



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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Photo by Chad Carpenter

WINFLY 2009 unloading passengers

WINFLY By a Winter-Over

Condensed from a story by Cathy Morrell

WHAT IS WINFLY? Winfly is a time when additional support staff arrives to help prepare McMurdo Station for summer operations. This year Winfly had a couple of false starts as stormy weather delayed the first flight by two days.

Originally scheduled for 20 August, the first aircraft to land at McMurdo in more than six months had to wait for high winds to decrease and visibility to improve before touching down on 22 August.

While a small contingent of departing passengers anxiously awaited the flight, the remainder of the winter-over crew was relieved to have a few extra days to prepare the station, and themselves, for the onslaught of new people. Of course, that also meant delaying the delivery of the much-anticipated “freshies”—the fresh fruit and vegetables that winter-overs look forward to so much at this time of year.

See: WINFLY On page 4.

PRESIDENT'S CORNER

James "Jim Da Retired Cop" Heffel—OAEA President

TO ALL OAEs—Fall is in the air in many areas of the USA and in other areas there has already been snow. But at McMurdo Spring is in the air. Winfly was successfully executed in spite of several days of delay due to adverse weather conditions.



Launching of the 2010 austral summer season has also been delayed until after 1 October—again due to weather. Both evolutions are featured in this issue of the *Gazette*.

There is an unconfirmed rumor floating around that the Raytheon/USAP Polar Service Contract has been extended for one year. *Editor's Note: As of press time the rumor has been confirmed.*

The OAEA Merchandise Chairman, Dave Hazard, is getting ready to launch the OAEA Ships Store. Details will be in this issue of the *Gazette*.

The two active OAEA Reunion Committees are moving forward with their respective plans. The 2010 San Antonio committee members have been discussing merchandise, guest speakers, and venue. They have not yet selected a hotel, but they are looking at the Riverwalk area. Meanwhile out west, the OAEA Southwest Group have already selected a venue for the 2012 San Diego reunion and have signed a contract with the hotel that has the most to offer. The group report in this issue of the *Gazette* will provide more info.

Those OAEA Directors who are authorized to spend OAEA funds have submitted their FY2009 Expense Reports to the OAEA Treasurer and are waiting to see the FY2010 budget amounts. The budgeted money for day-to-day operating expenses can only come from the money collected for annual membership dues; donations from OAEA members made to the General Fund and the *Explorer's Gazette* Printing and Mailing Funds.

Your suggestions, recommendations, and constructive criticisms are always welcome, so feel free to contact me

I would like to extend my condolences to anyone who has lost a loved one. To those on the binnacle list, I wish you a speedy and full recovery.

Jim Heffel
President

Jim Heffel



GROWLERS & BERGY BYTES

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

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DISCLAIMER STATEMENT

The *Explorer's Gazette* is published quarterly by the Old Antarctic Explorers Association. Opinions expressed by the editorial staff or contained in articles submitted by members, and non-members are not official expressions of the OAEA nor does the mention of books, products, or events constitute endorsement by the OAEA.



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Highjump and DF-I Honored

Opinion by Kenneth C. Henry

According to the Apr-Jun Issue of the *Explorers Gazette* the New England Chapter honored Tom Sweeney as a Deep Freeze I veteran.

Tom Sweeney was not part of DF-I. Your article clearly states he was "a member of the DF-II advance party." Let him think what he wants, but please do not degrade the reputation of the *Explorer's Gazette* by printing information that you know is false just because it was submitted by one of the Chapters (who also know it is a false claim).

I do not know Tom. This was the first time I have ever heard of him, but as a naval historian, I have come across others like him that try to climb aboard someone else's accomplishments for their own fulfillment. I am upset with the OAEA-NE Chapter. I cannot fathom that a group of individuals who each spent time on the Ice, each doing his part to further the success of their mission, could be duped into honoring this guy for something they know he was never a part of. I guess this is just one more example of people that know the real truth rewriting history to appease an individual's fantasies.

"What difference does it make?" you may ask, "We all know the truth (wink-wink, nod-nod); his false claim to having been part of DF-I doesn't really hurt anyone." I disagree. It hurts a lot of people. The memory of every man that participated in DF-I. I hope that some of them, or their survivors, will step up and expose this guy for what he is, and take the OAEA-NE Chapter to task for perpetuating this sham.

If the OAEA-NE Chapter actually believes this guy was part of DF-I (which I doubt that they do), then why do they not recognize the entire DF-II advance party and every man that was on the USS *Glacier* that dropped them off at Little America-V as being members of DF-I? I Guess that would cause too much of a stir of the pot. Most likely anyone else they tried to falsely honor for this would be man enough to stand up and say "No, not me; I'm proud of what I accomplished during DF-II, and I enjoyed the time I had with the guys from DF-I that we relieved, but I was never part of DF-I."

Ken (John) Henry
Eights Station Advanced Party 1962
not Sky High 1961)

Editor's Note: *ENCS (SS) Kenneth C Henry USN (Ret) wintered-over at Eights Station during DF-63 and at McMurdo Station during DF-67. He is the co-author of two best-selling books; When Violence Erupts A Survival Guide for Emergency Responders published in 1990; and Gallant Lady, a Biography of the USS Archerfish, published in 2004.*



WINFLY

From page 1

The U.S. Air Force squadron at McChord AFB, Bellingham, WA flew five successful flights between 22

darkness at McMurdo. The first sunrise of summer occurred on 19 August and the summer sun will soon shine 24 hours a day until winter returns again in April.

temperatures necessitate a move back to Pegasus for the remainder of the season. The two-month temporary move to an airfield closer to town saves countless man-hours in commute times as well as vehicle maintenance and repair.



Passengers disembark from a U.S. Air Force C-17 Globemaster III at Pegasus airfield on 22 August 2009. The first flight of Winfly finally arrived on the continent after two days of weather delays, carrying 120 passengers. The first flight was followed by three more passenger flights and a night cargo flight.



Last Winter-Over Passenger Leaving the Ice on Winfly

Recreational activities have increased with the influx of new people. The Coffee House has officially opened for summer, offering residents another facility for social gathering, movie nights, and open mike presentations. Southern Exposure, formerly a smoking facility, is currently receiving a total remodel and will join the Coffee House and Gallagher's as a social gathering place in early October.

Other recreational activities under way for Winfly include sports tournaments, instructional clinics for the climbing wall, science lectures, rugby practice, and an arts-and-crafts fair to highlight the many talents of station personnel.

The main summer season will begin 29 September. At that time, winter-over personnel will say their goodbyes and head home or to new adventures.

And though goodbyes can be sad, the promise of green grass, singing birds, and fresh food keep our spirits high. Having given our best efforts over the winter, we can proudly hand over the reins to a fresh crew with no regrets.

August and 30 August. Four of these flights carried passengers who nearly tripled the winter population, bringing total station population to 427, up from a winter population of 157.

The fifth and final flight on 29 August carried only cargo because it took place at night. Using night vision goggles, the pilots landed at Pegasus Ice Runway as part of a training mission to practice skills needed in the case of an emergency rescue operation during the winter.

After several weather delays of its own, the night flight went off without a hitch and delivered tons of cargo, including thousands of pounds of mail for eager winter-overs, who got their first mail in over six months.



Winfly Cargo Unloading



20 August 2009—Here Comes the Sun!

Winfly is the only time of year the Air Force can practice this type of mission because it is the only time that there are regularly scheduled flight operations that coincide with periods of

As soon as the last Winfly flight departed, work began on moving flight operations from the Pegasus Ice Runway, located about 15 miles from town, to the Sea Ice Runway on the seasonally frozen sea ice just a few hundred meters from McMurdo Station.

The Sea Ice Runway will be operational for the first flights of the main summer season and will stay in place until late December, when warm

Editor's Note: Antarctic Sun Editor Peter Rejcek contributed to this article. All photos courtesy of NSF/USAP/RPSC.

US Air Force Launches Operation Deep Freeze

compiled by Billy-Ace Baker

Hickam Air Force Base, Hawaii, 25 September—The U.S. military began the annual Operation Deep Freeze mission to Antarctica.

The U.S. Defense Department launched the 2009–10 season of Operation Deep Freeze for operational and logistic support of the scientific research activities in Antarctica.

The 13th Air Force leads a joint air task force to support airlift, deep field support, search and rescue operations, and medical evacuation support for the National Science Foundation's (NSF) U.S. Antarctic Program (USAP).

cargo destined for Antarctica to begin another season of Operation Deep Freeze.

The 2009–2010 season of Operation Deep Freeze, the Defense Department's support of the USAP, officially kicked off 26 September and will be one of the most robust to date, as more than 60 missions are projected.

"The number of C-17 missions to Antarctica will increase this season by approximately 25 percent as compared to last season when work on the Pegasus Ice Runway necessitated a brief mission pause," said Lt. Col. Walt Clark, the

"The C-17 has revolutionized how we do business down there," said Lt. Col. Robert Wellington, the 62nd Operations Group deputy commander and 304th Expeditionary Airlift Squadron (EAS) commander, working for Joint Task Force Support Forces Antarctica. "We can better satisfy user requirements. We're leaner, more efficient, and use fewer resources."

"But we couldn't do that without the great teamwork of the 446th and 62nd airlift wings and their tenant units," said Colonel Wellington, an Operation Deep Freeze veteran who has flown many missions during previous seasons.

Colonel Wellington aims to continue the McChord AFB tradition of support to the program, on and off "the ice."

"Because we have such great Airmen involved, operations really take care of themselves. The biggest challenge will be continuing the strong relationships my predecessor established, both within the program and in the community," Colonel Wellington said.

The first few flights into McMurdo, will carry support personnel, after those initial flights they will unload supplies required for McMurdo's scientific research mission, said Lt. Col. J.W. Smith, the 313th Airlift Squadron assistant operations officer and 304th EAS directing officer.

"We're preparing for the beginning of the Antarctic exploration season," Colonel Smith said. "We'll be bringing McMurdo out of winter hibernation."

Deep Freeze is unlike any other U.S. military operation—it's possibly the military's most difficult peacetime mission due to the harsh Antarctic environment, according to 13th Air Force officials. The U.S. military is uniquely equipped and trained to operate in such an austere environment and has therefore provided support to the USAP since 1955.

