

LANDING IN THE ANTARCTIC



GOT THROUGH BUT DAKOTAS AND ALBATROSSES WERE FORCED TO TURN BACK TO NEW ZEALAND

morning all ships cleared the pack and entered the open Ross Sea. **GLACIER** had accomplished in thirty-six hours what planners figured would take two or three icebreakers several days to accomplish.

While **GLACIER**, **GREENVILLE VICTORY**, **NESPELEN**, **WYANDOT** and **ARNEB** passed through the ice pack Christmas services were held. Mess decks lighted by strings of colored bulbs, Christmas trees in the corner, group carol singing and candlelight services bridged the 10,000-mile gap to continental U.S.A. — almost.

The task force commander felt blessed at Yuletide by the rapid passage through the ice pack and by a message from the **EDISTO** saying all passengers from the crashed **Otter** had been examined and that their injuries were not critical.

There was another rendezvous of ships December 26 off Franklin Island in the Ross Sea when **EDISTO** returned from her mercy mission.

(Continued on page 78)



WRECK of **Otter** on bay ice in Ross Sea near McMurdo Sound. Again, no serious injuries to pilot, CDR William M. Hawkes, nor to co-pilot, Lt Eric H. Weiland. Cheers!



CHRISTMAS, 1955



CHRISTMAS spirit began in New Zealand with bringing aboard of evergreens. The EASTWIND Yule party had its

own Santa Claus, Alvin Rutz, CHPCLK, (left) and an MC, Harold Welsh, HMC, and a troubador, Macon W. Jones, SA.

THIS WARNING WAS TAKEN LITERALLY. THE OTTER WAS NOT UNWRAPPED UNTIL THE SHRIEKIN' 60S



Early Christmas Morning All Ships Cleared Ice Pack, Entered Open Ross Sea



CHRISTMAS DINNER around the task force found men digging into a solid holiday feast in the best tradition of the land they left behind.

FAAOLATOGA FASTAUTAU, TN, EMERSON FITTS, DC2, AND GEORGE CHEE, TN, AT EASTWIND PARTY



CHRISTMAS MASS BY FATHER LINEHAN





LED BY THE GLACIER, SHIPS OF THE TASK FORCE STEAM THROUGH ICE FLOES OF THE ROSS SEA



While top commanders swapped intelligence aboard the EDISTO crewmen of all ships manned the rails to marvel at curious little Adelie penguins floating by on ice cakes. Frequently they took a bearing on the bare earth protruding from one side of Franklin Island, knowing this would be the last dirt they'd see for months.

Majestic Mount Erebus, towering over 13,000 feet, was visible ninety miles in the distance. INS correspondent Warren Watson on the ARNEB described Erebus as looking like "an inverted desert bowl" with its multicolored reflections from the sun.

While it was still Christmas Day in Times Square and in Mason City the Task Force split December 26 (Antarctic time) and the icebreakers led NESPELEN and WYANDOT toward McMurdo Sound. Then GLACIER returned to sail with GREENVILLE VICTORY and ARNEB to Little America. By this time EASTWIND had cleared the ice pack with YOG-34 and was steaming for McMurdo Sound.

◆ BOARDING party of one. Admiral Dufek comes on the GLACIER, meets Admiral Byrd for sailing through pack.

When the last ship secured its mooring lines to the ice-embedded "deadmen" ashore along the ice shelf the Voyage South was completed. The log showed:

1. Seven ships had steamed more than 10,000 miles each;

2. Four Navy planes had linked the seventh continent to the rest of the world by flying non-stop from New Zealand;

3. Over 7,000 tons of food, equipment and materials had been safely delivered;

5. Everything was ready, including nearly 2,000 men, to begin construction of American bases in the Antarctic.

4. Valuable science discoveries had been made en route;

Small wonder Admiral Dufek wired in his Christmas message to Dr. Hugh Odishaw of the U. S. National Committee for the International Geophysical Year:

"Everything is fine and proceeding according to schedule. The IGY in Antarctica will be a success."

TASK FORCE 43 ARRIVES AT GOAL DECEMBER 27



WELCOMING COMMITTEE OF ADELIE PENGUINS LOOKS SEAWARD AS SHIPS STEAM BY ROSS ISLAND

IN THE ANTARCTIC



In The Antarctic

WORKDAYS IN THE BRIGHT, WHITE NIGHT

GLACIER AND EDISTO led WYANDOT and NESPELEN to the edge of the bay ice at McMurdo Sound after the December 26 rendezvous. The cargo ship and tanker moored to temporary berths at 4 a.m. December 27 to save fuel while icebreakers began opening a 40-mile channel to Hut Point.

