



# EXPLORER'S GAZETTE

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Uniting All OAEs in Perpetuating the History of U.S. Navy Involvement in Antarctica

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*Downtown McMurdo February 2006*

*Photos by Pat Rowe*

## Twenty-Five Years, Then & Now . . .

*By Patrick Rowe*

**T**HIS PAST NOVEMBER, RETURNING TO ANTARCTICA was the last thing on my mind as I completed 250 days aboard the Woods Hole research ship *Oceanus*.

I received an E-mail from a co-worker who forwarded along a plea for help from Raytheon Polar Services (RPS). They were looking for Electronics Technicians for a cruise aboard the Research Vessel *Nathaniel B. Palmer*.

This was a hard decision: Return to Antarctica having been there 25 years ago, or spend the holiday

season with my wife having been away from home most of the year.

In the end, I contacted Raytheon; the next thing I knew I was taking the extensive physical required for working in Antarctica, sorting out the details and figuring out the best way to tell my wife I was going on another adventure.

On 5 December I finished my duties aboard the *Oceanus* and headed home for a few days R&R. On 9 December I went to Denver to sign the papers at RPS headquarters.

See Then & Now on page 4.

**PRESIDENT'S CORNER**

John Lamont West—OAEA President

**T**O ALL OAEs—The *Explorer's Gazette* Special Edition for the reunion was mailed out in January. With the dates of the OAEA Third National Symposium/Reunion fast approaching, I encourage all to “calendar” the OAEA Symposium as one of your summer's events. If you haven't already done so, it is not too late to make plans to be with us in Warwick, Rhode Island during August 2006. If you have misplaced or didn't receive your copy, the Special Edition is posted on our web site <http://www.oaea.net>.



It is with regret that I announce the resignation of Jim Wallace as a member of the OAEA Board of Directors. Jim relinquished his position because of health problems. I thank Jim for his service to the OAEA. I am proud to be able to say he has been a valued member of our organization.

Nominations are in and ballots for the 2006 OAEA election have been mailed. This election provides you with the opportunity to select the next President, Executive Vice-President, and three members to serve on the Board of Directors. Please make your selection after careful deliberation and return your ballot promptly.

The strength of any organization lies within the cohesiveness and participation of the membership of that organization. You, and only you, can determine the future of the OAEA. We need your input and help as the OAEA continues to expand. I challenge each member to recruit a new member. Membership applications can be downloaded from our web site <http://www.oaea.net>, or can be obtained from our membership chairman. Contact Billy-Ace Baker for additional information.

The Jan-Mar 2006 edition of The *Explorer's Gazette* was mailed via the U.S. Postal System (USPS) to all active members of the OAEA. This edition is being distributed via the USPS to those members who do not have an e-mail address or computer access. Members with an e-mail address on file with OAEA will be notified that the *Gazette* has been posted on the web site by bulk transmission using Topica.com, unless a request to receive a copy via USPS is on file with the OAEA Secretary. If you have access to a computer, but do not desire to have a copy mailed to you, you may download a copy from our web site. As an aside, I should mention that copies downloaded from the OAEA web site are in full **color**. In order to help the OAEA stay on budget, I request you notify the Secretary to remove your name from the USPS mailing list if you have the capability and are willing to receive the *Explorer's Gazette* by downloading a copy from our web site. If you do not have an email address on

file with the OAEA, but choose to download your copy of the *Gazette* from the OAEA website the only downside is that you will have to watch the site in order to know when a new issue has been posted.

I solicit your recommendations and suggestions on those areas you perceive as going well and on those area where you feel we can do better. Feel free to email me at [Westjl42@aol.com](mailto:Westjl42@aol.com) or write me at 201 N. Bradford Street, Seaford, DE 19973.

In closing, I wish to remember those who have lost a loved one; I express my condolences to the families of the many OAEs who have passed away. To those under the weather, we wish you a speedy recovery. Until next time, take care.

*John Lamont West*

**GROWLERS & BERGY BYTES**

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

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**DISCLAIMER**

The *Explorer's Gazette* is published quarterly by the OAEA. Opinions expressed by the editorial staff or contained in articles submitted by members, and non-members are not official expressions of the OAEA. The mention of books or products does not constitute endorsement by the OAEA.







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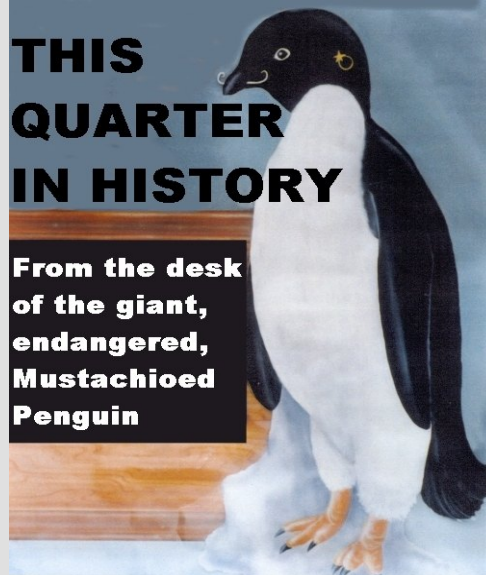
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# THIS QUARTER IN HISTORY

**From the desk of the giant, endangered, Mustachioed Penguin**



**April Events**

- 27 Apr 1902 Von Drygalski reaches Gaussberg by sledge.
- 06 Apr 1908 Bocklehurst, of the Shackleton Expedition, had his toes amputated by Mackay and Doctor Marshall.
- 10 Apr 1916 Shackleton and crew leave ice flow in open boats en route Elephant Island.
- 27 Apr 1967 DF-67 McMurdo Billiards Tournament commenced.
- 01 Apr 1971 McMurdo Dragon Killers stage Marble Point panty raid. Final score: Nurses 6. Dragon Killers 0.

**May Events**

- 26 May 1916 *Southern Sky* unable to reach Elephant Island due to heavy pack-ice.
- 07 May 1967 OIC of McMurdo bans dogs from Club Erebus.
- 07 May 1970 PM-3A on-line for power operations.
- 01 May 1971 Fat Sam Rodman receives \$500 monthly alimony payment from his sixth wife.
- 15 May 1975 An unnamed member of the Soviet Antarctic Expedition dies at Molodezhnaya Station.

**June Events**

- 05 Jun 1898 Emile Danco dies of scurvy and is buried in a hole in the ice. Danco paid to be a member of the *Belgica* expedition.
- 24 Jun 1899 Fire caused by candle at Borchgrevink hut.
- 07 Jun 1903 Ole Wenersgaard seaman on Nordenskjold expedition dies while wintering on Paulet Island.
- 21 Jun 1967 Dr Sullivan, OIC Pole Station, sends mid-winter greetings in 9 languages.
- 21 Jun 1970 PM-3A shutdown for type IV core refueling.

**Then & Now** From page 1

On 10 November, I was on my way to Christchurch, New Zealand to join the ship. The RV *Nathaniel B. Palmer* is a much larger ship than the *Oceanus*. It took a bit of getting use to but it was a nice change to be aboard a ship with more room in which to move about.



**RV Nathaniel B. Palmer DF-06**

The *Palmer* is well-appointed with a gym, a sauna, two-person staterooms, and plenty of water production allowing frequent showers.

Now that I am back home, I have had time to reflect on this adventure and several thoughts have come to mind. Things are very different than they were 25 years ago. The military is almost nonexistent, McMurdo has grown, science is everywhere, the Internet has invaded, there are coffee shops, and there is a road from McMurdo to the South Pole. There is a white-ice runway, called Pegasus, that allows wheeled aircraft to land well past the breakup of the annual ice runway and last, but not least, a Russian icebreaker under contract to NSF breaking the ice channel into McMurdo. Talk about outsourcing.



**Pat Rowe Christmas Eve 2005**

Who would have ever thought 25 years ago that the political and physical landscape would have changed so much? Twenty-five years ago we

celebrated the 50th anniversary of Admiral Byrd's flight to the geographic South Pole. This past year we celebrated the 75th anniversary. Other memories of the past that come to mind included the 259 people who died in the Air New Zealand DC-10 crash on the flanks of Mount Erebus on the anniversary of Byrd's South Pole flight, the people with whom I served during three of the best years of my life, even if it didn't seem so at times.



**USAF C-17 Redeployment Flight From McMurdo to Christchurch**

Antarctica has changed. To me it is still as pure and beautiful as ever. McMurdo is much cleaner and bigger than it was but there are still many buildings from the past in use. The rough western town feel is still there with the dirt roads, but things like recycling, conservation, and protecting the environment are all now a very real part of day-to-day life in Antarctica. That is a good thing. In February, I left the ship and flew home through McMurdo. The USAF is flying C-17s between McMurdo and Christchurch. The flight is only five hours instead of the eight a C-130 takes. The C-17s have much more room than a C-130 but you


still have to wear all the cold weather gear to get on the aircraft. We had over 100 people on my flight; the down side is that there is only one head. Things at Christ-church have changed as well. A campus like atmosphere of new buildings housing offices, post office, departure lounge, terminal, and clothing distribution center as well as a world class exhibit area called the *Antarctic Experience* are all on the same grounds. Other countries with Antarctic programs (like New Zealand, and Italy) have offices in the facility. This has helped to improve logistics by combining efforts to support science in Antarctica.

The Antarctic bug has bitten me again. I will be going South three more times this year between working cruises at Woods Hole. It promises to be a very busy year for me.