Airlift for Operation Deep Freeze involves active-duty and Reserve C-17 support from McChord AFB and New York Air National Guard (NYANG)



Down Town McMurdo Station

Airlift missions for Operation Deep Freeze involve C-17 Globemaster III and LC-130 Hercules support.

Active-duty, National Guard and Reserve personnel from the Air Force, Navy, Army, and Coast Guard work together as part of the joint task force. This team continues the tradition of U.S. military support to the USAP.

Christchurch International Airport, New Zealand, is the staging point for deployment to McMurdo Station, Antarctica, a key research and operations facility for the USAP.

McChord AFB, Washington—Thirty-seven McChord Airmen left 24 September in a C-17 Globemaster III loaded with more than 90,000 pounds of

lead Operation Deep Freeze planner at Hickam AFB, HI.

The missions will build upon August's successful Winfly, and a historic 2008–2009 season that included the first-ever night-vision goggle landing on the Antarctic continent and groundbreaking high-altitude airdrops to remote areas such as the Antarctic Gamburtsev Mountain Province.

This season also marks the 10th year C-17s have supported the mission. The first McChord AFB C-17 touched down on the ice runway outside McMurdo Station, 15 October 1999. In previous missions from McChord AFB, Antarctic flights were completed in the C-141 Starlifter, which supported Deep Freeze operations since 1966.

LC-130 Hercules aircraft from Stratton Air National Guard Base, Scotia, NY.



DF-09 Last LC-130 out—At the South Pole Station a flight engineer from the 109th Airlift Wing waits for passengers before heading north to McMurdo Station.

Stratton Air National Guard Base, Scotia, NY (09/25/2009)—Seven hundred Airmen from the NYANG 109th Airlift Wing and six LC-130 ski-equipped cargo planes will support NSF missions in Antarctica as part of Operation Deep Freeze.

The first two LC-130s from the 109th, the only aircraft in the U.S. military equipped with skis for landing on snow and ice, will leave Stratton Air National Guard Base on 21 October for the long flight south.

These early deploying aircraft will support the NSF's Western Antarctic Ice Sheet Divide Ice Core Project. This project involves drilling ice cores to establish a climate and greenhouse gas history for the southern hemisphere.

The 109th will also support the Australians Antarctic Casey Station in Wilkes Land for the first time.

Based at McMurdo, the 109th flies an average of 450 missions during the 16 week Operation Deep Freeze season and carries about 12 million pounds of cargo around the continent annually.

All supplies that reach the Amundsen-Scott South Pole Station are ferried there by the 109th. Over the last ten years the NYANG crews have conducted 1,000 missions to the South Pole and back, moving 25 million pounds of cargo as the station has been rebuilt.

During the austral summer operating season about 120 wing members are "on the ice" at any one time, flying and maintaining the aircraft. The wing's

members work 12-hour days for six days each week and then work a half-day on Sunday.

Wing members rotate through McMurdo. The minimum tour is three weeks at the station. The time involved in getting there means wing members are away from home for four weeks while supporting the missions.

The maintenance crews normally attain a 95 percent reliability status for the aircraft, allowing the flight crews to carry as much cargo as possible to remote Antarctic outposts. The wing accumulates roughly 4,000 hours of flying time in the 16-week season; almost as much as most units fly in a year.

This year the unit will test a special radar system designed to detect crevasses in the ice, Alston said. An undetected crevasse could result in a multi-million dollar aircraft being rendered inoperable and crew injuries or death.

In the past the wing relied on satellite photos to detect crevasses in potential landing areas. This meant scientists seeking to work in a specific area had to put in a request almost a year in advance in order for the wing to obtain the satellite images necessary

This prototype system, which is small enough to fit in the paratroop door of a LC-130 will allow the aircrews to get current imagery of a potential landing area and make them more responsive to scientists' needs.

Along with the LC-130 aircraft from the NYANG, airlift for Operation Deep Freeze involves active-duty and Reserve C-17 Globemaster III support from McChord Air Force Base, Washington. Sealift support consists of one U.S. Coast Guard icebreaker on standby in Seattle; one Military Sealift Command tanker; one Military Sealift Command-chartered dry cargo ship; and U.S. Navy Cargo Handling Battalion One from Williamsburg, VA.

Editor's Note: UPI, 62nd Airlift Wing Public Affairs, 446th Airlift Wing Public Affairs, and 13th Air Force Public Affairs contributed to this article.

EXTREME TOURIST EXPEDITIONS

Here goes the first—and thinnest yet in quite some time—list of expeditions for the 2009–2010 Antarctica Extreme Tourism season.

Seems the current money crunch is striking all over, even for Antarctic adventurers. At least the coming season offers a couple of interesting liaisons.

The English Rose and the speedy Ice Chef—Polar speed kiter Ronny Finsaas has hooked up with UK Fiona Lindsay for a Novo-SP-Hercules Inlet 2000 mile kite ski. Their tent should transmit interesting wafts (in a good way!); Norwegian Ronny Finsaas is a well-known Patriot Hills Chef

Life after K2: Cecilie Skog and American Ryan Waters—On 1 August last year, Norwegians Cecilie Skog and Lars Naesse summited K2 and hurried down to Cecilie's husband Rolf Bae, who had stopped 300 feet below the summit. Three hours later a serac broke off. Cecilie and Lars watched in horror as the light of Rolf's helmet lamp disappeared. Rolf and the fixed rope were gone. (*See 'In Memory' in the Jul-Sep 2009 issue of the Gazette*). Rolf was well known in the Polar community for a spectacular Antarctic crossing he made with a friend. Cecilie joined in for unsupported trips to both poles. The couple began to frequent Himalaya until disaster struck.

Slowly, Cecilie has come back to life. First with a Greenland crossing and next with a return to Antarctica, this time with veteran Himalaya high altitude mountaineer American Ryan Waters. The two plan to ski from the Berkner Island on the Weddell Sea to the South Pole and beyond, depending on time and weather conditions.

Other highlights—Meagan Mc-Grath will attempt to become the first Canadian to ski solo to the South Pole; Ben Saunders will try solo speed record attempts on both Poles; Briton Antony Jinman plans to ski the Three Poles in one year; and "mad-science-explorer" Brazilian Julio Fiadi is back with his live-in sled.

To check details on these and other expeditions [Click Here](#).

FROZEN

By *Pony Peverill*

I found this when I was going through a bunch of old boxes. It is a story I wrote for my college class in 1972. I thought a few of you might enjoy this—especially Chief Eppard and George Olsson. I actually got an A and it started some interesting conversations in class. Maybe it will bring back some good and not so good memories.

—Pony Peverill DF-70 ASA Winter-Over

The day started out like any other day in Antarctica cold, miserable, lonely. AT 9:30 a.m. a command was issued stating that no one was to leave the immediate complex of McMurdo Personnel Building (Bldg 155) because an arctic (sic) storm was expected.

At the time the command was issued I was sulking over my morning coffee with Bob the Air Controlman Chief and George the cook. We considered ourselves “old Antarctica Explorers” and we decided that we would challenge the devastating storm and make the mile journey to the Ham Shack. The Ham Shack was the only means of personal communication with the outside world. Thus, if we were successful, we could boost the morale of the men anxious to talk to their loved ones on the other side of the world.

We started out confident and in good humor in our 1948 Dodge Power Wagon truck. As we pulled out and headed up the hill, I picked up the radio mike and said, “MacDuty, this is 355 departing McMurdo for the Ham Shack.” Not waiting for an answer we proceeded on our journey.



Department Pick-up Parked Outside the Comm Building

Approximately half way to our destination the full force of the raging storm hit us. Visibility dropped to zero and the wind was approximately sixty knots. Unable to see our way through the blizzard, we immediately brought the truck to a stop. We were trapped like rats in a maze with no apparent means of escape. Bob turned to me and in his usual half

joking way said, “Well Ding-Dong you’ve gotten us in one Mell of a Hess.”

While we were contemplating our next course of action, George suggested that he get out and lead the truck. As he fought his way out the door and advanced a few steps, he disappeared from our sight as if he were swallowed up by a mysterious demon.

Bob wanted to get out and hold on to the truck and call for George. By this time, the truck engine was missing and fouling out and it sounded like a one-cylinder thrashing machine. Despite the unmitigating circumstances, George made it back to the truck with the appearance of the abominable snowman. He asked, “How long it would be before the Search and Rescue Team found us?” Bob said, “It will be about an hour before they realize we are missing.”

“An Hour?” cried George; “we’ll all be frozen like solid pillars of concrete by that time.”

“I know,” I replied, “But the worst part is that I don’t know if they received

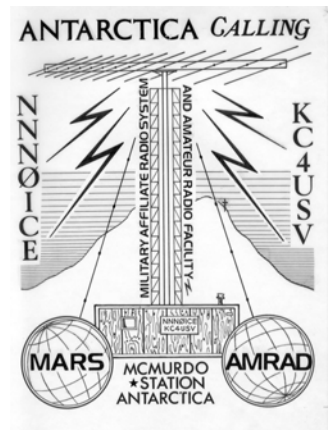
my transmission that we were departing McMurdo for the Ham Shack.”

Then the inevitable happened. The truck ceased to run and now it was man against the elements. For a moment there was silence like that of a wake.

We sat there staring into the depths of the raging storm. And just when all seemed totally hopeless I caught a glimpse of an element of antenna on the seventy-five foot tower that was adjacent to the Ham Shack. With expanded delight I yelled, “I know where we’re at! We’re only about thirty feet from the Ham Shack.” Clambering out of the truck and grabbing hands we proceeded up the hill and to the door that held us back from warmth and safety. It was difficult for us to work our hands but we managed to kick the door down which enabled us to enter our humble but life-preserving refuge. As feeling came back to our hands, we decided one of us should call MacDuty in case they were concerned. Bob called just in time to stop a group of eight Search and Rescue members from departing into the devastating cold and death wielding storm in search of three men believed to be somewhere within a two mile radius from town.



Pony in the Shack on a Better Day



LETTERS TO THE EDITOR

BB - I am not touching the saluting debate, nor do I think it is appropriate for the *Gazette*. However, The man in the attached picture is one of our WW-II submarine heroes—he eats and sleeps red-white-blue. Anyone bitching about his commitment to our country isn't fit to carry his dirty skivvies! I'm sure you are aware that the law has been changed to permit veterans to salute when not in uniform. This photo was taken after the law was passed.

