



# 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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*USS Calcaterra DER-390 investigating a large iceberg near picket station at 60 degrees South 19 December 1965, photographed from the Calcaterra's motor whaleboat*

## Operation Deep Freeze Weather Picket Ships 1957–1968

*by Gene Spinelli*

**B**EFORE THE HIGH TECH DAYS OF WEATHER satellites and the Global Positioning System (GPS), aircraft flying between Christchurch, New Zealand and McMurdo would depend on weather reports and navigational fixes from a weather picket ship deployed in the vicinity of 140° East and 60° South. Both the

United States Navy and New Zealand Navy provided ships for this purpose with NZ Navy participation from 1962–1965.

During the years 1957–1968, the US Navy deployed Destroyer Escort (DE) class ships for this duty; the New Zealand Navy provided Loch-class antisubmarine frigates.

See: Picket Ships On page 4.

**PRESIDENT'S CORNER**

James "Jim Da Retired Cop" Heffel—OAEA President

**T**O ALL OAEs—The New Year is well upon us, winter and winter storms are left behind. Spring will be with us soon and the flowers will be blooming.



There is a movement starting to get the history of the ice into print. We need everyone who has stories of the ice to write them down and send them to us. We would like stories and facts from the first trip down to the present. Pictures also would be welcome. These stories can be first hand or second hand, told to children and grandchildren, ranging from the Byrd Antarctic Expeditions to current Antarctic programs. Not only stories about the US Antarctic activities, but about the activities of other countries as well. The cover story in this edition of the *Gazette* is a good example of the types of stories about the varied *Antarctic Experiences* of our members that need to be preserved. On the other hand, stories that would offend anyone are not desired.

It should be noted that there are tentative plans to gather audio and video Oral History interviews from OAEA members in the OAEA-GCG Group Chapter area. Additional information is contained in the February GCG meeting report in this issue.

On a note of interest, Dave Hazard has a real grip on the new OAEA Ships Store and will soon be asking for start-up money from members with chits being issued to those who donate. The chits will be redeemable through the store.

We also are looking for \$25.00 donations to the Education Fund, with a chance to win two round-trip tickets to the 2010 reunion for each \$25.00 donation.

The 2010 San Antonio Reunion Committee has established 3–5 November as firm dates for the reunion. According to Reunion Committee Chairman, John Lamont West, the next item on the agenda is to locate a suitable venue for the reunion. More information will be published as it becomes available.

As a final note, I would like to invite everyone's attention to the editorial on subscribing to OAEA *topica.com* on page 3 of this issue.

Without further ado, I wish all a great spring.

Jim Heffel  
President

*Jim Heffel*



**GROWLERS & BERGY BYTES**

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

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**National Headquarters**  
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**Editor**

Billy-Ace Baker

**Editorial Assistants**

Gus Shinn  
Kerry Konrad  
Pam Landy

**Editor Emeritus**

Jim O'Connell

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## OAEA TOPICA.COM SUBSCRIPTIONS

*Editorial by Billy-Ace Penguin Baker*

When I took over the duties of procuring printing and mailing services for the *Explorer's Gazette*, there were over 600 members who had Internet access, but were receiving the *Explorer's Gazette* by snail mail. As far as I could determine, the only reason this service was being provided was because those members had not subscribed to the OAEA topica.com email group. It is time that we faced the stark reality that organizations such as the OAEA are faced with a financial dilemma. Based on our dues structure, we cannot afford to mail copies of the *Explorer's Gazette* without establishing a surcharge.

The OAEA is not the only organization faced with this problem. The American Polar Society is currently trying to raise addition funds from member donations to support the continued printing and mailing of *The Polar Times*. The Antarctic Society has for all practical purposes, put a halt to mailing the *Antarctican Bulletin* to members. The ultimate goal of the Antarctic Society is for all members to obtain their copy of the Bulletin by downloading it from the Antarctic Society web site.

The *Explorer's Gazette* has always been available for download from the OAEA Internet site. Except for a few old black-and-white photographs used to illustrate some articles, the *Gazette* is published on the Internet in full color, whereas, the mailed copies are entirely black and white.

Due to increased printing and mailing costs, I have reduced the printing order to 250 copies per issue. These copies are mailed only to those members who do not have Internet access and to a few members who have made donations to the *Gazette* Fund. There are no immediate plans to start charging a subscription fee for mailed copies of the *Gazette*, but such a provision is being considered, as is the possibility of increasing membership dues to help defray costs.

It should be noted that when the OAEA dues structure was established, the *Explorer's Gazette* did NOT exist. Therefore, receiving a copy of the newsletter by snail mail was not a condition of membership.

If any member feels that he/she cannot survive without receiving a copy of the *Gazette* by snail mail, donations to the *Explorers Gazette* Printing and Mailing Fund are always welcome.

When a new issue of the *Explorer's Gazette* is posted on the OAEA web site, I send a notification to members via the OAEA topica.com email group. If you are one of the 600 OAEA members mentioned in the first paragraph above, you do NOT receive the topica.com email notices.

The OAEA topica.com email system is also used to notify members of other important OAEA events such as reunions, election of officers, and changes in the OAEA web site content. We need everyone to subscribe to OAEA topica.com. Subscribing is an easy process all you have to do is send an email message to [OAEA-subscribe@topica.com](mailto:OAEA-subscribe@topica.com) — (No specific subject line or text requirement). Once topica.com receives your message, it will be sent to me for my approval. Please subscribe!



**Picket Ships****From page 1**

The US ships were WW-2 vintage DEs, later replaced by Destroyer Escort Radar (DER) class ships. The DERs were also World War-II (*Edsall* class) DEs that were converted for radar duty in the 1950s. Built from 1943 until the end of the war for the princely sum of about \$6 million US Dollars, it was never intended for these ships to be in service into the 1970s.



**Gene Spinelli, ETR3, USS Calcaterra DER 390 at Newport Rhode Island circa 1965**

The DER was easily distinguishable from its original WW-2 configuration by their unusual architecture and the addition of: the second mast, "Tactical Air Navigation" (TACAN) gear; the ubiquitous SPS-8 Height Finding Radar system and an after deck house on the 01 level.

The *Edsall* class DEs were selected for conversion because of their Fairbanks Morse diesel engine propulsion system. With a full tank of gas this configuration could travel many thousands of nautical miles non-stop. It wasn't the smoothest ride you'd ever experience, with a displacement of 1,700 tons, 306 feet long, 37 feet at the beam and about 14 foot draft; it could have been worse and during Antarctic storms, it was.

In all, thirty-six *Edsall* class ships were converted to DERs with eight of them serving as Deep Freeze weather picket ships. Towards the end of WW-II, seven Buckley class DEs were

converted to DERs but those earlier conversions were deemed unacceptable for radar picket duty in the 1950s.

During the early Operation Deep Freeze years, one US Navy picket ship would be deployed to Southern Waters. Later in the program, the US and New Zealand Navies would alternate their time on station. From 1966 through 1968, the US Navy provided two DERs during each season, both being ported in Dunedin. I don't recall both ships being in port at the same time.

In April 1965, as a newly promoted Electronics Technician Third Class (ETR3) awaiting assignment at the Brooklyn Navy Yard, I was handed orders to the USS *Calcaterra*, DER-390 at Newport, Rhode Island. The Chief handed me the envelope, laughed, and said "Do you know what a DER is" to which I responded, "no". He then explained the life of an east coast DER sailor: depart Newport; sail to the waters around Cuba: sit there for 30 days tracking aircraft in and out of Cuba. The picket station was known as "Dog Rocks".

As I boarded a Greyhound bus for Newport, the bus driver asked what ship I was bound for. As we entered the base,

he would take us as close as possible to our ship. The only problem was, the *Calcaterra* sailed for Dog Rocks that morning to relieve another DER that had broken down. DERs were known for breaking down. I was taken to the USS *Yosemite*, AD-19 and checked in at the Quarterdeck. While being processed, the Petty Officer of the Watch said, "you lucky dog", to which I responded, "why is that". He said "you're going on a round-the-world cruise. The *Calcaterra* will leave Newport in August for New Zealand, completely circle the earth on the return voyage and return in May of next year". I spent one month on *Yosemite* waiting for *Calcaterra* to return from Dog Rocks.

So, at the tender young age of 19, I embarked on a once-in-a-lifetime experience by: completely circling the earth twice; transiting the Panama and Suez Canals; being inducted into the Ancient Order of the Deep by crossing the Equator; then later crossing the International Date Line, the Antarctic Circle and spending two birthdays below the Antarctic Circle.

The voyage to Dunedin, New Zealand took about a month. Departing Newport, we sailed for the Panama



**USS Thomas J. Gary DER-326 photographed in Otago Harbor, Dunedin, New Zealand, circa 1965. Photograph courtesy of Steve McLachlan, Shades Stamp Shop, Christchurch, New Zealand.**

Canal. After a few days at the US Navy base at Balboa, Canal Zone and a few days at Callao (Lima) Peru, we began what was to be a 20-day non-stop voyage to New Zealand. Because of rough seas along the way, the voyage took longer than planned. *Calcaterra* arrived at Dunedin on 21 September 1965 with its fuel gauge almost on empty.



**ETR3 Gene Spinelli at the bar on Campbell Island, October 1965. The plaques on the wall represent several of the ships that called on the island.**

After taking on supplies and fuel, we departed Dunedin on 25 September for the New Zealand weather station at Campbell Island. I'd soon learn that part of the ritual was to stop at Campbell Island to offload mail and supplies for the handful of New Zealand scientists who lived on the island. On the return trip we would stop to pick up outgoing mail. On each visit crewmembers went ashore to tour the island and enjoy a

beer at the recreation center. After several hours we'd be underway again either heading for picket duty at 60° South or back to New Zealand.

