more words that should be said about him and his Antarctic Experiences.

Gordon Robin was born, raised and educated in Melbourne, Australia. Upon completion of college Gordon was commissioned in the Royal Australian Navy and after serving two years on anti-submarine operations he was assigned to the submarine HMS *Stygian* in the Far East. The mission of the *Stygian* was to tow miniature submarines to attack Japanese warships.

After the war Gordon went to England to continue his education in physics. However, he interrupted his studies to accept a position with the Falkland Dependencies Survey (FIDS). From 1946 to 1948 he served as the base



Sub-lieutenant Gordon Robin with his uncle Major General Sir Frank Berryman

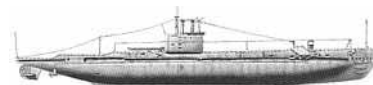
leader and meteorologist on a small base on Signy Island in the South Orkneys.

After returning to England it was only a short time before Gordon joined the Norwegian-British-Swedish Antarctic Expedition (NBSAE) from 1948 to 1952 where he served as third-in-command.

Following his return from the Antarctic this time, Gordon was able to complete his education. Attaining his PhD, he became the senior fellow at the Australian National University at Canberra.

Gordon was the director of the Scott Polar Research Institute (SPRI) in Cambridge England for 24 years from 1958 through 1982. During his tenure as director of SPRI Gordon was greatly responsible for the success of the Radio Echo Sounding Missions in Antarctica, which mapped much of the under-ice geographic features of the Antarctic Continent during the 1970s. The ice-sensing missions were funded by the National Science Foundation and were flown by specially equipped LC-130 aircraft operated for the NSF by Antarctic Development Squadron Six. See Radio Echo Sounding Missions In Antarctica by Art Herr, *Explorer's Gazette*, Volume I, Issue 1, Spring 2001, and Volume 1, Issue 2, Summer 2001.

When Gordon was with the FIDS and the NBSAE, two geographic Antarctic features were named after him. Gordon appreciated the honor, but he secretly wished that a landmark would be named after the submarine he served on. Knowing that the British place names authority would never name a feature after a submarine that had never served in Antarctic waters, Gordon tricked the board by telling them that his suggestion was based on the "very gloomy aspect" of the feature in question. The board accepted his recommendation and the name *Stygian Cove* was applied in accordance with his wish. Located at 60°42'S, 45°37'W on Signy Island, *Stygian Cove* was named in 1947 by the FIDS because it is overshadowed by Robin Peak and a sense of *Stygian* gloom is felt.



HMS STYGIAN

Sources: *London News Telegraph*, 5 October 5 2004 and *Antarctica An Encyclopedia, Volumes I and II*, by John Stewart.

Editor's Note: I want to thank Art Herr who provided me with a copy of the London News Telegraph article that made this story possible.

CUCM Julian Gudmundson 1916–2003

by Billy-Ace Baker



After graduating from high school Julian Gudmundson, or Goody as he was known, worked as a carpenter for several years and when World War II broke out he helped in building military facilities during 1942. The Navy was desperate for carpenters and construction workers to build air bases all over the Pacific, so the Navy created the Construction Battalions, or Seabees, in 1943, and when the call went out he volunteered. The Seabees worked on many islands in the Pacific but Goody spent all his time on Guadalcanal where he saw a lot more action than carpentry. The Seabee's heroism at Guadalcanal inspired the 1944 John Wayne movie, "The Fighting Seabees".

After WW-II Goody went back to civilian life as a contractor but was called back to the Navy in 1951 with the outbreak of the Korean War. Afterwards, he stayed in the Navy to ultimately retire after 30 years in 1976.

Goody volunteered for Operation Deep Freeze in 1956 and was selected to winter-over at Little America V during DF-II as the leading Chief and explosives expert.

While at McMurdo Station in 1961, he blasted the foundation for the McMurdo Station nuclear power plant (PM-3A), and the next year supervised construction of the plant while attached to MCB-1. See: 'Birth of the PM-3A' *Explorer's Gazette*, Volume 2, Issue 1, Spring 2002.

An often repeated story about the foundation blasting phase of PM-3A construction concerns a large boulder that went through the roof of one of the buildings occupied by Air Development Squadron Six (VX-6). The size of the boulder, the building it hit, and the timing of the strike depends on who is telling the story. Sometimes the storyteller will say that the building may have been the VX-6 Administrative Building. At other times it's the Helicopter Hanger, or the Parachute Loft.

According to aviation machinist mate Phil Bradford a member of the VX-6 DF-61 wintering-over detachment it was the Helo Hanger. "There was a 63-pound rock that came through the hangar roof and bounced off the metal lathe, went up and hit the wall on the opposite side and then came to rest back in the middle of the room". Phil went on

to say: "This was right where we fell-in for quarters every morning—luckily on this morning everyone was sleeping-in or we would have all been mowed down."

Dick Spaulding, a parachute rigger, who was also there at the time recalls: "It was a Sunday morning and no one in the squadron who worked on the "hill" (McMurdo) had to go to work until 1200." Dick explained that at any other time if blasting was imminent it would be announced and the hangar would be cleared. Dick said: "At times they forgot about the Para Loft across the road that would on occasion take some hits from small stuff."

During DF-63 Goody was back on the ice with MCB-8 and during DF-68 and DF-69 he served on the ice with CBU-201. Including his tour with NSFA he made a total of seven deployments to Antarctica.