Pig Pen



Editor's Note: OK. No more letters on the hand salute vs the hand over the heart.

Dear Billy:

Here's \$25 to help out on postage for snail mail of the *Gazette*.

I enjoy your articles. A while back you mentioned Quick Draw Artist and Rifleman Bill Leighton. Bill was an EM3 on the USCGC *Burton Island* during DF-68. He used to tell and demonstrate how to kill someone with his bare hands.

He'd rather fish than . . . (expletive deleted). We pulled into Wellington three times, just about everyone had a girl friend. When everyone else was out partying Bill was off to the woods to go fishing.

Tom Smith

Editors Note: Leighton was the OAEA-GCG speaker at the 6 September 2008 meeting. A photo of him in his Buffalo Bill regalia is in the Jul-Sep 2008 issue of the Gazette.

Greetings:

I read your editorial in the *Explorer's Gazette*, so enclosed is a small amount (\$50) for printing and mailing expenses. I really enjoy reading it, but I don't have enough room for even a small computer.

Fauno Cordes

Billy-Ace:

Your recent *Gazette* (Apr-Jun 2009) with the feature story on the Wisconsin ADFA Reunion is much appreciated, especially so by one who was unable to attend. I'm sure Ed Ehrlich and all the individuals who worked hard to make it such a success feel the same. A personal thanks.

Thanks for all your contributions to the ADFA, on top of your services with the OAEA!!

Dick Bowers

Editor:

Just came to the picture of Harry Davis (Jan-Mar 09 *Gazette*). Knowing you seldom ask questions you don't already know the answer to, I'll give it a try.

That looks like Harvey High, and if so, the picture was taken in Christchurch on 22 February 1964. That was the day of our 'triple wedding'. HM2 "Doc" Thomas & Linn (divorced), CS3 Harvey & Pat High (both deceased), and EN1 (SS) Ken "John" Henry & Colleen (still together). The wedding photographer was PH1 Charles "Crash" Curtis (deceased). CS2 Jim Curran was supposed to be my best man, but he was the night baker on the base and missed the wedding. RM2 R.F. Kiser stepped up and filled the gap. We held the triple reception at BM3 Bernie Hudson's home, what a party! The liquor distributor for the clubs on the base provided the booze at cost and the base provided all the food at no cost. As I was escorting the CO through the buffet line he said (thankfully with a grin) "Some of these gun-tubs and large spoons sure look familiar?" I told him "Look at it this way, Skipper; it isn't costing the Navy anything extra, as most of the base is eating here tonight.

Ken Henry

Editor's Note: Good try, but wrong answer. That photo was taken on 28 February 1964 and that's me getting into the taxi cab.

Hey Chief,

I really enjoyed reading the article on the picket ships in the Jan-Mar issue. And I thought being on the USNS *Southern Cross* was bad. Imagine just going around in circles out there, bobbing like a cork!

Aaron Tanzabel

Billy Ace:

I sure enjoy the *Explorer's Gazette*. I read every word from the first page to the end. I receive my copy via snail mail. Enclosed is a \$25 check to help with the costs. Keep up the excellent work.

Eugene Elenna

Hi, Billy-Ace!!

I will reiterate that you consistently produce one of the finest newsletters. It is always well worth the struggle to download it. Both of us enjoy seeing what you've included in each issue.

We were doubly sad that we couldn't attend the ADFA reunion this year especially because Jules Madey was not only there but a presenter as well. Many's the tale I've heard about Jules and his brother and their outstanding support for those serving on the Ice. Buz doesn't always remember their names though he remembers Jules more often than his brother but it doesn't take many minutes before Buz is saying both of their call signs. It never ceases to amaze me what he remembers and what he forgets.

Sam (Buz, too!) Dryfoose

Dear Editor:

In your article about the Picket Ships in the Jan-Mar 09 *Gazette* you said that one of the things that the ships had in common was that they held open house at the drop of a white-hat. What was so noteworthy about that?

P. Morris

Editor's Note: Actually I ran out of room. I wanted to say that in almost every Picket Ship cruise book there is a photo of NZ Sea Scouts and they are all smoking cigarettes that they apparently bummed off the topside watch. And in each book it looks like the same group of boys.



Billy-Ace,

I want to thank you for being so welcoming to my father and I at the August OAEA-GCG meeting. It was a real treat to hear so many great stories about Antarctica. Your newsletter is fascinating. Really pays tribute to the pioneers on the ice. All the interesting folks and tales just makes me more excited about choosing to travel to such a unique place. My Dad was so thrilled to win the door prize.

Jody Livesay

Chief:

I never really had a chance to tell you what happened at the Erebus Medal ceremony so I'll take a few minutes now. The Kiwi's really know how to host a party! The best part of the program was the opening "Haka." I had never seen one before and it was pure theater and drama to see my old commanding officer, Vic Pesce, kneel to pick up the Maori challenge offering of "peace". My children were there and young wife as well and the Maori vocals that went along with the ceremony scared the hell out of them, pleasing me to no end. The reception after was wonderful too. I only wish I still drank! All that free booze and I couldn't touch a drop.

Everything about the experience was first class and it was a real honor to be invited. It is something I will remember forever.

Regarding the article on the award ceremony. I was pleased to see the group photo off all the recipients. I believe the *Gazette* is the first publication to publish a photo of ALL the recipients (With the exception of Chuck Hitchcock who slipped off to use the head).

Richard Horton



Richard Horton proudly displays his Erebus Medal

Billy-Ace

I wintered at Byrd Station with Chief Davis in 59/60/61. Walt and I had wintered previously at Ellsworth. He helped build the station the year before I was there so I did not meet him until Byrd. I often think of Walt during my declining years and wondered what happened to him but now I know because of an obit in the April/June *Gazette*.

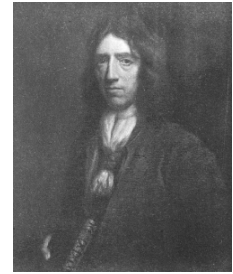
If you surf to the below URL you will find Walt's Oral History file.
https://kb.osu.edu/dspace/bitstream/1811/36756/1/Davis_W_Transcript.pdf

Dale Reed

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

JULY: Deaths in Antarctica

- 2 July 1905. Argentine 2nd class seaman Eduardo Guerrabut
- 12 July 1957. Nelson Cole, from burns after a helo crash, near McMurdo, the 9th victim of Operation Deep Freeze.
- 15 July 1958. FIDS Stan Black, Geoff Stride, and Dave Tatham were pronounced dead. On 27 May they had set out from Base Y (Horseshoe Island Station) to the Dion Islands, to study emperor penguins, and were never seen again. Nine of the 14 dogs made it back to base. The missing men probably fell through the ice.
- 7 July 1959. Hartley "Robbie" Robinson, 48, who had been a POW in Malaya during WW-II, was hit by a runaway tractor at Wilkes
- 9 July 1959. Lorenzo Vera, of Argentina
- 26 July 1959. FIDS Dennis Bell fell into a crevasse at Admiralty Bay. He was never seen again
- 22 July 1968. Reginald Sullivan, Oz radioman at Wilkes, died on a field trip
- 7 July 1997. Bruno Josef Leo Zehnder, 52, Swiss photographer, died in a blizzard while trying to make his way back to Mirnyy Station from a penguin rookery
- 3 July 1998. Argentine Air Force NCO Daniel Tavello
- 22 July 2003. Kirsty Brown, BAS marine biologist, 28, was attacked and killed by a leopard seal while snorkeling off Rothera. She was returned to the UK

AUGUST: If you're in Antarctica in August, you'd better be wintering-over; otherwise you've caught the wrong boat.

FIDS generally used to sign up for two consecutive winterings-over, which was about as much as a human being could stand in those days.

In 1947 Ray Adie and John Huckle wintered-over at Base D and Base B respectively, then, in 1948, transferred to Base E (Stonington Island), to do their second winter there. Also at Base E that 1948 winter were (among others) Bernard Stonehouse, Dave Jones, and Terry Randall. This was their second consecutive winter at Base E.

In March 1949 the John Biscoe came in to relieve the station, but couldn't get in because of the ice. On 30 March she made one last desperate bid to break through, but failed, and the men on Stonington had to face the awful reality that they were trapped. For Adie, Jones, Stonehouse, Randall, and Huckle, it was their third consecutive Antarctic winter, something without precedent in the Antarctic annals.

Stonehouse and Randall got sick, but they were in capable hands. Trapped with the five were Vivian Fuchs, Ken Blaiklock, Pat Toynbee, Colin Brown, Dr. David Dalgliesh, and Bob Spivey.

The rescue teams were out in force early in 1950. Canadian pilot Peter Borden St Louis flew his Norseman amphibian aircraft in from the Argentine base 200 miles away and landed in a fjord about eight miles from the stranded Fids. Stonehouse, Randall, and Huckle rowed out to the plane in a small boat. Ken Butler was on that plane, and he got out into the boat with Huckle and rowed back to Base E, while Randall and Stonehouse were flown to the Argentine base, getting out just before fog closed them in. Waiting for them at the Argentine base, on the John Biscoe, was Sir Miles Clifford, governor of the Falkland Islands. On 6 February 1950, the other two three-year lads were taken off Stonington Island, and on 10 February Fuchs and the rest of them were also plucked off. On 12 February the Biscoe left for home, and Base E was closed.

SEPTEMBER: On 1 September 1934 The *Pep Boy's Snowman?* [The question mark is part of the name], made it's maiden Antarctic Flight. The aircraft was a Kellett autogiro, NR2615, taken to Little America by Richard E. Byrd, for his 1933-35 expedition. It was the first rotary-winged aircraft to be used in Antarctica, or any polar region. It crashed on 30 September 1934, after 10 flights, and much useful service. Bill McCormick was the pilot.



Pep Boy's Snowman? Autogiro

OAEA SHIPS STORE

*By Dave Hazard
OAEA Merchandise Chairman*

I would like to thank the OAEA Board of Directors for voting me in as the OAEA Merchandise Chairman. At the present time there are, including myself, three members on the merchandise committee, Billy-Ace Baker, Gulf Coast Group Chapter, and George Wood, Northwest Area. I'm still looking to include a representative from the Southwest Group in California and one from the Tidewater Area.