I would eventually learn that Deep Freeze pickets were an exercise in routine. By the end of my Deep Freeze assignment, I made a total of nine pickets aboard USS *Calcaterra* and USS *Thomas J. Gary*. During these pickets, the aerographers would send up at least two weather balloons a day and the sonar men would make regular BT (bathythermograph) drops.

The weather balloons contained a radiosonde transmitter which sent various weather measurements back to the ship. As the balloon made its way into the upper atmosphere the radarmen using the SPS-8 height-finding radar would be logging the balloon's altitude and direction. The aerographers would compare the radar tracks to the radiosonde data, compute the results, and send weather reports to McMurdo and Christchurch. As required, the TACAN beacon would be transmitting navigation information for inbound and outbound aircraft.

Electronics technicians did not stand underway watches that probably annoyed those crewmembers who did stand underway watches. The trade-off was we were on call 24 hours a day to handle any failure of the radar or

communication systems. During the regular workday, we would perform preventative maintenance or make routine general repairs.

While on picket station aboard USS *Calcaterra*, I was awakened one night by "Spinelli wake up, the 10 is down". Of course this meant the AN/SPS-10 surface search radar was not working and the ship was operating blind. All the SPA-8 and SPA-4 repeaters showed the same pattern of pulses that should not have been there. I'd seen this problem once before. I went to the transmitter room where I was met by a newly minted Ensign. The ship was surrounded by icebergs and without radar; this was not an enviable situation. The Ensign was as nervous as one could imagine and he kept asking me how long it would take to repair. I remember saying "10 minutes after I figure out what's wrong". He went to the bridge and reported to the Commanding Officer (CO) while I diagnosed the problem.

The CO, obviously concerned by whatever the Ensign told him, came down to the transmitter room and asked how long before it's fixed. In the time it took for our nervous Ensign to go to the bridge, update the CO and for the CO to walk to the transmitter room, I had already replaced the failing part and restored the system to operation.

On another picket aboard USS *Thomas J. Gary*, I was awakened at about 2AM by those same words "Spinelli wake up, the 10 is down".

The problem was relatively easy to see, the radar antenna was turning but there was no such indication on any of the repeaters of that rotation. By about 3AM, I concluded the problem was either a bad servo at the antenna or a broken cable. The CO came down to CIC and asked for an estimated time to repair. I explained the situation and he said "the aerographers tell me the best weather we're going to have for the next few days in right now". I immediately knew he wanted me to climb the mast while the ship was pitching and rolling in the cold Antarctic night.

So up the mast I went with some hand tools and my trusty PSM-4 multi-



**USS *Calcaterra* DER-390 at Perseverance Harbor, Campbell Island, October, 1965. The weather station buildings are clearly visible.**

meter. As I recall, the ship was rolling quite a bit and I could only climb as the ship rolled to port. During a port roll my body would be against the ladder, on a starboard roll I'd be hanging off the ladder with my back to the sea. This was a no-brainer, only climb on port rolls.

Eventually I arrived at the upper radar platform, strapped myself to the railing and opened the antenna

just about any item that needed attention.

So, what was the most exciting memory from these deployments? There were many, but without question it would be the December 1965 picket at 60° South. We had aboard USS *Calcaterra* a reporter/photographer from the *Otago Daily Times* newspaper. On this picket, the CO (Lieutenant

Those were amazing years and to have the opportunity to completely circle the earth on a US Navy ship, twice, would be exciting by anyone's standard. It was a great experience and one that influenced me for the next 40 years. Of course, today it's much more pleasant to travel these long distances on a Boeing 747 while sipping champagne and watching movies.

I built the web site at [www.aspen-ridge.net](http://www.aspen-ridge.net) in 1998 and have been updating it as people send me information. My original goal was to consolidate and document the memorabilia I had from those years. What I didn't realize was the number of people I'd meet who also had photographs and documents from those years. Before too long, people were sending me their scrapbooks to be scanned and published to the web site.

Over the years, I've met a number of former shipmates around the US and in New Zealand. I've lost track of the number of photographs on the web site, but I think it's now in the range of 2,000 different image files from the DE(R) Deep Freeze years. One day, it all needs to be cataloged and redesigned.

I'm always searching for photographs, newspaper articles, or any other information regarding the weather picket ships that supported Operation Deep Freeze. If anyone reading this article, has or knows of additional information, I would appreciate hearing from you.

**About the author:** Gene Spinelli lives in the Colorado Rocky Mountains at 9165 feet above sea level, his Navy enlistment ended in June 1967. Shortly after becoming a civilian, Gene joined the IBM Corporation from which he retired after nearly 40 years of service. Today Gene is semi-retired, doing occasional consulting projects in the IT industry. When not working on a project, he and his wife, enjoy traveling the world. Gene can be heard on the Amateur Radio bands as K5GS.

He can be contacted at:

[Gene@Aspen-Ridge.Net](mailto:Gene@Aspen-Ridge.Net) or at:

PO Box 189

Divide, Colorado 80814.USA



**USS Peterson DER-152 in Otago Harbor, South Island New Zealand**

pedestal's access plate. It took all of ten seconds to see a broken wire on the servo and another minute or two to make the repair. Back down the mast, (on port rolls) fire up the system and watch the smile on the CO's face.

So, why did the wire break? One year earlier while on picket station at 60 South the radar antenna was swept away during an Antarctic storm. A new antenna was shipped to Dunedin and installed by the ship's ET gang. I won't mention any names, but either George or Louis didn't secure the cable harness and left too much wire hanging free to vibrate until it fractured.

These vintage DERs had a nasty habit of blowing boilers, generators, evaporators, and just about any of that old infrastructure which was never intended to be operational 20+ years.. We were fortunate to have the services of Sims Engineering in Dunedin. Over the years Ted Sims became proficient at replacing major assemblies by cutting plates from the ship's hull and using hoists and cranes to remove and replace

Commander William C. Earle performed some amazing feats of ship handling by bringing *Calcaterra* along side icebergs for close inspection. Pictures of these icecapades are available on my web site, referenced below. On this picket, we sailed below the Antarctic Circle and spent Christmas Day at the Balleny Islands. Also on the web site is a copy of the newspaper article written by the reporter. While his article is factual, it's clear someone who had never before sailed in the Southern Waters wrote it.

After the March 1968 deployments by USS *Calcaterra* and USS *Mills*, the weather picket ship program to 60° South was discontinued. Technology finally caught up with the old ships as satellites took over the weather-navigation duties. Of course, a satellite would never be able to assist if an airplane needed to ditch at sea, but then I'm not aware of any situation through 1968, or after, where an aircraft making the flight to-and-from the ice had to ditch at sea.



## THE OTHER DEEP FREEZE

by Billy-Ace Penguin Baker

What is a Deep Freeze Weather Picket ship? How many readers asked themselves that question when they first saw the cover story in this issue? I would venture to say, not many people have ever heard of these ships. Especially, anyone who went to the ice after DF-68.



**USS Mills Honor Guard stands by while Ambassador Henning unveils a bust of Admiral Richard E. Byrd at Unity Park in Dunedin, New Zealand**

When the OAEA was first incorporated in 1999, the sailors who served on the Picket Ships were not eligible to be Regular Members. In 2004 a proposed resolution was submitted to the OAEA BOD to change the OAEA By-Laws to allow Personnel who have verifiable service on any of the U.S. Navy or New Zealand Navy Ocean Station Vessels that participated in Operation Deep Freeze between DF-II and DF-68 to become regular members. (See *Explorer's Gazette* Volume 3 Issue 4, Fall 2003, page 7)

The proposal was prefaced with the following discussion: This resolution changes the eligibility requirements for full membership in the OAEA to include the Officers and Crews, and other personnel who served, on the Ocean Station Vessels [weather picket ships] that participated in Operation Deep Freeze between DF-II and DF-68.



**Picket Ship crewmember looking at pictures of past Deep Freeze ships that visited Campbell Island**

The picket ships provided en route weather reporting and SAR duties for Deep Freeze aircraft operating between New Zealand and the Antarctic continent. These picket ships were stationed at 60°S and 170°E, (roughly 900 miles South of Bluff New Zealand). Tours of duty "on station" ranged from a short tour of two weeks, or less, to a long tour of an entire operating season for some of the ships. Hazards of this arduous sea duty included frequent maneuvering to avoid collisions with icebergs and the extremely severe weather conditions of the Screaming Sixties that characterize that part of the Southern Ocean.



**Unknown Picket Ship Sailor and his Unknown Kiwi Bride**

The picket ships were based in Dunedin, NZ and operated out of the Port Chalmers, Otago Harbor facilities. Because of their isolation from the Christchurch and Port Lyttleton areas from which the rest of Deep Freeze operated, the existence of these units are virtually unknown to many OAEs. Yet under the provisions of the By-laws, they were not eligible to join as full members.

The proposal was approved by the BOD on 28 September 2004 and was ratified by those members present at the OAEA National Reunion in Oxnard, CA on 27 January 2005.

The following U.S. Navy and N.Z Navy ships served as Deep Freeze Weather Picket Ships:

USS <i>Brough</i>	DF-II, *III, *IV
USS <i>Curtils</i>	DF-II
USS <i>Peterson</i>	*DF-60
USS <i>Wilhoite</i>	*DF-61
USS <i>Vance</i>	DF-62
HMNZS <i>Rotoiti</i>	DF-62, 63, 64
USS <i>Durant</i>	DF-63
USS <i>Forster</i>	DF-63
USS <i>Hissem</i>	DF-64
HMNZS <i>Pukaki</i>	DF-64, 65
USS <i>Mills</i>	DF-65, 67, 78
USS <i>Thomas J. Gary</i>	DF-66, 67
USS <i>Calcaterra</i>	DF-66, 68

\*Denotes that the ship was on station for the entire season.

