



# EXPLORER'S GAZETTE

Published Quarterly in Pensacola, Florida USA for the Old Antarctic Explorers Association

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

Volume 9, Issue 4

Old Antarctic Explorers Association, Inc

Oct-Dec 2009



**Staff members at the Amundsen-Scott South Pole Station gathering in early 2008 for a last photograph at the geodesic dome before its decommissioning**

## SAVE THE GEODESIC DOME

*Condensed from a New York Times story by Henry Fountain*

A geodesic dome that sheltered scientists and support workers at the South Pole for three decades is due to be demolished in the next few months, having outlived its usefulness at the bottom of the world.

But a small group of polar veterans is trying to preserve the dome, arguing it is a signature feature of the United States Antarctic program. They want the 55-foot-high aluminum structure taken apart the same way that Navy Seabees assembled it—bolt-by-bolt and panel-by-panel—for reassembly stateside.

“If you saw anything about the South Pole, that dome would always be the iconic symbol that you saw,” said Billy-Ace Baker, a former Navy radio operator in Antarctica and a founder of the Old Antarctic Explorers Association, who is involved in the effort.

Lee Mattis, who as a young engineer working for a California company, came up with a way to erect the structure and served as project engineer during its construction over two Antarctic summers, said the dome “was a big part of the NSF effort down there.”

The [National Science Foundation](#), or NSF, the federal agency that oversees polar programs, has agreed to disassemble the top three rings, or about 45 triangular panels, for eventual installation at a Seabee museum being built in Port Hueneme, Calif. The bulk of the dome, which has 904 panels and 1,448 struts in all, held together by about 60,000 bolts, would be cut apart.

Brian W. Stone, a deputy division director in the NSF's Office of Polar Programs, said the agency had been talking

**See: THE DOME On page 4.**

**PRESIDENT'S CORNER**

James "Jim Da Retired Cop" Heffel—OAEA President

**T**O ALL OAEs—By the time you read this, most of USA will still be locked in a colder than normal winter and everyone is praying for spring to come. Snow Birds down in Florida have complained that it has been colder in Florida than at their homes up North.



On the ice, summer is in full swing. The iconic geodesic dome at South Pole Station is scheduled for destruction and the 30<sup>th</sup> Anniversary of the fatal crash on Mount Erebus of an Air New Zealand tourist flight was commemorated. Both stories are featured in this issue of the *Explorer's Gazette*.

On a more pleasant note, the veterans of the McMurdo Navy Nuclear Power Plant (NNPU) have sponsored a PM-3A commemorative 30"X25" bronze plaque that will be shipped to McMurdo to be placed as a historical monument on the site of the plant on Observation Hill. In late January, there will be a ceremony on Observation Hill to dedicate the site. The NNPU Group is providing funding for the plaque and shipment to New Zealand. NNPU was constructed during DF-62 and supplied electricity and water to McMurdo Station for over ten years before being shut down in 1972 and decommissioned in 1979.

Details of the OAEA Ships Store were announced in the Jul-Sep 2009 issue of the *Explorer's Gazette*. Merchandise Chairman, Dave Hazard, has reported that participation in the Voucher Program has been disappointing. It is hoped that participation will pick up when the holiday season is behind us. I encourage all hands to help Dave make the Ships Store a success. Page 8 of this issue of the *Gazette* provides additional information.

The 2010 San Antonio reunion committee members have developed a reunion logo that will appear on merchandise sold by the reunion committee during the reunion. A contract has been signed with the El Tropicana Hotel. See page 8 for a photo of the hotel.

The FY2010 budget has been approved. The FY2009 Accounting Statement is included on the last page of this issue of the *Gazette*.

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 loved ones. I wish a speedy and full recovery to anyone on the binnacle list.

Jim Heffel  
President

*Jim Heffel*



**GROWLERS & BERGY BYTES**

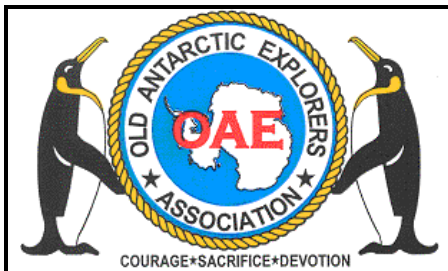
*Feature Stories, Odds & Ends, Collected, Compiled & Written by Billy-Ace Penguin Baker*

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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.





The *Explorer's Gazette* is  
the official publication of the

**Old Antarctic Explorers  
Association, Inc.**

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10819 Berryhill Road  
Pensacola, FL 32506 USA  
Phone 850 456 3556

And is published four times annually

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## Rebuttal to Kenneth C. Henry

*Opinion by Tom Sweeney*

I take outrage at the insinuations and accusations contained in the Opinion Column written by Kenneth C. Henry. This malicious column was featured in the Jul-Sep 2009 issue of the Explorer's Gazette. The defamatory air of the column was directed at me in particular and in general to the unnamed officers of the OAEA New England Chapter.

My application to the OAEA clearly and unambiguously states that I was a member of Deep Freeze II. I arrived at LA-V on 8 November 1956 as one of the eleven men of an advance party from MCB-1. Our goal was to relieve and assume the duties and obligations of the wintering-over members of MCB (Special) who would be embarking on an over-the-snow route to build a new station in Marie Byrd Land. This was to be accomplished before the mass arrival of Deep Freeze II (personnel) in early January 1957.

My background was clearly evident to all the attendees at the 27 June 2009 meeting of the OAEA New England Chapter.

Since my tenure at LA-V overlapped by several months with Deep Freeze I, a courtesy was extended allowing me to address the assemblage of my experiences and activities on the ice.

I worked and lived with Deep Freeze I personnel for two months before the arrival of Deep Freeze II. My main function at LA-V was power plant operation. One of three assigned to this job. The other two were from Deep Freeze I.

If Mr. Henry had made a basic inquiry into this matter, worthy of a bonafide historian, he would have been aware of the inaccuracies of his proposition. Therefore there would have been no need to write his maligning column.

Tom Sweeney  
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**Editor's Note: Whether Tom Sweeney was a member of DF-I or DF-II is a moot point. By the time Tom Sweeney arrived at LA-V on 8 November 1956 DF-I was history. The following early DF-II time line germane:**

**16 Oct 1956—RADM Dufek arrives at McMurdo**

**19 Oct 1956—five US Air Force C-124s land at McMurdo**

**25 Oct 1956—flight to LA-V with Byrd Traverse personnel**

**25 Oct 1956—first flight over the South Pole**

**28 Oct 1956—USS Glacier arrives at McMurdo**

**28 Oct 1956—VX-6 flights to establish Beardmore Station**

**31 Oct 1956—LCDR Gus Shinn lands at the South Pole**

**05 Nov 1956—Byrd Station Travers departs LA-V**

**08 Nov 1956—USS Glacier & Tom Sweeney arrive at LA-V**





**THE DOME****From page 1**

with the Seabees for two years about ways to preserve part of the dome. "The Seabees feel it has historical significance, as do we and others who have worked at the South Pole," Mr. Stone said.

But as part of a long-term modernization plan at the site, the NSF had to have the dome removed by next March, he said.

The windowless dome, which is about 165 feet in diameter, was the main structure at the Amundsen-Scott South Pole Station. Inside it were modular buildings for the station's residents—as many as 200 in summers—50 or so through the harsh polar winter. It has been largely unused for the past few years, replaced by a two-story elevated building.

Mr. Mattis, who returned to the South Pole in 2005 to inspect the dome, estimated that disassembling the entire structure bolt-by-bolt and shipping it stateside would cost about \$500,000 above the \$150,000 the NSF has budgeted for the project.

Mr. Mattis said his group hoped to have demolition delayed for a year and to use the time to interest private groups or individuals in providing the additional money to bring the whole dome back, with the idea that museums or other institutions would be interested in displaying parts of it. "In that way, we'd preserve the memory of it in multiple locations," he said.

But Mr. Stone said the agency had made no secret of the project's timeline. "We're sensitive to the fact that it's been an iconic structure for a lot of people for a long time," he said. "But we are bound by the logistics and the need to wrap this up."

**DECONSTRUCTION OF THE SOUTH POLE DOME***Condensed from a story**by Peter Rejcek, Antarctic Sun Editor*

It was never supposed to hang around this long, ten years, maybe 15 at most. Perhaps that's why the South Pole Dome—a modestly sized structure spanning 164 feet and topping out at

about 52 feet high—has loomed so large in the lore and legacy of polar history. The final chapter in that story will be completed 35 years after the USAP's most iconic research station was officially dedicated in January 1975. The dome, the second research station built at the geographic South Pole, is coming down.

The new station, a 2-story structure built atop stilts on a moving ice sheet, officially entered into service on 12 Jan. 2008. But even before then, the dome had been relieved of duty.

The modular buildings under the protective aluminum shell had been disassembled a couple of winters ago after all operations had moved to the elevated station. More recently, the dome had been used for cold storage. Completion of a new logistics facility, an arched building near the elevated station, over this past winter means all those frozen goods now have a dedicated warehouse for storage.

*Photo by Forest Banks*

**Several panels were first removed from the Dome entrance to make room for work inside**

**Building at Pole**

Seabees assembled the first South Pole Station in less than two months over the 1956–57 season for what was to be a temporary science campaign. In reality, IGY never ended. And no one had predicted the hastily built station would need to last nearly 20 years.

Snow quickly buried the first station. Eventually, the crushing weight of the snow on the ice-entombed structures meant time was running out before the station became uninhabitable.

The Navy Facilities Engineering Command had determined that a new design was required for continued research by the NSF at the South Pole,

according to a 1977 document published by the dome design and manufacture company, Temcor of Torrance, Calif.

A dome "would be large enough to enclose and protect three buildings. All these buildings were supported above the snow floor of the dome for cross ventilation.

The dome was to offer shelter from the wind and snow, but not the cold. The need is to keep the inside temperature below 0 degrees F to prevent deformation of the snow support and settlement destruction of the buildings.