I have done extensive research into the forming of an OAEA Ships Store and have been in touch with a variety of vendors. At the present time I have vendors for watches, key chains, polo shirts, windbreakers, patches, cigarette lighters, and ball caps. I have been in touch with the OAEA Treasurer and IAW established OAEA budget procedures there will not be enough money available to the merchandise committee to finance the OAEA Ships Store. I have decided to go to the membership with a proposal for the forming of a Ships Store (The Rookery). The proposal would be as follows, each member would donate \$10.00 and in return would receive a \$10.00 voucher that would be redeemable on their first purchase. We could do this via the OAEA web site and the *Explorer's Gazette*. Initially the checks would be mailed to me so I could create a spreadsheet with each donor and the number of the voucher that was sent to them. I would then send the checks to the OAEA Treasurer.

merchandise will eventually be featured on the OAEA Web Site. With each order shipped out, an invoice will be included with the cost of the item and the cost of shipping.

Please feel free to give me some feed back ASAP! I would like to get the Ships Store in operation this fall or early next year. Merchandise being sold would not be limited to only OAEA Logo merchandise. Other items to be sold would include ASA, NSFA, VX6/VXE6, Seabee Units, Coast Guard Cutters, and any other units that were part of Deep Freeze.

I have included information from an email from one of the vendors I have contacted. The watches shown would sell for \$40 not counting the shipping. To keep the cost down of the watches I would have to order a minimum of 100 watches at a cost of \$3000 (\$30) per watch. The warranty on the watch's movement is normally five years but the vendor will give us an extra two years making it seven.

Individuals who want a watch may send a down payment of \$20. This would enable me to order other merchandise.

Sincerely,


David V. Hazard

Dave Hazard can be contacted at:

Email: dhazard@zwi.net or ahazard@zwi.net

Phone: 207 353 9068

Snail Mail: 340 Lisbon Street
Lisbon ME 04250



This voucher is redeemable for \$10.00 towards your next purchase at the OAEA Ships Store, The Rookery by: _____

Name

Voucher # _____ *David V. Hazard*
Merchandise Chairman

The voucher would be printed on a post card and mailed out to each member who donated. When a member places an order they would send their check for the merchandise along with their redeemable voucher to me. I would then annotate the voucher was redeemed and send the money along to the OAEA Treasurer. Profits generated from merchandise sales should go into the OAEA General Fund. If at least four hundred members donate, I would have a starting budget of \$4000. If more people donate I will have a better selection of merchandise for sale. The Ships Store



Watch Dial at 200%

OAEA Wristwatch. Orders Being Accepted NOW!

Air New Zealand Goes Ahead With Erebus Plans

Editor's Note: On 4 June 2009 15 American's were awarded the Erebus Medal at a ceremony in the New Zealand Embassy in Washington D.C. See Explorer's Gazette, Vol 9, Issue 2, Apr-Jun 2009 for details.

Text by TVNZ Staff Writers. Photos from Gazette achieves

Air New Zealand (ANZ) has announced it will proceed with a proposal to take five relatives of those lost in the Erebus tragedy to Antarctica for the 30th anniversary on 28 November this year.

Consultation over the proposal put to families of those lost concluded in late September and the overwhelming majority of feedback from those who chose to participate was supportive of representatives attending services at Erebus and Scott Base.

There was also support for the opportunity for families to leave messages in a capsule adjacent to the memorial cross on Mt Erebus.

There had been some disappointment that only five relatives of the 257 victims would end up going to the site. ANZ has previously said it is impractical to take more.

ANZ flight TE-901 crashed into Mt Erebus in Antarctica on 28 November 1979, killing all 237 passengers and all 20 crewmembers aboard.



ANZ Long Range Series 30 DC-10 Used For Antarctic Tourist Flights during 1978 and 1979.

Excerpt From ANZ Brochure: . . . every endeavour will be made to adhere to the proposed route; weather conditions may determine the actual route, according to the absolute discretion of the Captain of the aircraft . . .

No victims' families have ever visited the crash site despite their requests and despite the fact politicians and their partners, poets, and artists have all made the trip.

Families said they would like to see a few next-of-kin offered the chance to go every year.

ANZ says it cannot take a representative from each family, as "it's not practically or logistically possible given the remoteness of the Erebus memorial site and the limited opportunity to co-ordinate the visit, with helicopter support".

ANZ communicated the outcome of the consultation process to the families who chose to take part and has begun the process of formally applying to the government for access to the Mt Erebus memorial cross.

The composition of the five family representatives going to Antarctica will be three representing the families of passengers and one each representing the cabin crew and flight crew.



Mount Erebus With Cap Cloud

Also traveling to Antarctica will be Reverend Peter Beck from Christchurch Cathedral to officiate the services, a representative of the government, ANZ General Manager Airline Operations and Chief Pilot Captain David Morgan, and two representatives of TVNZ to broadcast and document on video the event ceremonies so they can be shared with the families of all those lost on Erebus.



Air New Zealand Flight TE-901 Wreckage on Mount Erebus

ANZ will also hold services in Auckland and Christchurch to mark the 30th anniversary of Erebus. An Erebus anniversary service also will be held at the memorial garden at Waikumete Cemetery in Auckland.

ANZ is asking families who would like to have a message for a loved one left at the crash site to submit it to either of the following address options by 12 November 2009:

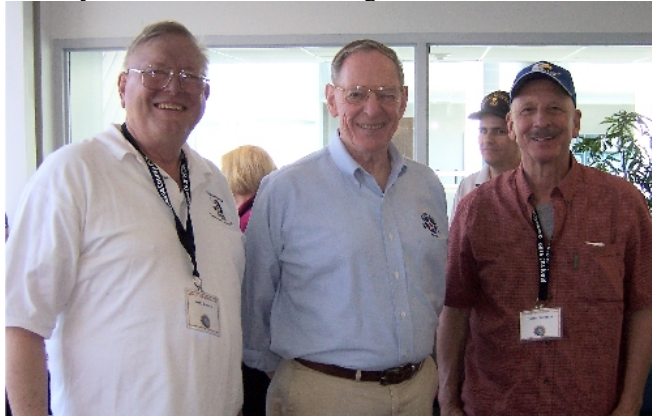
Erebus Messages
Air New Zealand
Private Bag 92007
Auckland 1142, New Zealand
Or erebus@airnz.co.nz

OHIO VALLEY SPRING FLING 2009

by Ed Waite

On 24 April, 2009 twenty-five hearty souls braved warm weather and a beautiful weekend to gather in Dayton Ohio for the Third Spring Fling. Friday evening was filled with stories and laughter as these Old Antarctic Explorers and their spouses and friends shared an evening at the Fairborn Ohio Holiday Inn.

Gathered this time around were George and Stevie Moore, Phil and Lavonne Halloway, Jerry Kessens, Dave Northrup, R.F. and Faye Kiser, Jim Heffel, Jim and Liz Butler, Joe and Betsy Henley, Larry and Kathy Garofalo, Kathy Donovan, Henry Storm, Richard Borgerding, John and Pat Hall, Ed and Pam Waite, Ellery Wallwork, Robert McKenzie, and Warren Johnson. The stories continued hot and heavy until about 2200 hours and quickly wound down as everyone retired for the evening.

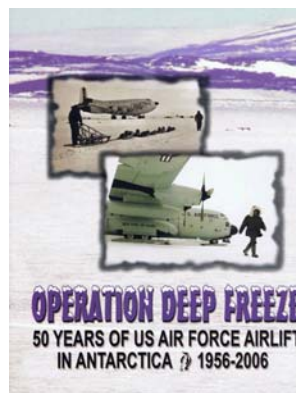


RF Kiser, AF General Charles Metcalf, and Larry Garafalo

Saturday morning the group assembled in the atrium of the National Museum of the United States Air Force for a group photo.

After the photo, everyone enjoyed a day at the Museum and especially the Imax Theater that was having a film festival, showing a total of five different Imax movies throughout the course of the day. Lunch was served in the museum cafeteria at noon and the Director of the Museum, Maj. Gen. Charles Metcalf, USAF (Ret) himself an OAE, joined us for lunch.

During the afternoon, quite a few of the gang traveled to the Museum Annex to have a look at five different Presidential aircraft that await a new hanger wing coming soon to the museum to house them.



AF DF History Book

As the day wore on, we retired to the hotel where we enjoyed a fine dinner and a presentation by guest speaker

USAF Historian Mr. Ellery Wallwork, co-author of *Operation Deep Freeze, 50 Years of US Air Force Airlift in Antarctica 1956-2006*. Everyone attending the Spring Fling received a complimentary copy of this fine book. The audience enjoyed the presentation as they sat attentively.



Ellery Wallwork Saturday Evening Guest Speaker.

After the presentation, Joe Henley and Larry Garofalo gave us an Antarctic fashion show as Larry tried on several layers of Joe's Antarctic Cold Weather Clothing.



Larry and Joe ECW Clothing Demonstration.

The stories went on for several hours before we finally adjourned for the night. Sunday morning we wrapped up the Spring Fling weekend and said our farewells to old and new friends.

It is hoped that all had a good time. Henry Storm said he would see about hosting the next Spring Fling in Dearborn, MI. Let's hope he succeeds.

Editor's Note: For information about the OAEA Ohio Valley Group contact Edson Waite at ebw@thewaitegroup.com, 937 233 0613, 660 Beatrice Drive, Dayton, OH 45404. The Spring Fling group photo was too big for the Gazette format. Anyone wishing to see it may contact Ed.

Tidewater September Get Together

by Ed Hamblin

Editor's Note: Ed told me that he could not get inspired to write anything exciting about the meeting, but he did include a picture of himself this time which is an "Antarctic First". They say a picture is worth a thousand words, so this will be a photo-story.

ON 12 SEPTEMBER WE HAD A SMALL MEET-UP that was actually pretty routine. There were some other things going on, and some of the more "regulars" couldn't make it; but that is never a problem because we are so low key anyhow.

I have included are a few photos of those who attended less Jim Silverstorff who I did not get a picture of. We will do our next one on 5 December at the Norfolk House Of Eggs Restaurant, assuming it is still open. It has been for sale, off and on over the last 18 months.

Anyone who would like information about the OAEA Tidewater Group can contact me at ehamblin@cox.net and I will add you to my notification email tree.