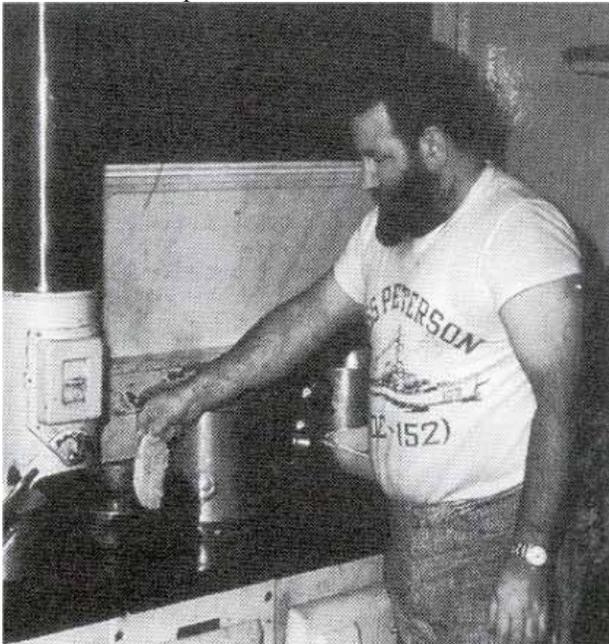


**USS Mills crew member and Campbell Island Welcome Sign**

During the eleven years that the U.S. Navy Ocean Station Vessels served with Operation Deep Freeze there were numerous things that these ships had in common besides being on station around 60°S.

As Gene mentioned in his cover story one of those commonalities was routine port calls at Campbell Island, the NZ sub-Antarctic weather station. Not only did the ships bring freshies and mail, but the island also served as a liberty port for the sailors who always made sure to bring along a good supply of booze for the Campbell Island bar.

Another common thread was marriages of crew members to NZ girls and then the ships went on an "around the world cruise" after out-chop from Deep Freeze operations. Additionally the ships seemed to hold "open house" at the drop of a white hat.



**CSC Bob Rae, HMNZN (Ret) grills American pork chops at Campbell Island during USS Peterson visit in 1960. Bob was the Scott Base cook during DF-67. It was rumored that Bob retired early from the NZ Navy because he misappropriated a case of steaks. Looks like he got a case of pork chops and a T-shirt from the Peterson.**



**Hero Shot of Dave Sweet and iceberg**

And last, but not least, the picket ships always managed to get far enough south so the crew could get Hero Shot photos of themselves with icebergs in the background.

Not everything was routine though. During DF-64, on 24 November 1963 the HMNZS *Rotoiti* notified USS *Hissem* that one of her seamen was suffering from apparent acute appendicitis. Since the New Zealand ship had no medical officer, the seaman was transferred to *Hissem* by highline in a full gale.

*Hissem's* doctor, LT John M. Alexander performed an appendectomy as soon as the Kiwi Sailor was brought aboard. Seaman Rees recovered rapidly and spent the rest of the picket on *Hissem*. He left the ship on Christmas Eve after having spent seventy-three days at sea. Which was more than he bargained for because the HMNZS *Rotoiti* had been on station for 33 days when he was transferred to the *Hissem*.



**NZ Junior Seaman Rees thanks the Hissem Doctor for removing his ruptured appendix.**

## LETTERS TO THE EDITOR

Billy:

Once again, the newsletter is an outstanding effort. All along I thought you were a Radioman. Guess you were really one of them Mass Media Communications Specialists. Great job. I look forward to the Gazette and read it first when I spot it in my email.

Jim Johnson

Billy-Ace:

Thanks for letting me know in advance of Dr. Gennady Tarakanov's death. I was very sorry to hear the news. During the winter of DF-63 I spent some time in his hut talking to him about the (then) USSR and he regaled me with stories about how the Communists had nearly destroyed his country (environmentally etc). I remember one "night" in your hut when he'd had too much to drink and swung his arm around while he was talking and knocked me on my butt only to pick me up and kiss me on both cheeks saying "my friend, my friend". Is there any way to contact his family? I would like to send my condolences.

Guhor Wick

P.S. I haven't gotten anything from you or OAEA (topica.com) for a long, long time.

*Editor's Note: Gennady's obit is in this issue of the Gazette. Although he died over a year ago the OAEA only recently received word of his passing from Ken Osicki who was the USARP Assistant Station Scientific Leader at McMurdo during the winter of DF-63. If anyone from DF-63 would like to express their condolences and share their memories of Gennady with his family his daughter Maria Tarakanova may be reached by email at: [maria.tarakanova@gmail.com](mailto:maria.tarakanova@gmail.com).*

*Be advised that your email address was bouncing on topica.com and your subscription was in a standby mode. I have since reactivated your subscription.*



**Gennady Tarakanov in his room at McMurdo 1963**

Hi Billy.

I recently received word of the passing of Gennady Tarakanov. His daughter, Maria Tarakanova, enclosed the attached photo. That's Gena to the right of the lamp. Ray Briggs, USARP station scientific leader, is seated to the left of the lamp. Would anyone recognize the officers present?

Gena was the Russian exchange scientist during DF-63 doing meteorological work. I am told that he had a little wager with one of the officers that he could predict the weather more accurately than the Navy over a period of some months. Of course, Gena was easily the victor. When asked how he achieved this he simply smiled and said, "I just predict for tomorrow the weather we have today!"

Gena was always happy and easy to like. Although I never visited him in Russia, he did come to the United States once to do some work at the United Nations. It was great to catch-up with him at that time, the last time we would ever see or talk to each other again. We did enjoy corresponding until his passing.

Ken Osicki  
Bio Lab Manager DF-63

*Editor's Note: The photo Ken mentioned is in the Locator Column of this edition. Other photos can be viewed on Gennady's web site: [picasaweb.com/eugenia.tarakanova/antarktida#Gennady's grand daughter is the webmaster of the site](http://picasaweb.com/eugenia.tarakanova/antarktida#Gennady's%20grand%20daughter%20is%20the%20webmaster%20of%20the%20site).*

Billy Ace,

Just read the Gazette... yet another great job on your part. I was inspired by Ed Hamblin's article, which has motivated me to ask for an "Updated Contact Roster of OAEs in the Pacific Northwest (PNW). I figure if Ed can host a breakfast at the "House of Eggs" then we should be able to do something similar here... its a start point I'd guess. Things have been pretty hectic these past two years since retirement...damn, its true (I'm more committed and involved then when I was employed). If you have time please send a roster if possible and I'll see if we can arrange a gathering as well as locate a "House of Eggs" somewhere here in the North West.

Jerry Schleining

*Editor's Note: Jerry has been trying to get an OAEA group started since his retirement. Anyone living in the PNW area can contact him for details. He can be reached at [csmgis@verizon.net](mailto:csmgis@verizon.net), or 503 661 2986.*

Dear Chief Baker:

I'm only applying for one year OAEA membership at this time. My address here in Texas is tentative. I hope to return to my home in New Mexico in a few months.

I was transferred to the USS *Wilhoite* at Pearl Harbor, HI. We patrolled the Aleutian Islands on the old DEW Line before it was broken up. We found one Russian sub near Unimak Island and escorted it to the edge of Siberia. On returning to Pearl, we learned that we would be deploying to Antarctica. We crossed the circle a number of times—our ship was badly dented from all the ice. We were fortunate to visit Hobart Tasmania, Sydney Australia, and some islands south of New Zealand. We were based out of Dunedin, NZ. We stopped at Pago Pago, Samoa on our return to Pearl.

A Navy Super Constellation crashed at McMurdo during a white out. There is a story about the crash in the 1961 'Popular Mechanics Magazine'. Our ship is mentioned. We were the last contact for the plane before she hit the ice. The *Wilhoite* holds the record for remaining on station the longest without returning to port. A Navy Rescue Martin aircraft had to drop in a parachute load of toilet paper so we could stay out there in the pancake ice.

Richard Welsh  
RD3 DF-61

P.S The photo was taken in New Mexico where I am a Range-Cattle Conservationist.

*Editor's Note: The Connie that Richard is talking about was the Project Magnet EC-121K that crashed at McMurdo on 31 October 1960.*



**Richard Welsh**

Dear Editor:

RM1(SS)Harry Davis was listed in the New Member column in a recent *Gazette* as a Commemorative Member. It is my understanding that this status is reserved for deceased OAEs who, if living would be eligible to join the OAEA as Regular Members. I wintered-over at Eights Station with Harry During DF-63. There were only six Navy personnel in the winter-over party. Now that I have found out that Harry is deceased, everyone has been accounted for:

HMCS R.F. Stevenson - Dead  
ET1 R.E. Olander - Dead - 12/4/2002  
RM1(SS) H.E. Davis - Dead  
CS1 R.E. Smith - Dead  
CEP2 T.W. Tollefson - Dead - 11/14/2004  
EN1(SS) K.C. Henry - Ouch!

K.C "Big John" Henry

*Editor's Note: Someone who was trying to locate Harry obtained his SSAN and sent it to me. I in turn checked the Social Security Death Index and found a match.*



**RM1 (SS) Harry E. Davis Christchurch New Zealand 28 February 1964. Who is Harry Pouring Confetti on?**

Dear Mr. Baker,

Thank you for your letter regarding the death of my husband, Ed Morgan. I don't wish to hold membership in the OAEA. Ed and I were not married during the time he served in the Navy. But I have heard so many stories, especially his 13 months on the ice.

We attended the 2005 Oxnard reunion, and he enjoyed it very much. We wanted to go to Rhode Island, but he was not well enough to make the trip.

Ginny Morgan

*Editor's Note: Normally when I send a letter of condolence to the NOK of a deceased member I do not receive a reply Edward served in ASA during DF-IV and was a Life Member of the OAEA. He died on 11 August 2008. From her letter it appears that Ed thought a lot of his Antarctic Experience. I think she should be a member of the OAEA. If I knew her DOB I would induct her.*

## THIS QUARTER IN HISTORY

*Ghost written by Black Jack of Ballarat  
for Lionel Wafer*

From the new (in preparation) edition of John Stewart's  
*Antarctica: an Encyclopedia*, due out in 2010.