*Editor's Note: Patrick Rowe served as an AT3 with VXE-6 from 1978-80.*




**Above: AT3 Pat Rowe checks the KC4USX amateur radio antenna during the austral summer of DF-79. Below: Pat at the Ellsworth Mountains camp.**



**KC4USW**  
1979 - 1980  
ELLSWORTH MTS.  
OPP. PATRICK ROWE



**COLLINS  
KWM - 2A  
30L1  
3 ELE. ON SNOW**



**LAT. 79° 05 S  
LONG. 85° 58W  
ELE. 1250 METER**



# PENGUIN PAGES

## Gay Penguins Break Up

*Condensed from story by Jonathan Miller*

A new love affair breaks up a 6-year penguin relationship at a New York zoo.

Silo and Roy looked so happy together. The two male chinstrap penguins had found each other in the big city. They had remained faithful. They had even raised a child. But then, not long ago, they lost their home. Silo's eye began to wander. Last spring he forsook his partner of six years at the Central Park Zoo and took up with a female from California named Scrappy. Of late, Roy has been seen alone, in a corner, staring forlornly at a wall.

This tale of betrayal, sexual identity, and penguin lust set in Manhattan has reverberated around the world. It has rocked the gay scene.



**Silo, right, a male chinstrap penguin, nuzzling with Scrappy, a female. Silo has ended a long-term relationship with Roy, a male, not pictured.**

The end actually came shortly after Silo and Roy gained fame from an article in *The New York Times* exposing their relationship.

Things began to fall apart after the two were kicked out of their nest by two aggressive penguins. They drifted apart,

and early in the mating season this year Silo found Scrappy, an import from SeaWorld.

There's almost an obsession with questions such as, "Is sexual orientation a birthright or a choice?" And looking at the behavior of two penguins in captivity is not a way to answer that question."

The furor over the penguins is a little ridiculous, or maybe a lot ridiculous. Perhaps it is because penguins of all types have become hot political commodities. The *March of the Penguins*, became a surprise movie hit last summer in part because it was embraced by both Christians and conservatives, who see in the film pro-family and Christian imagery.

In February, following protests by gay rights groups, a German zoo abandoned plans to force homosexual penguins to pair with females. The male penguins never did take a shine to the imported Swedish females.

But no one should be surprised at Silo and Roy parting ways. Exclusive homosexuality is not common in nature. Bisexual would be a better term for animals. They are sometimes described as being gay, but they really aren't.

As for whether keeping penguins in captivity could be a factor, or that it might be a matter of choice and availability. It is not know that captivity *per se* plays a role, but partner choice does. Like women in a nunnery or men in prison, there's homosexuality in those cases.

Silo and Roy, who are both 18, began their unusual relationship in 1998. Both were relatively mature at the time, and it is unusual for older penguins to bond with members of the same sex.

According to zoo officials the two did engage in mating rituals like entwining their necks and vocalizing to one another but were never seen performing a complete sex act They tried to incubate a rock together in 1999, so a year later the couple was given an extra egg from another pair. Tango, a female, hatched later that spring. For the last two seasons, Tango has paired up with another female named Tazuni.

Including Tango, there are four other same-sex pairs at the Central Park Zoo.

A children's book detailing the once-happy family, *And Tango Makes Three* is sold at the gift shop at the zoo.

One of the authors, Justin Richardson, said he was not at all forlorn over the breakup. He said that he and his co-author, Peter Parnell, have been devouring the news and opinion on the split, and are amused by conservative Web sites, which, he said, "seem to think that we must be terribly chagrined."

"This has not been our reaction," he said. "We wrote the book to help parents teach children about same-sex parent families. It's no more an argument in favor of human gay relationships than it is a call for children to swallow their fish whole, sleep on rocks, or join the OAEA."

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*Editor's Note: The story of Silo and Roy was published in the Oct-Dec 2005 issue of the Gazette, and a review of the book And Tango Makes Three was featured in the Jan-Mar 2006 issue.*

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## Penguin Sighting

*By Billy-Ace  
from a story by Jonathan Winberg*

A Jackass penguin was recently spotted emerging from the Thames River in London. Passers-by got a real pick-me-up when the cute penguin waddled out of the Thames.

The bird emerged at London's South Bank and potted about near the Tate Modern gallery.



**photo by Linus Moran  
Penguin strolls by river Thames**

As scores of tourists gathered round, *The London Sun's* phones began ringing off the hook.

One visitor from the United States said: "He looked so cute waddling around and didn't seem frightened by the attention. I can't believe he's strayed so far from home." But as the crowd grew, the bird slipped back into the rising river and swam away.

The penguin appeared to be a Jackass, but was a long way from home regardless of his, or her, species.

It is believed to be the first time a penguin has been spotted in the Thames. It was speculated that the penguin might have been released into United Kingdom waters after being caught by fisherman, who accidentally snared him while fishing in the Antarctic Ocean.



*Supposed route of the Thames penguin*

However, contrary to the speculation, Jackass penguins are burrowing, warm water birds, that live on the sandy beaches on near-shore islands or the mainland coasts of southern Africa. They feed mainly on small fish, but they also eat shrimp and squid in small quantities. They are called Jackasses because during the breeding season they attract mates by braying like donkeys.

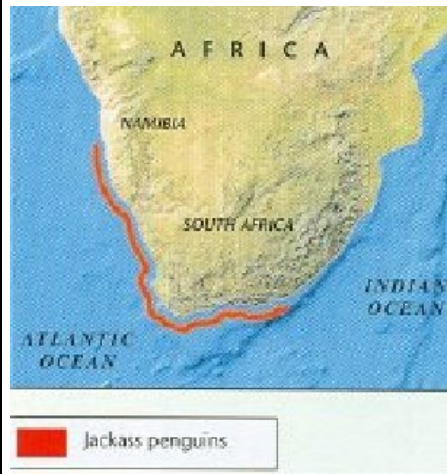


*Jackass panting in strong sunshine*

There may be as many as 150,000 breeding pairs, or as few as 50,000. Numbers, in any case, fluctuate widely, and breeding success varies from colony to colony and from year-to-year.

Unfortunately for the penguins, southern South African has become heavily populated with humans who like to live on just the same bays and beaches as do penguins. In spite of the encroachment the penguins seem happy to share their beaches with bathers, kite-flyers, and sandcastle builders.

Although there are tens of thousands of Jackass penguins, they are considered a species in danger; the South African conservationists keep a very close eye on their welfare.



*Actual breeding range of the Jackass*

## Giant Penguin Fossil Found in New Zealand

*From a story by Lucy Reed*

Children on a fossil hunt have discovered the remains of what may have been the biggest penguin to waddle the planet.

The remains were found near Kawhia, on the New Zealand North Island, and are thought to be 40 million years old.

Experts think it may be the finest example of the long-extinct bird found. They say the Kawhia giant dwarfed the emperor penguin; had it lived today it would have looked many men in the eye.

The expedition consisting of 22 youths from the Hamilton Junior Naturalists Club, was out to find fossils for a natural history museum at Te Kauri Lodge, near Kawhia, when one of them noticed what looked like several bones sticking out of a sandstone platform uncovered by the tide near Te Waitere in the Kawhia Harbor. Group leader and eco-guide Chris Templer had dreamed of making such a discovery since he began digging for fossils as a child. However, fearing the fossil might be ruined if too many people found out about it, he told the group they were old moa bones.

"I wanted to tell the kids but I just had to bite my tongue. I have dreamed about things like this and it's finally happened."

When the fossil was uncovered by the falling tide a group went out armed with power saws and removed the fossil in just a few hours.

Mr. Templer said: "We worked like galley slaves the whole day. I believe that we got there just in the nick of time." The sea was already starting to erode some material.

"I think it's very exciting to find something like this. It's a very rare event to find such a well-preserved specimen. Forty million years is a long time."

Three other bones from the largest ancient giant penguin were found near Oamaru in 1872.

That bird was estimated to have stood about 1.5m (approx 5 ft) tall and weigh more than 100kg (approx 220 lb). It is believed the Kawhia giant penguin would have been a similar size.

Scientists know of about 12 extinct penguin varieties in New Zealand; most are represented by only one or two fossilized bones. The completeness of the Kawhia find makes it more valuable.

There have been few nearly complete fossil penguins found in New Zealand. This could be the most nearly complete example of the giant penguin. Early measurements led Templer to believe the bird may be the biggest in the world. He hopes it will be kept between the Kawhia Museum and Te Kauri Lodge.



## LETTERS TO THE EDITOR

Dear Billy-Ace

Ann and I enjoy the *Gazette*. Many thanks for a great editing effort. Enclosed is a check to help with mailing costs.

Cheers Gordon (Calender)  
(OIC Byrd Station DF-66)

*Editor's Note: I would like to personally thank Gordon, and anyone else, who have sent money to help support publication of the Gazette.*

Billy,

Although it is true that the official "Ice Pier" was built in 1973, I believe that at least an equal amount of credit should go to the crew of the DF-72 Winter Party.

From the DF-72 cruise book *An Invisible Sun*:

Deep Freeze '72 was a particularly challenging year for the 55 Seabees who made up the Public Works Dept. The most severe winter weather in years repeatedly ripped down power lines, knocked out heating systems, froze water lines, dumped tons of snow on roads and runways, and caused structural damage to numerous building facilities. In addition, the department was tasked during the middle of the winter with the construction of an experimental ice pier, as major storms destroyed the stations normal docking facilities. Often working in darkness, sub-zero temperatures, and gale force winds, the men of the PWD set an unprecedented record of accomplishments through Seabee ingenuity and teamwork.