BT1 Bob Long, ASA DF-70



ATCS Herb Schaefer, VXE-6 67-69



CE2 Bill Murray, CBU 201 DF-68, rests his eyes



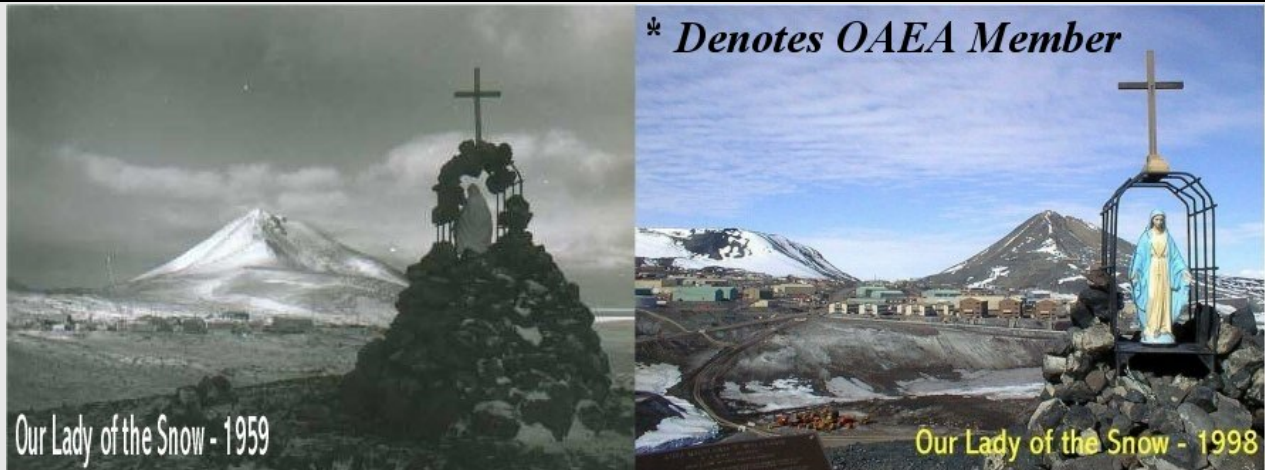
LT COL Bob Cantrell, VX-6 69-71



SH2 Brad Miller, NSFA DF-75 & SK1 Ed Hamblin, NSFA WO DF-74.



HM1 Robert Cardona, DF-80 (TAD From Hawaii)



* Denotes OAEA Member

Our Lady of the Snow - 1959

Our Lady of the Snow - 1998

IN MEMORY

OAE John Gillis Payson, 84, died on 29 September 2009, in Tucson, AZ. John visited Antarctica as a tourist.

*OAE Charles Verba, 75, died on 27 September 2009, in Chester, CT. Charley served in ASA during DF-IV as a CE2. Charley was on the OAEA Board of Directors during 2005–2006.

OAE HMC Don Poe, USN (Ret), 82, died on 26 September 2009, in Oklahoma City, OK. Don wintered-over at McMurdo during DF-III as an HM1.

OAE Clifton Maloney, 71, died on 25 September, 2009, in a base camp on Cho Oyu mountain in the Himalayas a day after having reached the summit of the 27,000-foot-high peak. As a mountain climber he conquered five of the Seven Summits—the highest peaks of each of the seven continents including Mt. Vinson in Antarctica.

OAE C. Richard Beard, 80, died on 23 September 2009, in St Louis, MO. Richard visited Antarctica as a tourist where he swam with penguins.

OAE Donald Clain Griffin, 84, died on 22 September 2009, in Salt Lake City, UT. Donald visited Antarctica as a tourist.

OAE Joan Lieberthal Summerfield, 81, died on 21 September 2009, in Melrose Park, PA. Joan was an educator at the Academy of Natural Sciences. She assisted with the “Safari Overnight” program with exhibits topics from Antarctica to the Amazon River. She made a trip to Antarctica to further her knowledge of the continent.

OAE Richard John McCauley, 82, died on 21 September 2009, in Sarasota, FL. Dick visited Antarctica and Timbuktu with his life partner Fred. Dick’s home was a museum of his massive collection of art, sculpture, and artifacts collected in Antarctica and remote African villages.

OAE William “Bill” H. Beckley, 78, died on 13 September 2009, in Fremont, OH. Bill served in DF-I. Unit unknown.

OAE Hon Robert Donald Miller 87, died on 9 September 2009, in San Mateo, CA. Robert visited Antarctica as a tourist.

OAE Blanche Hechter Cutler, 90, died on 8 September 2009, in Mooretown, PA. When she was 86 Blanche visited Antarctica in 2005 with other travel agents to further their knowledge of Antarctica in order to promote Antarctic tours.

OAE COL Joseph H. Miller, Ph.D., USA (Ret), 85, died on 6 September 2009, in Windsor, CO. Dr. Miller visited Antarctica as a tourist with his wife Elizabeth.

*OAE Robert Hampton Hair, 81, died on 4 September 2009, in Burlington, NC. Robert visited Antarctica in 2002 with his wife Mickey as a tourist. Frank Stokes, winter-over Little American V was a Cruise Lecturer on the tourist ship and that is how Robert heard of the OAEA.

OAE Margaret Ann Hoge, 68, died on 4 September 2009, in Willow Glen, CA. Margaret visited Antarctica twice as a tourist.

OAE CUCM Johnny T. Kubitza, USN (Ret), 67, died on 30 August, in North Dighton, MA. Johnny wintered-over with ASA Det Alfa at McMurdo as a BU2 during DF-63. During DF-70 Johnny was in charge of the CBU-201 Det at Palmer Station as a BUC. Kubitza Glacier is named in his honor.

OAE William A. Carey, 78, died on 29 August 2009, in Pittston, PA. William served on the USS *Wyandot* during DF-III.

OAE [Michael D. McClanahan](#), 36, died 28 August 2009, in Denver, CO. Michael was a RPSC USAP employee. He worked in the McMurdo Heavy Shop as a mechanic in the early 1990s. In 2002 he became a full-time RPSC employee.

OAE Dr. Herbert James Dietrich Jr, M.D., 88, died on 27 August 2009 in Marshes Edge on St. Simons Island, GA. Herbert was a member of Highjump.

OAE Arvilla Ann Kobernusz, 80, died on 27 August 2009, in New Hope, MN. Ann visited Antarctica as a tourist.

OAE Monsignor [Leon S. Darkowski](#), USN (Ret), 92, died on 22 August 2009, in Pittsburgh, PA. Father Darkowski was the chaplain at McMurdo During DF-II. Darkowski Glacier in the Cathedral Rocks is named in his honor.

OAE Henry S. Stroupe, 95, died on 20 August 2009, in Winston-Salem, MA. Henry and his wife visited Antarctica as tourists in 1999 when they were 85-years-old.

OAE LCDR Frederick A. "Fritz" Prehn, USN (Ret), 81, died on 20 August 2009, in Pensacola, FL. Fritz served in VX-6 during DF-67 and 68. Prehn Peninsula is named in his honor.

OAE Karen Utterback, 57, died on 18 August 2009, in Chicago, IL. Karen visited Antarctica as a marathon runner.

*OAE EQCM [Richard "Fess" Parker](#), USN (Ret), 74, died on 18 August 2009, in Warwick, RI. Fess served in MCB (Special) at Little America V during DF-I as a CD3; ASA SSU at McMurdo, South Pole, Byrd, and Hallett Stations during DF-61 through 64 as an EO1; CBU-201, at McMurdo during DF-67 to 69 as an EOC. Fess was also a member of the ADFA.

OAE Elizabeth "Sallie" Holden Simons, 86, died on 16 August 2009, in Davidson, NC. Sallie visited Antarctica as a tourist.

OAE Bryan J. Zeke Mosher, USNR (Ret), 87, died on 11 August 2009, in Lockport, NY. Zeke visited Antarctica as a tourist.

OAE MSCS David Gary Starling, USN (Ret), 68, died on 11 Aug 2009, in Pensacola, FL. David served in VX-6 as a cook in the mid-60s.

OAE Dolores Jean Pritchard, 85, died on 8 August 2009, in Sisters, OR. Dolores visited Antarctica as a tourist.

OAE Richard E. Kleeman, 84, died on 30 July 2009, in Lake Forest, IL. Richard visited Antarctica as a tourist.

OAE Jacy Lee Gibbs, 66, died on 27 July 2009, in Nampa, ID. Jacy and his wife Keri visited Antarctica as tourists.

OAE Frederick W. Ackerman, M.D. died on 26 July 2009, in Concord, CA. Fred visited Antarctica as a tourist.

OAE CAPT [Daniel A. Desko](#), USN (Ret), 72, died on 24 July 2009, in Annandale, VA. Daniel served in VXE-6 during DF-75 through 77 as an LC-130 pilot and was the commanding officer during DF-77. Desko Mountains are named in his honor.

OAE John "Jack" Twiss, 71, died on 23 July 2009, in The Plains, VA. Jack began working for USARP in 1961 and served as USARP Rep Antarctica during DF-65. Mount Twiss is named in his honor.

OAE CDR [Paul Wilson Frazier](#), USN (Ret), 89, died on 17 July 2009, in Columbia, MO. Paul was Navigator and Project Officer on Operation Windmill (1947-48), and was Chief of Staff for Ship Operations during DF-I. During DF-II he was involved with the Traverse from Little America V to Marie Byrd Land. Frazier Island is named in his honor. Paul was the author of *Antarctic Assault*. The last paragraph of his book reads: "There is no place any place like this place, so this must be the place. . ."

*OAE CDR [Leonard Irlacher](#), USNR (Ret), 75, died on 7 July 2009, in Mooresville, NC. Leonard served in VX-6 during DF-62/64.

OAE Richard "Dick" Walsh, 87 died on 4 July 2009, in Newburyport, MA. Dick visited Antarctica several times as a tourist.

*OAE LCDR Bruce F. Moore, USN (Ret), 68, died on 2 July 2009, in Middleburg, FL Bruce served in the squadron and on NSFA Staff, from DF-66 through DF-70. Moore Ridge is named in his honor.

OAE PNCM Floyd Wilson Price, 74, USN (Ret), died on 29 June 2009, in Nashville, TN. Floyd was in VX-6 SSU from DF-63 through 67. Price Peak is named in his honor.