Lionel Wafer

**Editor's Note:** *Beginning with this issue the format for This Quarter in History has changed from the time-line theme of short tidbits of Antarctic History. The new format expands the theme from five short history items to one history item for each month in the quarter being covered. Reader comments on the new format are welcome. The mustachioed penguin bids everyone a fond adieu.*

**JANUARY:** On 7 January 1978, Emilio Marcos Palma was born at Fortin Sargento Cabral, Esperanza Station, the fourth of five children of Chief Officer Jorge Emilio Palma, head of the military detachment there that season. The new baby weighed seven and a half pounds, and was in perfect health. What makes this notable is that the Palma baby was the first Argentine to be born south of 60° and the first human.

But, this wasn't the first birth, obviously. Penguins, seals, whales, you name it; have been born by the millions. Countless dogs have been born in Antarctica since our four-legged friends started going south in the late 19th century. Pigs, sheep, chicken, cattle, the list is long. On 24 March 1961, Pandora the hamster gave birth to twins, which caused a stir not only in the hamster world, but everywhere else too, as this was the first recorded birth of anything at the Geographic South Pole.

Juan Pablo Camacho Martinez was the first Chilean born in Antarctica, at Las Estrellas, at Frei Station, on 21 November 1984. On 2 December 1984, at the same place, the first girl was born in Antarctica: Gisela Ester Cortes Rojas. A third birth occurred soon afterwards, same station, 23 January 1985, Ignacio Alfonso Miranda Lagunas.

Mr. Palma, the one-time baby, grew up, of course, and was something of a celebrity in Buenos Aires, receiving visits from illuminati from all over the world, and even messages from the Pope. He was offered a scholarship into the Army, to study engineering, but turned it down to become a computer guru in Buenos Aires.

Incidentally, the first known human conception in Antarctica was Jenny Darlington's, Jenny wintering-over in Antarctica in 1948 with her husband Harry, during Finn Ronne's expedition. Jackie left Antarctica in the spring of 1948, with not a moment to spare. The baby was born in the USA.

**FEBRUARY:** On 20 February 1935 Caroline Mikkelsen went ashore from the *Thorshavn*, and was there for six hours. It is often said that Caroline was the first woman to set foot on Antarctica, and that may be true.

But, before that: . . .

- In September 1819 the *San Telmo* foundered in the South Shetlands. Everyone died. Given the number of passengers on board, there had to be some women. This supposition is strengthened by the late 1980s finds of bones belonging to a Yamana woman.
- In 1822–23 the *Jenny* had to have been in Antarctic waters, and the captain's wife was definitely aboard.
- In the 1840s, the *Fleetwood* was south of 60, and, again, the skipper's wife was aboard.
- Between 1906 and World War I, there were several wives at Norwegian whaling stations in the South Shetlands.
- In the 1920s, William Williams, skipper of the whaler *Southern King*, took his wife to the ice at least once.

**MARCH:** On March 10, 1908, at 10 a.m., the first men reached the top of Mount Erebus. They were Edgeworth David, Jameson Adams, the Baronet Brocklehurst, and Douglas Mawson, all virile members of Shackleton's expedition of 1907–09. The climb had taken five days, and, when they got to the top, they consumed vast quantities of liquid, and then estimated the height of the mountain at 13,370 feet, this calculation being arrived at by a rather complex method involving the perpendicularity of water multiplied by the speed of the water's descent from the summit, and the time taken for said water to strike ground level, each virile member playing his part in the calculation with abandon and vigor. In fact, it was done with so much abandon, that the Baronet Brocklehurst had to have some of his toes amputated.

Brocklehurst, by the way, who had paid to go on this expedition, and who was the youngest (if not the smallest) of the virile members, celebrated his 21st birthday halfway up the mountain.

Ray Priestley led the second expedition up Erebus in 1911, during Scott's last expedition. Because it wasn't difficult enough, and because they were British, they hauled sledges up the mountain to a height of 2743 meters. When the party got to the top, they also consumed vast quantities of liquid, and repeated the height experiments begun by David's party. They calculated the height of the mountain at six inches, a calculation that was at considerable variance from that of the

earlier party, and probably quite inaccurate. This probable error was due to two factors: one was that the liquid consumed was not the same as that consumed by the David party, and the second was that there was a monstrous wind blowing at the time.



*Eat your heart out  
Billy Blackwelder!*



## New England Chapter Spring 2009 Meeting

by Marty Diller,

*New England Chapter Secretary-Treasurer*

With winter weather fading fast, members of the OAEA-NE Chapter flocked in droves again this year to the Spring Chapter meeting. Seventy-nine people, including 55 members, gathered at the Ivy Garden Restaurant in West Warwick, RI. Appearances by OAEA President Jim Heffel and guest speaker Ben Koether, Chairman of the Glacier Society, highlighted the meeting's schedule of events.

Jim Heffel's message to members is to make an effort to recruit new members and to attend the 2010 OAEA National Reunion in San Antonio, TX. He said that OAEA membership numbers are leveling off, with fewer new members and the loss of older members through death by natural causes. The OAEA is looking for new ideas on increasing the membership roles.

In an effort to increase attendance at the 2010 National Reunion, Jim is personally donating one free round-trip airline ticket to the Reunion from anywhere in the continental US. To be eligible to win the tickets, members must donate at least \$25 to the OAEA Scholarship Program between 1 June 2009 and 4 July 2010. **Multiple donations from individual donors will be permitted. For each \$25 donation, the donor will get another chance to win the ticket.** Checks are to be sent to the OAEA Database Manager and marked for the Scholarship Program. The ticket drawing will be held after the donation cut-off date.

### Chapter Business

The business meeting began with the Pledge of Allegiance—led by Life Member Charlie 'CB' Bevilacqua, who keeps these special ceremonial South Pole Station US and POW/MIA flags (flown every Christmas Day at Pole) while they are on temporary loan to the Chapter from the NSF during the austral winter, and who dutifully provides them for display at Chapter meetings. This particular POW/MIA flag was signed by Sen. John McCain (R, AZ) during his visit to the South Pole in December 2005.

In New Business, CB Bevilacqua announced that he is collecting books, in good condition, to ship to the library at South Pole Station. The books will be picked up and delivered by the NYANG ski-Herk squadron in Scotia, NY. Attendees are asked to bring these books to the next Chapter meeting. In other new business, Marty Diller related information on a free slide-scanning service available for members of the Antarctic Society. To take advantage of this service, contact Charles Lagerbom at (207) 338-3129, or visit the Society's website at <http://www.antarctican.org>, and click on 'Slide Scanning Service'.



**Guest Speaker Ben Koether Glacier Society Chairman**

### Featured Presentation

Glacier Society Chairman and former USS *Glacier* Navigator (DF-60, 61), Ben Koether, was the featured



**Attendees at OAEA New England Chapter Spring 2009 Meeting at Ivy Garden Restaurant in Warwick, Rhode Island**

speaker for this meeting. Ben presented information on the youth and educational projects ongoing at the Society today. Current programs involve the Society's *Arctic Scout*, a diesel-powered, 39-foot, former U.S. Coast Guard Arctic survey boat and the smaller *Arctic Gayle*. Meanwhile, with availability of Coast Guard icebreakers at a low point today, Ben is leading a strong effort to have the *Glacier* restored and brought back for icebreaking duty. The USCG, Homeland Security, DoD and the Navy are all discussing the need, and the Society's *Glacier* can and will fill part of those requirements.

The Glacier Society, a nonprofit 501(c)3 Educational Foundation, is dedicated to the restoration and operation of the USS/USCGC Icebreaker *Glacier* in honor of all who have explored the Polar Regions. For more information, visit their website at <http://www.glaciersociety.org>.

### Fundraising

Limited-edition, color OAEA-logo belt buckles were again the featured fundraising items at the meeting. OAEA-logo ball caps and polo shirts were also available for sale. In previous *Gazettes*, owners of buckles #002-061 were listed. New owners include: Fred Tiscareno (062), Dale Cockrill (063), Fred Santino (064), and Jim Trussell (066). Distribution of the limited edition OAEA-logo belt buckles continues on a first-come basis. Remaining belt buckles can be obtained for \$25 plus \$4 shipping and handling. Just go to the 'OAEA-NE Merchandise' link on the OAEA website <http://www.oaea.net>, or contact Dave Hazard directly at: 207-353-9068.

Also, the Chapter still has a quantity of Noel Gillespie's original-edition book about VX-/VXE-6, *Courage Sacrifice Devotion*, and is now selling them for \$15.00. A bookplate signed by the author accompanies each book.

Raffle prizes were either donated by Chapter members or the Chapter. Raffle winners included:

- Bernie Benardello: handmade leather Antarctic cell phone holster
- Pat Benardello: penguin figurine and handmade leather Antarctic sun glasses holster
- Bev Diller: penguin candy
- Susie Rodrigue: stuffed penguin toy
- Hoot Hartman: penguin bath mat
- Barry Chase: decorative penguin slate
- Mo Gibbs: video clips
- John Hasty: video clips
- Jim Heffel: penguin cake pans and golfing penguin figurine
- Carl Jensen: OAEA-logo ball cap
- Lee Norris: glass penguin paperweight
- Ron Ochsner: Powerball ticket
- Nick Pellegrino: Herk color poster
- Herschel Smith: glass penguin paperweight

Special thanks to CB Bevilacqua for his donation of \$41 to the Chapter. CB raised this money by offering Antarctic charts and booklets to meeting attendees for a small donation. Carolyn Brown ably assisted CB in this fundraising effort.