Thanks for keeping the spirit of OAEs alive.

Brian Fogg, RMC, USN (Ret)WO DF-72

*Editor's Note: Construction of an experimental ice pier during DF-72 is news to me. If anyone has additional information and/or photographs please let me know.*

Billy-Ace

I Really enjoyed the *Gazette*. That comment includes pages other than the story of my lost ring that appears to be very accurate, as does the rest of the *Gazette*. My relatively short summer stays on the ice limits my knowledge so I enjoy reading about things I missed.

My full name is John Grady Colson, so even after I made full LT, I was still a JG. GOOD JOB!

Peg & John Colson by email

Billy:

Just wanted to tell you how much I enjoy and look forward to reading the *Gazette*.

Shelby Gene

Hi Billy:

Received the *Gazette* a month or so ago, by SNAIL MAIL, read all of it and enjoyed it. New job leaves little time for anything but sitting and drinking a cold one at night. Turning on the computer is not something I do if I can be outside, or READING. Thanks for the paper and take care.

Debbie Humphreys by email

Billy-Ace,

Appreciate the listing of me looking for Frank Coffman. Perhaps in the next issue you could list a correction. My last name is listed incorrectly on page 15. It should be George Parker instead of George Soulia.

The rest of the contact info is correct, so if anyone (ACs/ETs) wants to get in touch with someone interested in Det Bravo they can do it.

During the 1973 summer season in homeport of D'ville, Jim Wallace's Ice Pier was derisively referred to as "Ice Cube."

As usual, this issue of the *Explorer's Gazette* is outstanding—Bravo Zulu.

George

*Editor's Note: If you received your copy of the Gazette by snail mail you will not see the error that George pointed out as it was corrected prior to being sent to the printer. The Internet version has also been corrected.*

Ahoy, Billy-Ace:

Thank you for your email response regarding Jack Halverson. I first met Jack when he reported aboard NavPhibBase Coronado, CA, in 1962 or 63. After I was transferred I lost contact until the night Jack phoned me during his layover in Honolulu en route stateside from his wintering-over experience. I was surfing the net and came across your website so thought I'd try to reestablish contact. I sincerely appreciate you taking the time to contact me. I've posted similar messages on other websites but have never received the courtesy of a reply nor an acknowledgement, so a pat on the back to you.

Herm Chambers ddg22etcm@aol.com

*Editor's Note: I try to answer all questions that are posted in the Guest Book on the OAEA Web site. See: OAE Locator column in this issue.*



Billy-Ace:

I enjoyed reading the *Explorer's Gazette* Jan-Mar paper edition. I get so tired of working on these computers that it is enjoyable to read something in paper print. I can read the *Gazette* online and in fact will print it out if necessary but really enjoyed the snail mail copy.

I would like to send a small sum of money periodically. Let me know the appropriate snail mail address where I can send a donation from time to time to help with the costs of publishing and mailing the *Gazette*. I understand that mailing the Jan-Mar *Gazette* to all hands was a one-time only deal, I'll continue to donate some shekels to the cause as I enjoy it whether online or on paper

Tony Herman WO DF-63

*Editor's Note: The web site also costs the OAEA money, so any donation sent to the OAEA for the Production and Distribution of the Explorer's Gazette should be made out to the OAEA and marked for the General Fund. Checks should be mailed to:*

OAEA Administrative Offices  
4615 Balmoral Drive  
Pensacola FL 32504 USA.

Hi Billy,

I can't believe that 4X8 sheet of plywood painting (ice pier) still exist! Should be in the Smithsonian I have a copy, on my living room wall, that was sent to me by Jim (Longstreth), a couple of years ago. I'll take a picture of it and send it to you.

Jim Wallace



*Editor's Note: The photo above is a scan from the 30<sup>th</sup> Anniversary watercolor version of the ice pier painting. The photo that was in the Jan-Mar 2006 issue of the Gazette was a photo of the original 4X8 plywood version of the painting. The above scan has also been cropped.*

## Deep Freeze Photos

By Elaine Hood, Raytheon Polar Services

The Antarctic Photo Library is an online digital library containing over 2,000 photos from Antarctica. It is located on the U.S. Antarctic Program website: <http://www.usap.gov>. Click on the link for "Photo Library" near the bottom of the page.

These photos are free and available for anyone anywhere in the world to use.

Over 300 photos in the Historical category are from the International Geophysical Year era, with most of those from the McMurdo and Little America areas and a few from the construction of South Pole Station. A big thank you to Patrick Rediron McCormick, Dave Grisez, and Jim Waldron for their assistance with getting those photos added. A nice selection of Wilkes Station photos from Sebastian Borrello (1958) have recently been added.

As we move into celebrating the 50<sup>th</sup> anniversary of the IGY I would like to ensure there are representative photos from Ellsworth, Byrd, and Hallett Stations. In particular, I am looking for aerials of the stations, work being done, and people in their offices.

If you have scanned photos/slides of Ellsworth, Byrd, Hallett Stations, or any others, and are willing to share them, please contact me at: [Elaine.hood@usap.gov](mailto:Elaine.hood@usap.gov)



Photograph by: Peter Rejcek  
Photo taken 11 February 2006

**Sample Photo From Antarctic Photo Library**  
National Science Foundation representative George Blaisdell hands out U.S. Antarctic Program pins to the crew of the Russian icebreaker Krasin for the difficult accomplishment of keeping the channel to McMurdo Station clear of ice.



## OAEA-NE Members Conduct Research at Naval Historical Center

*By Marty Diller*

Dave Hazard and I made a 4-day road trip from Maine down to the Washington Navy Yard in early February to look into the Naval Historical Center's (NHC) Aviation Branch archives for VX/E-6s disestablishment collection. We found that the squadron has the largest collection of photos, plaques, command histories, cruise books, newspaper and magazine articles, clippings, and so forth than any other squadron in the Navy. We spent the better part of two days digging through boxes, looking for photographs and story boards that may be suitable to obtain on loan for the Quonset Air Museum's (QAM) planned Antarctic display, that will focus on VX-6.

Unfortunately, the Aviation Branch does not loan items to museums, although they will allow researchers to make copies of items. Because it took so long to paw through everything, we had little time to use their scanner to copy photos to disk. It proved to be a slow process anyway, and Dave and I agreed we would return—armed with a digital camera and many memory cards—to digitally photograph the items we marked as suitable for museum display. We found several large-framed photos in the Aviation Branch archives of which the staff said should actually be in the Navy History Museum due to their size. At least one of these framed photos would be suitable for display at Quonset, and we intend to help the QAM request a loan of that item.

Our search for specific items that had once been displayed at the squadron's museum in Quonset and Mugu was much less successful. The Navy History Museum (NHC Curator Branch) at the Navy Yard has less documentation of their archived items, and staff there denied any knowledge of things like a stuffed penguin or seal, Antarctic rocks, early Deep Freeze cold weather gear, or even a collection of food items from Scott's hut that were loaned to the squadron by New

Zealand. We had proof that the disestablishment collection included a prop tip from the wreck of 148318 as well as a Huey rotor blade, and late on the second day the prop tip was found. Curator Branch reps told us that stuffed animals would not be kept in storage due to the possibility of attracting bugs that would damage other artifacts. They are still looking for items loaned from NZ (of which we had photographic evidence), and other items (of which we had magazine and newspaper clippings that described the items once on display). We were told the rotor blade was likely too large to be kept in the Museum archives.

We intend to work with the QAM to request a loan of the prop tip, and we hope that our interest in these items will prompt the Museum staff to keep on the lookout for them over the next few months until we can return. Both the NHC Aviation Branch and Curator Branch are badly understaffed and always working on a backlog of requests for research, etc. They were very courteous to us, and were quick to drop whatever they were working on at the time to assist us in our research.

As an aside, we were delighted to find that the Naval Aviation News magazine shares the same spaces as the Aviation Branch, and Dave and I came away with a couple old issues of the magazine that featured the squadron. Their very small, three-person staff was as polite and helpful as everyone else we encountered at the Navy Yard.

In conjunction with this trip, Dave and I also made a trip to Dover AFB Air Mobility Command Museum on behalf of the OAEA and the New England Chapter. This visit was arranged for Saturday, 4 February—the 1-year anniversary of the final C-141 mission in and out of Antarctica for Operation Deep Freeze. To honor that milestone in Antarctic aviation lore, the OAEA-NE Chapter had a couple US Flags flown over McMurdo during the mission, and the Chapter was very generously donated a large shadow box/display case that displays:

- one of the Flags,
- its accompanying NSF-generated certificate signed by McMurdo Station Manager Terry Melton and Commander Support Forces Antarctica Col. G.P. Beasley, USAF,
- a brass plaque that commemorates the event,
- an OAEA patch,
- an AMC patch, and
- a small brass plaque from Uni-Sim Corporation, the company that donated the display case.



The AMC Museum intends to have the display case mounted for permanent public display, probably in the C-141A that is open to the public. The Museum arranged for local press coverage of our presentation of the shadow box to Museum Curator Jim Leech and their Collections Manager Deborah Sellers. A reporter/photographer from the Dover Post weekly newspaper attended, and he wrote a fine article about the event and took a great shot of Jim Leech, Dave, and I to accompany his story. Unfortunately, the Dover AFB Public Affairs Office declined a request to send a journalist to cover the event.