**Going up**

Putting up the dome wasn't an easy task in the brief Antarctic summer, where ambient temperatures rarely reach 0 degrees F. The foundation proved to be the trickiest part because a crucial piece of machinery couldn't handle the harsh conditions.

The Seabees used a Peter Snow Miller, a Swiss snowplow to process the snow and work it up to the firmness necessary to support the dome's wooden foundation footings. The same machine did double-duty in cutting a circular trench for the dome foundation and a trench for the "utilidor" for utility and sewage lines. The machine constantly broke down.

On 9 Jan. 1975, a group of dignitaries dedicated the new station, including Ruth Siple, wife of Paul Siple, the first South Pole winter-over scientific leader in 1957.

*Photo by Forest Banks*

**Construction crew removes the crown of the dome on 10 Dec. 2009. The crown, along with the top two rows of panels, will be donated to the Navy museum in Port Hueneme, Calif.**

Bill Spindler worked as the South Pole station manager for a year in 1976–77, during the dome's third year in service, and has been involved with the U.S. Antarctic program on and off for more than 30 years. An engineer by trade, Spindler also wintered twice more, in 2005 and 2008.

The unofficial historian of the South Pole, Spindler was matter-of-fact when asked about its imminent disassembly.

"When I showed up at Pole in 1976, the dome made the new station seem state-of-the-art," he wrote in an email. "No more collapsing snow tunnels, lots of storage space, and an instant icon for the USARP

### Time to go

During the late 1980s, NSF started preliminary planning for a new station, and at the time, the dome was sacrosanct, according to Spindler. "All plans for the new station included it, either as a cover for buildings, as it was in the existing station, a storage space, or perhaps even an insulated and heated structure. Some of the designs even included building another dome to match the original.

"All of this suddenly was to change as a result of a loud noise heard by the 1988 winter-overs," he explained. "They reported that it sounded like something broke."

A computer analysis at about the same time indicated that some of the aluminum dome foundation base ring beams might be overstressed, Spindler said. "The next summer the entire base ring was dug out, and yours truly got to crawl through the trench and inspect every node and every beam. Sure enough, I found cracks and broken beams at the predicted locations."

The damage was repaired, but the dream of keeping the dome in some capacity was broken. The winning design would call for a 65,000-square-foot building capable of sleeping about 150 people, elevated above the polar plateau and capable of being jacked up twice during its lifetime.

In 2005, to assess how the dome could be deconstructed, Mattis said he returned to the South Pole at the behest

of the Navy Civil Engineering Corps (CEC)/Seabee Historical Foundation, which would like to save the dome for posterity.

What did he think after seeing the dome for the first time in more than 30 years? "My first thought was, 'wow.' Why did I become a civil engineer? Because I wanted to see what I built, and here was something that lasted for much longer than it was designed to last. It's still functional. It's still working. It's still providing its intended use. It was a feeling of pride. Just to go back and see it was great," Mattis said.

"It was in good shape," he added. His recommendation to disassemble the dome is basically to reverse the order of construction—taking it apart from the top down.

### Coming down

That's pretty much the plan, according to Brandon "Shaggy" Neahusan, construction manager for Raytheon Polar Services Co. (RPSC), and the lead person for the deconstruction project. RPSC is the prime contractor to the NSF for the USAP.

"The overall method we will be using is to start at the top and peel it like an orange," Neahusan said via email from Antarctica. "In other words, we start at the top and move around the dome, panel-by-panel, clockwise disassembling until we get to the foundations."

The first piece to be removed will be rigged to a crane and then two people working from a lift will use abrasive saws from the inside of the dome to cut partially through the structural members. Once that team is safely out of the way, a second two-person team working from the exterior of the dome will finish cutting the piece free. The crane will then lower the pieces to the ground, where the other two workers will continue to disassemble the panels for eventual transport from South Pole.

Time and weather are obstacles. The project started in mid-November by clearing out the dome and moving snow away from outside perimeter for the heavy equipment to operate.

Temperatures need to remain above minus 40 degrees F for the cranes and mechanical lifts to work properly—not always a guarantee, even in summer.

Plans are to have both buildings down and packaged for shipment off continent by end of season.

### For posterity

The crown of the dome and the next two rows of polygonal panels will be saved for display at a new Seabee museum in Port Hueneme, Calif.

Disassembly will be accomplished by removing the bolted connections and using a tool called a collar cutter to snip the heads off the existing rivets and removing each component of the dome, documenting it for reassembly and crating the components for shipment to Port Hueneme. The rest of the structure will be cut up and shipped off continent and be recycled.

NSF had tried to figure out a way to send the whole dome back to the United States for display at the Seabee museum or other locations interested in its history. However, the labor costs alone would have been six times more expensive, and the amount of time it would take to do so would not fit into the mandated end date of the South Pole Station Modernization effort, which is 31 March 2010."

Jerry Marty, who has been working with the CEC/Seabee Historical Foundation the last few years on bringing the dome to Port Hueneme, said the entire dome likely wouldn't fit in the new museum based on its current configuration.

"It's the old story of when you start to put things in a museum, it fills up pretty quick," he said. The new museum's concept is to suspend the dome near an exhibit focused on the polar history of the Seabees, according to Marty.

The new museum itself will be a "virtual" walk through of Seabee history. Visitors will follow in the Seabee footsteps, starting with basic training and then on to conflicts from World War II and the Korean War to Vietnam and the modern conflicts in the Middle East. Finally, the tour ends with



a look into their humanitarian and civil projects.

"The military campaigns are one thing, but the Seabees are unique because they've got this Antarctic-IGY piece of their historical background," Marty noted.

### COMMENTS BY CDR JOHN PERRY, CEC, USN (RET)

I was the OIC of CBU-201 prior to MCB-71 being assigned to the DF project. When CBU-201 was decommissioned and MCB-71 took over, I was reassigned to NSF during the erection of the Dome and other buildings.

As has been mentioned the CEC/Seabee Historical Foundation has been working with NSF over the past few years to obtain the Dome or a portion of the Dome for use in a display at the new CEC/Seabee museum in Port Hueneme, CA. Initially we had proposed to send a small detachment of Seabee's to the South Pole to do the disassembly. As time passed and the time came to schedule the team to take down the Dome, NAVFAC was unable to provide the Seabee's. We then proposed to NSF that we would like to obtain the top three rings of the Dome for use in a display. NSF agreed and tasked their

support contractor to disassembly the top section for us.

As the contractor's crew began to disassemble the top section, they decided that it was just as quick and cost effective to disassemble the entire Dome. They removed the top section on 18 December 2009 and as of now the Dome is pretty much down.

### TRYING TO SAVE THE SOUTH POLE DOME

by Charles H. Lagerbom

Efforts are underway to help save the South Pole Station Dome. The dome has served the USAP for over 30 years becoming the visual symbol for the station. With the new South Pole Station going fully functional in 2008, the fate of the old dome is now in question. NSF has already agreed to remove the 55-foot high structure's top three rings and have them eventually installed in the Navy Seabee museum in Port Hueneme, California. The fate of the geodesic dome's remaining 904 panels, struts, and bolts is not so assured and may wind up going to a scrap yard. NSF has currently budgeted \$150,000 for its demolition and shipment back to the US, although others estimate the project to cost closer to \$500,000. Dismantling the structure has already begun.

Further threatening the structure's fate is the fact that the NSF has to have the dome removed by March 2010. That does not leave much time for anyone to raise the additional funds needed. So efforts are underway at various polar organizations to spread the word and see if their memberships might be willing to help raise awareness and needed monies for the complete retrieval and total preservation of this historic structure.

*Editor's Note: The above stories were written at different times during the past three months, so the time-line does not represent a seamless flow of information. At this time the Dome is down, but the fate of the structure is still uncertain.*

*One way to help save the dome from a landfill is to contact your state representative and express support for an extension beyond March 2010 so that supplementary funding to preserve the Dome may be identified. Or you may contact Charles and express your support. Address your letters to Charles Lagerbom at PO Box 300, Searsport, Maine 04974 USA or by email to: [aps@bluestreakme.com](mailto:aps@bluestreakme.com). Charles will use all letters and emails of support to make a case for preservation. Time is obviously short, so act now.*



photo by Forest Banks

**US Antarctic Program personnel at Amundsen-Scott South Pole Station pose for one last photo before the final panels of the geodesic dome are taken down. The Dome served as the main station for over 30 years. It was deconstructed during the 2009-2010 austral summer and will be removed from the continent. The new Elevated Station was dedicated in January 2008.**



## New England Chapter Fall 2009 Meeting

by Marty Diller

*New England Chapter Secretary-Treasurer*

This year's Fall Chapter meeting was held on 26 September in northern New England, at the Gateway Restaurant in Somersworth, NH, near the border of southwestern Maine. Meeting coordinators had been searching for a new location in northern New England that is closer to the many attendees who make the long drive up from CT and RI—but is still relatively convenient to attendees from Maine—and the Gateway fit that requirement and also easily accommodated the 55 members and guests in attendance for this meeting.

### Chapter Business

Following the social hour and lunch, the business meeting began with the Pledge of Allegiance—led by Life Member Charlie 'CB' Bevilacqua. Charlie brought along his personal U.S. Flag for this ceremony, as well as a POW/MIA flag. If other Chapter members wish to bring their flag(s) for use in the opening ceremony of a Chapter meeting, please contact CB or one of the Chapter Officers. In Old Business, CB Bevilacqua announced that the book drive for the library at South Pole Station would be ending within a couple weeks because the NYANGs ski-Herk squadron in Scotia, NY will soon be leaving for the upcoming Antarctic summer season.

In New Business, Chapter member Dr. Matt Spitkovsky brought a guest, Bill Waller, to present some ideas for the Chapter's Education Committee to consider. Bill is the founder of the Cape Ann Science Alliance (CASA), a community organization in the Cape Ann, MA area that fosters scientific curiosity, opportunity, and discovery. An example of one of Bill's suggestions involves Chapter participation in an upcoming CASA public panel discussion on the topic "Settling the Moon and Mars—Insights from Personal Experiences of Living in Antarctica". This may be an excellent opportunity for the Chapter to take its first steps into meaningful public education of Antarctic research and exploration.