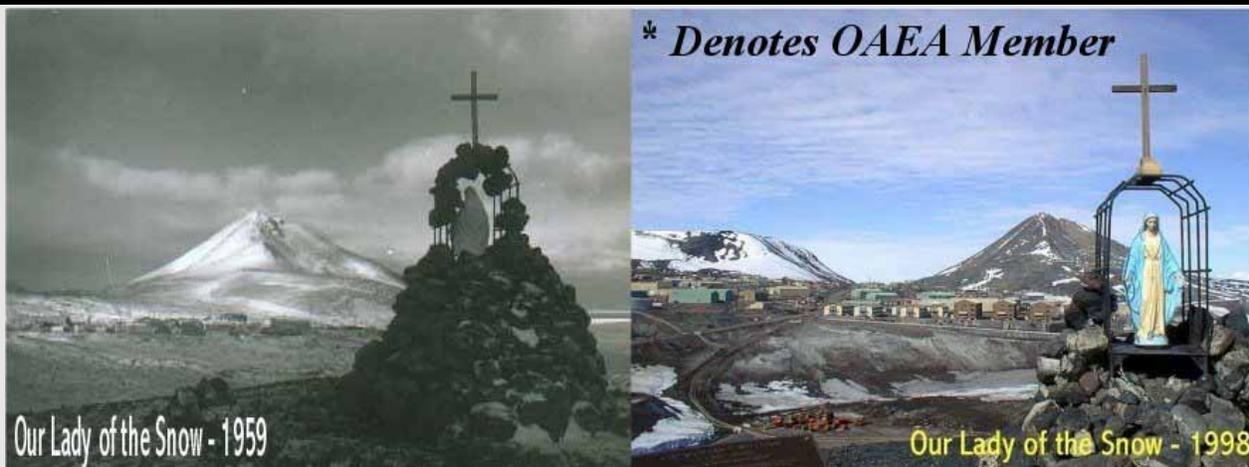
### Meeting Schedule

The next OAEA-NE Chapter meeting is scheduled for 1:00pm on Saturday, 27 June 2009, at Princeton Station Restaurant in North Chelmsford, MA.

After a social hour, we will have lunch, a brief business meeting, and a special presentation honoring Chapter members who participated in Operation Highjump and Operation Deep Freeze I. Of course, there will be door prizes, raffle drawings, camaraderie, and fun.



**OAEA-NE Chapter Spring Meeting Attendees listen to Ben Koether's Glacier Society presentation**



## IN MEMORY

OAE [Raymond H. McIntyre](#), 75 died on 28 March 2009, in Waterville, ME. Raymond served on the USS *Edisto*. Dates unknown.

\*OAE SCPO Paul William Beal, USN (Ret), 84, died on 22 March 2009, in Pensacola, FL. Paul served on the USS *Burton Island* during Operation Windmill, and in VX-6 during DF-I and II.

OAE [Louis Johnson](#), 66, died on 22 March 2009, in San Francisco, CA. Louis served on the USS *Glacier*. Dstes unknown.

\*OAE LCDR Alexander R. Anderson, USN (Ret), 79, died on 9 March 2009, in North Kingstown, RI. Alexander served in VX-6 as an LC-130 pilot during DF-66 and 67. He was a member of the OAEA-NE Chapter.

\*OAE ASCS [Jack Tankersley](#), 70, USN (Ret), died on 7 March 2009, in Fresno, CA. Jack served in VX-6 during DF-60, through 64.

OAE SKCM [Motley Jr., Morris I.](#), USN (Ret), 69, died on 5 March 2009, in Pensacola, FL. Mo wintered-over at McMurdo during DF-72 with ASA.

OAE [Kenneth Broughton Hodgkins](#), 78, died on 5 March 2009, in Gloucester, MA. Ken visited Antarctica as a tourist where he dressed up in a penguin suit and waddled into a rookery. He later appeared on the Tonight Show dressed in his penguin suit and dropped pebbles in front of Jay Leno.

OAE EOCS [David Thomas Eldred](#), USN (Ret), 71, died on 4 March 2009, in Riverview, OH. David wintered-over three times at McMurdo; during DF-III as a CD2, during DF-64 (PM3A Crew IV) as an EON2, and DF-69 (PM3A Crew VIII) as an EOC. Eldred Point on the coast of Marie Byrd Land is named in his honor.

OAE [Richard E. Lewis](#), 80, died on 1 March 2009, in South Wilkes-Barre, PA. Richard served on the USCGC *Northwind* during Highjump.

OAE CPO [John W. Strickland](#), USN (Ret), 84, died on 27 February 2009, in Pensacola FL John served on the USS *Pine Island* during Highjump. He was a member of the OAEA-GCG Chapter.

OAE [Karl T. Gebhard](#), 89, died on 25 February 2009, in Upperville, VA. Karl served in Deep Freeze. Unit and dates unknown. He also visited Antarctica as a tourist.

OAE LTCOL [Frank Hanly Radspinner](#), USA (Ret), 74, died on 23 February 2009, in Possum Kingdom, TX. Frank had the distinction of piloting the first helicopter landing at the South Pole. Mount Radspinner is named in his honor.

\*OAE MGYSGT Arthur O. DeBolt, USMC (Ret), 85, died on 20 February 2009, in Glendale, AZ. Arthur served in VX-6 during DF-60 and 61.

OAE Robert "Rob" Dixon Hart, 51, died on 20 February 2009, in a skiing accident on Red Lodge Mountain, MT. Rob was a mountaineer and was a member of the Norman Vaughan expedition to Antarctica to climb Mount Vaughan. He later guided two other mountaineering expeditions to Antarctica.

OAE Barbara Johns, 93, died on 18 February 2009, in Antarctica aboard the SS *Spirit of Enderby*. Barbara was the daughter of Edward Nelson, a member of the 1912 Scott Antarctic Expedition.

OAE Hajime Shirasaki, 30, died on 17 February 2009, in Antarctica. Hajime served as an oiler on a Japanese whaler the *Kyoshin Maru* No. 2

OAE Natalie Leontine Smith Buck, died on 16 February 2009, in Albuquerque, NM. Natalie was a former New Mexico Secretary of State and Acting Governor. She visited Antarctica as a tourist.

\*OAE LT Glen N. Drummond, USN (Ret), died on 15 February 2009, in Middleburg, VA. Glen served in NSFA as an aerologist during DF-60, 61, 65, and 66. Drummond Peak on the Edward VII Peninsula is named in his honor.

SCPO James D. Lynch, Sr., USN (Ret), 85, died on 11 February 2009, in Pensacola, FL. Jim had never been to Antarctica, but he was a frequent attendee at OAEA-GCG Chapter meetings.

OAE [Gus L. Bogard](#), 76, died on 9 February 2009, in Huntington Beach, CA. Gus served on the USCGC *Eastwind* during Highjump.

OAE [Paul C. Cadigan](#), 62, died on 8 February 2009, in Palm Bay, FL. Paul served on the USCGC *Eastwind*. Year unknown.

OAE GYSGT [Carroll A. Ripley Sr.](#), USMC (Ret), 84, died on 2 February, in Beaufort, SC. Carroll served on the USS *Philippine Sea* during Highjump.

OAE [Ralph Broadbent](#), 82, died on 2 February 2009, in Easton, NJ. Ralph served during Highjump. Unit unknown.

OAE [Dorothy Jeanne Jackson](#), 72, died on 29 January 2009, in Salt Lake City, NV. Dorothy visited Antarctica as a tourist.

OAE [Eleanor \(Weld\) Reid](#), 77, died on 29 January 2009, in Wausau, MN. Eleanor visited Antarctica as a tourist

OAE [George N. Zivich](#), 85, died on 28 January 2009, in Highland, IN. George served as an Electrician's Mate on the USS *Philippine Sea* during Highjump.

\*OAE ADC Daniel Dennison, 92, USN (Ret), died on 28 January 2009, in Chula Vista, CA. Dan served on the USS *Currituck* during Operation Highjump.

OAE [John E. Bates](#), 61, died on 28 January 2009, in Olympia, WA. John was a Navy radio operator. Dates and unit served with unknown.

OAE Jerry Leon Nolen, 74, died on 27 January 2009, in Cyprus Village, FL. Jerry wintered-over during DF-I at McMurdo as an AG2. Jerry was a member of the ADFA.

OAE [Arthur Kauffmann](#), 91, died on 24 January 2009, in Massapequa Park, NY. Arthur visited Antarctica as a tourist.

OAE [Richard C. Goehring II](#), 85, died on 24 January, in Holyoke, MA. Richard served as an YN2 during Highjump.

OAE Ronald L. Green, 89, died on 21 January 2009, in Birmingham, AL. Ronald served as a MATS Pilot. Unit and dates unknown.

OAE [John Vukelic](#), 81, died on 20 January 2009, in Marlboro, NJ. John served on the USS *Philippine Sea* during Highjump as a photographer.

OAE LTCOL [Theodore Bell](#), 61, died on 12 January 2009, in Cambridge, NY. Ted was an LC-130 Navigator with the 109<sup>th</sup> Air Wing, NYANG.

\*OAE SSGT Justin L. Bauer, USA, 24, was killed in action on 10 January 2009, in Baghdad, Iraq. Justin served with RPSC as a firefighter at McMurdo in 2003-04 (DF-04). Justin was a paratrooper on his second tour in Iraq. He was a member of the 2nd Battalion, 505th Parachute Infantry Regiment, 3rd Brigade Combat Team, 82nd Airborne Division.

OAE Rob Gauntlett, 21, was killed, 10 January 2009, in a climbing accident in the Swiss Alps. Rob completed a journey from the North Pole to the South Pole in 2007.

OAE [Oswald Stewart II](#), 91, died on 7 January 2009, in Boston, MA. Oswald made three trips to Antarctica as a tourist.

OAE [Gregg Wilfred Lamorey](#), 52, died on 6 January 2009, in Kirkwood, NV. Gregg worked in Antarctica as a USAP contractor. Dates unknown.