Don't pass up the chance to visit Dover AFB's AMC Museum if you ever find yourself in that part of the country. Admission is free, and they have a fine collection of aircraft on display, including fighters and other warbirds, trainers, tankers and cargo aircraft. And don't forget to look for the OAEA patch in that handsome display case!

# THREE WAYS TO THE ICE



*By Maurice "Maury" Unger*

**THE PUCKERED PENGUINS** of Air Development Squadron Six (VX-6) were a proud lot who believed that we never got the credit we so richly deserved for spearheading the U.S. Navy's assault into the frozen wastes of Antarctica. There we were: living in spartan conditions on the

Ice, making those long, boring, and sometimes hazardous flights into the interior of the continent. Our grievance was directed at the Air Force who supported us by providing logistics flights from Christchurch, New Zealand to McMurdo, Antarctica on a weekly basis. When not involved in this endeavor, their flight crews were enjoying the wonderful hospitality from the people of Christchurch. To say we were a bit envious of our fellow airmen would be an understatement. We did all the hard work, and they got all the glory, which was continuously expounded upon by their overzealous public affairs organization.



*Maury Unger 2006*

The Military Air Transport Service (MATS) was responsible for providing an Air Force logistics squadron to support Operation Deep Freeze. This assignment was rotated to different Air Force MATS squadrons. One would imagine such rotation was done not only to share the benefits of a desirable deployment to New Zealand but also to share the experience of flying on the fringes of the Antarctic continent. Whatever the reason, these squadrons were well-equipped, having the most modern air navigation equipment for their aircraft at that time (e.g., inertial navigation systems) and state of the art cold weather clothing for their personnel. In contrast, the Navy relied on the sextant for navigation in their LC-130F Hercules, C-121J Super Constellations and C-47/C-117

Gooney Birds, and surplus Army winter clothing for protection against the elements. The foundation for a friendly, but very competitive service rivalry, was firmly in place.

During this particular season, the assigned AF MATS squadron arrived in Christchurch just as VX-6 was winding down its operations between Christchurch and the Ice, having completed the necessary movement of personnel and supplies to support commencement of flight operations from McMurdo into the interior of Antarctica. As was the custom in previous years, the Navy offered to put experienced navigators on the MATS planes for their first flights to McMurdo. Normally, this offer was responded to in the affirmative but not this time. The powers-that-be declined the Navy's offer, stating that they had spent the previous months conducting training flights in the Arctic. Because all of their flight crews were polar qualified, Navy assistance was not required. Having been an observer to those proceedings, it was my impression the response from the Air Force was delivered in rather a haughty manner.



*USAF Navigators DF-65*



After departure from Christchurch, the typical route of flight to McMurdo included over-flying Dunedin (before heading over water), direct to Campbell Island [about 400 nautical miles (NM) south of Dunedin] and then direct to McMurdo. This route covered approximately 2150 NM, depending upon wind conditions and navigation error. Due to rapidly converging meridians and large magnetic



variations in the South Polar Region, grid navigation was the method and the gyrocompass was the navigation instrument so as not to be affected by the Earth's rotation. Gyro precession and the *Coriolis* effect in southern latitudes also had to be taken into consideration.

On its first day of flight operations to the Ice, this particular MATS squadron scheduled two C-130s to launch in the evening, 15 minutes apart. This not only provided mutual support for the two aircraft but also allowed celestial navigation as a backup to the planes' inertial navigation systems. Everything went off like clockwork, with the planes taking off on time at a 15-minute interval. At Dunedin, they checked in with Deep Freeze Control and proceeded outbound to Campbell Island where they would obtain their last geographic fix as they flew the remaining 1700 miles to the Ice. Unfortunately, neither plane ever reached Campbell Island. Instead, they became hopelessly lost. After flying square search patterns in hopes of finding the island using air to ground radar with no success, they finally contacted Deep Freeze Control, admitted they had a problem and advised they were aborting their flights to Antarctica. They requested assistance in returning to New Zealand, informing the controller they were attempting to acquire a radio bearing for a steer back to land but were unable to pick up any radio station emitting a signal. This was not unusual, as the few radio stations on New Zealand's South Island in those times were shutdown in the early evening. Deep Freeze Control was able to take care of this problem in a hurry. They contacted the mayor of Invercargill (southernmost town in New Zealand), advised him of the situation, and requested that the radio station commence transmitting a signal. The mayor woke up the manager of the station who obligingly went to the studio and commenced transmitting. Bingo! The two C-130's picked up automatic direction finder (ADF) steers and proceeded inbound to Invercargill, thence to Christchurch. Interestingly enough, the manager of the station transmitted a continual recording of *Show Me The Way To Go Home* until the planes were safely over land.

A postmortem of the flight revealed that the two crews had not reset their gyro-compasses for flying in the Southern Hemisphere. Also, their celestial navigation was of no help

because they were unable to identify the stars in the Southern Hemisphere. All of their flight training in the Arctic region was for naught.

Obviously, the Navy could not allow this incident to go by unnoticed. A huge banner was placed at the entrance to the Officers' club in Christchurch advising the Air Force of:

**THREE WAYS TO THE ICE**  
**Follow a Navy Connie**  
**Follow a Navy Herc, or**  
**Hire a Navy Navigator**

Needless to say, this was one time the Puckered Penguins were delighted that they were not getting the publicity. One final note: It was my understanding that the two wayward crews were on the next available flight back to the States.

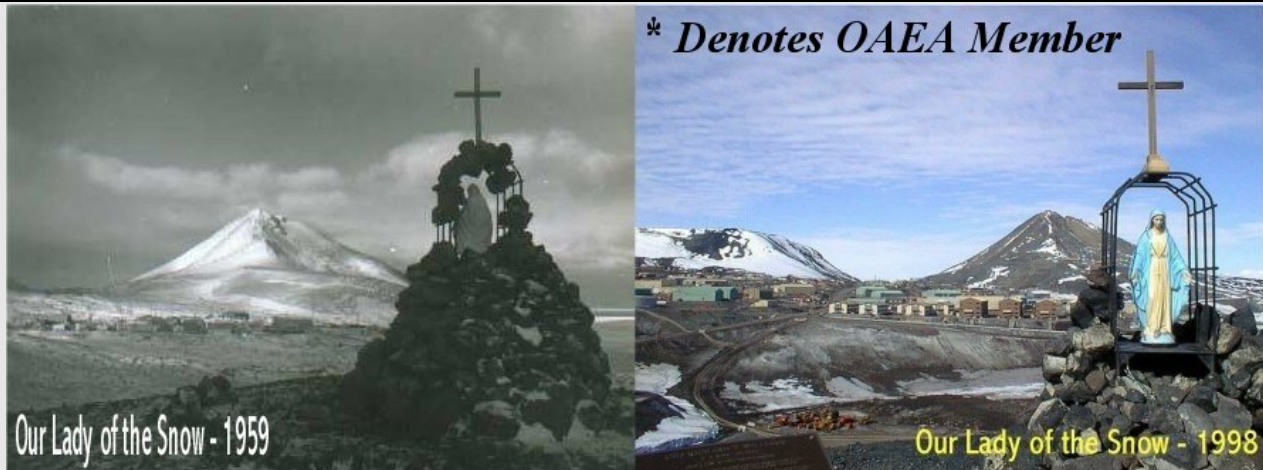


*Deep Freeze '66 320 A Crew—Standing L to R: LCDR Verle Klein, LCDR Layton Robison, and LTJG Maury Unger. Kneeling L to R: ATR3 Charles Komma, PHI Gerald Kessens, ADRI Dan Dompe, AE1 Tom Dunn, AMS1 Bill Clegg, and AN Ed Smith.*

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*Editor's Note: The author served in VX-6 as a Navigator from July 1964-April 1966. Maury is also the author of the novel: *When Destinies Collide*. Maury's book is available from Barnes & Noble and Amazon.com. Maury's web site may be visited at: <http://www.intruderpass.com>.*

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\* Denotes OAEA Member

Our Lady of the Snow - 1959

Our Lady of the Snow - 1998

## I N M E M O R Y

OAE [Stanley J. Wujek](#), CW-4 USA (Ret), 69, died on 17 April 2006, in Columbus, Georgia. Stanley was a pilot with the US Army Helo Det and served during DF-66. Wujek Ridge in the Pensacola Mountains is named in his honor.

OAE Randolph Grice Thomas Sr., 85, died on 8 April 2006, in Calimesa, California. Randolph was a LTJG and served with Operation Windmill as a hydrographic surveyor. Thomas Island in the Highjump Archipelago is named in his honor.

OAE Doug Combs, 48, died on 10 April 2006, in an accident while skiing in the French Alps. Doug was an extreme skier and had skied several Antarctic slopes with a pitch of greater than 45 degrees.

OAE Mack, Wright, CDR, USN (Ret), 83, died on 4 April 2006, in Jay Florida. Mack served in the VX-6 Photo Lab during DF-60 and 61 as a LT.

Lois V. Grimm, 91, died on 11 March 2006, in Leesburg, Virginia. Lois was secretary to Admiral Richard Byrd during for the Byrd Antarctic Expedition II, 1933-35

OAE Thomas J. Abercrombie, 75, died on 3 April 2006, at John Hopkins Hospital. Thomas was a National Geographic photographer with the Antarctic Press Club DF-I thru III where he won a lottery to be the first journalist at the South Pole.