In 1967 the Board on Geographic Names of the Antarctic recognized Goody's many contributions to the US Antarctic Program and named Mount Gudmundson in his honor. In between his Antarctic adventures, Goody was honored with a tour as the chief of the Navy contingent at Camp David during the Johnson Administration. During his two-year tour at Camp David he became close friends with the President and Lady Bird Johnson. Although this type of assignment would, for most people, cap off an illustrious career, it wasn't enough for Goody, so in 1975 he volunteered for yet another tour with Deep Freeze and was the Command Master Chief of Naval Support Forces Antarctica for two seasons before retiring in 1976.

CUCM Julian Peter Gudmundson, USN (Ret) was interred at Arlington National Cemetery with full military honors on 1 November 2004.



*Little America V DF-II—BUC Julian Gudmundson
and station dentist LT Robert Adams*

Photo courtesy of Jim Waldron

PENGUIN PAGES

by Billy-Ace Penguin Baker

A Newspaper Named Penguin

The newspapers on this page are just a sampling of publications around the world with Penguin in the title. However, only *The Penguin Post* has a penguin theme.

Welcome to **THE PENGUIN POST**

Eric Bennett of Brooklyn, NY created *The Penguin Post* in 1995. Eric who owns and operates Next Stop South Pole, novelty shops with a penguin theme, decided that he had more than enough penguin information, sources, and resources to create a quarterly publication and quickly began to accumulate subscribers through his shops in New York and Baltimore. The debut issue (*Penguin Post* Spring 1995) sold nearly 300 copies in the first month, and over the years readership grew steadily, peaking to just over a thousand domestic subscribers and 200 international waddling readers from every continent, including Antarctica.

Over the years, 25 print issues were published, with contributions from scores of fellow penguin fans and readers, which fulfilled the original goal of bringing a sense of community and kinship to all who share the collective penguin passion. In 2002, the *Penguin Post* went in a new direction as the soaring cost of printing and postage had combined with the near universal access to the Internet, the print format was discontinued and was replaced by an on-line version. Visit Eric's web site at: <http://www.penguin-place.com/post/>

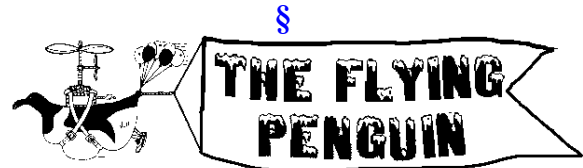
§ Penguin News

FALKLAND ISLANDS

Penguin News is published weekly and is printed at the Government Printing Office, for and on behalf of the Media trust (*Penguin News*), Port Stanley, Falkland Islands from offices on Ross Road in Stanley. The production team is small, with only three full time members—Managing Editor Jenny Cockwell, Deputy

Editor Sharon Marsh and Office Manager Fran Biggs—as well as a number of freelance contributors.

Penguin News is produced in A4 black-and-white format, and boasts subscribers from even the most far-flung corners of the globe. For subscriptions and more information go to the *Penguin News* web site at: <http://www.penguin-news.com/>.



The Flying Penguin is free-of-charge and is published on a monthly-maybe basis by Robert Osorio. In Robert's own words: "Maybe I'll print it this month, and maybe I won't. You don't like it? Go suck on a muffler..."

The Flying Penguin is a forum for model aircraft hobbyists. It offers free ads for anything having to do with modeling: used items for sale, want ads, building services, contests, event announcements, death threats, and so forth

Posting an ad in the *Penguin* is also free, but for anyone wanting to show their appreciation, Robert will gladly accept a donation of two dollars for a subscription. In addition to ads; drawings, cartoons, or photos are accepted. Editorials and articles will be reviewed for possible publication. The newsletter is also available on-line at <http://soldcentralfl.com/flyingpenguin/tfp38.htm>



The Penguin Times newsletter is an integral part of the *Run The Planet* newsletter, and is a newsletter published for runners and joggers. Subscribers receive, free-of-charge, on a monthly basis, via mail *The Penguin Times*. In the running lexicon, the word "Penguin" has come to mean a person who runs more for the joy of running than for recognition and public rewards. Some are perpetual Penguins who are consumed by the pleasure of movement with mottos such as: "The Courage to Start", or "No Need For Speed".

You might be a penguin if—you wear your jogging bra on top of your t-shirt. This is especially true if you are male.

Information about subscribing to the *Penguin Times* can be found on the following web site: <http://www.runtheplanet.com/pages/refer/penplanet.php>.

REUNION INFORMATION

Editor's Note Anyone having information regarding OAE group reunions, should send the information to Billy-Ace Baker at upizauf@aol.com for publication in the Gazette

Old Antarctic Explorers Association (OAEA), Oxnard, CA, 26–28 January 2005. Contact Bob Gaboury, email bobgaboury@aol.com, phone 805 388 4755, PO Box 1897, Camarillo, CA 93011-1897. Full details are also available on the OAEA web site at: <http://www.oaea.net>. Members of the OAEA participated in Operations Highjump, Deep Freeze & other Antarctic expeditions.

Wilkes Station, Sydney Australia, 2–3 April 2005. Contact Bill Burch, phone 61 (2) 9 540 3994, email burches@optusnet.com.au. For more info see page 17.