OAE CAPT [Jack Eady](#), USN (Ret), 94, died on 7 January 2009, Atlantic Shores, VA. Jack was the NSFA Chief of Staff from July 1959 through April 1962. Eady Ice Piedmont in the Transantarctic Mountains is named in his honor.

OAE [Arthur Douglas Panter](#), 66, died on 7 January 2009, in Beaumont, TX. Arthur served in VX-6 during DF-64.



OAE [John I. Avery Jr.](#), 80, died on 5 January 2009, in Cocoa Beach, FL. John served in the USS *Brownson* during Highjump as an HM2.

\*OAE Robert "Bob" Delmar Tippin, 72, died on 3 January 2009, in Pensacola, FL. Bob served on the USS *Staten Island* in HU-1 detachment during DF-61 and 62 as an ADR3 and in VX-6 Summer Support during DF-65 and 66 as an ADR2. He was a member of the OAEA-GCG Chapter.

OAE Nina Agarwala Westcott died 30 December 2008 while on a cruise in Antarctica.

OAE John Howlett, 89, and Mary Howlett, 89, died on 27 December 2008, in Indialantic, FL from gunshot wounds in an apparent double suicide. John and Mary visited Antarctica as tourists.

OAE Louis E. "Lou" Staak, 84, died on 31 December 2008, in Downers Grove, IL. Lou visited Antarctica as a tourist.

OAE [Dorothy Mary Porter](#), 80, died on 14 December 2008, in Billings, MT. Dorothy visited Antarctica as a tourist.

OAE CDR. Harold Kenneth Butcher, USN (Ret), 92, died 11 December 2008, in Hagerstown, MD. Harold served as the NSFA Air Operations Officer during DF-63 and 64. Butcher Ridge in Victoria Land is named in his honor.

OAE [Kendall Moll Ph.D.](#), 81, died on 27 November 2008, in Palo Alto, CA. Kendall visited Antarctica as a tourist.

OAE [Jack B. Bennett Sr.](#), 91, died on 23 November 2008, in South Bend, IN. Jack visited Antarctica as a tourist.

\*OAE Edwin M. Garnsey, 71, died on 19 November 2008, in Foster, RI. Ed served in VX-6 as an AK2 during DF-IV, 60, and 61. He was a member of the OAEA-NE Chapter.

OAE [Karl Bentley Hill Jr.](#), 68, died on 13 November 2008, in Colorado Springs, CO. Karl visited Antarctica as a tourist.

OAE MAJ [Bruce C. Lane](#), USA (Ret), 82, died on 4 October 2008, in Santa Cruz, CA. Bruce visited Antarctica as a tourist.

OAE Richard W. Hyatt, 68, died on 26 September 2008, in Mountain Home, ID. Richard was a Navy meteorologist. Unit and dates served unknown.

OAE [Mabel G. "Mae" Lafferty](#), 99, died on 23 September 2008, in Miami, FL. Mabel visited Antarctica as a tourist.

OAE Ian Hibell died on 4 September 2008, in Greece on the Athens-Salonika highway. Ian was a record-breaking cyclist and he visited Antarctica as an extreme tourist.

OAE [Swannelle Etherton](#), 69, died on 13 August 2008, in Tuscaloosa, AL. Swannelle visited Antarctica as a tourist.

\*OAE Lewis A. Knapp, 72, died on 13 August 2008, in Bessemer, AL. Lewis served in MCB-1 during DF-I, II, and III at Little America Station V as a CD3.

OAE Gennady Tarakanov, 84, died on 30 July 2008, in St. Petersburg, Russia. Gennady was the USSR exchange meteorologist at McMurdo during the DF-63 winter-over. Tarakanov Ridge in the Cobham Range is named in his honor.

OAE CDR (SS) Jack Donald Venable, USN (Ret), 82, died on 19 July 2008, in Annapolis, MD. Jack served as the NSFA Ship Operations Officer during DF-67 and 68. Venable Ice Shelf in Ellsworth Land is named in his honor.

OAE Ray Langtip, 82, died on 14 June 2008, in Corowa, AU. Ray was a radio operator with ANARE. He wintered at Wilkes Station during 1967 and at Macquarie Island during 1969.

OAE Dr. Neil D. Josephson, Md., 88, died on 2 May 2008, in Adamstown, MD. When he was a LTJG Neil served on the USS Merrick during Highjump as the ship's doctor. Neil was one of the eight founders of the American Society of Polar Philatelists (ASPP). Neil served as the first Secretary and Treasurer of the ASPP and was the third Editor of the ASPP newsletter the *Ice Cap News*.

OAE Trevor Stone, 77, died on 15 April 2008, in Queensland, AU. Trevor wintered at Casey Station with ANARE. Year unknown.

OAE Gloria Fischer, 74, died on 17 March 2008, in Cambridge Spring, PA. Gloria dog sledged on her 70 birthday and she visited Antarctica as a tourist where she walked with penguins and honeymooned with her second husband.

OAE [Mary Lou Kumelos](#), died on 15 March 2008, in Bakersfield, CA. Mary visited Antarctica as a tourist

OAE Peter Fenton, 83, died on 9 March 2008, In Hobart Tasmania. Peter wintered at Macquarie Island in 1950-51 as a Cosmic Ray scientist. He was a member of the ANARE Club.

**CHAPLAIN'S CORNER**

Denis Casey—OAEA Chaplain

Growing up in Ireland in the nineteen forties, I was very impressed on hearing and reading stories of the South Pole and the great adventures and exploits of men like Shackleton and his Irish born officer Tom Cream. I read all I could find on Amundsen, Scott, and other explorers. I secretly had a hidden desire to go to Antarctica.

I wondered what kind of people they were, what turned them on, and what motivated them. There was a boldness in them and an eagerness to take great risks and



dares. They wanted action in their lives and I believe wanted to leave their footprints, not their butt prints, on the sands of time.

Once, I compared them to the great Saint Peter of Bible fame when he attempted to walk on the water.

Most first-timers to the ice had and have a sense of daring and some uncertainty. Going out on a limb to attempt something new and different helps all of us learn something about ourselves. The Chinese word for this comprises of two characters—danger and opportunity.

In any crisis, in our lives or new adventures, we have a choice. We can be better or we can be bitter, and when challenged by life's storms we may cry out "Where is God in all this?" This is where we learn from the impetuous Peter. He is right here in the eye of the crisis. He is holding your hand.

## OAEA Southwest Group Meeting

by Jim Maddox

The OAEA Southwest group held their first of three regularly scheduled lunch/meetings for this year on 26 January 2009 in San Diego, at the Handlery Resort. There were 17 members, family, and guest in attendance. We all enjoyed a very good selection of tasty menu items for lunch. Everyone used the social time to meet new attendees and old friends, to chat and tell stories of the old days on the ice. A few members brought yearbooks and photos to reminisce and for everyone to enjoy.

During the meeting session, the group was brought up to date as to the group volunteering to hold the 2012 OAEA reunion in San Diego and the action taken at the Pensacola

reunion. We agreed to start the process to hold the 2012 reunion in San Diego. Ken Stein has volunteered to form a group to start making contacts and plans for the reunion. We will also contact the OAEA, BOD as to the status of the selection of the group to hold the 2012 reunion. The group's officers met and reviewed the process for applying for our tax exemption and the writing of the group's bylaws and standing rules.

The next OAEA Southwest lunch/meeting will be in the Los Angeles area on 23 May. Cy Buehler has volunteered to arrange for a location to hold the lunch/meeting.

Members, family, and guest in attendance were Phil "Photo Phil" Plouffe, John and Faye Barnes (W/O 77 OinC), Cy and Mille Buehler (NSFA 73/74), Bob and Linda Gaboury (W/O DF-75), Ralph Saukko (VX-6 58/63 64/67), Dick Masters (W/O DF-75), Gus and Gigi Hermes (VX-6 65/69), Ken Stern (VX-6 68/69), Gladys Valdez (guest), Jim and Ruth Eblen (VX-6 58/62 64/67, W/O DF-IV) Valerie Johnston (NSFA 76/77), Jim Maddox (VX-6 66/70).

If any OAEA members have questions or would like to attend the next lunch/meeting in Los Angeles, CA. Please contact Jim Maddox at 661-945-0469 or email at: [jmadflynav@aol.com](mailto:jmadflynav@aol.com)



OAEA Southwest Group Meeting San Diego, CA 26 January 2009

## NEW OAEA MEMBERS

The below listed personnel have joined the OAEA since the last issue of the *Gazette*.

Thanks to CB Bevilacqua, Jim Golden, Dick Bowers, Jim Eblen, Bob Sexton, Jim Thomann, Marty Diller, Joe Medlin, Ken Meyer, and David Crotty, for recruiting new members or for providing names and contact info for prospective members. If you know of any OAE, or anyone interested in Antarctica, who is not a member of the OAEA, please send their contact info to the OAEA Membership Chairman at [upizauf@aol.com](mailto:upizauf@aol.com), 850 456 3556 or 10819 Berryhill Road Pensacola FL 32506.