**Bev Diller talks with Bill Waller, guest of Dr. Matt Spitkovsky. Bill founded CASA, a community organization that hopes to host youth programs in scientific exploration.**

### Featured Presentation

At the last meeting, the Chapter honored its Operation Highjump and Deep Freeze-I veterans, but due to time constraints, Charlie 'CB' Bevilacqua was not given a chance to speak about his Antarctic Experience on Ross Island and McMurdo Sound. He got his chance at this meeting and described how the Sailors and Seabees struggled to build and survive during that first summer of Operation Deep Freeze. From trying to sleep in a box with another man because they couldn't drive their tent stakes into the ice, to the lack of enough water to wash with (resulting in eating out of mess kits that were never clean and having to wear the cleanest of his dirty underwear), to the death of Construction Driver Third Class Richard T. Williams when his Caterpillar D-8 tractor broke through the sea ice of McMurdo Sound, these first pioneers of what is now referred to as the current 'scientific age' of Antarctic exploration endured many hardships and danger. The Seabees persevered, of course, and built the facility at McMurdo—the largest station in Antarctica.

### Fundraising

Limited edition, color OAEA-logo belt buckles were again the featured fundraising items at the meeting. Chapter-logo t-shirts, OAEA license plate frames, and OAEA-logo ball caps and polo shirts were also available for sale.



**Gloria Hollo shops at the Chapter merchandise table as Merchandise Coordinator Dave Hazard looks on**

Also, the Chapter still has a quantity of Noel Gillespie's original-edition books about VX-/VXE-6, *Courage Sacrifice Devotion*, and is now selling them for \$15.00. A bookplate signed by the author accompanies each book. To order any of these items by mail, go to the 'OAEA-NE Merchandise' link on the OAEA website ([www.oaea.net](http://www.oaea.net)), or contact Dave Hazard directly at: 207-353-9068. The raffle, prizes were either donated by Chapter members or the Chapter.

Raffle winners included: Guest Helen Andrade (large ski-Herk color poster), CB Bevilacqua (bottle of wine),

Al Buckes (outdoor penguin holiday sign), Larry Hunter (penguin salt & pepper shakers and outdoor penguin holiday sign), Peggy Lippka (singing penguin Christmas toy), Karen Newquist (glass penguin paperweight), Lee Norris (USAF in Antarctica book), Nick Pellegrino (outdoor penguin holiday sign), and guest Oliver Wiley (glass penguin paperweight). Special thanks go to CB for his donation of \$32 to the Chapter. With Carolyn Brown's assistance, CB raised this money by offering Antarctic charts and booklets to meeting

attendees for a small donation. Many thanks also go to Tom Noel who donated the NYANG Herk photos to the raffle.

**Meeting Schedule**

The next OAEA-NE Chapter meeting is scheduled for 1:00pm on Saturday, 27 March 2010, at Pelly's 19<sup>th</sup> Hole Restaurant, on the golf course of the former NAS Quonset Point in North Kingstown, RI.



(L to R) Don Germain, Peggy Busch, guest Bill Waller, guest Helen Andrade and Herschel Smith, Carolyn Brown, Jim Rooney (behind Carolyn), John Giro, and Bob Sexton

**Free Tickets to 2010 Reunion**

OAEA President Jim Heffel will personally donate one free round-trip ticket to the 2010 Reunion from anywhere in the continental US in an effort to both increase attendance at that Reunion and to raise money for the OAEA Scholarship Program. In addition, the 2006 OAEA Reunion Committee (Warwick, RI) has matched that offer. To be eligible to win two round-trip tickets, you must donate at least \$25 to the OAEA Scholarship Program before 4 July 2010. **Multiple donations from individual donors are permitted. For each \$25 donation, the donor will get another chance to win the ticket.** Checks are to be sent to the OAEA Data Base Manager and marked for Scholarship Program. A donation form with mailing instructions can be found on the OAEA Website. Just click on the **OAEA Donor Award Levels** link. The ticket drawing will be held after the donation cut-off date.

§

**OAEA Reunion  
El Tropicana Hotel  
3-5 Nov 2010  
San Antonio Texas**



The Holiday Inn El Tropicana Hotel is located adjacent to the historic San Antonio Riverwalk and Mall. The El Tropicana offers un-paralleled amenities.

**OAEA Ships Store**

Donations for the OAEA Ships Store are being accepted. For each \$10 donation received, the donor will receive a \$10.00 voucher that will be redeemable on their first purchase. Checks should be mailed to the OAEA Merchandise Chairman at the address below.

When enough money has been donated, the funds will be used to purchase a variety of items, such as watches, key chains, polo shirts, windbreakers, patches, cigarette lighters, and ball caps. At least \$4000 is needed for the startup budget. More donated funds will mean a better selection of merchandise for sale.

Merchandise being sold would not be limited to OAEA Logo merchandise. Other items to be sold would include other units that were part of Deep Freeze. Member merchandise recommendations are welcome.

Profits generated from merchandise sales will be deposited into the OAEA General Fund. The Ships Store 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.

Dave Hazard may be contacted at:

Email: [dhazard@gwi.net](mailto:dhazard@gwi.net) or [ahazard@gwi.net](mailto:ahazard@gwi.net)

Phone: 207 353 9068

Snail Mail: 340 Lisbon Street

Lisbon ME 04250

**Editor's Note: See the Explorer's Gazette for Jul-Sep 2009 (page 11) for additional Ships Store information and a sample of the voucher. Information for ordering the OAEA wristwatch is also included.**



# OAEA

## LETTERS TO THE EDITOR

Dear Asa:

In the Jul-Sep issue you quoted me as yelling out that you should adopt Jamey Johnson's song 'You Should Have seen it in Color' as the OAEA-GCG theme song. In case you have never heard it before you can listen to it and view the video at: [IN-COLOR](#)  
Maria Purifoy

Dear Editor:

The autogiro in the last issue of the Gazette was not very clear. I am enclosing a better photo of one similar to the one Byrd had on the ice in 1934.

Kelly Kellet



**USAF K-3 Autogiro**

Dear Editor:

Another fine Gazette!!!!

The lad who wrote the book on Operation Windmill 1947-48-Don't trust him too much. The Jap ship he mentions was really the *Hashedate Maru*-not the name he gives

Black Jack  
Of Ballarat

Billy-Ace,

As always I enjoyed reading the Gazette online and will print it out tomorrow and go through it more in detail. I want to get a few dollars in the mail to help with the mailing fees plus get a check sent to Dave Hazard for one of the watches and my \$10 Ships Store donation.

It was sad to see CUCCM John Kubitzza's name in the Obit column. John, Teke Figel, Nick Nixon, Jack Ohl, and myself were very close friends during the summer of '62 in D'Ville prior to deploying to the ice. We traveled all over Rhode Island and New England in John's Buick and had some great times. We

didn't miss too many weekend nights at the Seabee club. Teke and I traveled with John from RI to John's home in Havre, Montana on pre-deployment leave in Aug/Sep '62. We met his family and friends and visited Havre for several days. At the end of the leave period, we drove back to Davisville. I wintered at Byrd and the others wintered at McMurdo and I lost track of them upon leaving the ice in 1963. I did see John's name periodically in Navy Times and saw when he made Master Chief and again when he retired. As John was a Seabee and I was a Radioman on the West Coast/Westpac, our paths never crossed again in the following years.

This photo was taken 20 September 1962 on an old pier NW of Narragansett, RI.

We were all 20 years old getting ready to leave for the Ice. I departed less than a week later during the last week of September 1962. Believe you were already at McMurdo with the advance party. Seems like yesterday.

Aloha, Tony Herman



**CEP3 Teke Figel is in front, BUL2 John Kubitzza in the middle and RM3 Gary Nixon in the back. I'm naturally not in the picture as I had the camera.**

Dear Editor:

In the Jul-Sep 09 Gazette, Mr. Ken (John) Henry takes personal issue with the New England Chapter's choice of honorees when in June 2009 we honored the Chapter's military and civilian Highjump and Deep Freeze-I veterans. Mr. Henry seems to be mildly perturbed because Tom Sweeney was included. I would like to address Mr. Henry's three major concerns here:

1. That (the Gazette Editor) degraded the reputation of the Gazette by knowingly printing wrong information.

Ans: It is a fact that Tom Sweeney was a member of the DF-II advance party and spent two months with the DF-I group before the DF-II main body arrived. In that way, he counts himself as a participant in DF-I. That data was submitted in the article and is not false. So in no way is the reputation of the Gazette being degraded—there was no false information submitted. Yes, Mr. Sweeney was not a member of DF-I, but nobody is claiming he was!

2. That (the Chapter) was duped into honoring Mr. Sweeney for something they know he was never a part of.

Ans: The Chapter knows Mr. Sweeney did not deploy with DF-I, but it also knows Mr. Sweeney worked with the DF-I winter-over party for about two months before members of that party redeployed. In that sense, Mr. Sweeney was involved with DF-I.

3. Mr. Henry asks why the NE Chapter does 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?

Ans: The Chapter's presentation was specifically intended to specially recognize Chapter members who were involved in Highjump and DF-I, and no attempt was made to either recognize or disrespect anyone outside the Chapter who was involved with either Highjump, DF-I, DF-II, or any DF season since.

To reiterate, at our June meeting, the NE Chapter chose to honor Chapter members who are DF-I veterans (which includes the DF-I personnel who stayed for the DF-I winter). The NE Chapter is not claiming that history should be rewritten to include Tom Sweeney with the list of those who deployed for DF-I, but it is recognizing that he was there and worked with the men who successfully completed the DF-I mission—before DF-II got underway with the arrival of the main body in December 1956. Some may feel that is being overly generous in this case, and on behalf of the Chapter, I apologize to anyone who may be upset about that decision.