NNPU/PM-3A, Harrisburg, PA, 24–29 April 2005. Contact Robert A. Garland, phone 717 469 2456, email Rags_Seabee@comcast.net, 8000 Rabbit Lane, Harrisburg, PA 17112. The McMurdo Nukes participated in DF-62 through DF-75

Retired Seabee Reunion Ball, Gulfport, MS, 30 April 2005. Contact Ron Harvey, 10117 South River Dr., Biloxi, MS 39532, phone 228 871 2894.

USS Sennet (SS 408), Panama City FL, 25 April to 2 May 2005. Contact Ralph Luther, phone 843 851 7064. PO Box 864, Summerville, SC 29484-0864, email rluther@bellsouth.net. The USS Sennet served during Operation Highjump.

Antarctic Deep Freeze Association (ADFA), Biloxi, MS, 3–5 May 2005. Contact Bill Stroup, email stroup597@aol.com, phone 228 864 3270, 100 Pampas Drive, Long Beach, MS 39560. Members of the ADFA participated in Operation Deep Freeze from the IGY to the present.

All Seabee Reunion, Port Hueneme, CA, 12–15 May 2005. Contact Ed Kloster, 3815 Rio Hondo Ave., Rosemead, CA 91770, phone 626 280 9495, email mccb@earthlink.net.

NZAVA, New Plymouth, New Zealand, 10–13 June 2005. Contact Mike "Subs" Subritzky, PO Box 3354 Fizroy, New Plymouth NZ, email kusza@xtra.co.nz. Members of the NZAVA served, and continue to serve with the USAP and the NZAP.

DF-70 WO, New Orleans, LA, 24–26 June 2005. Contact Bill "Pony" Peverill, 1727 N. Rolinda, Fresno, CA 93722, email wpeverill@earthlink.net. Includes Navy and USARP personnel from all US Antarctic Stations.

NEW OAEA MEMBERS

The below listed personnel have joined the OAEA since the Fall 2004 issue of the *Gazette*

*Denotes Associate member

Anderson, Arthur	Annual	
Bacon, Mark	Annual*	
Baker, Ashlee, Civ	Life*	Gift Membership
Borchers, James W.	Life	Civ USGS
Boyd, Trevior Civ	Life	ANARE WO 51
Bresnahan, D. Civ	Life	Gift. NSF Polar
Clark, Jerry	Annual	
Cullen, Gary. Civ	Life	Palmer DF-77
Davern, Ed , Aussy	Annual	Wilkes WO 63, 67
Decess, Alex ET3	Life	ASA WO DF-70
Diller, Beverly	Life*	NE Group
Flesner, Harold W.	Life	
Folger, Timothy	Annual	ASA DF-67
Garland, Robert A.	Life	
Grabacki, Stephen T.	Life	
Gustafson, Earl	Life	
Henderson, R. RMCM	Life	WO DF-63 RM2
Konrad, Robert Asa, Civ	Life*	Gift Membership
Knoblock, John, HMCS	Life	VXE-6 DF-75, 76
Kruger, Allen W. BUC	Life	ASA WO DF-61
Libby, Lawrence	Life	
Lokey, William M. Civ	Life	H&N WO 71,74,75
Loper, Gene	Life	VXE-6 DF-61, 65–68
Masters, Dick CE1	Life	NSFA WO DF-75
McGregor, Leonard	Life	Seabee
Miller, Frank	Life	PM3A 64, 68, 72
Moulder, Evelyn, Civ	Life	Widow of OAE
Olson, Calvin	Life	Was Annual
Patterson, Acy, CE3	Life	WO DF-II Wilkes
Phillips, Kyra, Civ	Life	Gift. CNN Anchor
Schaaf, John T. Dr.	Annual	WO Byrd DF-68
Schleining, Jerry E-9	Life	Term Ops 75-79
Simkovich, Joe	Life	VX-6 DF-IV
Srock, Larry, EOCS	Annual	MCB-71 DF-72, 73
Webster, Charles	Life	
Williams, Donald O.	Life	

OAEA MERCHANDISE

Embroidered OAEA polo shirts are still available on the Antarctic Connection web site.

A link to the Antarctic Connection is available on the OAEA website at: <http://www.oaea.net>. Identifying yourself, as a member of the OAEA will generate a 10% commission to the OAEA on any other merchandise ordered from the Antarctic Connection when placing an order for OAEA polo shirts.

When ordering online identify yourself as OAEA in the text box labeled "Order Comments and Special Requests". When ordering by telephone mention that you are OAEA.

For members who are not Internet capable, OAEA polo shirts may be ordered by dialing this toll free number: 877 766 9423.



OAEA LOCATOR

- Lewis Wendt was stationed at Williams Field with VXE-6 during DF-75. In January he received a phone patch from a hospital in California on the occasion of the birth of his daughter. He is looking for anyone who has any knowledge of a press release or any other documentation of the phone patch. His email is tttime@3rivers.net.
 - Howard Hanson of West Springfield, MA was an ET in Summer Support from 1966 until the end of 1969. He wintered at Hallett Station during DF-68 and would like to hear from anyone who served with him. His email address is: hhanson@hansondata.com.
 - Joe Moody, DT2, DF-90 to 93 of Bend, Oregon would like to hear from anyone worked in medical with him. His email address is: kaseynjoe@aol.com.
-

ACTIVITIES BY LOCALE

New England Area—See article in this issue (page 13) concerning recent activities in the New England area. The New England group meets quarterly. Contact Marty Diller at mgdiller@blazenetme.net or 207 729 0197 for additional information

Tidewater Group—See article in this issue (page 14) concerning recent activities in the Tidewater area. Contact Ed Hamblin at ehamblin@cox.net or 757-405-3362 for more information.