OAE David Pluth, 63, died on 21 May 2009, in Rwanda. David visited Antarctica on assignment as a National Geographic photojournalist.

CHAPLAIN'S CORNER

Denis Casey—OAEA Chaplain

During my year on the ice in 1966 and 1967, a short reading from the bible became very helpful to me. I still treasure and reflect on its wisdom.



The passage is from Ecclesiastes 3.

There is a time for everything, and a season for every activity under Heaven.

A time to be born and a time to die, a time to plant and a time to uproot.

A time to kill and a time to heal, a time to tear down and a time to build.

A time to weep and a time to laugh, a time to mourn and a time to dance.

A time to scatter stones and a time to gather them, a time to embrace and a time to refrain.

A time to search and a time to give up, a time to keep and a time to throw away.

A time to tear and a time to mend, a time to be silent and a time to speak.

A time to love and a time to hate, a time for war and a time for peace.

What does the worker get from his toil?

I have seen the burden God has laid on men. He made everything beautiful in it's time.

He also set eternity in the hearts of men; yet they cannot fathom what God has done from the beginning to end.

I know that there is nothing better for men than to be happy and do good while they live.

That everyone may eat and drink, and find satisfaction in all his toil—this is the gift of God.

I know that everything God does will endure forever; nothing can be added to it and nothing taken from it.

God does it so men will revere Him.

This passage helped a young navy chaplain cope with impatience many years ago and still helps today

The Antarctic Journal of a Sailor on Operation Windmill 1947–48

BOOK REVIEW

Compiled by Billy-Ace Baker

The Antarctic Journal, written by Edward W. Koenig was published in 2007 by AuthorHouse.

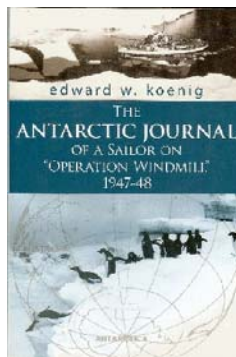
The US Navy Second Antarctic Development Project, 1947–48 as it was officially called, was not nicknamed Operation Windmill until after the expedition was over. It was nicknamed Windmill due to the large amount of helicopter exploration conducted during the mission.



ETSN Edward Koenig

The 69-day expedition was designated TF-39 and was under the command of CDR Gerald L. Ketchum. The task force consisted of two icebreakers, the USS *Edisto* and the USS *Burton Island*.

The book, *Antarctic Journal*, a seaman's record from 1947, contains the day-to-day observations of a young Sailor assigned in 1947 to his first cruise, which was a historic expedition to map and study over twenty locations along the coast of Antarctica. Operation Windmill was the first all-icebreaker task force after World War II, and was a follow-up to Operation Highjump in 1946. As an ETSN aboard the USS *Burton Island*, Koenig was in the center of the communications activity, and had access to information not always available to most of the crew.



The narrative begins with an unpleasant start over rough seas and travel to the South Pacific island of American Samoa. Upon crossing the equator the description of the Pollywog to Shellback initiation is one of the best yet, as stated by the Navy Historical Center librarian.

Two months below the Antarctic Circle includes suspense from a missing helicopter to adventures at the early American camps at McMurdo Sound, Little America, and Byrd's East Base. A rough crossing past Cape Horn and a visit to Lima, Peru added interest to the adventure.

On 25 January the task force encountered a Japanese whaling fleet and learned that there was an American and an Australian observer on the factory ship, *Hashidoku Maru*. The two ships rendezvoused and the observers were taken aboard the *Burton Island* for lunch with the Commodore and commanding officers of the US ships.

The story is told just as Ed recorded it, and supported with many illustrations from his camera and several quality images from the ship's photo lab and the Navy Historical Center Library.



Old Ed

Editor's Note Although Koenig doesn't mention it, the Japanese whaling fleets were authorized by General Douglas MacArthur in 1946 in order to provide food and a source of revenue for the defeated nation. The observers, an American and an Australian, were appointed by the general. One of the observers, LT David McCracken, USA wrote a book about his experiences: *Four Months on a Jap Whaler*, but that's a book review for another day

NEW OAEA MEMBERS

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

Thanks to Tom Noel, Carleen Lord, Bill Fazio, Jim, Abhau, OAEA-NE Chapter, Bill Spindler, Joe Medlin, RPSC, GCG Meeting Notice, and CB Bevilacqua, 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, 850 456 3556 or 10819 Berryhill Road Pensacola FL 32506.

*Denotes Associate Member

Bartley, James EM2	Life	ASA WO Byrd DF-65
Bauer, Justin SSGT	Commem	RPSC McM FD 03-04 KIA in Iraq 1/10/09
Blaylock, Patrick Civ	Life	H&N Pole DF-74 SS
Brown, Carolyn Civ	*Annual	Groupie
Callaway, Katie YN1	Annual	USCGC <i>Polar Sea</i> 98-01
Collinson, James Civ	Life	USARP BPRC & Cruise Ship Lecturer 69 through 99
Darlington, Jennie Civ	Life	WO RARE 47-48
Darlington, Harry LT	Commem	WO USASE 39-41 WO RARE 47-48
Dodson, Robert Civ	Life	WO RARE 47-48
Emory, Jack BU2	Commem	ASA WO DF-62 McM
Feinberg, Mary LTJG	Annual	VXE-6 DF-94
Gourdin, Brenda MSC	Life	NSFA WO DF-86 SS 91-94
Hall, Ralph ET1	Life	NSFA ATC SS 74-77
Hicks, Robert AMS3	Life	VX-6 DF-63
Hunter, Billie Civ	*Life	Groupie
LeClair, Matt LTCOL	Life	NYANG 1999-2009
Livesay, Jody Civ	*Annual	GCG Groupie
Lund, Peter Civ	Life	USAP McM 96-02 Palmer 08-09
Mathews, Jim Civ	Life	USARP/USAP 74-88 H&N WO McM DF-75
Mayeda, Stanley Civ	Annual	Surviving Son
McPherson, Ken Civ	Annual	USAP Contractor 88
Medlin, Marvin CMH3	Life	ASA 59-61
Mills, Jerry ADR2	Life	VX-6 SS 61-63
Moore, James Civ	Life	USARP McM 68-69
Mourlas, James RD2	Life	USS <i>Arneb</i> DF-III
Perales, Richard Civ	Annual	USAP 90-05
Potter, Willard QMC	Life	USS <i>Arneb</i> DF-I
Potter, Daisy Civ	*Life	Spouse
Robin, Gordon Civ	Commem	FIDS 47/49-52, 60s & 70s
Ryder, Edward AK2	Life	VX-6 57-59
Schemmel, Leasha MAJ	Annual	AIROPS 03-05/06-07
Scott, James SKCS	*Life	Det One CHCH 62-67
Smith, Walter ADR2	Life	VX-64-67
Sucher, Cara Civ	Life	Grad Student Vostok/ McM, 95-98, RPSC McM, Palmer 00-09

Thompson, Robert PH2	Life	VX-6 63-65
Walkington, Tom AK3	Life	VXE-6 60-71
Wallis, John ADCS	Annual	VXE-6 87-90
Wilson, Leslie RP1	Annual	NSFA SS 94-97

REUNION & MEETING INFORMATION

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

USS *Cacapon* (AO-52): Norfolk, VA. 7-11 Oct 2009. POC B. McReaken, cacapon@q.com, 952 890 0102. USS *Cacapon* participated in Highjump.

USS *Merrick* (AKA-97): Santa Maria, CA, 25-29 Oct 2009. POC Bill Reynolds, wildbill05@msn.com, 805 937 3273, 418 Playa Blanca St., Santa Maria, CA 93455. USS *Merrick* participated in Highjump.

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. USS *Philippine Sea* participated in Highjump.

USS *Pine Island* (AV-12): Pensacola FL. 13-15 Oct 2009. POC S. Crotzer, reztorc@bellsouth.net, 205 621 3106. USS *Pine Island* participated in Highjump.

USS *Curtiss* (AV-4): Minneapolis, MN. 9-12 Sep 2009. POC Bruce Snider, 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. 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. MCB-1 served during DF-II, IV, and 62.

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

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

All Coast Guard: Icebreaker Muster Nashville, TN, 12-16 May 2010. POC Louis LaRiccica, 623 434 6805, or icebreakermuster@yahoo.com. The reunion web site is located at: <http://www.icebreakermuster.net>,

OAEA. San Antonio, TX, 3-5 Nov 2010. POC John Lamont West, 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, or by snail mail to 10819 Berryhill Road, Pensacola FL 32506, or by phone at 850 456 3556.

- Christopher Osborne from Auckland, New Zealand is trying to locate Benjamin Covington or Cobington possibly from Jackson, Mississippi who served with Operation Deep Freeze in Christchurch, NZ around 1958–60. Chris can be contacted at osemail@xtra.co.nz or 57 Pleasant Street, Onehunga, Auckland, New Zealand.

- AE3 Mike “Iggy” Baleztana VXE-6 87–90 would like to get in touch with, Mike Villamil, Charlie Welch, Darryl McCollum, Al Martinez, and Damon Simpson. If anyone knows where they are, Mike can be contacted at mbalez1968@hotmail.com, or PO Box 633 Pilot Rock OR 87868.

- Becky Stevens is looking for anyone that knew her Dad, James A. “Pete” Tackett. He served in VX-6 during Deep Freeze III (1957–58). Pete died on 21 May 2009 from colon cancer. Becky would love to hear from anyone that knew him. He was on the ice when she was born. Becky can be reached at 121 Brandon Lane, Forney, TX 75126, or phone: 214 415 9964, or: BeckyStephens204@yahoo.com



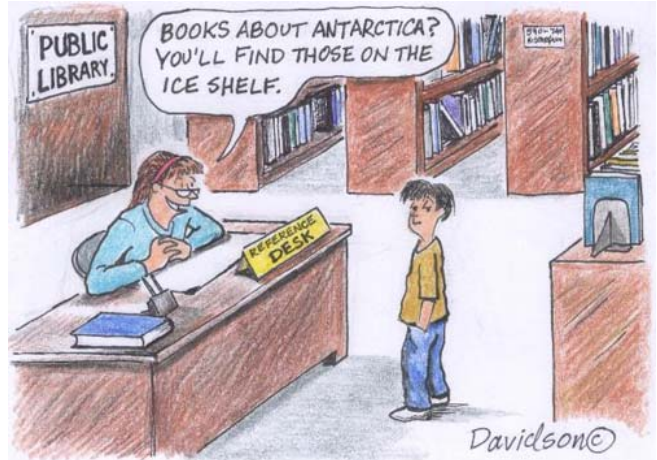
Pete Tackett

- PH2 Bob Thompson VX-6 is looking for other squadron personnel who deployed during DF-64 and 65. He can be contacted at: thompo@sbcglobal.net or 210 545 2901, or 16719 Ledgestone Drive, San Antonio TX 78232.