GLACIER headed back into the Ross Sea to escort ARNEB and GREENVILLE VICTORY to Little America while EDISTO plugged away at the McMurdo ice. EASTWIND, slated to aid EDISTO in the mammoth channel breaking, had by then cleared the pack ice south of Scott Island with YOG-34 in tow.

En route Little America ships passed the biggest berg to date. It sprawled three miles long and towered 268 feet above Ross Sea's surface. In a hometown radio interview recorded in ARNEB's recreation room that afternoon a sailor said the berg looked "bigger than the Presbyterian Church back home."

While ARNEB and GREENVILLE VICTORY kept well to seaward, GLACIER hugged the coastline, exploring every foot of shelf ice to learn whether or not there was a better landing site for Little America Station than the one planned at Kainan Bay. One day a helicopter took off from GLACIER's flight deck with Rear Admiral Byrd aboard, destination Little Americas One, Two, Three and Four. The Antarctic veteran showed real joy that morning when an officer waking him said, "Admiral, you're home."

Here's how the old Little America bases looked to Associated Press reporter Saul Pett, who took the same helicopter from GLACIER:

"... NO ONE HERE TODAY (DECEMBER 28) WILL EVER FORGET THE STRANGE MACABRE SCENE.

"STICKING UP FROM WINDSWEEPED SNOW WERE TOPS OF TWO STEEL RADIO TOWERS BUILT AT FIRST LITTLE AMERICA IN 1928. TOWERS WERE ORIGINALLY 70 FEET HIGH. TODAY ONLY ABOUT EIGHT FEET OF THEIR PEAKS SHOW.

"ALSO PROTRUDING FROM SNOW LIKE TIPS OF FINGERS FROZEN IN DEATH WERE TOPS OF FIVE WOODEN POLES WHICH WERE USED FOR RADIO WIRES AT SECOND LITTLE AMERICA BETWEEN 1933 AND 1935.

"SECOND SETTLEMENT WAS BUILT DIRECTLY OVER FIRST. THUS BUILDINGS OF LITTLE AMERICA NUMBER ONE LAY PACKED IN ICE AND SNOW ABOUT 60 FEET BELOW US . . .



CHRISTMAS was celebrated at edge of Antarctica. On the WYANDOT Chaplain John Condit conducts mass.

◀ LEVELING SNOW AT KAINAN BAY FOR UNLOADING

"TOPS OF TOWERS AND POLES WERE ALL WE FOUND OF SURFACE AT 0300 TODAY IN CLEAR BRIGHT LIGHT WITH SUN WELL UP OVER HORIZON. TO PICTURE REST OF SCENE IN ALL DIRECTIONS IMAGINE FLAT BROAD KANSAS WHEATFIELD.

"REMOVE WHEAT. REMOVE HOUSES AND ROADS AND TELEPHONE WIRES AND FENCES. REMOVE ALL SIGNS OF HUMAN, ANIMAL OR PLANTLIFE. COVER IT ALL WITH SNOW REACHING INTO FLAT INFINITY NORTH, EAST, SOUTH AND WEST. DROP TEMPERATURE TO ABOUT 4 DEGREES BELOW AND BRING UP WIND FROM SOUTH TO ABOUT 40 MPH.

"IMAGINE WIND CUTTING INTO YOUR FACE LIKE STEEL NEEDLES AND IMAGINE IT WHIPPING THIN POWDER OF SNOW LIKE DEATH VEIL ACROSS WHITE NOTHINGNESS AND YOU HAVE PICTURE OF WHAT LITTLE AMERICA LOOKED LIKE TODAY."

That day the Bay of Whales was ruled out as a landing site for Little America Five. Because of the ice barrier break-off reported earlier by ATKA, the lowest shelf ice to be found was a sheer thirty feet above the sea which would have posed problems in unloading the ships.

"THIS IS THE SPOT"

Next day the small force stood off Kainan Bay, site recommended by ATKA. Like Brigham Young, who'd taken his faithful Mormon band through the long and perilous wilderness to Utah, Admiral Dufek looked at Kainan Bay and said, "This is the spot."

There was a barrier of 800-foot-thick ice within

five miles of the water's edge. There was a "U" between high barriers to the right and left that would protect the unloading ships. Best of all there was gentle slope from the barrier to the sea which would allow tractors a line of least resistance in hauling cargo upward from the ships.