Gulf Coast Group—See article in this issue (page 15) concerning recent activities in the Gulf Coast Group. The meeting scheduled for 17 September was cancelled due to inclement weather. For further information contact Les Liptak at 850 492 1666 or lcliptak@hightec.com or Billy-Ace Baker at 850 456 3556 or upizauf@aol.com



The McMurdo Sandwich Girl

MCMURDO SANDWICH GIRL

The mischievous Sandwich Girl (left) and Lavonne having some fun with Santa. Follow the antics of the Sandwich Girl in the next issue of the *Explorer's Gazette*.

Seabees on Ice—Antarctica, 1947–1993 Port Hueneme, California

In conjunction with the 50th anniversary of Operation Deep Freeze, the CEC/Seabee Museum is presenting the exhibition “Seabees on Ice—Antarctica, 1947–1993.” The nearly yearlong—4 January 2005 through 23 December 2005—exhibition traces the participation of the Naval Construction Force in the development of Antarctica from the Seabees first expedition in 1947 through the construction of the 1950s to their facilities maintenance support of the National Science Foundation. The exhibition provides a historical overview of the U.S. Navy Seabees in Antarctica, highlighting significance projects such as the construction of Little America, McMurdo, and South Pole Stations; and the PM-3A nuclear power plant. Drawing upon the museum collection and the records maintained by the NAVFAC Archive, “Seabees on Ice” conveys both the difficulties and triumphs of the Seabees in Antarctica through their own memorabilia, equipment, uniforms, photographs, and film footage.

New England Chapter Bids Farewell to Squatty Root

By Marty Diller, New England Chapter Secretary-Treasurer

One of the stalwart supporters and most active members of the OAEA of New England Chapter, Don "Squatty Root" Richards, and his wife, Maggee, have finalized plans (as of the time of this writing) to make the move to warmer climes. Don and Maggee recently purchased a townhouse in Ocala, FL, and in late December they plan to pack up their belongings and move their Narragansett, RI household south.



Squatty and Maggee

Don has been a driving force in the New England Chapter—by an overwhelming margin this past summer, he was elected to the Chapter Executive VP position by the New England membership in the first-ever election of Chapter officers, but the circumstances of his impending move to Florida required him to resign from the post.

At the November 2002 OAEA National Reunion in Pensacola, Don stood up and volunteered to host a 2006 OAEA National Reunion in Rhode Island. Thanks to his initiative and motivation, early and significant progress in preparing for this 2006 event has already been made. The New England Chapter's Quonset Point—Davisville National Reunion Committee is now searching for a Rhode Island OAE volunteer to fill the big void left by Squatty.

At the fall OAEA-NE Chapter meeting, Don and Maggee were presented with a farewell card and a stuffed penguin toy in recognition of the affection everyone has

for the couple and for their steadfast support of the New England Chapter. Maggee and Don will be greatly missed as regular attendees at the Chapter's quarterly meetings, but New England OAEs are hopeful the couple will adopt the classic "snowbird" routine, and return to their Narragansett rental home every summer—and attend our spring and summer meetings while they're in New England.

A weather system that dumped up to 5-inches of snow in Rhode Island, eastern Connecticut and Massachusetts, and in southern New Hampshire the night before, served to keep attendance numbers down for the fall Chapter meeting. Most of our southern New England meeting regulars did not make the lengthy drive north to South



*Standing (L to R): Robie Robicheau, Dave Hazard, George Soulia, Hoot Hartman, Bob Rainville, Dave Dubois, Gary Newquist, Larry Srock.
Setting (L to R): Bob Epperly, Marty Diller, Don "Squatty" Richards, Walt McLean, Al Jones.*

Portland, Maine, but a respectable-sized crowd showed up nonetheless, thanks to a heavy turnout from Maine OAEs. In all, twenty-one OAEs and spouses attended the November 13th meeting of the OAEA-NE Chapter.

Other New England Chapter News

Official Chapter Status Achieved.—Secretary-Treasurer Marty Diller provided an update on obtaining official recognition from OAEA National, relating news that a resolution was presented to the National Board of Directors to officially recognize the New England region as the first Chapter of the OAEA. On December 1st, word was received from Jim O'Connell that the resolution passed easily, with no votes against.

New England Chapter Website Milestone.—Taking advantage of the OAEA's 501(c)(3) status as a tax exempt organization, webmaster Anne Hazard has found a host for the New England Chapter's fledgling website at a reduced fee. Chapter funds have also been used for

registration of the website's domain-name. President Dave Hazard stated that the website should be online within a few weeks. Visit us at <http://www.oaea-ne.net/>.

Fundraising.—At the fall meeting, Chapter Merchandise Coordinator Dave Hazard again sold OAEA-NE ball caps and conducted the usual raffle ticket and door prize drawings, which primarily consisted of Christmas items with a penguin theme. Of note, one of the raffle items available at this meeting included a free one-year membership to the American Polar Society (APS). OAEA member Charles Lagerbom, who is also the current Membership Chairman of the APS, provided this generous donation. Additional donations were accepted from those generous members who picked up a copy of NSF-published US Antarctic Program booklets and brochures. Thanks again to Charlie Bevilacqua for providing the NSF booklets.