OAE Theodore Katz, COL, 87, died on 22 March 2006, in a retirement home in Wynnewood, Pennsylvania. Theodore served with the USAF during DF-63.

\*OAE James E. Hurst, 68, died on 31 January 2006, at his home in Navarre, Florida. Jim served in VX-6 during DF-63 through DF-65. He was a member of the OAEA Gulf Coast Group. Hurst Peak in the Heritage Range is named in his honor. Jim was a member of the crew aboard the LC-47 that made the first flight to the Ellsworth Mountains during DF-64.

OAE [Salvatore "Tito" Fiore](#), 75, died on 15 March 2006, in Born, Connecticut. Tito served in Antarctica as a Tech Rep for Standard Division of United Technologies Corporation.

OAE John Heap, 74, died on 8 March 2006, in Cambridge, England. John was the administrator of the British Antarctic Territory from 1989 to 1992. He deployed to Antarctic numerous times both with the BAS and with the USARP. Heap Island on the Antarctic Peninsula is named in his honor

\*OAE Thomas Marshall, 77, died on 10 March 2006, in Pittsburgh, Pennsylvania. Thomas served during Operation Highjump aboard the USS *Pine Island*.

OAE [John A. DeHaven](#) died 15 March 2006, in Springfield, Missouri. John was an electrician with the USN. Dates and unit assigned to unknown.

OAE [Philip Louis Newcomb](#), TSGT, USAF (Ret), 70, died on 6 March 2006, in Scarborough, Maine. Louis served in Antarctica as an Airman during DF-II and III with Detachment One, 53<sup>rd</sup> Troop Carrier Squadron.

OAE [William Edgar Armstrong](#), 76, died on 17 February 2006, in Ventura County, California. Bill was a Seabee and served in Antarctica during DF-III as a member of the Marble Point Seabee Reconnaissance Unit.



OAE Robert Bridger Hunt, MD, 64, died on 2 December 2004, in Dover, Massachusetts. LT Hunt was the Assistant OIC and medical officer at Byrd Station DF-66 winter-over party. Hunt Bluff in Marie Byrd Land is named in his honor.

OAE John F. Guerrero, 69, died on 1 March 2006, in Chico, California. John served as a member of the South Pole Station winter-over party during DF-II as a meteorologist. Guerrero Glacier in the Ellsworth Mountains is named in his honor.

Rita Phair, 65, died on 24 February 2006, in Denver, Colorado. Rita was an employee of RPSC and worked in the finance department and assisted USAP personnel with travel related reimbursement paperwork.

OAE Capt [Arthur Frederick Farwell Jr.](#), USN (Ret), 80, died on 18 February 2006, in Jacksonville, Florida. Arthur served as Task Force 43 Chief of Staff during DF-68 and 69. Farwell Island is named in his honor. See related story on page 10.

OAE [William H. Withrow Sr.](#), 88, died on 17 February 2006, in Hollis, North Carolina. William served as the OIC of NSFA Detachment One in Christchurch during DF-66 and 67. Withrow Glacier is named in his honor.

OAE [Jerry G. Cox](#), Capt USNR (Ret), 71, died on 20 January 2006, in San Diego, California. Jerry served as a helo pilot with the HU-1 Detachment on the USS *Burton Island* during DF-60. Cox Glacier on Thurston Island is named in his honor.

OAE [Henry "Hank" Hall III](#), died on 1 February 2006, in Bakersfield, California. Hank served on a USCGC icebreaker.

OAE [E.H. "Andy" Anderson](#), 63, died on 9 February 2006, in Middleburg, Florida. Andy served in VXE-6.

OAE [Roberta Baldwin](#), 65, died on 2 February 2006, in Carlsbad, California. Roberta made six deployments to Antarctica as a scientist with the Scripps Institution.

\*OAE Senior Chief Robert "Dan" Randall, USN (Ret), died on 5 February 2006, in Jacksonville, Florida. Dan served in VX/VXE-6 from 1963-1966 and 1970-1973. Dan was a member of the OAEA Gulf Coast Group.

Gerald Glenn Staggs, 34, died on 7 December 2005 in Forest Oaks, Texas. Glenn served with VXE-6.

OAE [Juanita Sundberg](#), 69, died on 14 February 2006, in Ventura, California. Juanita visited Antarctica as a tourist.

\*OAE Raymond J. Felker, 81, died on 23 January 2006, in Corpus Christi, Texas. Ray served as an AMM2 on the USS *Edisto* during Operation Windmill (1947-48). See the "Byrd Aux Power Unit" story in Volume 4, Issue 2, Spring 2004 issue of the *Explorer's Gazette* for more information about Ray.

OAE John Othmer, 68, died in December 2005, in Jacksonville Beach, Florida. John served on the USS *Arneb* during DF-II. He was a member of the ADFA.

OAE Murray Roland Ellis, 81, died on 2 February 2005, in Dunedin, New Zealand. Murray served in Antarctica with the NZARP, 1956-58. He accompanied Sir Edmund Hillary to the South Pole. Mount Ellis in the Darwin Mountains is named in his honor. Murray was a member of the New Zealand Antarctic Society.

## CHAPLAIN'S CORNER

Cecil D. Harper—OAEA Chaplain

**I**N THE GOSPEL OF LUKE, WE find these words. "Jesus increased in wisdom and stature, and in favor with God and man" Luke 2:52. This text is one of the most interesting statements in the Scriptures concerning the life of Jesus.



He grew in wisdom. He learned more and more concerning people, their tragedies, and triumphs, their weaknesses and strengths. He learned about the way God works through nature. His wisdom, in itself, drew men to Him.

He grew in stature. He was not a weakling. He worked hard and played hard. Size and height are included in this statement, of course. He grew especially in strength and manliness.

He grew in favor with God. God loves all people, but especially those who do His will. Jesus was learning each day to serve God better. Therefore He was growing in favor with God.

He grew in favor with men. He helped others, trusted in others, and was interested in their problems, their sorrows, and their joys. He was always deeply concerned about the welfare of people.

If we want to be more like Jesus we will need to grow as He did. Become more helpful to others every day. Let our worship and service to God mean more to us each day. Learn more of manliness, and practice those things that make for good character. Seize every opportunity to understand life better, and by doing so become more Christ like in every way. To accomplish this end seek God's help through prayer and worship. With His help all things can be accomplished.

*Cecil D. Harper*

## What is the Correct Address for the OAEA?

By Billy-Ace Baker

**T**HAT'S A GOOD QUESTION AND THE ANSWER IS: IT DEPENDS. Basically if your correspondence concerns publication of the *Explorer's Gazette* or the OAEA website the correspondence should be sent to me. Correspondence containing money for membership dues or donations to the OAEA, for any purpose, should be sent to the OAEA Secretary/Treasurer at the OAEA Administrative Offices. The appropriate address to use for various purposes is normally published in each issue of the *Explorer's Gazette* as part of the publication format. For instance the OAEA President includes his email and street address in his column in each issue of the *Gazette*. The OAEA Administrative Office address is published on page three of each issue of the *Gazette*. In reoccurring columns that solicit reader input, such as the Reunion Information, and OAE Locator columns, I include my email address.

I do not mind forwarding correspondence that is misdirected to me, but misaddressed correspondence always causes delays in taking appropriate action on important matters and there is also the possibility of such correspondence falling through the cracks.

It is realized that there is no foolproof way to completely eliminate misaddressed correspondence, but I encourage everyone to take care in choosing the appropriate address when sending correspondence to OAEA officers. Your correspondence is important to us and we assume that it is also important to you or you wouldn't have originated it. Please help to get it in the appropriate hands on a timely basis.

## GLOSSARY OF SNOW AND ICE



Compiled and edited by Billy-Ace Baker

**Crack** — Any fracture or rift in floating ice not sufficiently wide to be a lead. Norwegian equivalent: *Skavl*.

**Polynya** — Any water area in pack ice or fast ice other than a lead, not large enough to be called open water. Spanish equivalent: *Laguna*.

**Sastrugi** — Sharp irregular ridges formed on a snow surface by wind erosion and deposition. The ridges are parallel to the direction of the prevailing wind. French equivalent: *Zastrougi*.

**Young Ice** — Floating ice in the transition stage between new ice and first-year ice. Snow cover is usually moist and slushy. German equivalent: *Jungeis*.

## OAEA Donor Adelie Penguin Awards as of 22 March 2006

Submitted by Jim O'Connell

**T**here are now 34 Little Blue Penguin Club members; 13 Bronze; 1 Gold and 3 Silver Adelie Club members. Asterisks indicate new donors, or donors who have reached the next level.

### BLUE Donations of \$50 (1st 100 only)

Baker, Billy-Ace  
 \*Baker, Jamie  
 \*Baker, Sean  
 \*Baker, Tracey  
 Biery, Roger W.  
 Blackwelder, Billy  
 Blewett, Thomas  
 Bolt, Ron L.  
 Boyer, Robert E.  
 Communicator Group Fund  
 \*Conklin, Harold  
 Cordes, Fauno  
 DeLeon, Emilio  
 Dostal, W (Dusty) A.