A survey party went ashore on the bay ice and found it safe for unloading. There were some crevasses (cracks in the ice disguised by snow on top) to be filled or bridged between shipside and camp site, but overall Kainan Bay was a perfect landing site.

So ARNEB and GREENVILLE VICTORY stood a couple of miles offshore and watched GLACIER work like a demon for thirty hours breaking ice to cut a channel into the landing site. She'd plunge into the pack, ride up on it, crush through it, then back off and charge at full speed again and again. She cut by boxes—down a line, right angle, straight, right again, straight, until the acre-wide section of ice was sliced neatly out like a slab from a pie and could be washed seaward by her propellers.

By 0448 December 30 both cargo ships were tied up to the ice, their hawsers connected to deadmen, coffin-like boxes buried in holes in the ice, then frozen to serve as ice anchors.

Before the ships tied up every available man had been assigned to one of two shifts for handling cargo. Booms had been uncovered, a brow was rigged for lowering and landing boats were in the water to fend off loose, drifting ice cut free by the icebreaker lest these packs float in with the tide and injure the ships' hulls.

(Continued on page 86)



ANTARCTIC'S SUMMER SUN GLITTERS ON ROSS ICE BARRIER AT KAINAN BAY, LITTLE AMERICA V



MOTHER PENGUIN AND JUST-HATCHED CHICK POSE UNAFRAID AT MAMMOTH ROOKERY ON MT. BIRD



APPARENTLY BESET IN ICE, GLACIER IS ACTUALLY GRINDING OUT KNOTS AS SHE OPENS THE WAY



NAVY AIRMEN RACE TO ASSEMBLE AN OTTER AT McMURDO



SEABEE WELDER TALKS WITH HIS XO



SNOW VEHICLES ON BAY ICE AT McMURDO SOUND





HISTORY IN THE MAKING: FIRST INTERCONTINENTAL PLANE TOUCHES DOWN AT LITTLE AMERICA V

FIRST TENT GOES UP AT LITTLE AMERICA V



ARNEB'S LINE HANDLERS IN MIKE BOAT AT LA
ARNEB RIGS CARGO BOOMS FOR LA EQUIPMENT



SEABEES LOAD UP FOR McMURDO AIRFIELD RUN



IN THE ANTARCTIC CONTINUED

"This is it!"

— DUFEEK



MEN FROM EASTWIND SECURE LINE TO EACH OTHER AS THEY SEARCH ICE FOR DANGEROUS CRACKS

Men swarmed down the gangway as soon as it was lowered. Cargo crews hoisted all "topside" cargo by boom to waiting crews on the bay ice. Among the first items to be landed were huge sleds to carry freight and huge tractors to pull the sleds. Thus freight could be loaded direct from the ships' holds onto waiting sleds and rushed

to a temporary supply dump almost halfway between shipside and camp site. While this 24-hour-a-day cargo shuttle was running, crews bridged crevasses between the supply dump and the base site. Surveyors worked to lay out a five-acre site that would spring up as Little America Five.

(Continued on page 95)