The next OAEA-NE Chapter meeting is scheduled for 1:00 pm on Saturday, March 12th, in a New London, Connecticut; location yet to be determined.

Tidewater Meeting

By Ed Hamblin Tidewater Group Coordinator

The Tidewater OAEA mini-gathering (stress on "mini") was held on Saturday, 4 December. Present were John Strider, Homar Hall, Neil Sugermeyer, Charlie Swinney, Bob Cantrell, Ed Hamblin, and one new face, John Stuedemann who was a VXE-6 maintenance Warrant Officer on the ice in the mid-70s. As always there was no business agenda, just a social gathering of OAEs. Neil Sugermeyer brought a VXE-6 cruise book which highlighted a number of years on the ice; Ed Hamblin brought an NSFA cruise book and some pictures which showcased life at McMurdo in the 70s.

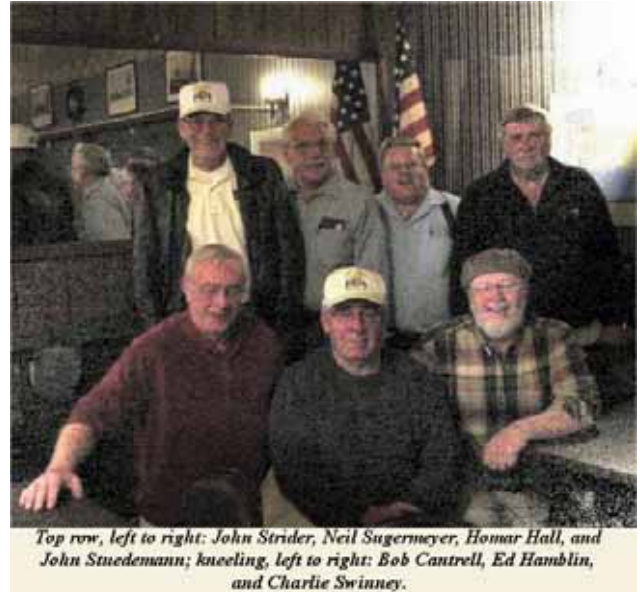


New Face: John Stuedemann

This will be our last get together prior to the OAEA symposium/reunion out in California. Homar Hall and Ed

Hamblin are planning to travel to California for the January 26-28 event. The Tidewater majority is looking forward to the 2006 reunion in Rhode Island as more "doable" for the Norfolk crowd.

The next tidewater area Saturday social get together is scheduled for Saturday, March 5 at the House Of Eggs Restaurant on Military Highway in Norfolk.



Top row, left to right: John Strider, Neil Sugermeyer, Homar Hall, and John Stuedemann; kneeling, left to right: Bob Cantrell, Ed Hamblin, and Charlie Swinney.

Tidewater Information

by Billy-Ace Baker

In an effort to increase attendance at the Tidewater meetings Ed Hamblin, the group coordinator, has included a number of OAEs outside of the immediate Tidewater area in his email notification message. Some of the highlights of his message are as follows:

For those of you new to this list, some of the Tidewater area Old Antarctic Explorers has a small get together about once a quarter or so.

It is set up as a low-key, no-host, no-business agenda, social get together at the House of Eggs Restaurant on Military Highway in Norfolk. Time to greet, meet, and eat; or to just generally socialize; "share and tell" is always part of what goes on. If you intend to come, let me know. Our get togethers usually aren't large; I might have to let the restaurant know they may need some extra help.

I will be attending the Oxnard OAEA Symposium/ Reunion. If any OAEA members have items they would like brought up before the voting body, let me know.

Although the Tidewater meetings do not attract a large gathering of as many OAEs as Ed would like to see, you have to give him credit for trying to get the word out. It is hoped that more people will plan on attending Ed's mini-gatherings.

Gulf Coast Group Meeting

On December 3, 2004 the Gulf Coast Group of the OAEA held their first meeting since June. A meeting had been scheduled for September 17 but it was cancelled due to the devastating effects of Hurricane Ivan that ravaged this part of the Gulf Coast. It was decided to skip meetings during the months of October and November to give our members some time to get their lives back into order.

A muster sheet was passed around and 30 members and guests were in attendance. Dave Rankine a photographer who did two 3-year tours with VX-6 was the only new member in attendance. Group moderator Les Liptak called the meeting to order at 1300. Les started the meeting by making a statement that the New England OAEA Chapter had achieved official chapter status and formal recognition by the OAEA Board of Directors in accordance with OAEA bylaws. Since there was no guest speaker on the agenda Les made a few announcements and said that the next meeting would be on the first Friday in January. He asked for a show of hands from anyone who would be attending the OAEA Symposium/Reunion in Oxnard California in January 2005. Five or six people raised their hands. Because some local OAEs would be attending the Oxnard Symposium/Reunion it was decided to skip the February meeting and resume monthly meetings in March.

Les mentioned that it has been suggested that the Gulf Coast group should be incorporated as a local chapter, he asked everyone to think about it and we would discuss it more at the January meeting. He also asked everyone to think about drafting a letter to be hand-carried to the Reunion to poll the membership about the possibility of the OAEA sponsoring something in the Naval Air Museum. This issue will also be discussed and acted on at the January meeting.