Marty Diller, Sec/Treas, OAEA-NE

*Editor's Note: Senior Chief (not Mr.) Henry is entitled to his opinion just as you are entitled to yours. If you will take time to review the Disclaimer Statement that is on page 2 of every issue of the Explorer's Gazette you will note that opinions are NOT official expressions of the OAEA. Therefore an addendum to correct a difference in opinion is not called for. BUT to reiterate: DF-II was well underway by the time Tom Sweeney arrived at Little America. See timeline on page 3 of this issue of the Gazette.*

Dear Editor:

Keep up the good work and here is something to help with posting [Gazette printing and mailing expenses].

ADJ3 Joe Bethea VX-6 1965-7

*Editor's Note: Joe generously included his check in the amount of \$100. Thanks Joe!*

Hi Billy Ace.

Just a note to let you know that Phil Boyd (85 years old) who ran MWR for Deep freeze from the 60's till recently is now in a nursing home. He has been there since 1 August. Phil is in good health but needs looking after.

I thought that some of the OAEA members would be interested in knowing this as most everyone who was in Christchurch would have known him.

Harold Herles.

*Editor's Note: Phil Boyd died shortly after Harold sent the above letter. Paul Panahal hearing about Phil's death submitted a Commemorative OAEA Member Application in his name. So Phil is listed in both the In Memory and New Member sections of this issue of the Gazette. I published Harold's letter to draw attention to the provisions that any deceased OAE who, if living, would be eligible for Regular Member status, is eligible for Commemorative Membership.*

Dear Billy-Ace,

Congratulations on another great Gazette! As always, it is interesting and informative. Many of us take the Gazette for granted. You've spoiled us! I guess I realized just how much time you devote to the OAEA when you had to decline an invitation to a cookout at our house because of a newsletter deadline. Or maybe you're familiar with Bill's BBQ skills and my potato salad... Thank you for your dedication to the association and for a topnotch publication.

Joyce Blackwelder

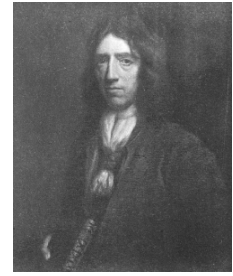
*Editor's Note: But I did accept their invitation to attend Thanksgiving Day festivities at the Blackwelder residence.*



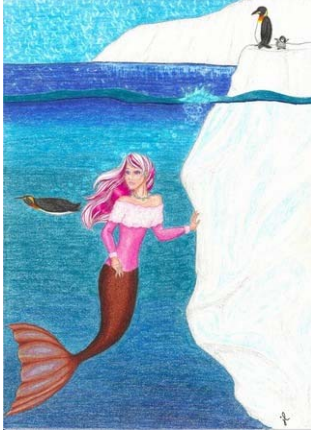
## THIS QUARTER IN HISTORY

*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*



*Antarctic Mermaid*

**OCTOBER:** Undoubtedly, the most famous mermaid spotted in Antarctic waters was glimpsed by one of Jim Weddell's men on 15 October 1823, on Snow Hill Island (what they called Basil Hall's Island back then), in the South Shetlands, during the Scotch explorer's third and last voyage south of 60. The sailor who, rather conveniently, was all by himself on one side of the island, looking after produce (so they said!) went to bed at about 10 o'clock in the evening (it was still light), and heard human cries, not once but three times. He got up each time, but only on the third occasion did he make a concerted effort to find the source of what was now a musical strain rather than what he had at first thought it to be, a distress call from a stranded sailor. He walked along the beach, and then saw, to his astonishment, lying on a rock in the sea a few yards away, a red mermaid with long green hair, and a seal's tail. The creature continued to sing for a full two minutes, until she saw him, whereupon she immediately disappeared. The man told the rest of the crew, and was doubted until he swore a good Catholic oath that what he had told was true. Those were the days! —From the entry "Mermaids", in John Stewart's upcoming *Antarctica*.

**NOVEMBER:** On 20 November 1956 LCDR Gus Shinn landed a plane at the South Pole for the second time. The first time had been exactly three weeks before, and the pilot was — Gus Shinn. On this second flight, Gus was carrying Dick Bowers, some dogs, and the Advance Party who went there to build South Pole Station. This made Dick Bowers the first human being to arrive at the South Pole with the intention of setting up a base. It also made him the second man named Bowers ever to stand at the South Pole. The rest of the members in that first group in were: PHC William Bristol, RM1 Thomas Montgomery, AG2 Jerry Nolen, RM2 Dale Powell, CM3 John Randall, LTJG John Tuck, and HM1 Floyd Woody. At that point in time, including this advance construction crew, fewer than 25 men had ever stood at the South Pole before.

**DECEMBER:** On 1 December 1959 the United States and eleven other nations agree to keep Antarctica a peaceful place for scientific research. The Antarctic Treaty signed in Washington, D.C. bans nuclear testing and the dumping of radioactive waste, freezes territorial claims, and fosters scientific cooperation. Today 47 countries have signed on. Scientists at over 100 research stations pursue subjects ranging from the bizarre to the sublime.

The Antarctic Treaty was proposed by President Dwight Eisenhower on 2 March 1958 and went into force on 23 June 1961. The Antarctic Treaty is one of the few agreements of its kind that actually works.

When Monaco signed as the 47th member nation that really made the world feel comfortable. Not just that, it was a warm and fuzzy glow. Until then Monaco's only claims to fame had been the gaming tables and Princess Grace

Who shall we welcome aboard next? Aruba? The Channel Islands? The lost state of Franklin? Notable by their absence are: Israel and, the Muslim countries.





## New Zealanders Mark 30-Year-Old Air Tragedy

*Compiled From NZ Press Stories*

### THE HISTORY

On 28 November 1979, Air New Zealand flight 901 crashed into Mt Erebus in Antarctica, instantly killing all 257 people on board. (*Editor's Note: the passengers included 23 Americans*) While that brutal event sparked worldwide interest in the Erebus story, it represented neither the beginning nor the end of a complicated and compelling tale.

Antarctic over-flights were a new and exciting breakthrough in airborne tourism. Interest in Antarctica had been particularly strong among the scientific community since the late 1950s, but only a small number of privileged people had experienced the wonders of the icy south.

Integral to the ability of Air New Zealand to provide the Antarctic flights was their new long-range aircraft, the McDonnell Douglas DC-10. During the 1970s, several high-fatality and high profile DC-10 crashes meant that, when ZK-NZP went down in Antarctica, immediate suspicion was laid on the aircraft.

At the heart of much of the eventual controversy surrounding the causes of the accident were changes made to the flight plan of TE901. The plan loaded into the aircraft's flight management computer was not that on which the flight crew had been briefed 19 days earlier, but no one had told them.

The search and rescue operation—involving New Zealanders and Americans—was harrowing, physically and emotionally. As well as hunting for human remains, one of the searchers' early goals was to retrieve both the Flight Data Recorder and Cockpit Voice Recorder (CVR) in the hope they would hold an explanation for the disaster.

When the search and rescue effort in Antarctica ended on 10 December 1979, the accident investigation was only just beginning. The long and acrimonious process of apportioning responsibility for the accident began with the Chippindale Report (the official accident investigation report); the so called Mahon Report (the official report of the Royal Commission of Inquiry); and the Legal Process, a discussion of the decisions made in the High Court and Privy Council concerning the activities of Justice Mahon during the royal commission.

During the course of the investigation, Air New Zealand's Captain Gordon Vette went to extraordinary lengths to gain an understanding of, and explain to others, the sector white-out phenomenon. His research was heralded internationally as groundbreaking: it played a pivotal role in understanding the causes of the accident and, more importantly, in preventing recurrences.

Similarly important to the investigation were the last moments of the accident as recorded by the CVR. Two very different transcriptions were produced from the poor-quality tape. It is the multi-faceted nature of the causes of the disaster that make the Erebus story eternally relevant and compelling.

### THE COMMEMORATIVE SERVICE

(AP)—WELLINGTON, New Zealand—About 70 New Zealanders stood in silence in the Antarctic snow to remember 257 people who perished 30 years earlier when an airplane smashed into a nearby mountain in New Zealand's worst air disaster.



After a commemorative service at New Zealand's Scott Base science station on the northern Antarctic coast, the group went out into the subzero snow-covered landscape for a short vigil to mark the moment the crash occurred.



*Photo courtesy of Antarctica New Zealand*  
**The Erebus group (relatives and Anglican Minister) who traveled down for the Erebus commemoration.**

Among those attending Saturday's vigil were six members of victims' families, flown there by national carrier Air New Zealand. Also present were staff members from the nearby U.S. McMurdo Station, some of who took part in the 1979 search that found the wreckage.

At Scott Base and at separate commemorative services in Auckland and Christchurch, airline officials apologized for the company's lack of support and compassion for victims' families following the crash. Air New Zealand chief executive Rob Fyfe; flight attendants and pilots attended a wreath-laying ceremony at the Auckland Airport.

Archdeacon Glynn Cardy in a public memorial service said the loss of the flight and the 257 people on board had "seared itself on the consciousness of our nation." He said the airline "did not open its heart" to grieving families at the time, but its recent apology had changed that.

Senior government ministers took part in the New Zealand commemorative services.

## An Affectionate Farewell To a Young Explorer

By Guy Wright 10 November 1961  
San Francisco News Chronicle

Last spring I wrote a column about my cousin who had just came back from the South Pole.

If you remember it at all, you'll remember I was pretty proud of him.

A strapping six-footer with the shoulders of a halfback and clear, confident blue eyes. Girls couldn't resist him. But Bill was married—Bill Chastain, that's his name—and for him, that was that.

When he came through town, he had just spent four months in Antarctica and was on his way home for a summer with his wife, a pretty little thing named Shelby, before going back again.

I had a wonderful evening listening to his stories about penguins and seals and eerie ice chasms and the signs GIs had put up on the ice shelf—"Help Keep Antarctica Green."