DuBeau, Earl  
 Eubanks, Paul  
 Hall, Richard M.  
 Henley, Elizabeth  
 Henley, Joseph  
 Hilt, John W.  
 Hutchinson-Sabbatini, Kristan  
 \*Konrad, Kerry  
 \*Konrad, Robert  
 Morris, Marion  
 Moulder, Evelyn  
 Munson, Evelyn  
 OAEA Gulf Coast Group  
 O'Neal, Jerry  
 Owler, Robert  
 Spaulding, Richard  
 VX/VXE-6 Para-Rescue Team  
 Werner, Alexander  
 Wick Jr. Howard J.  
 Whitehead, Eugene

### BRONZE Donations of \$100

Biery, Roger W.  
 Bolt, Ron L.  
 Boyer, Robert E.  
 \*Conklin, Harold  
 Dostal, W (Dusty) A.  
 Hall, Richard M.  
 Henley, Elizabeth  
 Henley, Joseph  
 Munson, Evelyn  
 Owler, Robert  
 Spaulding, Richard  
 Werner, Alexander  
 Whitehead, Eugene

### GOLD Donations of \$500

Cordes, Fauno

### SILVER Donations of \$1,000

Baker, Billy-Ace  
 Communicator Group Fund  
 VX/VXE-6 Para-Rescue Team



## New England Chapter's Spring Meeting Draws Record Crowd

By Marty Diller,  
New England Chapter Secretary-Treasurer

Despite a very mild winter, the New England Chapter (OAEA-NE) held off until 1 April before holding their first meeting of the year, just in case a much overdue snow storm would spoil plans for a March meeting. OAEA members in New England showed that the Spring meeting was much anticipated, too, with a record 33

and George's grandson Danny Duff, who is also a Boy Scout. Ben Pope is a mechanical engineering major in his sophomore year at MIT, and was selected last year for the Antarctic Scout program, which brings a Boy Scout or Girl Scout to the Ice on alternating years. Ben took a semester off from MIT to participate in DF-06, and you can read about his exploits on page 12 of the November 20, 2005



*Ben Pope, DF-06 Antarctic Scout, Ben's father Joseph, George Bevilacqua and his grandson Danny Huff.*

members in attendance at Spud's Restaurant in Woburn, MA. Member's guests and OAEs curious about the OAEA brought the total number of attendees up to an even 50 for the day, and before the meeting ended, five of them submitted membership applications!

To kick off the day's activities, Charlie 'CB' Bevilacqua once again provided the US Flag for the opening Pledge of Allegiance, accompanied by a POW/MIA flag. CB and Fred Santino were instrumental in identifying Spud's for this meeting, and CB went the extra mile and arranged a special OAEA room rate at the adjoining Woburn Hotel, which more than a few members took advantage of for the weekend. With Chapter At-Large members from as far away as NJ, NY, and remote parts of New England, inexpensive accommodations are very welcome.

CB also arranged for some special guests to attend the meeting—Eagle Scout (and OAE) Ben Pope and his father, Joseph, and CB's cousin George,

issue of the *Antarctic Sun* Newspaper (<http://www.antarcticsun.usap.gov>).

Chapter President Dave Hazard provided an update on the growing Chapter membership rolls, now at 113 members, including the five who submitted OAEA applications and dues at the meeting. Dave remarked that the New England Chapter (unofficially) now has over 10% of the OAEA membership.



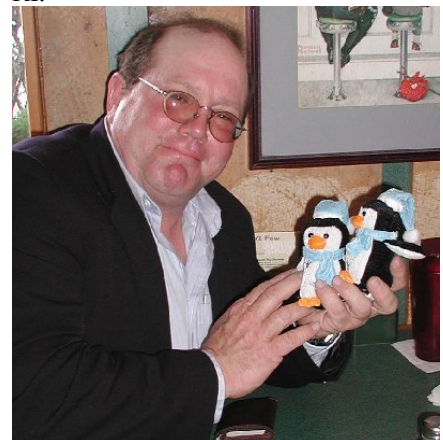
*Nick Pellegrino displays his raffle prize*

### Featured Presentation

In early February, Charles Lagerbom (U. Maine Dry Valleys Glacial Geology research Field Asst., DF-91 and 93 and author of *The Fifth Man*, Henry R. Bowers) returned from a 21-day cruise between Valparaiso, Chile and Rio de Janeiro, Brazil, where he worked for Holland America Cruise Line as a guest lecturer. He shared that experience in a 30-minute slide show presentation, with some incredible pictures of the Antarctic Peninsula where the cruise-goers were said to have enjoyed some of the clearest days, warmest temperatures, and best weather observed along the Drake Passage in over 25 years. On the cruise, Charles' three main presentations were about Bowers and Scott, the Antarctic Treaty and about research in the Dry Valleys.

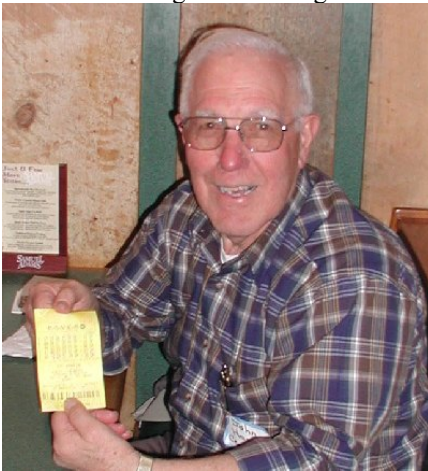
### Other New England Chapter News

**Mike Hall appointed to Board of Directors.**—At a special Board meeting held earlier in the day, Mike Hall was chosen to fill the Chapter Director At Large position vacated recently by Don Leger, who had resigned for personal reasons. Mike and his wife, Paula, live in East Greenwich, RI.



*David Krebs shows off his raffle prize*  
**CB Bevilacqua honored for Reunion fund "loan".**—Dave Hazard presented a check for \$1000 to Charlie Bevilacqua, a refund of the Reunion fund "seed money" he gave to the

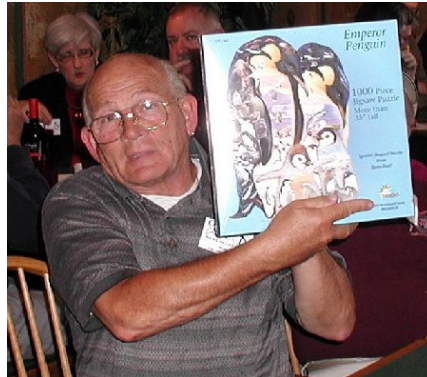
Reunion Committee at the 1 October 2005 chapter meeting. In appreciation for his generosity, CB was also given a new Reunion logo coffee mug.



**John Hasty (RMC South Pole WO DF-III) hopes he's holding a Powerball winner**

**2006 Reunion Update.**—Reunion Committee Chairman Marty Diller briefed attendees on the progress in preparing for the August 2006 OAEA National Symposium/Reunion in Warwick RI, and made an appeal for more volunteers—especially volunteers in the Warwick area—to assist in the planning and execution of this major event. The Reunion Pre-Registration Packet has been out on the street since early January, and the Committee is eager to pre-register as many OAEA members as possible (in particular OAEA-NE members) to help generate funds for use as deposits on contracts with tour and bus operators. Progress has been made in many areas:

submission of a request to the USAF for LC-130 static display support; signing contracts with tour and bus operators; identifying one of two Guest Speakers; ordering Reunion logo merchandise; submission of four proposed postal stamp cancellation designs for submission to the USPS; and advertising the Reunion in many and varied websites, magazines and newspapers around the country. At the most recent Reunion Committee meeting, four proposed postage cancellation designs were ranked for submission to the USPS.



**Jim Heffel with his prize penguin puzzle**

**Elections of new Officers.**—Nominations and elections of the Chapter President, the Executive Vice President and one Director (Hoot Hartman's 2-year term in office ends) will take place over the summer. Handouts to attendees provided term limit info and the timeline for this process. Attendees were also reminded of OAEA National's nomination and

election of Officers taking place this coming summer. Dave Hazard made an appeal for members to step up and volunteer, and to help lead the OAEA and the Chapter into the future.

The next OAEA-NE Chapter meeting is planned for 1:00 pm on Saturday, 24 June, at a place To Be Announced.



**Pinky Palsgraf (WO DF-63) swaps ice stories with Kathleen Donovan (2003 cruise)**

**Fundraising**

At this meeting, black fleece jackets and vests bearing the OAEA logo patch were offered for sale, as well as the usual OAEA-NE polo shirts and OAEA ballcaps. For everybody's favorite event—the raffle ticket drawing—winners included: Nick Pellegrino (VXE-6, DF-71/72, bottle of 'the Little Penguin' Australian Shiraz); Jim Kelly (ASA Det Charlie, DF-72-74, bottle of 'the Little Penguin' Australian Chardonnay); Gloria Hollo (spouse, Antarctic Encyclopedia edited by Mary Trewby); Chet Thomas (VX-6, DF-55-62, USN ballcap and book *Race to the Pole* by Ranulph Fiennes); Jim Rooney (VX-6, WO DF-I, penguin candle holder); John Hasty (WO South Pole DF-III, Powerball ticket); Mike Hall (VXE-6, DF-70-73, penguin ice cube tray); Kathy Donovan (UNH staff, 03 M/V *Marco Polo* cruise, USN ball cap); David Krebs (son of OAE M.F. "Buddy" Krebs, pair of stuffed toy penguins); Pinky Palsgraf (ASA DF-63, penguin ice cube tray and USN travel mug); CB Bevilacqua (MCB Special, DF-I/II, USN travel mug); Jim Heffel (VX-6, DF-61-64, penguin puzzle); Bob Epperly (VX-6, DF-III-IV, USN travel mug); and Andy Andersen (VX-6, DF-65-67, USN golf balls). All raffle prizes were either donated by Chapter members or provided by the Chapter.