This was the first meeting of the Gulf Coast Group in Kooter's 98 Sports Bar; the meeting room turned out to be too small for our group. Due to the crowded conditions and mainly because both Sean Baker and Charlie Henke were both late for the meeting our customary 50/50 raffle was not held.

The highlight of the meeting came when Les Liptak was discussing his participating in the Naval Aviation Museum Plane Captain Program. Les mentioned that the Pensacola National Museum of Naval Aviation (NMNA) now owned the *Que Sera Sera (QSS)* and Chuck Minerman interrupted and stated that it was still owned by the National Air and Space Museum (NASM). This sparked a heated discussion between the two museum volunteers that was only quelled when diminutive Gus Shinn stepped between the two big men and calmed them down. Gus said that it didn't matter



who owned the aircraft and that all that mattered was that it was here.

The entire encounter reminded me of a situation between Capt Doug Cordiner and Admiral Dufek during Deep Freeze II that was recorded by CDR Ed Ward in his memoirs:

... Brighten up Doug; it's time to forget our past disagreements.

The skipper stared straight ahead and said nothing
The admiral quipped, "smile"

That's one thing you can't order me to do admiral. The skipper fired back. Anything else, but not that.

Both men, now flushed, glowered at each other, fists clenched. I stepped between them. In a flash the crisis ended. The two belligerents regained their composure, smiled and shook hands. ...

In case anyone is interested the ownership of QSS issue was put to rest in the Spring 2004 issue of *Fly-By* in the article 'On Deck at the Museum. Win Some Lose One (The Sequel)' by museum director Captain Robert Rasmussen. In the last paragraph of his article Rasmussen stated: "Also over the years, we have been able to persuade NASM to transfer the *Triad*, *QSS* and the *Truculent Turtle* to us (NMNA)."

Gold Adelie Club

During the 3 December meeting of the OAEA Gulf Coast Group, the first ever OAEA Gold Adelie Club certificate was presented to Billy-Ace Baker by group coordinator Les Liptak. The Gold Adelie Club certificate is awarded to donors who have donated \$500 to the OAEA Educational Fund. The OAEA Donation award levels were announced in the *Explorer's Gazette*, Volume 4, Issue 2, Spring 2004, page 17.



Billy-Ace & Ashlee With Gold Adelie Certificate

AMATEUR RADIO QSL CARDS

Compiled by Billy-Ace Baker

In the *Explorer's Gazette*, Volume 4, Issue 4, Fall 2004 edition Dave Kahlow reported on an Amateur Radio (AMRAD) QSL card being presented to the designer of the card who was present at the first meeting of the OAEA Northeast Region.

Before the Internet was invented and prior to the introduction of satellite cell-phones AMRAD played an important part in maintaining the morale of personnel deployed to Antarctica. Contacts with AMRAD operators in the USA allowed personnel on the ice to speak with their families and friends at home. In addition to the morale factor Antarctica was a popular contact for worldwide AMRAD operators.

Within AMRAD circles it is a common practice for stations to exchange QSL cards to acknowledge and provide a record of contacts. In keeping with this practice and in order to guarantee the cooperation of the AMRAD community and for public relations purposes QSL cards were obtained for DF units to exchange with AMRAD stations.

The original QSL cards used by Operation Deep Freeze units are shown in Figure 1. This QSL card design was used for approximately 10 years until the card designed for DF-65 replaced it. This card design was used for another 10 years until it too was replaced. In 1975 The Task Force Commander was no longer issuing QSL cards for participating units and each station was allowed to use cards of their own design provided they adhered to appropriate guidelines. The card produced for McMurdo Station AMRAD and MARS (Military Affiliate Radio System) Facility is shown in Figure 2.

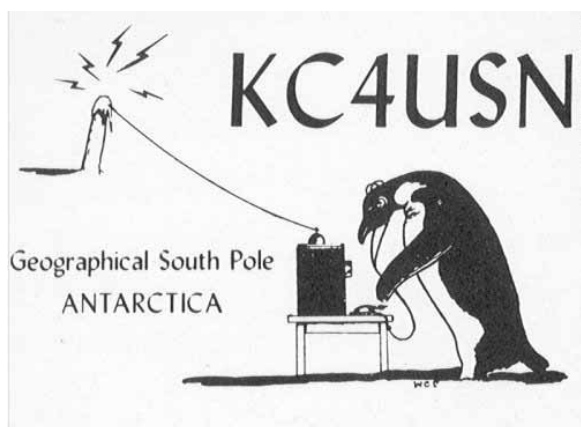


Figure 1—South Pole Station AMRAD Card

The information below pertaining to the DF-65 QSL card (Figure 3) was provided by Jack and Barbara Cummings of Port Angeles Washington.

In 1964, while making preparations to deploy to the "Ice", it was determined that there was a need to replace the dwindling supply of QSL cards. There were also a couple of new stations coming online and they would also need a supply of cards. Since the radiomen at

each station would likely be responsible for responding to the thousands of amateur radio contacts from the ice, we put our heads together and decided to come up with a common card that was more representative of the work we were doing and how we were doing it.



Figure 2—McMurdo AMRAD/MARS QSL Card

Each station would have their own card with their call letters in bold block letters. The international "Q" signal for location, QTH, with an arrow would indicate the geographical location of the station. We also wanted to somehow represent the tools of Navy support and what better symbols at that time than a VX-6 Navy LC-130 and a Navy Icebreaker. The silhouette of the Emperor Penguin had become an Internationally recognized symbol of the Antarctic and if my memory serves me correct was a link to the previous QSL cards (Figure 1). The handshake between a Scientist and Sailor would show the cooperation between the two organizations. The new card would be in color to be more aesthetically pleasing. Finally the name of the station at the top and the name of the continent at the bottom would leave no doubt as to the origin of the contact.