"But why did you volunteer to go down there?" I asked. "Why not?" he said and that was all.

### Back to Antarctica

A couple of months ago, he came through town again, on his way back to The Ice.

"This is the last time," he said, "When I come back, I can have my pick of my next assignment. I've decided on Hawaii, Shelby can go with me. We'll have two years together there."



AA Bill Chastain, USN



Newly Weds Bill & Shelby



Shelby at 2008 Reunion

He walked across the room and I noticed he was limping. He explained he'd hurt his foot fixing something on his plane.

"If I get cabin fever, I may develop acute complications of the big toe and get shipped home in time for Christmas," he said.

He meant it as a joke. The truth is, he loved his work. He'd had trouble getting into the Navy. The first time he tried to enlist the doctors thought they heard an extra noise in his heart and turned him down.

He put himself on a strict regimen, and the next time the noise wasn't there. Right from the start, he decided to make the Navy his career.

"But why the South Pole?" I tried again. He just laughed and changed the subject.

"I'll send you a Christmas card," he said when we parted.

Early the next morning, his plane left on its long journey, first hopping to Pearl Harbor, then to Fiji, to New Zealand, and finally down to the vast and lonely whiteness of Antarctica.

### End of the Journey

Yesterday was just another day for me until a skimpy dispatch came over the newsroom Teletype:

"A Navy Neptune crashed today on takeoff from Wilkes Station in Antarctica, killing five of the nine men aboard."

Later in the day, I learned that my cousin was one of the unlucky five.

I don't know his exact age—24 or 25 I'd guess. Any way, in our family he was the youngest member of my generation, and the one with the greatest zest for living. Now he's the first to die.

There won't be those two years in Hawaii with his wife. There won't be any Christmas card from the South Pole. And I won't have another chance to ask him why he volunteered to go there.

But I've thought about it a great deal, and I'm beginning dimly to understand. While still young he found something supremely worth doing, and he did it. In that he's more fortunate than most people.

While the rest of us fret over the present or try to crawl back into the past, he was charting the future. In his brief life he helped lift the veil from a new continent. Many men who live a lot longer accomplish a lot less.

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*Editor's Note: On 8 November 1961 VX-6 P2V BUNO 140439 landed at Wilkes Station and remained overnight. Bill Burch one of the Aussies who was at Wilkes is trying to get a commemorative marker erected at the crash site for William Chastain and the other men who were killed. The following is part of a recent email I received from Bill:*

*"My primary objective is to try and get the wheel strut mounted on the hill overlooking Wilkes—complete with a plaque listing the names of the crew and identifying those who died. There is no memorial anywhere to the tragedy.*

*Maybe through your connections you could get the plaque made listing all the names and the event it commemorates, and get approval for us to dig out the wheel strut to use as a mounting platform for the plaque. The ideal would be for a US delegation to fly to the new Casey airstrip—only a few km from the Neptune crash site and Wilkes—preferably with one of the survivors for a dedication. 8 November 2011 marks 50 years since the tragedy."*

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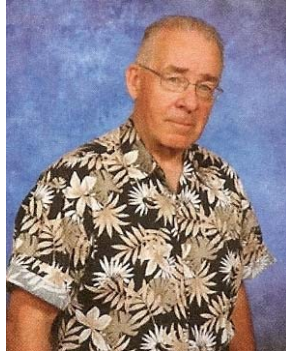


## Tidewater December Get Together

by Ed Hamblin

*Editor's Note: Ed sent me a more recent photo of himself to replace the DF-76 cruise book mug-shot that I have been using to illustrate the Tidewater meeting reports.*

Given the weather, and the time of the year, what was expected was maybe a half dozen or so of our Tidewater "regulars". What happened was twice that number actually showed up on 5 December, with two new area "faces" and two visitors from the Southern California area that happened to be in town on business. First the visitors: Rick Heinly and Romy Ong.



Rick was attached to NSFA Summer Support from 1972 to 1974. Rick was a Storekeeper, assigned to Terminal Operations, where he moved cargo to and from Williams Field. Romy was also a Storekeeper assigned to NSFA Summer Support during 1982 to 1985. For a period of time he was assigned to Public Works department as an expeditor, and then eventually to the Supply Department Fiscal Division. The two new local area walk-ins were Manny Perry, who was on the ice as a Seabee (CMA2), assigned to ASA at McMurdo in 1963. Ron Rooks was also a Seabee assigned to ASA at McMurdo during the 1963-64 period.



**New Faces: Ron Rooks, Manny Perry, Rick Heinly, and Romy Ong**

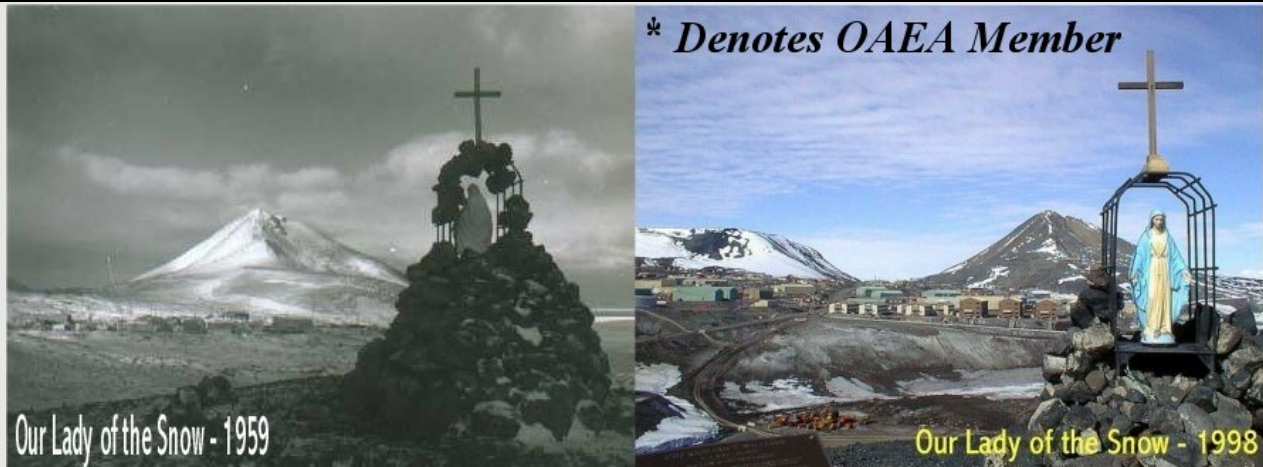
Other familiar ice mates who showed up included Jim Silverstorf, Marty Nemcosky, Ed Hamblin, Bill Murray, Wayne Rogers, Herb Schaefer, Brad Miller, and Bill Raymus. As always, the two hours we set aside for this once a quarter low-key event passed very quickly. After a bite to eat, a few cups of coffee, lots of stories and sidebar conversations, everyone had other things to do, places to go, and people to see.

For some time, our regular meet-up place, the House Of Eggs Restaurant has been for sale. Things being what they are, the restaurant has been taken off the market, so at least for now, the Tidewater Old Antarctic Explorers quarterly social is secure. With that said, our next happening will be 3 PM/1500 Saturday, 6 March 2010, at the House Of Eggs Restaurant in Norfolk on Military Highway. If you want to be added to the Tidewater, Virginia e-mail "tree" for the reminder, let Ed know at [ehamblin@cox.net](mailto:ehamblin@cox.net); Ed's phone number is 757-405-3362.



**Top row, left to right; Heinly, Nemcosky, Perry, Rooks, Rogers, Silverstorf, Miller, Schaefer, and Sugermeier. Seated, left to right; Hamblin, Raymus, Ong, and Murray**





## IN MEMORY

OAE Bonnie J. Mason Coury Abicht, 84, died on 6 October 2009, in Parkersburg OH, Bonnie visited Antarctica as a tourist.

OAE Allen Clark Armstrong, 86, died on 2 October 2009, in Alamo, CA. Allen visited Antarctica as a tourist.

OAE RADM Fred Bakutis, USN (Ret), 96 died on 4 October 2009, in Mali, HI. Admiral Bakutis was Commander Task Force 43/Commander Naval Support Forces Antarctica from April 1965 to Feb 1967. He named Brockton Station after his Brockton MA hometown. Bakutis Coast is named in his honor.

COL Peter Barretta, USAF (Ret), 89, died on 16 November 2009, in Charlottesville, VA. When Peter retired from the Air Force in 1970 he became interested in Polar Aviation and Polar Philately. He was a Life Associate Member of the OAEA. He was also a member of the Antarctic Society and the American Polar Society. Peter had a regular column in the *Ice Cap News* known as 'Peter's Page' and his byline often appeared in the *Antarctic Newsletter* and *The Polar Times*.

OAE Coy Ellis Bonner, Jr., 81, died on 28 October 2009, in the Indiana Masonic Home, Franklin, IN. Coy served during Highjump. Unit unknown.

OAE Marion Doremus Bowler, 91, died on 1 November 2009, in San Francisco, CA. Marion visited Antarctica as a tourist.

\*OAE FLT SGT Leonard Philip Boyd, RNZAF, (Ret), 85, died on 16 October 2009, in Christchurch, NZ. Phil was a long time Special Services employee at the Harewood Deep Freeze Headquarters. Phil was a very good friend of the USAP, particularly, the old Navy people. Among other things, until just a few years ago, he would hand deliver Christmas Cards throughout the USAP complex every year. Phil made several trips to McMurdo during his Deep Freeze employment. He was a member of the New Zealand Antarctic Society.

\*Doris Ann Bracken, 87, died on 2 Dec 2009, in Lexington Park, MD. Doris was the lady who sent the mannequin Miss North Kingstown to Antarctica. See *Explorer's Gazette*, Volume 1, Issue 3.

OAE Dafford Brewster Sr. 84, died on 6 November 2009, in Attalla, Daffy visited Antarctica on the MV *Marco Polo* in 1999 with a group of US Navy veterans.