Anderson, Kevin Civ	Life	Surviving son
Angino, Ernest Civ	Life	USARP DF-60
Bauer, Justin Civ	Commem	USAP McMurdo 03
Boothe, Joan Civ	Life	IAATO Expedition
Ellefson, Murland PR	Life	VX-6 63-64
Gordon, Mark Civ	Life	USARP Hallet DF-60
Herman, Eugene CS2	Life	DF-70 ASA/CBU-201
Hillis, Arthur	Life	NSFA 72-75
Hunter, Larry YNCS(SS)	Annual	VXE-6 DF-70
Huntone, Arthur EN1	Life	ASA DF-71 WO
Hurson, James CAPT	Life	C-141 Pilot DF-75
Jacobs, Dale Civ	Life	FEMC USAP DF-00
Jensen, Carl CD3	Life	DF-II McMurdo
Kees, Billy SH3	Life	ASA DF-71 WO
Lambert, Emile BMSN	Life	USS <i>Burton Island</i> DF-62
Martinak, John BU3	Life	ASA WO DF-62
McGrath, Jeanne Civ	Life	IAATO Expedition 08
McGrath, Mike Civ	Life	IAATO Expedition 08
Meaney, James AG2	Life	NSFA 80-82
Mullen, Michael PH1	Life	NSFA 80-84
Saburro, Richard COL	Annual	USAF NYANG Det 13 97-01
Smith, Gordon E-4	Annual	USS <i>Burton Island</i> DF-66
Volbrecht, Mel CWO4	Life	VXE-6 73-76
Wood, Randy Civ	Life	USARP DF-69
Zeller, Ed Civ	Commem	USARP DF-60 & 61



## REUNION & MEETING INFORMATION

Send reunion information to Billy-Ace Baker at 850 456 3556 or [upizauf@aol.com](mailto:upizauf@aol.com) for publication in the *Gazette*

**USS *Philippine Sea* (CVS-47):** Tucson, AZ. 5-10 Oct 2009. POC Chuck Davis, PO Box 496412, Port Charlotte, FL 33949-6412, 941 743 5460, [philsea@embarqmail.com](mailto:philsea@embarqmail.com). USS *Philippine Sea* participated in Highjump.

**USS *Curtiss* (AV-4):** Minneapolis, MN. 9-12 Sep 2009. POC Bruce Snider. [bruceusscurtissav4@egv.rr.com](mailto:bruceusscurtissav4@egv.rr.com), 956 423 3314. The USS *Curtiss* participated in DF-II.

**USS *Yancey* (AKA-93):** Mobile, AL, 1-4 Oct 2009. POC George Clifton, 708 425 8531, [clifs@ameritech.net](mailto:clifs@ameritech.net). The USS *Yancey* participated in Highjump.

**MCB-1:** Las Vegas, NV. 9-12 Oct 2009. POC Peter S. Dowd, 781 837 0393, [mcb1reunion@verizon.net](mailto:mcb1reunion@verizon.net). MCB-1 served during DF-II, IV, and 62.

**USCGC *Edisto* (AGB-284):** Milwaukee, WI, 25-27 Jun 2009. POC Ron Hady, 954 295 2239, [rhady@military.com](mailto:rhady@military.com). USCGC *Edisto* served during DF-70.

**USS *Edisto* (AGB-89/AGB-2):** Baton Rouge, LA. 14-18 May 2009. POC Glenn Smith, Box 747, Mims, FL 32754, 321 269 5637, [ussedisto@bellsouth.net](mailto:ussedisto@bellsouth.net). The USS *Edisto* served during Windmill, DF-I, IV, 61, 63, and 65.

**USS *Wilhoite* (DE/DER-397):** Omaha, NE, 30 Sep-3 Oct 2009. POC Tom & Addie Morrissey3y, 402 483 6889, [adromorrissey@msn.com](mailto:adromorrissey@msn.com). USS *Wilhoite* served during DF-61.

**USCGC *Westwind* (WAGB-281):** Wilmington, NC, 11-13 Sep 2009. POC Alex Mavica, 845 352 7040, [amavica@optonline.net](mailto:amavica@optonline.net). USCGC *Westwind* served during DF-III, 68, 71, and 84.

**USS *Nespelen* (AOG-55):** *Carnival Cruise*, 19-24 Oct 2009. POC Harry McKenzie, 724 776 2385, [mckenzih@consolidated.net](mailto:mckenzih@consolidated.net). USS *Nespelen* served during DF-I, II, III, and IV.

***Eastwind* Association:** Williamsburg, VA, 11-14 June 2009. POC LeRoy Grant, PO Box 292, Albany, NH 03818, 603 447 6040, [junelee.1@roadrunner.com](mailto:junelee.1@roadrunner.com). USCGC *Eastwind* served during DF-I, 60, through 67.

**Det Alfa DF-70 Winter-Over:** Savannah, GA, 29 Mar-1 Apr 2009, POC Dale Cockrill, 770 387 2270, [mdaleteach@aol.com](mailto:mdaleteach@aol.com), 110 Amberidge Drive, Cartersville, GA 30121.

OAEA. San Antonio, TX, 3-5 Nov 2010. POC John Lamont West, [westjl42@aol.com](mailto:westjl42@aol.com), 956 568 3737, 2024 Quail Creek Drive, Apt 507, Laredo, TX 78045-8259.

## OAE LOCATOR

Send locator information to the editor by email at [upizauf@aol.com](mailto:upizauf@aol.com), or by snail mail to 10819 Berryhill Road, Pensacola FL 32506, or by phone at 850 456 3556.

- Ken Osicki would like to know the identity of the McMurdo winter-over DF-63 officers in the photo below. The Russian Exchange Scientist is to the right of the lamp. Ray Briggs, USARP station scientific leader, is seated to the left of the lamp. Ken can be contacted at: [oae1963@yahoo.com](mailto:oae1963@yahoo.com), 440 230 1537. or 2950 Crystalwood Drive, Broadview Hts OH 44147.



- Robert.A. Foust is looking for shipmates that served with him aboard the USS *Arneb* during DF-I (1955-56). Robert was the Main Engine Room Electrician. Robert can be reach at: [sugardaddy322001@yahoo.com](mailto:sugardaddy322001@yahoo.com), 440 548 7522, or 16539 State Road, Middlefield, OH 44062.

- Ken. Henry is looking for RM3 Ernest H. Goin. On 8 April 1965 Goin was transferred to NAVRECSTA Treasure Island, CA for further transfer to Naval Support Force Antarctica for duty. It is known that he was living in Portland, OR, then in CA someplace, and then he moved to Mexico. Ken can be reached at: [agss311@bellsouth.net](mailto:agss311@bellsouth.net), 352 465 9185, or 10245 SW 194<sup>th</sup> Ave., Dunnellon, FL 34432.

- Eric Dee is looking for anyone who knew his older brother Thomas H. Dee who may have been the dentist at Byrd Station. If anyone can help with dates, photos, and other information Eric can be reached at: [DeezNutz515Dee@aol.com](mailto:DeezNutz515Dee@aol.com). No other contact information available.

- Mark Webster is trying to locate all DF-80 winter-over personnel for a 30<sup>th</sup> Anniversary reunion. Mark can be reached at: [exechef602@aol.com](mailto:exechef602@aol.com), 1317 NE Beacon Ave, Lee's Summit MO, or 816 554 1874.

- Jerry McKee winter-over DF-78 is looking for anyone who knows the whereabouts of William Dennis Doran, winter-over DF-74, -78, and ITT 1981. Jerry can be reached at: [mac19552@verizon.net](mailto:mac19552@verizon.net), 670 857 9567, or 331 Gum Tree Road, Coatesville, PA 19320.

- EM3 John Grothe augmented the Naval Cargo Handling Group during DF-92. He was frocked on the ice to third class petty officer (EM3). He has wonderful memories of his time on the Ice and in Christchurch. He would like to hear from anyone he served with on the ice including the Kiwi Army guys who taught him the Hakka and how to play rugby. John can be reached at: [jjgrothe@comcast.net](mailto:jjgrothe@comcast.net), 3512 Blue Spruce Trail, Pearland TX 77581. Phone number not available.

## GLOSSARY OF SNOW AND ICE

*Compiled and edited by Billy-Ace Baker*



**Crust** — A hard snow surface lying on a softer layer. Crust may be formed by sun, rain, or wind. It is described as breakable crust or unbreakable crust, depending upon whether it will break under the weight of a turning skier. German equivalent: *Harsch Eiskruste*.

**Hummocking** — A pressure process by which floating ice becomes broken up into hummocks.. Spanish equivalent: *Amonticulamiento*.

**Ice Edge** — The boundary at any given time between open water and sea, river, or lake ice of any kind, whether drifting or fast. An ice edge may be termed compacted when it is clear-cut, or open when it forms the indefinite edge of an area of dispersed ice. French equivalent: *Limite singuliere des glaces flottantes*.

**Nilas** — A thin elastic cut of floating ice, easily bending on waves and swell and rafting under pressure. It has a matt surface and is up to 10 cm thick. When under about 5 cm in thickness it is very dark in color. When more than 5 cm rather lighter. Spanish equivalent: *Heilo pastoso*.

**Rafting** — Pressure process by which one floe overrides another. Most commonly found in new and young ice. Danish equivalent: *Isskruning*.

## Tidewater Group Happenings

by Ed Hamblin

Since the reunion in Pensacola, we have had a couple of our quarterly "socials", one in early December and one early in March.



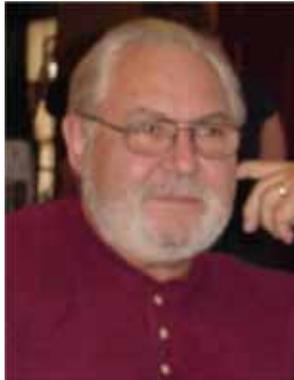
**Jim Silverstorf**

**Bill Raymus**

Surprisingly enough, at the December gathering, a dozen people showed up which is the largest group we have had at one time since we started meeting in the 2001/2002 timeframe. Anyway, besides several new faces from the Tidewater area, we had Bob Conner from Florida up to visit. Bob had driven in from visiting a friend in Myrtle Beach; it was good to see him. In a way, that was a mini-reunion of sorts as Bob, Jim Silverstorf, Bill Raymus, and I had all wintered together during DF-74.



**Bob Conner**



**Bill Murray**

One of the winter-over stories that got told was the evening I was tending bar at the club during the winter and closed up around 11 (2300) as usual, and about 2 in the morning, I was roused by the Bldg 155 security watch. I had to go back over and unlock to let Bob Conner out; Bob had gone to sleep under one of the tables during or after the movie, and I missed him, and closed the place down.