Figure 3—Handshake QSL Card Designed for DF-65

The stations were Palmer, Eights, South Pole, Hallett and McMurdo. I am not sure if we made any for Beardmore Station. I do know that as a new station, Palmer was very popular that year within the amateur radio community. I operated the station on mainly 20 and 40 meters, using the

stations only means of contact with the outside world: the venerable Collins KWM-2 with the 1000 watt amplifier.

The "BC" in the lower right hand side of the card is the initials of Barbara Cummings, my new bride. Barbara was a junior high Art teacher in San Bernardino, California in 1963 when we met, and married in early 1964.

According to Barbara: "In 1964 I was a Navy bride, helping Jack prepare for another year on The Ice. I simply put together what he requested. Jack has told you all about the reasons of each part of the design. It was like seeing a long lost friend at the Portland gathering. My heart sang with joy."

Editors Note: Although common QSL cards were produced by ASA or NSFA for distribution to all stations these cards were not always used at all times by the stations. Cards with a variety of designs are known to exist during the same time frame. QSL managers or individual station operators may have provided these cards.

GLOSSARY OF SNOW AND ICE

Compiled and edited by Billy-Ace Baker

Ablation — All processes by which snow, ice, or water in any form are lost from a glacier, floating *ice* or snow cover. These include melting, evaporation, calving, wind erosion and avalanches. Also used to express the quantity lost by these processes. Spanish equivalent: *Ablacion*.

Hummock — A mound or hillock of broken floating ice forced up by pressure. May be recently created or weathered. A corresponding projection may occur on the underside of the ice canopy and is known as a **bummock** to submariners and divers. French equivalent: *Butte de pression*.

Ice Apron — A thin mass of ice adhering to the side of a mountain. Russian equivalent: *Ledyanoy fartuk*. (9, *b@L'DH%)

CALLING ALL WILKES STATION PERSONNEL

by Robyn and Bill Burch

A cluster of diesel-soaked plywood huts, all linked with corridors and centrally heated. It holds its own unique place in the history of Australia in the Antarctic. Built by the Americans, during Deep Freeze II for use during the IGY, the station was handed over to Australian administration in 1959. Then after ten years operation with a few seconded US personnel mainly in the Meteorology area, it was abandoned. Now it's a favorite "jolly" for the tourists from Casey Base nearby who overnight in the old transmitter hut they call the "Wilkes Hilton".

We're all getting on in years. We have already lost six of our 1961 party. But each year's party, apart from the first and last, interacted with the party before and the one after during changeover for a period of up to two weeks. Over 200 of us, all male, over the ten-year life of the station spent a year (some even two years) of their lives at Wilkes.

A "Wilkes Station" reunion will give us an opportunity to set down the entire history of the station in one go. There are landmark events and sites for which we could have first hand accounts: the

dogs and their handlers, the motor bike, community three-holer dunny (translates as 'lavatory, toilet or head' for US readers), the "padded" cell, blizzards, the 100ft deep pit, old movies—Cyd Cherise!; pumping oil into the rubber fuel tank, collecting and storing water, ham radio contacts, building the station—was it really only a week? The graves on the hill, the VX-6 Neptune plane crash (Nov 8, 1961), the Vostok traverse (1960-1962), the cut-down green weasel, and many more.

As of this date we have some 25 Aussie explorers very keen to be part of the show. All years except 1963 are represented. We have set the date for the weekend of April 2-3, 2005, with the primary function being a dinner on the Saturday night with a recovery 'brunch' next morning. The plan is to meet informally on Saturday afternoon, and swap stories, inspect artifacts and photos that are brought along. There'll be a DVD player linked to a video projector, capable of reading .jpg image files, and there is a good deal of 16mm film footage that has been transcribed to video. I am negotiating with a few proprietors to get the best deal we can so we can book the room from

lunchtime Saturday to lunchtime Sunday. If all goes well we'll be at a southern Sydney surf beach close to the Sydney city train network and the Royal National Park; and a range of accommodation from Back Packer and Caravan Park to 3-star plus hotels all within walking distance of the venue. It's also only 30 minutes from Sydney airport.

To give you some feel for costs (\$1AD=78¢ USD), the dinner should cost around \$60 AD and a double motel room for the night around \$120 AD. Clearly it would be a wonderful plus to have a few of our American friends who built the place to share the Antarctic Experience with us. The time was chosen to fit in with usually warm stable autumnal weather in Sydney (78°F), and away from school holidays. The sea temperature is still warm enough for swimming and as always there is plenty to do and see in Sydney. Wives and family are most welcome to join in the activities. I would be happy to arrange accommodation and provide any tourist assistance for our international visitors. See you in Sydney. My phone/fax number is: +61(2)9540 3994. Email: burches@optusnet.com.au.