OAE CPO Edward Henry Carey Jr., USN, (Ret.), 84, died on 28 July 2009, in Bullhead City, CA. Edward served during Highjump. Unit unknown.

OAE Sheldon Clark Cartie 48, died on 20 November 2009, in Moose Lake, MN. Sheldon served in VXE-6 during DF-84 as an AE2.

OAE LT COL Russell J. Daiello, USAR (Ret), 73, died on 20 November 2009, in Royersford, PA. Russell visited Antarctica as a tourist.

OAE Richard K. Donohue, 87, died on 24 October 2009, in Seattle, WA. Dick visited Antarctica as a tourist.

OAE William David Mayes Elfrink, died on 17 October 2009, in Atlanta, GA. Bill visited Antarctica as a tourist.

OAE Homer Ertenberg, 94, died on 23 October 2009, in Punta Gorda, FL. Homer served on the USS *Bear* during the USASE 1939-41 (Byrd III) as a BM3.

\*OAE CDR Eugene R. Forsht, USN (Ret), 88, died on 15 August 2006, in Polk City, FL. Eugene served in VX-6 during DF 60-62.

OAE LT COL William (Bill) Jesse Gallarda, USAF (Ret), 90, died on 26 November 2009, in Corning, CA. Bill was a C-124 pilot. Unit and year(s) unknown.

OAE ENCS (SS) Orman A. Graham, USN (Ret), 86, died on 24 October 2009, in Lake City, FL. Orman served during Highjump aboard the USS *Sennet*.

OAE Gregory Lynn Hand, 63, died on 5 December, in Tacoma, WA. Gregory worked in Antarctica as a USAP contractor repairing telephone systems. Year(s) unknown.

\*OAE Theodore J. Hill, 76, died on 6 February 2004, in Madison, AL. Theodore served on the USS *Arneb* as a BM1 during DF-IV and DF-60 through 62.

OAE David J. Hoffman, 72, died on 11 August 2009 in Boulder, CO. David was a pioneer of stratospheric aerosol and ozone research. Over a period of 30 years he deployed to Antarctica 19 times.

OAE Gertrude "Trudy" Veneklasen Huebner, 94, died on 13 November 2009, in Ann Arbor, MI. Trudy visited Antarctica as a tourist. She had an inordinate fondness for penguins of all things.

OAE Johann Jamneck, 25, was killed on 4 October 2009, at the South African National Antarctic Expedition Base (SANAE IV). Johann was struck by a falling piece of ice while practicing crevasse rescue techniques. Johann was the senior meteorologist at the station and had just finished wintering-over.

OAE Barbara W. Kramer, 87, died on 1 November 2009, in Basking Ridge, NJ. Barbara visited Antarctica as a tourist.

OAE Robert W. Larson, 87, died on 12 November 2009, in Ithaca, NY. Robert visited Antarctica with a Cornell University sponsored trip.

OAE John M. Levinson, MD, 82 died on October 4, 2009, in Rockland, DE. John was an authority on Polar Medicine. He served as the ships surgeon on numerous US and Russian Antarctic tourist ships.

OAE John Howard "Jack" Matkin, 69, died on 15 October 2009, in Alamo, CA. Jack visited Antarctica as a tourist.

OAE Adina "Dee" McDonald, 86, died on 29 October 2009, in Manitoba, Canada. Dee visited Antarctica as a tourist.

OAE Richard "Mack" A. McDonnell, 82, died on 4 November 2009, in Richland, WA. Mack visited Antarctica as a tourist.

OAE Ruth Meyer, 90, died on 27 November 2009, in Brielle, NJ. Ruth visited Antarctica as a tourist aboard the MV Lindblad Explorer.

OAE Edwina D. Park, 100, died on 17 October 2009, in Sacramento, CA. Edwina visited Antarctica as a tourist.

OAE Roland J. Perreault, USMM, (Ret), 67, died on 26 November 2009, in Dover DE. Roland was a Merchant Marine on USAP re-supply ships for a number of years.

OAE CAPT Karen Pihlak, Azusa PD (Ret), 55, died on 5 October 2009, in Azusa, CA. Karen visited Antarctica in 2005 as a tourist.

OAE Harold Rasmussen, 85, died on 13 November 2009, in Mechanicsburg PA. Unit and year(s) unknown.

OAE George P. Rigsby, 93, died on 12 October 2009, in San Diego, CA. George was a geologist specializing in ice crystal structure. Rigsby Islands was named in his honor.

OAE Azian Shaw, 82, died on 9 October 2009, in Pasadena, CA. Azian visited Antarctica as a tourist numerous times.

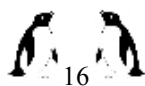
OAE EO2 Herbert Henry Tanner, USN (Ret), 69, died on 1 December 2009, in East Hampstead, NH. Herbert served with the Seabees. Unit and year(s) unknown.

OAE Linda K. Vaughan, 71, died on 17 October 2009, in Wellesley, MA. Linda was a nature photographer and traveled to Antarctica to photograph birds in their natural habitat.

OAE Edward Joseph Walsh, 77, died on 13 October 2009, in Paradise Valley, AZ. Edward visited Antarctica as a tourist.

OAE Robert "Marty" Wells, 81, died on 20 November, in San Mateo County, CA. Marty visited Antarctica as a tourist.

OAE Lyman Draper White, 81, died on 14 September 2009, in Elkhart, IN. Lyman served during Highjump. Unit unknown.



**CHAPLAIN'S CORNER**

Denis Casey—OAEA Chaplain

As I write this article during the Christmas season, I am struggling to answer a question that my young nephew asked me.

He said what do you want for Christmas?

The answer that I came up with after much thought was "I want a closer relationship with my God".

Christmas does succeed in reminding many people that the God who created the world really matters and that there is a spiritual dimension in all of our lives. But each year the season seems to come and go very quickly and the promises



that we make for the New Year often evaporate before the end of New Years Day.

I read someplace recently that "many people spend their lives climbing the ladder to success before realizing that the ladder is against the wrong wall".

The Christmas holiday season reminds that God matters. Psalm 127 reminds us of trusting in God's providence.

If the Lord does not build the house  
In vain the masons toil:

If the Lord does not guard the city  
In vain the sentries watch.

Happy the man who fills his quiver with arrows of this sort:  
In disputes with his enemies at the gate, he will not be worsted".

Merry Christmas and Happy New Year to all.

**Four Months on a Jap Whaler**

**BOOK REVIEW**

*Compiled by Billy-Ace Baker*

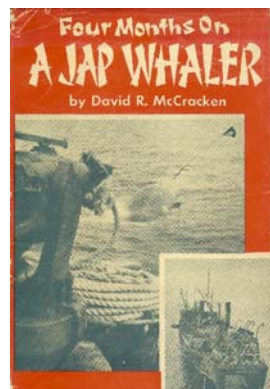
According to American Secretary of State Dean Acheson in 1946, "The world's whale stocks are a truly international resource in that they belong to no single nation, nor to a group of nations, but rather, they are the wards of the entire world."

The problem was that there was one particular American who was a law unto himself in 1946 and that was the American Shogun of Japan, General Douglas MacArthur.



**Lt McCracken, USA**

The modern day pelagic whaling fleet of Japan is actually the creation of the United States. On 6 August 1946 General Douglas MacArthur signed the directive authorizing two factory ships and twelve catcher boats to begin whaling in the Antarctic for the 1946-47 season.



The deal was that Japan would get the meat and the oil would be turned over to the United States. The United States provided \$800,000 in fuel for the ships and received over 4 million dollars in whale oil in return.

The two ships sent down to Antarctic waters were the *Hashidate Maru* and the *Nisshin Maru*.



**Nisshin Maru Hauls Minke Whale On-board**

The ships carried American and Australian observers, but they were not there to enforce conservation regulations. Observer David R. McCracken, the author of *Four Months on a Jap Whaler*, regularly shot albatross for sport from the deck of the *Hashidate Maru*.

He wrote; "On the fourth shot of the second clip I winged a bird. The extreme end of his right wing dangled helplessly. It did not kill him, and he looked puzzled as he attempted to flap the crippled wing. Gradually he lost altitude. At the end of a long glide he hit the water and attempted to rise again. But he could not do it. A slow death from starvation awaited the poor victim; satisfied, I put away my carbine for the day." (*Editor's Note: You should have seen it in color!*)

He did not have much to say about the whale killing except that he observed one harpooned fin whale dragging a 350-ton catcher boat at four knots until he weakened and they harpooned him again to kill him.

*Four Months on a Jap Whaler* by David R. McCracken, published in 1948 by Robert M. McBride and Company.



## NEW OAEA MEMBERS

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

Thanks to Mike Subritzky, PK Panehal, USS *Nespelen* Association, Doug Strobel, Hal Butler, Nick Majerus, Bill Spindler, Tom Noel, Ned Barr, Jim Johnson, Chuck Bishop, Chuck Fegley, OAEA Guestbook, Marty Diller, Ash Badger, Ken Waldron, George Parker, Gene Van Reeth, Elaine Hood, and Bruce DeWald 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.