**Foreground: Charles Lagerbom, Arthur Goulet, Jim Heffel, Chet Thomas. Background center: Nick Pellegrino**



## Tidewater Group Meeting

*By Ed Hamblin  
Chesapeake, VA*

On Saturday, 4 March a small group of Tidewater, Virginia area OAEs met for a couple of hours at the House Of Eggs Restaurant for a session of networking, story-telling and general small talk. Present were two new faces, Ellen Darby, still on active duty, and Gordon Boyd, a retired Warrant Machinist. Ellen was on the ice with VXE-6 during the years 1995–1998 and decommissioned the squadron. A flight engineer then, she is now stationed at the Navy Safety Center here in Norfolk. Gordon was a first class Machinery Repairman when he wintered over at McMurdo during the 1965–66 timeframe. Both Gordon and Ellen had new stories for the group and added to the “social” aspect of our quarterly get togethers.



**Squadron Bookend: John Strider and Ellen Darby**

Also there were Homar Hall (Homar wintered during the winter of 70–71 at McMurdo), Fred Nootnagle (wintered at McMurdo in the early 1960s), John Strider (VX-6 flight engineer, DF-I and II), Jake Bengel (head of Det “C” and leading Met Officer, early 1970s), Marty Nemcoskey (head of Det “C” and leading Met Officer, relieved Jake Bengel on the ice, into the mid-70s), and Ed Hamblin (wintered at McMurdo 1973–74, and Summer Support, 1975–1978).



**(L to R) MR1 Boyd being congratulated by CDR Ballou on opening of Club Erebus. DF66 cruise book**

As typical, there was no business agenda, but there was some general discussion about the upcoming OAEA Symposium. Several from

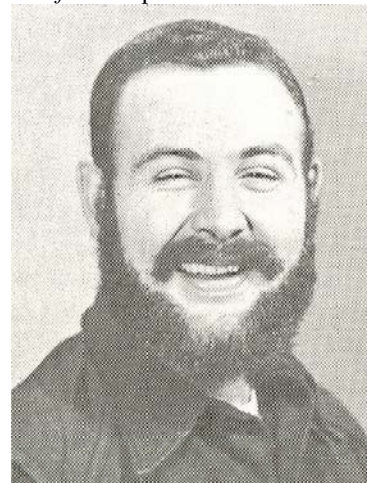
Tidewater are going to be there, as most of the Tidewater area OAEA members were part of Deep Freeze while it was quartered at Davisville/Quonset Point. Also, one of the more interesting aspects of this particular get together was the realization that Tidewater area now boasts a “set of squadron bookends”. John Strider was DF-I and DF-II as flight engineer, and Ellen Darby was at the other end of the squadron Deep Freeze experience as flight engineer.



**Group photo (L to R) Marty Nemcoskey, Homar Hall, Jake Bengel, John Strider, Ellen Darby, Fred Nootnagle, and Gordon Boyd**

After a couple of hours of coffee drinking, story telling, and eating, the group split up to go their various ways. The only thing “molded in concrete” will be the next Tidewater area get together, scheduled for 3:00PM/1500 MST (that’s Military Standard Time) on 3 June at House Of Eggs Restaurant.

*Editor’s note: Ellen’s Dad, Don Malone, was a member of the VX-6 winter-over Det at McMurdo during DF-60. Don was a member of the OAEA and his obituary is in the Jan-Mar 2006 issue of the Explorer’s Gazette.*



**AT2 Don Malone from the DF-60 cruise book**

**REUNION INFORMATION**

Send reunion information to Billy-Ace Baker at [upizauf@aol.com](mailto:upizauf@aol.com) for publication in the Gazette

**AOG Reunion Group:** Phoenix, AZ, 17-21 May 2006. Contact William Waller Jr., 757 217 2356, or [wallerwn@wcbeach.com](mailto:wallerwn@wcbeach.com). Several of the AOGs participated in Deep Freeze.

**MCB/NCB-71:** Branson, MO, 9-13 August 2006. Contact John Allsworth, 309 682 1658, or [jba843@aol.com](mailto:jba843@aol.com). MCB-71 served during DF-72, 73, and 74.

**MCB-8:** Pigeon Forge, TN, 27 Sept-1 Oct 2006. Contact Ron Dougal, 480 807 3016, or [douglasr@aol.com](mailto:douglasr@aol.com). MCB-8 served during DF-64.

**MCB-1:** Hemlock, NY, 1-4 July & Las Vegas, NV, 11-13 August 2006. Contact Peter Dowd, 781 837 0393, [mcb1reunion@verizon.net](mailto:mcb1reunion@verizon.net), 89 Edward Road, Marshfield, MA 02050. MCB-1 served during DF-II, III, IV, and 62.

**HU-1:** San Diego, CA, 18-21 May 2006. Contact Phil Poisson, 619 429 4712, or [hc7csar@cox.net](mailto:hc7csar@cox.net). HU-1 detachments served aboard task force icebreakers during DF-I and II.

**All Seabee Reunion:** Port Hueneme, CA, 22-25 June 2006. Contact Ed Kloster, 626 280 9495, or [mccb@earthlink.net](mailto:mccb@earthlink.net)

**Byrd Station DF-66 Winter-Over:** Branson, MO, 16-17 June 2006. Contact Gordon Callender, 850 994 6810, or [acallen60@yahoo.com](mailto:acallen60@yahoo.com).

**OAEA 3<sup>rd</sup> Symposium/Reunion:** Warwick, RI, 17-19 August 2006. Contact Marty Diller, 207 729 0197, or [mgdiller@blazenetme.net](mailto:mgdiller@blazenetme.net).

**USS Wilhoite (DE/DER-397):** Myrtle Beach, SC, 4-7 October 2006. Contact John & Brenda Caldwell, 919 471 4513, or [bcaldwell2@nc.rr.com](mailto:bcaldwell2@nc.rr.com). The USS Wilhoite served during DF-61.

**USS Pine Island (AV-12):** San Diego, CA, 10-12 October 2006. Contact Bob Buscher 7741 NW 21<sup>st</sup>. Topeka, KS 66618, 785 582 4460. The USS Pine Island served during Operation High Jump.



**NEW OAEA MEMBERS**

The below listed personnel have joined the OAEA since the Jan-Mar 2006 issue of the Gazette

\*Denotes Associate member

Aldridge, James A. ADJ2	Life	VX-6 66-67
Bernardello, P.T., AMS3	Life	VXE-6 DF-72 & 73
Blades, J. "Dusty" CDR	Life	VX-6 DF-I, ASA DF-65
Brown, James W. CEC	Life	WO DF-III & DF-61
Brown, Walter SSgt	Commem	9 <sup>th</sup> TCS DF-62
Cadwallader, John R.	Annual	PR1 VX-6 1965-67
Connor, George ADCR	Life	VX-6 60/61
Crowley, Stanley PRCM	Life	VX-6 Para 60-63
Curtsinger, William	Annual	Combat Camera Grp & NATGEO, various years
Dickson, Judith Civ	*Life	Spouse of Paul
Donovan, Kathleen	Life	Marco Polo cruise 2003
Dukelow, Don, ET1	Life	ASA Det A WO DF-71
Duszkiewicz, B. LTCOL	Life	NYANG 88-99
Feola, Sam Helo Pilot	Annual	VXE-6, & Contractor 76-80 89-2000, 2006-
Fisher, Terrance FT3	Annual	USS Burton Island 64
Fry, Harold W., RM1	Life	LA-V DF-III & IV
Foust, Robert EM3	Life	USS Arneb 54/56
Gerick, Larry E., CPO	Life	VX-6 64-65 & 68-69
Getman, Robert CAPT	Life	CGC Southwind 68-70
Gilman, Chet SW2	Life	ASA WO DF-63
Hall, Paula C., Civ	*Life	Wife of Michael
Harper, Robert M., UT1	Annual	WO DF-80, CHCH 82
Hasty, John D., RMC	Life	WO DF-III
Hollo, Gloria M. Civ	*Life	Wife of John
Hood, Elaine, Civ	Annual	ASA & RPSC
Hush, Christine, PC2	Life	VXE-6 92/97
Jaenisch, John, AMSC	Annual	VXE-6 FE 85-88, 94-97
Johanson, David CAPT	Life	VXE-6 94 & 95
Johnston, Robert, AFCM	Life	VX-6 DF-64 to 67
Jordan, Mark, AME2	Annual	VX-6 1971-74
Kanes, James LCDR	Life	ASA 69-71
Kershner, Richard AC1	Life	NSFA DF-88 & 89
Kubik, John T., EO1	Life	NSFA DF-79
Lippka, Ray ADJ3	Life	VX-6 60/63
Mason, Susan COL	Life	Widow of Robert
Marino, Francis J., RMC	Life	DF-I MCB(Special)
McKay, Bill, RM2	Annual	USS Staten Island 1960
Miller, Bradford SHCM	Life	McMurdo WO DF-63
Pedone, James S., E-5	Life	SH2 NSFA DF-74 & 75
Pellegrino, Nick ABAN	Life	CBU-201 DF-69
Perlitsh, Max J., LT(DC)	Life	VXE-6 71/72
Ratliff, Charles ADR1	Life	LAV WO DF-III
Reedy, David LT	Life	VX/E-6 57/60 62/65-69
Rooney, James P. AD2	Life	USS Staten Island
Rowe, Pat AT3, Civ	Life	VX-6 54-56
Ryder, Nicholas G. LT	Life	VXE-6, RPSC
Smith, Norvin C., SK2	Life	VXE-6 73-76
White, David Civ	Annual	ASA DF-70
Williams, Bill B. TSgt	Annual	DF-03, & 04
Witsman, Harold AGC	Life	7 <sup>th</sup> MAS 1984-86
Wood, John AE2	Life	ASA/NSFA DF-64 & 77
Yeckley, John E-4	Life	VX-6 1962-64
Yelvington, Tom Civ	Annual	DF-I & II
		RPSC 1998-06