- **UPDATE:** John Denero was a member of the DF-II nine man Army Signal Corps Antarctic Research Team (SCART) that was under the leadership of Amory Waite. John is trying to locate other members of the team.

- PVT Walter S Hoffman, Valley Cottage, NY
- PFC James D Scott, Winetka, IL
- PFC John W. Newman, Grafton, WV
- PVT Armen Gechijian, Belmont, MA
- PFC George A Paybins, Brockton, MA
- PVT John V. Denero, Syracuse, NY
- PFC John E. Barron, Detroit, MI
- SP3 Truel E. Niswonger, Las Animas, CO

John can be contacted at Jdenero@atlanticbb.net, or 168 Windermere Way, Aiken, SC 29803, or 803-642-2162



GLOSSARY OF SNOW AND ICE

Compiled and edited by Billy-Ace Baker



Ice Shelf — A floating ice sheet of considerable thickness attached to a coast or a place in the library where they keep books about Antarctica. German equivalent: *Eisbookenkeepengefacher*.

Lake Ice — Floating ice formed in lakes. Spanish equivalent: *Hielo lacustre*.

Ridging — Pressure process by which floating ice becomes forced up in ridges. French equivalent: *Encretement*.

Strand Crack — A fissure at the junction between an island ice sheet, ice piedmont, or ice rise and an ice shelf, the latter being subject to the rise and fall of the tide. Spanish equivalent: *Rajadura de ribera*.

Very Close Pack Ice — Pack ice in which the floes are tightly packed but not frozen together, with very little, if any, sea water visible. Ice cover practically 10/10. Danish equivalent: *Kompakt drivis*.

OAEA Southwest Group Meeting

by Jim Maddox

The OAEA Southwest Group held its third lunch/get together on 12 September in Oxnard, CA. Paul McQuillan and Bob Gaboury made arrangements for the group to meet at the Pacific Corinthian Yacht Club. There were 14 members and guests in attendance. We all enjoyed a very good and tasty lunch served by the Club. Everyone enjoyed seeing, chatting, reminiscing with old friends.

During the meeting session, Ken Stein the lead person of the team brought the group up to date on the 2012 reunion team progress. He reported that he had contacted the San Diego visitor's bureau and working together they contacted over 80 hotels/resorts who could provide accommodations for the reunion. After reviewing all the replies, he, Jim Eblen, and Val Johnston selected five hotel/resorts; the Catamaran Resort Hotel, the Bahia Resort Hotel, the Hyatt Regency, the Hilton San Diego and the Paradise Point Resort.

The team toured and met with the hotel/resort personnel to view and learn what each could provide to make the reunion a great success if their site were selected. The hotels/resorts presented their ability to provide a resort like atmosphere, appropriate activities, and an overall price value for the OAEA members.

Ken reported that after reviewing all their notes and meeting to select a hotel/resort, they came to the conclusion that was not easy, that the Catamaran Resort Hotel was the one that could best provide an outstanding place to hold the 2012 OAEA reunion. The Catamaran Resort Hotel Internet site is located at: <http://www.catamaranresort.com/>.

On 19 August Ken signed a contract to hold the 2012 reunion at the Catamaran Hotel Resort on 24 to 26 October 2012. He and his team are looking foreword to providing the very best for the OAEA members at the reunion.

The next OAEA Southwest Group lunch/get together will be in San Diego, CA on 23 January 2010.

OAEA members who have questions or would like to attend the next luncheon/get together in San Diego, CA may contact Jim Maddox at 661 945 0469 or jmadflynav@aol.com.

Editor's Note: Photo by Bob Gaboury. Gabby didn't like his mug shot, so he cropped it out and replaced himself with the inset on the cocktail table. I didn't like the inset so I cropped one of him in a toilet bowl out of the DF-75 winter-over cruise book and inset it.



Attendees at the September Southwest Group Meeting (L to R): Jim Maddox, Jerry Feltz, Val Johnston, Cy Buehler, Sheryl Buehler, Linda Gaboury, Mildred Buehler, Ruth Eblen, Dick Masters, Rhodora Stein, Jim Eblen, Paul McQuillan, and Ken Stein.

Gulf Coast Group Chapter Happenings

by Billy-Ace Penguin Baker

Twenty-eight members and guests showed up for the 11 July 2009 meeting in spite of the meeting being on the same day as the Blue Angels beach show.

The long-awaited presentation by Mike & Jeanne McGrath and Skeeter & Chris Carson finally came to fruition. The presentation consisted of a brief narrative by Mike followed by a three-part DVD of their 2008 Antarctic Voyage on the MV *Fram*. In addition to the DVD an elaborate scrapbook of the voyage that was assembled by Jeanne McGrath was passed from table-to-table for viewing. The presentation was well-received and many of the attendees asked about getting a copy of the DVD. After all was said and done, Mike offered to loan his DVD to someone who had the capability to copy the DVD and I got roped into either making copies of the myself or taking it to Wal-Mart for reproduction.



Gus Shinn asks the Carson's and McGrath's if they were any unattached women on the cruise

In spite of being under the weather—a triple Bloody Mary for lunch will do it every time—Sean Baker distributed door prize tickets to everyone and sold 50/50 raffle tickets for the drawings.

Glen Harris won the door prize consisting of a copy of *Antarctic Press Clips*, published by NSF Office of Polar Programs and an embroidered USAP patch. Glen, who had been so impressed by Jeanne's scrapbook, offered his door prizes to her, which she graciously accepted.

Dorothy Griffin won the 50/50 drawing. Dorothy took home \$55 as her share of the raffle.

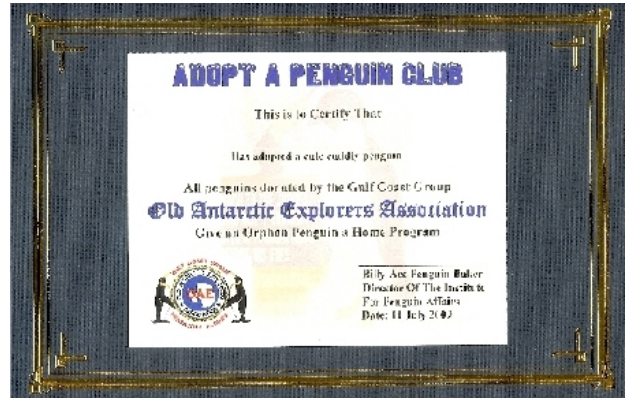
New OAEA member CDR Mary Feinberg nee Rimmel was introduced and invited to say a few words about herself. Mary served as a LC-130 Navigator in VXE-6 from March 1993 through August 1994. She is now serving as Executive Officer (XO) of Training Squadron Four (VT-4) at



CDR Feinberg

NAS Pensacola. Mary has been in the Navy for 20 years. She started her career as an Air Traffic Controller and was selected for OCS in 1989 eventually becoming an NFO in 1992. Mary has been the XO of VT-4 for thirteen months. She is scheduled to assume command of the squadron on 19 September. Mary's bio may be viewed at: <https://www.cnatra.navy.mil/tw6/vt4/co.asp>

Orphaned stuffed toy penguins were offered for adoption and four of the Shrimp Basket wait staff and one other person applied. According to the terms of the adoption the new parents had to promise to provide the adoptee with a home that is safe and free of Polar Bears. Adoption presentation folders including certificates of adoption were presented to Misty Manley, Brittney Hiras, Ashley Evers, Sydney Cross, and Chelsea Rogers. Following a brief ceremony the proud parents were able to select the penguin of their choice from the crèche.



There being no further business, the meeting was adjourned. The date for the next meeting will be promulgated via the OAE-GCG group email system.

Thanks to Bob Conner for taking the candid photos for this report. Bob was visiting from his home in Lake City Florida. Bob gets around. In December he made an appearance at the OAEA Tidewater Group meeting. See the Tidewater Meeting report on page 20 of the Jan-Mar 2009 issue of the *Gazette* for a photo of Bob

GCG Meeting Saturday 08 August 2009—Thirty-four members and guests showed up for a slow starting turn-out. Visitors were Mary Floyd and Clara Eccles who were my guests. Both ladies worked with me at Saufley Field at the Navy Exam Center for almost 15 years. During that time they heard a lot of ice stories and they could relate some of the stories so well that you would think that they had been there and shared the Antarctic Experience themselves. I retired from Saufley Field, for the second time, after I turned 60 years old. Clara retired after she got her 20 years in and Mary, who was already working at Saufley when Clara and I arrived, is still there and has been a federal civil service employee for 29 Years.



Guests of Billy-Ace: Indian Princes Mary Purifoy and Clara Eccles.

Jody Livesay and her father Ralph Faist were first-time attendees. Jody joined the OAEA as an Annual Member. She will be going on a trip to the Antarctic Peninsula in November aboard the MV *Lyubov Orlova*. She became interested in Antarctica when she was a school teacher in San Diego and researched Shackleton's expeditions with her class. Hopefully, after her return to Pensacola she will have her own ice stories to relate.



Jody Livesay Listens to Con

There were a few orphan penguins left over from the July meeting, so Clara Eccles adopted one for herself and one of the new waitresses adopted one for her son who she is expecting in six months.

Before the meeting got started, George Griffin presented Gus Shinn with a Realm of the Emperor Penguin certificate for his trip down to the ice on the USS *Philippine Sea* during Operation Highjump in 1946.



George had heard Gus mention that he had never received his certificate and George resourcefully took his own certificate to a print shop where they placed a strip of paper over George's name and created a new certificate for Gus. Better late than never. George also donated \$25 to the OAEA *Explorer's Gazette* Printing and Mailing Fund. George does not own a computer so he receives his *Gazette* by snail mail.