**March Tidewater Group Attendees**



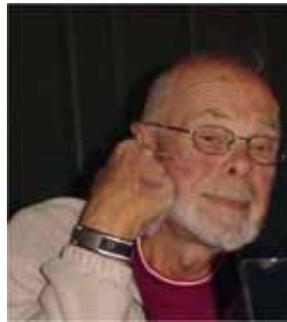
**Bob Long**



**Bob Cantrell**

In December, besides Bob Conner, Jim Silverstorf, and Bill Raymus, we hosted new area OAEs Bill Murray, Richard Dempsey, Herb Schaefer, and Bob Long. Bill was a Seabee with MCB 201 and was part of the Palmer Station construction crew. Richard was an Aerographer's Mate on the ice in the early 70s, and Herb was an AT with VX/VXE-6 in the late 60s. Bob Long was a BT on the ice in the late 60s at McMurdo. Besides the new folks, we also saw Bob

Cantrell, Wayne Rogers, Brad Miller, and Marty Nemcosky who are all familiar faces.



**Marty Nemcosky**

We also had a very small gathering in March, where only five of us showed up. Besides me, there was Bill Raymus, Herb Schaefer, Wayne Rogers, and Jim Silverstorf.

We are going to have another quarterly get together on Saturday, 6 June 1500/3PM at the House Of Eggs Restaurant on Military Highway in Norfolk. If anyone wants to be included on the Tidewater email "tree" that I use



**Richard Dempsey and Herb Schaefer**

to notify Tidewater area OAEs about the get togethers, who doesn't already receive the word, let me know at ehamblin@cox.net, so I can make sure you get the reminders I send out.

## Gulf Coast Group Chapter Happenings

by *Billy-Ace Penguin Baker*

The 7 Feb 2009 meeting at the Navy Blvd Shrimp Basket Restaurant was the first meeting of 2009 and was the first meeting to be held since October 2008, not counting the November 2008 OAEA reunion which was hosted by the Pensacola area OAEA-GCG Chapter members.



***Billy-Ace and Special Guest Sarah Albi***

There were 32 members and guests in attendance. Sarah Albi was the guest of Life Associate Member Karen Nightengale. Sarah is undergoing training to be a Navy pilot. We were proud to have her in attendance.

First time attendee, ABCS Norman Brown of Cantonment Florida, joined the OAEA as a Life Member. Norm was in VXE-6 from 1979 through 82. Welcome aboard, Norm.

Before the meeting, Glen Harris circulated through the crowd selling 50/50 raffle tickets while Pam Landy passed out tickets for the door prize drawing. Pam was also selling leftover 2008 Reunion merchandise at half price.



***Good old boys: (Left to right) Chuck Minerman, Gary Skaar, Billy Blackwelder, and Jim Landy***



***Wade Jeffrey, Gus Shinn, and Virginia Jeffrey***

Several announcements were made by myself, including the death of Bob Tippin. Following the announcements the guest speaker, UWF Professor Wade Jeffrey, was introduced. Wade spoke of his vision to collect audio and video oral history from GCG OAEs. Wade discussed the possibility of documenting memorabilia, photographs, and other artifacts in the possession of GCG OAEs and finding a local facility for displaying these objects. If there is enough interest from our members, Wade plans to approach the NSF for a grant to return to Antarctica to gather more background information for a possible book about the GCG OAEs or a display at the Pensacola Maritime Museum. Almost everyone at the meeting wanted to tell Wade about his or her personal Antarctic Experiences, so it seems like the interest is there. Wade was previously our guest speaker on 11 March 2006 following his deployment to the ice.



***Don Stringer, George Griffin, and Karen Nightengale***

Following Wade's presentation, the 50/50 drawing was held and Aviation Cadet Sarah Albi was asked to draw a ticket from the drum. Bill Fazio was the winner and he took home \$41 as his share of the collected money. Next on the

agenda was the drawing for the door prize and Wade Jeffrey's wife, Virginia, was asked to draw the ticket. Judy Dickson won the prize, a 2008 reunion polo shirt.



**Glen Harris, Jim McCreary, and Jim Norris**

After the meeting was adjourned, Pam Landy asked me to present 2008 Reunion T-shirts to our two waitresses who had made sure that we had plenty to eat and drink during the afternoon.

The next GCG meeting will be at the Shrimp Basket restaurant on Saturday 7 March 2009.



**Joyce Blackwelder and Ed Feeny. Fred Overson and Jim McCreary in background**

The 7 March meeting started out like it was going to be a flop. It was the first spring-like day we have had after several weeks of unseasonably cold temps and it



**Lennie tells Ed about Dome Charlie**

looked like everyone decided to go to the beach. In the end, 30 members and guests showed up. First time attendees were Leo Murawski, Pixie Sweeney, Richard Nelson, and Carol Donovan. Leo (aka The Polish Cowboy) who lives in Chipley FL has been a member of the OAEA for several years and has threatened to attend GCG meetings. He finally showed up. Leo wintered-over at McMurdo during DF-77



**Pixie Sweeney. Inset photo of her Father, Frank Baglioni, DF-II**

as a CM2 in the Heavy Shop when he wasn't spinning records as a disk jockey on AFAN. Pixie is the daughter of Frank Baglioni. Frank, who currently resides in the Homestead Nursing Home in Pensacola, was the supply officer on the USS Wyandot during DF-II. Pixie, who lives in Virginia, was in town visiting her father when she saw the



**Leo Murawski and Con Jaburg Were Appointed by Duck Talbert, OAEA-GCG President, to serve on the Chapter Board of Directors.**

GCG meeting postcard on his nightstand, so she decided to attend the meeting. Richard, a snowbird from Pittsfield PA

was camping at the Blue Angel campground at Bronson Field and Fred Overson, who happened to be there saw his Antarctica license plate and told Richard about the meeting. Richard was a HU-2 helo pilot on the USS *Edisto* during DF-IV. He signed up as an OAEA annual member. Carol is a Kiwi who currently lives in Los Angeles. She worked at the White Heron Hotel in Christchurch and was visiting Pam Landy who was also a Dirty Duck employee.



**Fred Overson**



**Carol Donovan visiting Kiwi Al Rogers BOD Appointee**

Surprise out-of-towners were R.F., and Faye Kiser from Kentucky. RF wintered at McMurdo during DF-63. He is the only guy I know who's RV is a "snowbird". RF brings his motor home down to Florida and leaves it to winter while he and Faye return to KY to wait for spring and then they return to pickup their vehicle.



**Fay and RF Kiser WO DF-63**

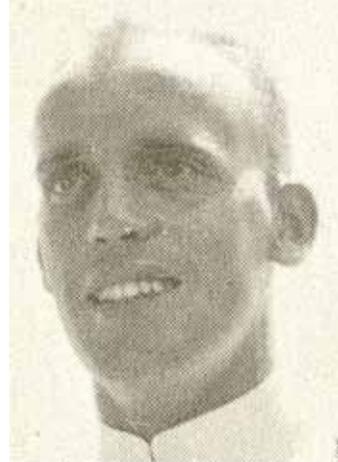
**Small world department.** When the first time attendees were asked to stand, introduce themselves, and speak a few words about their Antarctic Experience it turned out that Richard Nelson had med-evac'ed George Griffin from the USS *Northwind* Coincidentally George was also a helo crewmember attached to HU-1 Det 31 also during DF-IV. George was suffering from an impacted wisdom tooth and the *Northwind* did not have a dentist onboard.



**Ed Owens, WO DF-63 and his daughter J.C.**



It turned out that Con Jaburg remembered Frank Baglioni from the Wyandot when the Wyandot was involved with the construction of Ellsworth Station. Con didn't know that Frank was in Pensacola and Pixie was thrilled when Con said that he would visit Frank soon.



**No one snapped a photo of Richard Nelson, but this one was scanned from the USS *Edisto* DF-IV cruise book**

Sean Baker was in charge of selling 50/50 raffle tickets; Ed Owens' daughter J.C. was asked to draw a ticket from the drum. The winning ticket was held by Fred Overson



**Pam Landy In Charge of Door Prize Tickets**

and his share of the proceeds was \$47. Fred later donated \$25 to the GCG Kitty.

There being no speakers scheduled, a few announcements were made and GCG President, Roger "Duck" Talbert asked for three volunteers to serve on the GCG Board of Directors. A number of hands went up and Duck selected Con Jaburg, Al Rogers, and Leo Murawski to serve as Directors until the next term.



**Raine and Duck Talbert. Gary Skaar in background**

Following the announcements and introductions, Pam Landy distributed the door prize tickets. After everyone had their ticket, Raine Talbert was asked to pick a ticket from the drum. The winning ticket was held by Pixie Sweeney. The door prize consisted of a 50<sup>th</sup> Anniversary South Pole Landing patch and a US Antarctic Program Lapel pin. Both



**Mitzi and Don Emmons. Don Served in Highjump**



**Our waitress Ski Marie**

items were donated to the GCG by Dave Bresnahan. Pixie said that she would give the items to her dad.

There being no further business the meeting was adjourned.

Special thanks to Lennie Bourgeois, Mary Lou Platt, and Leo Murawski for providing the candid photos used in this article. And thanks to our waitress who cheerfully provided us with food and drinks, even though everyone kept getting in her way.

The next GCG meeting will be on Saturday 4 April at the Shrimp Basket.



**Warrington Shrimp Basket Restaurant**

## OAEA Bolo Tie

Stainless steel 1.75-inch OAEA logo round, braided black faux leather lanyard, with silver tips. \$20 plus postage and insurance. For details contact Billy-Ace Baker by email at [upizauf@aol.com](mailto:upizauf@aol.com), or phone 850 456 3556, or 10819 Berryhill Road, Pensacola, FL 32506-6201 USA