\*Denotes Associate Member

Berube, Michael ET2	Life	DF-71 WO ASA Det A
Boyd, Phil Civ	Commem	Det CHCH Spec Svcs
Bracken, Doris Civ	Commem	Wife of Harold
Brecher, Henry, Civ	Life	USARP WO Byrd DF-60
Cornerly, Joe RMC	Commem	WO LAV DF-III, South Pole Station DF-61, & McMurdo DF-63
Cutler, Maurice Civ	Life	DF-II & IV Media Rep
Dudra, Steve AT1	Commem	VX-6 55-57
Evans, Dan D SK3	Annual	NSFA 77-78
Gerdel, David CAPT	Life	ASA OIC Byrd Station WO DF-65
Gonzalez, Joseph ADJ2	Life	VX-6 Strip 64-65
Gravely, Samuel VADM	Commem	COM3RDFLT visit DF-77
Grode, Kenneth FT1	Life	USCGC <i>Westwind</i> DF-III
Isenhardt, Ronald BUR3	Life	ASA SS DF-62
Jeffrey, Wade Civ	Annual	RV <i>N.B. Palmer</i> & RV <i>Lawrence Gould</i> DF-82, 96, 98, 99, 01, 03-05
Jeffrey, Virginia Civ	*Annual	Spouse
Johnson, Robert AMS3	Annual	VXE-6 69-71
Keenum, William PN3	Life	NSFA 73-74
Krieger, Chuck LCDR	Annual	VXE-6 DF-70
Krieger, Tracey CIV	*Annual	Spouse
McCabe, Robert Civ	Life	DF-60 Photojournalist
Miller, Micah HM2	Life	VX-6 Para-Rescue Team 62-64
Moungovan, Roy Civ	Commem	Pilot of PANAM First Civilian flight DF-III
Moyer, David Capt MC	Life	VXE-6 DF-66-68
Olsen, Don EOC	Life	WO DF-62 & DF-65 Little America to Byrd Traverse 1961
Preston, Larry AT1	Life	VXE-6 70-74
Preston, Sharon Civ	*Life	Spouse

Reynolds, Larry ADRC	Life	VXE-6 80-82
Speck, Joan Civ	*Annual	Spouse
Tarakanov, Gennady Civ	Commem	USSR Exchange Scientist WO DF-63
Vogel, Hal Civ	*Life	ASPP Historian
Yates, William COL	Annual	USAF JSFA DF-01/ 02/04/06/09

## 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 *Cacapon* (AO-52):** Norfolk, VA. 7-11 Oct 2009. POC B. McReaken, [cacapon@q.com](mailto: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](mailto: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](mailto: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](mailto:reztorc@bellsouth.net), 205 621 3106. 128 Hastings Ln, Maylene AL 35114. USS *Pine Island* participated in Highjump.

**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.

**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.

**MCB-1:** Hampton, VA. 26-28 Feb 2010. POC Peter Dowd, 781 837 0393, [nmcblreunion@verizon.net](mailto:nmcblreunion@verizon.net). MCB-1 served during DF-II, IV, and 62.

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

**USCGC *Southwind*, (WAGB-280):** Baltimore, MD, 23-26 Sep 2010. POC Ed Clancy, 904 242 9070, [clancyedward@bellsouth.net](mailto:clancyedward@bellsouth.net). USCGC *Southwind* served during DF-68, 69, and 72

**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.

- Jim Lacey was in VX-6 from 64-66 is looking for information on Richard "Dick" Hendren who was in Deep Freeze around 1957 thru about 1961. Jim does not know if Dick was Navy, Air Force, USARP, or whatever. Any information would be appreciated. Jim may be contacted at: [captlacey@aol.com](mailto:captlacey@aol.com), or 15911 Brawner Drive Montclair, VA 22025, or by phone at 703 670-4547.

- Toni Bamford is looking for anyone who knew her dad LT Dan Sliwinski, who served in VX-6 during DF-I as a P2V pilot. Dan died in 1992. Toni has only a few memories of her dad and is looking for someone to help piece together what he did. Toni has a lot of photos from the ice. If anyone can help, Toni can be reached at: [tbamford@earthlink.net](mailto:tbamford@earthlink.net), or 89749 Hill Rd Springfield OR 97478.

- CMCS Gene E. Roady, USN (Ret) is looking for EO2 Frank "Fritz" Praski who he thinks was in DF-II, or III. Gene can be contacted at [gene@roady.com](mailto:gene@roady.com), 18050 S. Tamiami Trail, Lot 78, Ft Myers, FL 33908, 260 241 5580.

- Henry Brecher is looking for the Byrd Station DF-60 crew that he has not been able to locate. Anyone knowing the whereabouts of the below listed men may contact Walter at: 125 W Dodridge St, Apt 210, Columbus, OH 43202-2576, phone: 614 262 5531, email: [brecher.1@osu.edu](mailto:brecher.1@osu.edu)

### USARP

John B. Bennett, USGS  
 William Feyerharm, USWB  
 Frede Iversen, NBS  
 James C. McCarthy, USWB  
 Preston O. Tuning, USWB  
 Perry E. Parks, Univ of Wisconsin  
 George Widich, Univ of Wisconsin

### NAVY

CS2 Meredith Radford  
 CE2 Leonard G. Fiedler  
 RM1 Edward Martens  
 RM3 Shirley F. Mahan  
 ET2 John T. Saunders

## GLOSSARY OF SNOW AND ICE

Compiled and edited by Billy-Ace Baker



**De-icing** — The removal of ice accumulation from aircraft, ships, and other objects by mechanical, thermal, or chemical devices. Spanish equivalent: *Eis Descongelamiento*.

**Frost Smoke** — Fog-like clouds, due to the contact of cold air with relatively warm water, that appear over newly formed leads. French equivalent: *Merisavu*.

**Ice Fringe** — A very narrow ice piedmont, extending less than one-mile inland from the sea. German equivalent: *Eisfacher*.

**Pogonip** — A type of fog consisting of fine ice crystals suspended in the air. Shoshone equivalent: *Payinappih*.

**Slush Ice** — Snow that is saturated and mixed with water; found on land or ice surfaces. Danish equivalent: *Snes Jap*.



DF-60 Byrd Station Navy winter-over crew (left to right): LT Eugene Bartlett, L. G. Fiedler, T.M Osborne, M Radford, W. L. Davis, J. T. Saunders, E. A. Martens, L. D. McWilliams, and S.E. Pastor. Group photo of civilians not available.



## Gulf Coast Group Chapter Happenings

by Billy-Ace Penguin Baker

There were 35 members and guests at the 10 Oct OAEA-GCG meeting at the Shrimp Basket. Out-of-towners were John and Joan Speck. The Speck's booked a room for the weekend in a local hotel and drove down from Marysville, Tennessee to attend the meeting and do some visiting. John was in VXE-6 during the mid-late 70s. Joan joined the OAEA as an Annual Associate Member. Welcome aboard Joan.



**Joan and John Speck From Marysville, TN**

First time attendees were Larry and Sharon Preston who live in Pace, Florida. Larry, a retired ATC, was an AT1 in VXE-6 from 1969-74. Both Larry and Sharon joined the OAEA as Life Members. Welcome aboard to the Prestons. Another first time attendee was a cute five-year-old Ella Hoffmaster daughter, and pride and joy of Brian Hoffmaster.



**Larry and Sharon Preston New OAEA Life Members**

Guests in attendance were Lenny and Margaret Hiller who were the guests of Ed Feeney.

Members of the Shrimp Basket wait staff, who wish to remain anonymous, adopted two orphan penguins.



**Ella and Brian Hoffmaster with Gus Shinn**

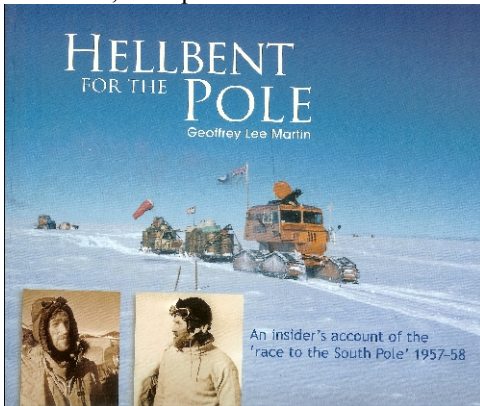
OAEA-GCG Chapter President Duck Talbert read the FY2009 financial report and he happily announced that we had \$931.44 in the treasury. A total of \$466 was added to the kitty from the sale of surplus 2008 reunion merchandise. The merchandise chairman, Pam Landy, held two sales. The first to OAEA-GCG members which netted \$150 for the kitty and the second sale was announced via the OAEA topica.com email list and OAEA members from all over the USA placed orders which netted another \$316 for the GCG kitty. Duck stated that the remaining 2008 reunion merchandise, which cost the reunion committee \$3000, has been donated to the Armed Forces Retirement Home in Washington DC. Pam has contacted the home staff and they have offered to pay for having the merchandise shipped by FEDEX to the home.

There being no guest speaker, Ed Feeney proposed a Pass Down the Line or Lessons Learned scheme to send notes to the ice so the new breed of OAEs would not have to reinvent the wheel. Anyone having anything to contribute to this scheme can send their ideas to me by email and I will pass a hard copy to Ed. Personally I think that our "lessons learned" would only provide the current OAEs with a good laugh. It has been 30 years since I was last on the ice and there have been a lot of changes in communications. Long-Haul High Frequency has been replaced by Satellite Communications and message traffic has been replaced by email. Flight Following services once provided by the Navy Air Traffic Controllers at Mac Center are now conducted remotely by SPAWAR from Charleston SC. Open field landings on the



ice to re-supply scientific field parties have been replaced by airdrops. The NYANG puts GPS transmitters on the pallets and the Science personnel on the ground chase down the parachutes on their Skidoos and track them with GPS receivers. I imagine that all our expertise has become OBE by now. Nevertheless jot down your Lessons Learned items and we will let Ed compile a list and I will send it to Raytheon and NSF. This invitation is open to all members of the OAEA and not just the GCG Chapter.

Charlie Henke sold the 50/50 raffle tickets and collected \$115. While Charlie was busy with the raffle tickets Pam distributed the tickets for the door prize. Ella Hoffmaster was asked to draw a ticket from the bucket for the 50/50 raffle and after the winning number was called out three of four times no one claimed prized. Finally Brian Hoffmaster made it back to his table with Ella and looked at his ticket and lo and behold he had the winning ticket. Brian took home \$58. Hopefully he will split it with Ella. The door prize was an autographed copy of *Hell Bent for the Pole* by Geoffrey Lee Martin. The book was donated by Geoffrey who lives in Australia. Jim McCreary was the winner of the book, but he left early and gave his ticket to Bob Jones. Bob was reluctant to accept the book, but I pressed it on him.