Back To The Pole

By Bill Spindler

Foreword: Occasionally members of the OAEA go to the ice and some of them even winter-over. In the past there has been no mention of such things in the *Explorer's Gazette*, but I would like to rectify that. Bill Spindler will be leaving soon to winter-over at the South Pole. Bill has a lot of Antarctic Experiences. His first trip to the ice was with NSFA during DF-73 as a USN CEC officer. His next Antarctic assignment was as the civilian winter-over Station Manager at South Pole Station during DF-77. His next Antarctic Experience was working for ITT Antarctic Services from 1986-1990. Bill made 10 trips to the ice during his employment with ITT. Here in Bill's words is what he will be doing on the ice during Deep Freeze '05. Editor



I took this picture of myself late one January night in 1977. I was visiting McMurdo Station for a few days before I returned to the South Pole, where I spent the winter.

I'll be arriving at the South Pole about 1 February 2005 to winter as the construction inspector, part of a Navy contract to monitor the new station construction.

What is this assignment? It is the result of the Navy's continuing involvement with facilities engineering and construction in the Antarctic, which started with Byrd's earliest activities in the 1920s and continued through the design of all of the US permanent station facilities from IGY to the present. At present this means that they arrange for engineering and design services as requested by NSF. The specific organization involved is the Pacific Division, Naval Facilities Engineering Command (PACDIV) in

Honolulu. In addition to procuring design services, PACDIV also arranges for third-party inspection services—providing reports and other feedback for the design firms and NSF that the work is being completed in accordance with the applicable plans, specifications, and codes. The inspection function is called "Title II Inspection" based on the enabling legislation. There have been inspectors on site since the 2000 winter (the first one for the new station was Bill Henriksen, the current winter site manager) as well as during the summers, and this year there will also be inspection coverage in McMurdo for the power plant upgrade.

construction crews as my own individual technical event (T-964-S) for the winter period.

I think it is quite appropriate to publicize the fact that the Navy still has a continuing Antarctic responsibility and a presence of some sort at the South Pole, even if that presence is only me. ...

Editor's Note: in his spare time Bill hopes to continue updating his web site that already includes a detailed construction history of the South Pole Station from the IGY days to the present.



New South Pole Station

Visit Bill Spindler's web site at: <http://www.southpolestation.com>

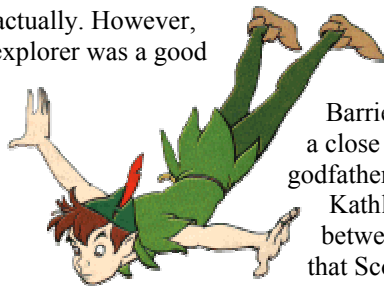


PETER PAN TURNS 100



by Billy-Ace Penguin Baker

It was just two days after Christmas 1904 when Peter Pan first flew onto the stage of the Duke of York Theatre in London. But what does Peter Pan have to do with Antarctica? Not much actually. However, the English Antarctic explorer was a good friend of the author, Robert Falcon Scott, a popular author and playwright. Scott met the two men formed that Barrie became a close friendship. So close that Barrie became godfather to Scott's son Peter. Scott also met his wife Kathleen Bruce at a luncheon where she was seated between another man and Barrie. It was to Barrie that Scott wrote when he was freezing to death in Antarctica, asking him to watch over his wife and son. "As a dying man, my dear friend, be good to my wife and child. ..."



Like English Gentlemen

The little book *Like English Gentlemen* was published around 1914 and is seldom seen for sale, but when it is it's usually listed as being written by Peter Scott. Even booksellers who specialize in polar books list it as being written by the younger Scott. The book was ostensibly written to raise funds for Scott's family and the families of the other men who perished with him. Even though the King's Dog, Caesar is listed as the author, I believe that Barrie wrote it as Peter Pan is quoted several times in the book, and a quotation from Peter Pan is on the front board and the title page:

"Our sons will die like English gentlemen." —Wendy

Russian Team to Attempt Recovery of Aircraft at South Pole

A team of Russian aircraft mechanics arrived at McMurdo on 27 December 2004 from Christchurch en route to the South Pole Station to retrieve a vintage Antonov (AN-3) that was left there in 2001. The aircraft, a fabric covered bi-plane, looks like a large barnstormer. The plan is for the team to make the aircraft airworthy and fly it to McMurdo.

The team arrived at McMurdo's Pegasus Field in an IL-76 Russian cargo transport aircraft with the parts and tools necessary to repair the AN-3. After unloading the IL-76 was refueled and returned to Christchurch.



IL-76 Unloading at McMurdo

Twelve experts, their tools and aircraft parts, will be flown to the South Pole where they will begin to work on the AN-3. Plans are for the team to complete repairs in one week of work, with a test flight occurring on 4 January. Provided the AN-3 is airworthy, it will fly to McMurdo on 5 January for disassembly and exit from the

continent the morning of 6 January. Eleven members of the Russian team will remain in McMurdo for the duration of the repairs and flight. These are media staff and specialists, who may rotate into the group at South Pole if their expertise is needed.

The AN-3 has been outside, exposed to the elements for over 2 years enduring high winds and the average temp of -30F. They intend to fly it again by installing a new engine and making other repairs.



Russian Bi-Plane at South Pole Station

The documentation of the repair and flight is very important to the Russian state. The repair effort has been sanctioned by NSF as an official activity of the Russian Antarctic Program and will be given the support afforded any other National program. NSF has provided the media element of the team with guidelines as negotiated with the Russian Antarctic Program.

USAP Personnel at McMurdo and the South Pole were advised to treat the Russian team as guests. But they were also cautioned that interactions could have the potential to become international news incidents.

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