Pam Landy was again in charge of the 50/50 raffle, and door prize tickets. As soon as she finished her lunch she started circulating through the crowded room selling the

tickets and passing out the tickets for the door prize. Because she got started late, our guest speaker was also late in getting his presentation started.

Conrad Jaburg, Winter-over Ellsworth Station DF-II was the featured speaker. The highlights of Con's presentation included the trip down to the ice on the USS *Wyandot* via several South American ports where he said the liberty and wine were very good. Con said that they couldn't find a suitable site on the ice shelf to build the station and the season was getting short. RADM Dufek, back in McMurdo ordered them to pick a spot and get the job done. As it was, the *Wyandot* had to leave the area before the station was completed, but the Winter-over Seabees and Airdales finished the job. Con had very few props for his dissertation. He made do with several posters and a hand-full



LT Conrad Jaburg



Con checks his notes

of Xeroxed black and white photographs that he passed around. However, he told a good story and made a good job of the presentation and kept a smile on every ones face until he told about the great penguin round-up and how some cruel and inhumane treatment was inflicted on some captive emperor penguins that several crew-members wanted to take back home for trophies. Con said, "You should have seen it in color". To which Mary Purifoy yelled out: "You guys should adopt that as your OAEA-GCG theme song".

For a different slant on Ellsworth Station, a good source of information is available in John Behrendt's book *Innocents on Ice*, published in 1998 by the University of Colorado Press.

Following the presentation Clara Eccles was asked to draw the tickets from the drum for the 50/50 and door prize drawings. Chris Carson won the 50/50 raffle and she took home \$48 as her share of the proceeds. Ralph Faist won the door prize that consisted of a commemorative patch for RADM Byrd's flight over the South Pole on 29 November 1929, and a vintage USARP lapel pin.

There being no further business, the meeting was adjourned.

My thanks to Pam Landy for helping out in any way that she could with the meeting. She not only conducted the

50/50 ticket sales and distribution of the door prize tickets, but she also took all the candid photos used in this article. And I would also like to thank everyone who participated in the 50/50 drawing. Pam said, that with the exception of one member, all those in attendance purchased tickets. The 50/50 ticket sales is the OAEA-GCG Chapter's only source of income and the groups share pays for post card stock, stamps, other office supplies, and other miscellaneous expenses including donations to the OAEA.

GCG 12 September 2009 09 Meeting—It had been raining all morning and I figured that we would have a small turnout. Not only did we not have a scheduled speaker, but it was a lousy day. As it turned out, 26 members and guests showed up but two of them didn't stay for the meeting. Susann Hebb, one of our hosts from the Lakeside, popped in to say hello and without a "by your leave" she was gone again. Also present at the restaurant, but not attending the OAEA-GCG meeting were Linda and Philip Balink-White. Philip came through the bar area on his way to the head and said hello to a few people. Linda and Philip were having lunch with a table of ladies. As it turned out the ladies, including Susan, were all members of the local WAVES Association chapter of which Linda is the president.

I arrived at the Shrimp Basket at 11:15 and Lennie Bourgeois came out to help me carry my boxes, of door prizes, orphan penguins, and OAEA-GCG ball caps. As soon as I was inside, our assigned waitress ran up and told me that it was Gus Shinn's birthday. I figured that the manager had told her because I had requested permission to bring in a cake for Gus. However, Brittney, the waitress, said that Gus had told her and that everyone knew about it. So much for surprises.

Bill Fazio introduced me to Walter R. Smith who accompanied Bill and Mary to the meeting. Walter, a retired ADCS, was an ADR2 in VX-6 from April 1964 to June 1967. I immediately signed him up as a Life Member of the OAEA. Walter lives in Milton FL and I think he told me that he had been in this area for thirty some years.



New member Walt Smith

The only old business on the agenda was the adoption of two stuffed penguins by a new waitress and the Shrimp Basket duty manager who wanted one for his son.

Pam sold tickets for the 50/50 raffle and passed out tickets for the door prize. She collected \$95 and Carl Jackson had the winning ticket and took home \$47 as his share. The door prize was a breakfast or dinner for two at Kem's Restaurant in Pensacola's new Holiday Inn. Irene Beck, Directory of Sales at the hotel donated the door prize. Irene is

a Life Associate Member of the OAEA. Gus Shinn held the winning ticket for the door prize.



Jim Landy pauses while reading Sam Feola's birthday greetings to Gus Shinn

After the raffles were completed, Jim Landy read a birthday greeting from Sam Feola of Raytheon Polar Services wishing Gus a happy birthday. While Jim read the letter I held up 8X10 photos of Gus and Sam standing in front of *Que Sera Sera* during the 2008 OAEA Reunion tour of the Navy Aviation Museum. After the letter reading was finished, several people, including myself, gave Gus birthday cards and token gifts and wished him many more birthdays. Pam Landy had a cake made for Gus at a local bakery and while Jim was reading the letter the cake was brought out from the restaurant kitchen and once the brief ceremony was complete Gus was asked to make the first cut. Since there were no swords available a large kitchen knife was used. Karen Nightengale volunteered to cut the rest of the cake and pass out servings to those who wanted to indulge. Pam had also procured a "no sugar added" cake for those who have to watch their sugar intake and I ended up taking most of it home with me.



The cake and Gus cutting the Cake

After that there was no further business so the meeting was concluded. Once I packed up my boxes and took down the OAEA-GCG flag, Joyce Blackwelder volunteered to help me carry everything out to my car.

Thanks to Lennie Bourgeois and Chuck Minerman for taking the photos used to illustrate this write up.



OAEA Donor Awards as of 7/12/2009

Compiled by Billy-Ace Baker

There are now over 100 Little Blue Penguin Club members, so this is the last report that will list this category. Asterisks indicate new donors, or donors who have reached the next level.

LITTLE BLUE PENGUIN

Donations of \$50 (1st 100 only)

2006 OAEA Reunion Committee

*Andersen, Kevin

Anderson, Stuart & Audrey

Baker, Ashlee F.

Baker, Billy-Ace

Baker, Jamie

Baker, Sean

Baker, Tracey

Biery, Roger W.

Blackwelder, Billy

Blewett, Thomas

Bolt, Ron L.

Boyer, Robert E.

Bracken, Harold

Brow, Robert

Buehler, Cyril

*Byham, Cynthia

Cabrera, Quirino

Callender, Gordon W.

Capozzoli, Albert A.

Cockrill, Millard D.

Communicator Group Fund

Conklin, Harold

Cordes, Fauno

Cunningham, Clair E.

Damvelt, Karen

Debacker, Ann

DeLeon, Emilio

Dempsey, William B.

Dieckhoff, Charlotte M.

Diller, Marty & Bev

Dostal, W (Dusty) A.

Dryfoose, Buz & Sam

DuBeau, Earl

Dunn, Thomas

*Eblen, James

Epperly, Robert M.

Eubanks, Paul

Faulhaber, Robert J.

Gerrish, Samuel D.

Gillich, Pete D.

Giro, John

Giro, Mary V.

Hall, Richard M.

Halpern, Barry

Hartman, Susan M.

Helfrich, Carl & Barbara

Henley, Elizabeth

Henley, Joseph

Herman, Andrew "Tony"

Higdon, John C.

Hilt, John W.

Hood, Elaine

Hutchinson-Sabbatini, Kristan

Jernigan, Laura

Klinger, Gerald F.

Konrad, Bradley, N.C.

Konrad, Kerry

Konrad, Robert D.

Konrad, Robert K. A.

Landy, James

Landy Pam

Lightsey, Elvin G.

Lippka, Ray E.

Loftus, Leo G.

Morris, Marion E.

Morton, John E.

Moulder, Evelyn

Munson, Evelyn

*Norris, Jim & Janette

Northrup, David A.

OAEA Gulf Coast Group

OAEA New England Chapter

O'Neal, Jerry

Owler, Robert

Phillips, Elmer F.

Rubin, Harry

Sheets, Martha

Spindler, Bill

Snow, Laura

Snyder, Mary Margaret

Spaulding, Richard

Spencer, Erwin J.

Splain, Vincent F.

Startz, Donna

Taylor, William C.

Toney, Phillip

Tri Star Engineering, Inc

VX/VXE-6 Para-Rescue Team

Werner, Alexander

West, John Lamont

*White, Noah

Whitehead, Eugene

Wick Jr. Howard J.

Wilson, Gwendolyn

Wilson, John "Moon"

Yow, Maxine V.

BRONZE ADELIE

Donations of \$100

Baker, Ashlee F.

Baker, Jamie

Baker, Sean

Baker, Tracey

Bolt, Ron L.

Boyer, Robert E.

Bracken, Harold

Buehler, Cyril

Cabrera, Quirino

Capozzoli, Albert A.

Conklin, Harold

*Damvelt, Karen

Diller, Marty & Bev

Dostal, W (Dusty) A.

Dunn, Thomas

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*Everett, Richard

*Fazio, Bill

Giro, John J.

Giro, Mary V.

Hall, Richard M.

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*Hames, Winters

Henley, Elizabeth

Henley, Joseph

*Hickey, John

Higdon, John C.

Jernigan, Laura

Konrad, Bradley, N.C.

Konrad, Kerry

Konrad, Robert D.

Konrad, Robert K. A.

Landy, James

Landy Pam

Lindberg, Arthur E.

Morton, John E.

Munson, Evelyn

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Owler, Robert

Phillips, Elmer F.

*Smith, Herschel

Snow, Laura

Snyder, Mary Margaret

Spaulding, Richard

Spencer, Erwin J.

Splain, Vincent F.

Startz, Donna

*Tamplet, Walter

Taylor, William C.

Toney, Phillip

*Walsh, Mike

Werner, Alexander

Whitehead, Eugene

Yow, Maxine

*Zinser, Richard

GOLD ADELIE

Donations of \$500

Cordes, Fauno

Herman, Andrew "Tony"

*Reed, Dale

SILVER ADELIE

Donations of \$1,000

2006 OAEA Reunion Committee

*2008 OAEA Reunion Committee

Baker, Billy-Ace

Biery, Roger

VX/VXE-6 Para-Rescue Team

EMPEROR

Donations of \$5,000

Communicator Group Fund