**October door-prize Hell Bent for the Pole**

There being no further business the meeting was adjourned and the OAEA-GCG colors were struck.

Thanks to Pam Landy and Charles Henke for helping with the raffle and door prize tickets and to Lennie Bourgeois and Sean Baker for taking the meeting photos.



**The End!**

**GCG Meeting Saturday 07 November 2009**—Thirty-nine members and guests showed up for another GCG meeting without a scheduled guest speaker. However, I expected a larger than normal turn-out because I had contacted Troy Moon from the Pensacola News Journal (PNJ) and asked him if he would be interested in doing a story about the OAEA Gulf Coast Group donating the leftover 2008 reunion merchandise to the Armed Forces

Retirement Home. Troy accepted the invitation and he thought that interviewing the GCG OAEs would make a great story for the Veterans Day issue of the PNJ. *Editor's Note:* Troy's story and links to the video interviews may be seen in the Online Supplement to the Gazette on the OAEA web site at: <http://www.oaea.net/Gazette.html> and click on the Oct-Dec 2009 On-Line Supplement.



**Troy Moon Pensacola News Journal Journalist**

I arrived at the Shrimp Basket at eleven and the wait staff had the bar area all set-up for our meeting. I ordered my lunch and before I could finish it Troy arrived with a video cameraman and a still photographer and wanted to get started with the interviews right away. Troy wanted to meet the GCG President so I introduced him to Roger "Duck" Talbert and Troy took Duck around to a corner alcove that separates the dining area from the bar where he conducted and videotaped the interviews. After Troy asked Duck a few questions about the GCG, he interviewed Duck and then started interviewing the rest of us.



**Don Emmons and Troy Moon Discuss Operation Highjump During a Break in the Interviews**

While Troy was doing his interviews, Duck explained to the attendees what Troy was doing and made a few announcements. Under Old Business the GCG Vice President Jim Landy read a letter from the Director of the Armed Forces Retirement Home, in Washington DC

thanking the GCG for donating the surplus 2008 reunion merchandise to the residents of the home.



**Armed Forces Retirement Home Resident Mike Longwell Shows off His 2008 OAEA Reunion Coffee Mug**

While all this was going on, Pam Landy circulated through the crowd selling 50/50 raffle tickets and distributing the door prize tickets. Pam sold \$120 worth of raffle tickets and after the money was divided she enlisted our waitress, Sydney Cross, to draw the winning tickets from the drum. John Jaenisch won the 50/50 raffle. John pocketed \$40 and donated \$20 back to the GCG Kitty. Lennie Bourgeoise won the door prize. The door prize was a signed and inscribed copy of the book *Deep Freeze Fifty Years of Air Force Airlift in Antarctica* by Ellery Wallwork, plus a DVD of the book in PDF format. (See page 13 of the Jul-Sep 2009 issue of the *Gazette* for a photo of the cover of the book).



**Framed DF-IV Patches From George Griffin's Collection**

As usual, by the time the raffle and door prize drawing were completed, people who had finished eating said their good-byes, and started to leave. Troy was still conducting interviews, so I am sure that a few people slipped out before

Troy had a chance to talk to them. By the time Troy had interviewed every one who was still there it was around a quarter to three so I took down the GCG Flag and went home.

Thanks to Pam for doing the drawings and to everyone who took photos.

**GCG 05 December 2009 Meeting**—The Hawk was up in Pensacola for the 5 December monthly meeting. Or was it Herbie? In any event it was cold and windy, very windy, but not so cold by Antarctic standards. Twenty-nine members and guests showed but some of the regulars were conspicuous by their absence.

First time attendees were Chuck and Tracey Krieger. Chuck was an LC-130 pilot in VXE-6 during DF-70. Chuck and Tracey live in Cantonment FL. Both joined the OAEA as Annual Members.



**Tracey and Chuck Krieger New Members**

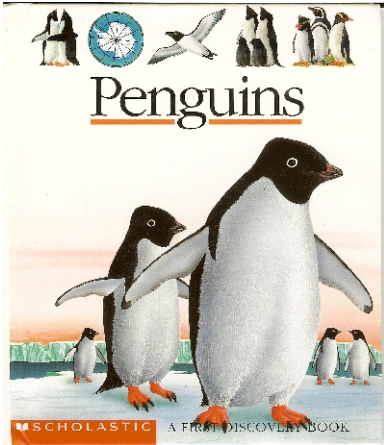
Joyce Blackwelder's sister Jacque Markle was also in attendance. Jacque resides in Altoona, PA and is in town visiting the Blackwelder family.



**Joyce Blackwelder's Sister Jacque Markle Visiting From PA**



Karen Nightengale sold the 50/50 tickets while I distributed the door prize tickets. Our waitress-in-charge Ashlee, was asked to draw a ticket and the raffle was won by yours truly. My share was \$53 and I donated \$25 back to the GCG Kitty. The door prize, donated by Joyce Blackwelder, was an illustrated children's book about penguins published by Scholastic. Sharon Preston, wife of Larry Preston, won the book. Sharon is pictured with Larry in the October meeting report in this issue.



**Penguin Book Door Prize  
Donated by Joyce Blackwelder**



**Gary Skaar Back in Town After Missing  
the October and November Meetings.**

After the drawings, OAEA-GCG President Duck Talbert introduced the new members and the out-of-town visitor. After Duck made a few announcements, he introduced our unscheduled guest speaker Les Liptak. Les, who was the OAEA-GCG Master of Ceremonies for a number of years before the OAEA-GCG became a chapter, wanted to talk about the Young Eagles program, so Duck gave Les the floor.

In essence, Les made a condensed presentation that Young Eagles pilot, Jimmie Baker, gave to us at the OAEA-GCG meeting at the Lakeside Tavern on 1 June 2007 (See *Explorer's Gazette* Volume 7, Issue 2, Apr-Jun 2007). Basically the program is available to youngsters between 8 and 17. The flight is free, safe, and is flown by a licensed and experienced volunteer pilot whose life has been enhanced by aviation. Jimmie Baker has personally shared the thrill of flight with over 700 youngsters. To schedule a flight for your child or grandchild contact Jimmie Baker at 850 455 8130. The Young Eagles web site is located at: <http://www.young eagles.com>.



**Young Eagles Ground Crew Les Liptak  
Stands by to Make his Presentation**

Thanks to Lennie Bourgeois and Mary Lou Platt for providing the candid photos for this article and a special thanks to Karen Nightengale for stepping up to help with the meeting. She not only sold the raffle tickets, but also did other gopher work. In addition she made sure that everyone signed the muster sheet and shared her Buy-One-Get-One-Free coupon with me, so we ate for half price.



**Billy-Ace and Karen Nightengale Ordering Lunch**



I certify that the attached report is a true accounting of financial transactions conducted by the Old Antarctic Explorers Association, Inc during FY 2009 (1 Oct 08 to 30 Sep 09) as of 30 September 2009.

*Cyril Buehler*

Cyril Buehler  
Treasurer

<b>FY 2009 ACCOUNTING STATEMENT</b>			
<b>INCOME</b>		<b>EXPENSE</b>	
<b>Donations</b>	<b>9361.70</b>	<b>Administrative Costs</b>	<b>1304.48</b>
BOD Overages		Office Supplies	882.82
Memorials	75.00	Postage	421.66
Newsletters	575.00	<b>Advertising (Recruiting)</b>	<b>1666.26</b>
Scholarships	4672.85	Merchandise	
Scholarship Memorials	350.00	Recruiting Packages	1666.26
Undesignated	3688.85	Recruiting Postage	
<b>Dues Payment</b>	<b>4562.00</b>	<b>Bank Charge</b>	<b>89.14</b>
Annual Membership	417.00	<b>Donor Recognition</b>	
Lifetime Membership	4145.00	<b>Equipment Upgrades</b>	
		<b>Internet Security</b>	<b>50.00</b>
<b>Entrance Fees</b>	<b>250.00</b>	<b>License</b>	<b>70.00</b>
<b>Investment Market Change</b>	<b>(214.66)</b>		
		<b>Newsletters</b>	<b>3025.56</b>
<b>Merchandise Sales</b>	<b>543.67</b>		
Sale Proceeds	868.62		
Consignment Fees	(37.95)		
Cost of Goods Sold	(287.00)		
		<b>Scholarship Award</b>	
<b>Other</b>	<b>104.96</b>	<b>Tax Preparation</b>	<b>75.00</b>
		<b>Web page Expenses</b>	<b>299.36</b>
<b>TOTAL INCOME</b>	<b>14607.67</b>	<b>TOTAL EXPENSES</b>	<b>6579.80</b>
		<b>GAIN</b>	<b>LOSS</b>
		<b>8027.87</b>	
<b>FINANCIAL STATUS OF OLD ANTARCTIC EXPLORERS ASSOCIATION, INC. AS OF 30 SEPTEMBER 2009</b>			
<b>Summary Statement</b>		<b>Asset Distribution Statement</b>	
Beginning Balance 10/1/08	48868.66	<b>Account</b>	<b>Tangible</b>
FY 2009 Transactions	8027.87	Bank Accounts	<b>28333.90</b>
Ending Balance 9/30/09	56896.53	Scholarship Mutual Fund	<b>13433.96</b>
		Scholarship Bank Fund	<b>5022.85</b>
		Merchandise Inventory	<b>998.12</b>
		Property (Undepreciated)	<b>9107.62</b>
		<b>Totals</b>	<b>46790.79</b>
			<b>10105.74</b>
<b>MEMBERSHIP STATUS OF OLD ANTARCTIC EXPLORERS ASSOCIATION, INC. AS OF 30 SEPTEMBER 2009</b>			
Membership as of 1 October 2008 – 1393			
Membership as of 30 September 2009 – 1239 (excludes 206 expired memberships)			
Membership Change + 52			
Memorial Members – 62      Commemorative Members – 47      Annual Members – 51			
Lifetime Members – 1188      Deceased Members – 164			