## OAE LOCATOR

Send locator notices to the editor at [upizauf@aol.com](mailto:upizauf@aol.com)

- Christopher Osborne is looking for Benjamin Covington or Cobington, or anyone who knew him. Benjamin was from Jackson, Mississippi. He was in Christchurch between 1957–60. Christopher can be contacted at [osemail@xtra.co.nz](mailto:osemail@xtra.co.nz), 57 Pleasant Street, Onehunga, Auckland New Zealand, or 0064 9 634 0637.
- Duane Tull is looking for anyone who served with his uncle LCDR John A. Morton, Jr. John was a helo pilot and was the DF-64 OIC of VX-6 Det Alfa winter-over party. Duane can be contacted by phone at: 660 747 3560 or email at: [parouque@iland.net](mailto:parouque@iland.net), or at: 630 NW "M" Hwy, Centerview, MO 64019.
- Capt David C. Johanson, MSC, USN is looking for Carl Forkner who served with him during DF-95. David can be contacted by email at [djohanson@usuhs.mil](mailto:djohanson@usuhs.mil) or by phone at: 301 319 6988.
- Gary Lynn is looking for anyone in VXE-6 who remembers him from the Helo Division from 1981 to 84. He is especially interested in hearing from members in New Zealand. Email Gary at [thelynns@xtra.co.nz](mailto:thelynns@xtra.co.nz) or 6 Butterfield Avenue, Christchurch, New Zealand.
- Bill Williams would like for anyone who was on the October 1957 Tractor Train to Byrd to contact him to confirm a neck Injury for a VA claim. Email [wm\\_williams@sbcglobal.net](mailto:wm_williams@sbcglobal.net), or telephone COLLECT: (940) 665 6289.
- Mike Liso is looking for anyone who served with CBU-201 during DF-67. Mike can be contacted at [firefighter1205@comcast.net](mailto:firefighter1205@comcast.net) or 85 Victor St, East Haven CT 06512.
- Shaun McNamara is looking for anyone who served with him in VXE-6 in the 1981-85 time frame. Shaun can be reached at: [smack@klink.net](mailto:smack@klink.net).
- Herm Chambers is looking for ETC Jack Halverson who was in the McMurdo DF-67 winter-over party. Herm can be contacted at [ddg22etcm@aol.com](mailto:ddg22etcm@aol.com).
- Name: Donna Gordinier-Morgan is looking for people who knew her father, Earl Dean "Gordy" Gordinier who served in VX-6 from 1960-1964. Donna may be contact by email: [djmorgan@cox.net](mailto:djmorgan@cox.net); telephone: 225 273 1640; or: 12722 East Milburn, Baton Rouge LA 70815.

- Dolores Conroy is looking for Navy personnel who served aboard USS *Wyandot*. Contact Dolores at 746 Charing Cross Road, Baltimore, MD 21229-1113, [dolcon@bcpl.net](mailto:dolcon@bcpl.net), or 410 744 1050.
- Brian Shoemaker is looking for candidates for Oral History interviews. He is currently seeking anyone who participated in the IGY in the Arctic or Antarctic regions. This includes Deep Freeze I & II, pre-IGY planning, conferences, and so forth in addition to post-IGY reports and so forth. Brian may be contacted by mail at 2223 Ash, North Bend OR 97459; email: [shoemakerbj@charter.net](mailto:shoemakerbj@charter.net); phone: 541 217 9136.
- Tony Carr is looking for anyone who was stationed at McMurdo, or transited through McMurdo, between 1962 and 1975 and who has been diagnosed with cancer, or who has a close family member (spouse or children) that has cancer. Tony may be contacted by email at: [BrrRbt@aol.com](mailto:BrrRbt@aol.com), or by phone at: 803 279 5770.

### ACTIVITIES BY LOCALE

**New England Area**—See reunion information on pages 9 and 15. The New England Chapter met on 1 April, with 50 attending. The New England chapter meets three times per year. For additional information contact Marty Diller at [mgdiller@blazenetme.net](mailto:mgdiller@blazenetme.net) or 207 729 0197.

**Gulf Coast Group**—See article on page 20 concerning recent activities in the Gulf Coast Group. For further information 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 Group**—See article in this issue (page 17) concerning recent activities in the Tidewater area. Contact Ed Hamblin at [ehamblin@cox.net](mailto:ehamblin@cox.net) or 757 405 3362 for more information.

**PNW Group**—Jerry Schleining is looking for OAEs in the Northwest to start a chapter. Anyone living in Oregon, Washington, or Idaho who is interested should contact Jerry at: [csmgis@verizon.net](mailto:csmgis@verizon.net), or 503 661 2986.

**Midwest Group**—Dave Kahlow recently moved to the Midwest area and he will soon be contacting OAEs in Illinois, Wisconsin, and Iowa. Dave can be contacted by email: [Kahlow@mac.com](mailto:Kahlow@mac.com), or telephone: 708 383 378.



## GULF COAST GROUP MEETINGS

by *Billy-Ace Penguin Baker*

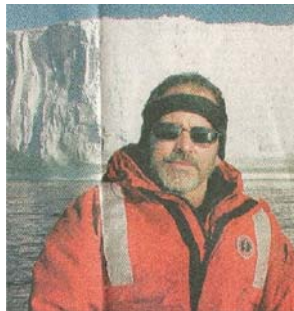
Saturday 11 March 2006—Forty people, including guests, turned out for the second Saturday in a row. For the first time since the Gulf Coast Group starting having meetings, Gus Shinn was absent. Reportedly Gus had a telephone date with an old girl friend in New Zealand whom he calls every other Saturday afternoon. Also conspicuous by her absence was Pam Landy who missed her first meeting since she joined the OAEA in 2003.



**Kelly**

**Brian**

Guests included Les and Cindy Liptak's daughter Kelly and her husband Brian who were visiting from Hammond, Wisconsin. A first-time attendee was Joseph Walls and wife. Joseph was a cook in VXE-6 at Williams field during the late 70s. The Walls have lived in Pensacola for over 20 years, but had not heard of the OAEA. In early March Billy Blackwelder attended a showing of the movie *Eight Below* and after the movie ended Billy stayed until all the film credits had rolled. The only other person who sat through the credits turned out to be Joseph. Talk about *Encounters of the Third Kind*. Billy introduced himself in the lobby and got Joseph's name. I looked him up in the phone book and sent him an invitation to the meeting.



**Wade Jeffrey**

Our guest speaker was Professor Wade Jeffrey who recently returned from a two-month deployment to the Ross Sea where he conducted ozone studies with his team from the University of West Florida. Wade has over 10 years of Antarctic Experience and his first trip to the ice was in the 1981 austral summer season. Wade and his four-person team spent this deployment aboard the National Science Foundation Research Vessel *Nathaniel B. Palmer*. His presentation was very interesting and was well received by those present—in fact he has been invited back for another presentation. Hopefully he will bring his team members the next time.

Les and Cindy have decided to stay in Pensacola and have taken their house off the market.

Les introduced Robert Keith Konrad age (2½) as the youngest life member of the OAEA. Robert hid behind the karaoke machine and declined to make a speech.

John provided us with a podium and working microphone for the first time. The podium worked but Les had problems with the mike.

Following the presentation, Sean Baker collected money and distributed tickets for the 50/50 drawing. A total of \$105 was collected and the lucky winner of the drawing was Cindy's daughter Kelly.

Fred Overson won a special drawing for a door prize of a one-ounce silver proof commemorative OAEA coin. Billy-Ace Baker donated the door prize.

The next meeting is scheduled for Saturday 22 April. There being no further business the meeting was adjourned.

Saturday 22 April 2006—Because of a logistics problem the postcards announcing the meeting were late in getting mailed out and this probably didn't help attendance, but 23 people did show up to see Maria Landy's New Zealand slides that she was unable to show during her previous guest speaker appearance at our 7 January 2005 meeting.



**Maria Landy**

In spite of low attendance \$91 was collected for the 50/50 raffle and the winner was Carl Jackson who took home his split.

A first time attendee and new OAEA member was John Jaenisch. John was an LC-130 Flight Engineer serving in VXE-6 from 1985-88 and 1994-97. John had been stationed with Jim Landy in Spain and they spent a lot of time during and after the meeting swapping sea-stories.

The next Gulf Coast meeting is scheduled for Saturday 20 May 2006.

By the way the postcards were late because the supply petty officer—me—forgot to replenish the cards and stamps.



**New member John Jaenisch**