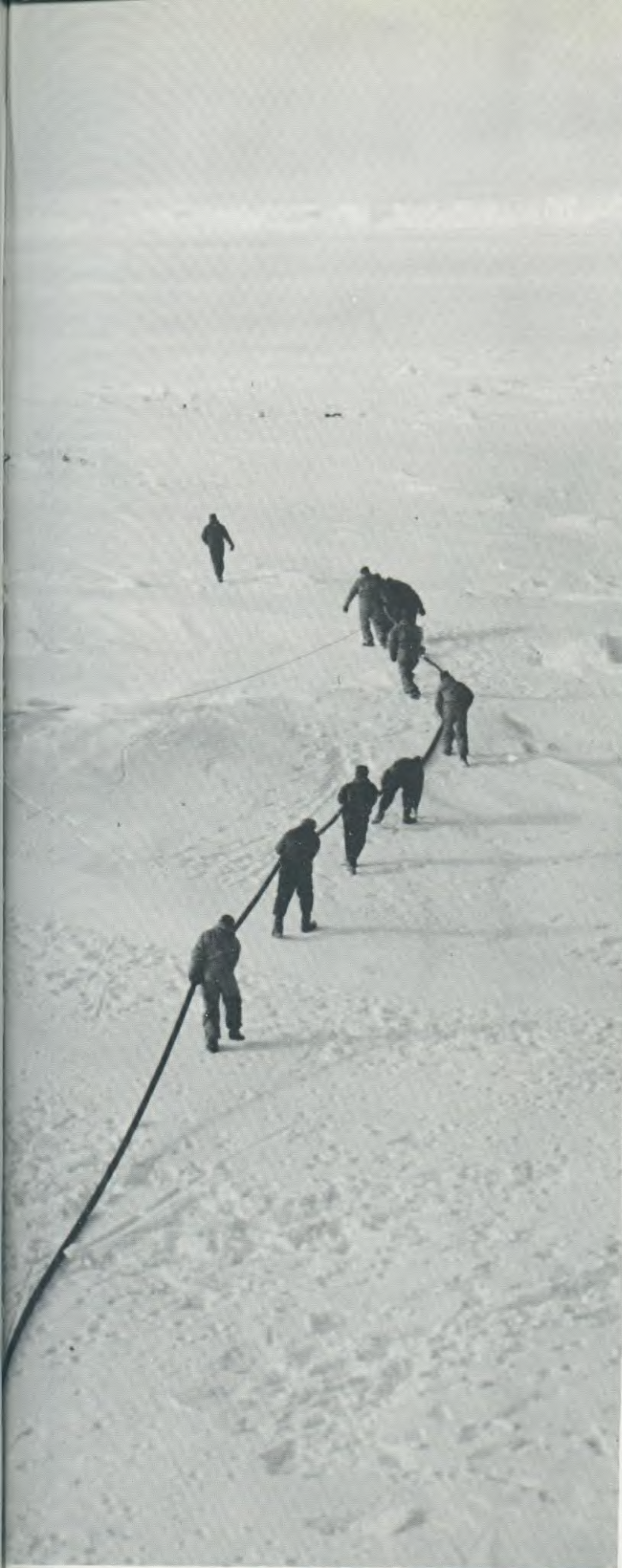


ICEBREAKERS come into their own. The GLACIER cuts a path through Kainan Bay, makes snug harbor for the cargo vessels. Above, USNS GREENVILLE VICTORY and USS ARNEB, flagship of the task force, tie up to the ice side-by-side after blasting out anchorage (right).

HOW TO BURY A "DEADMAN" IN FIVE EASY (?) STEPS:



MOORING PARTY goes ashore from ARNEB as she moves in to ice shelf at Little America. Dressed for the now biting cold of the Antarctic, they move in with lines.



LINE HANDLERS lug heavy mooring line over lunar-like landscape of Little America toward two flag markers.



DEADMAN, log with metal harness and ship's lines attached, is placed in hole dug into shelf ice far inland.



BURIAL under layers of snow secures deadman; water poured over ropes and log freezes rock-hard in five hours.



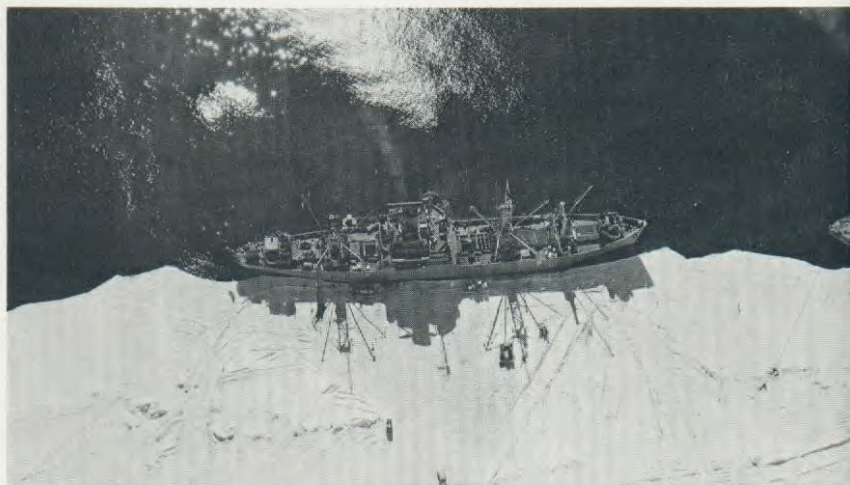
MOORING line is fastened by three Coast Guardsmen; C. F. Wierschke, SN, R. F. Rogers, SN, C. Piccolo, SN.



CARGO-HANDLING BATTALION LECTURED BY THEIR BOSS, LT. HARRY DIVENS, ON PROPER METHODS



UNLOADING BY THE COLORS



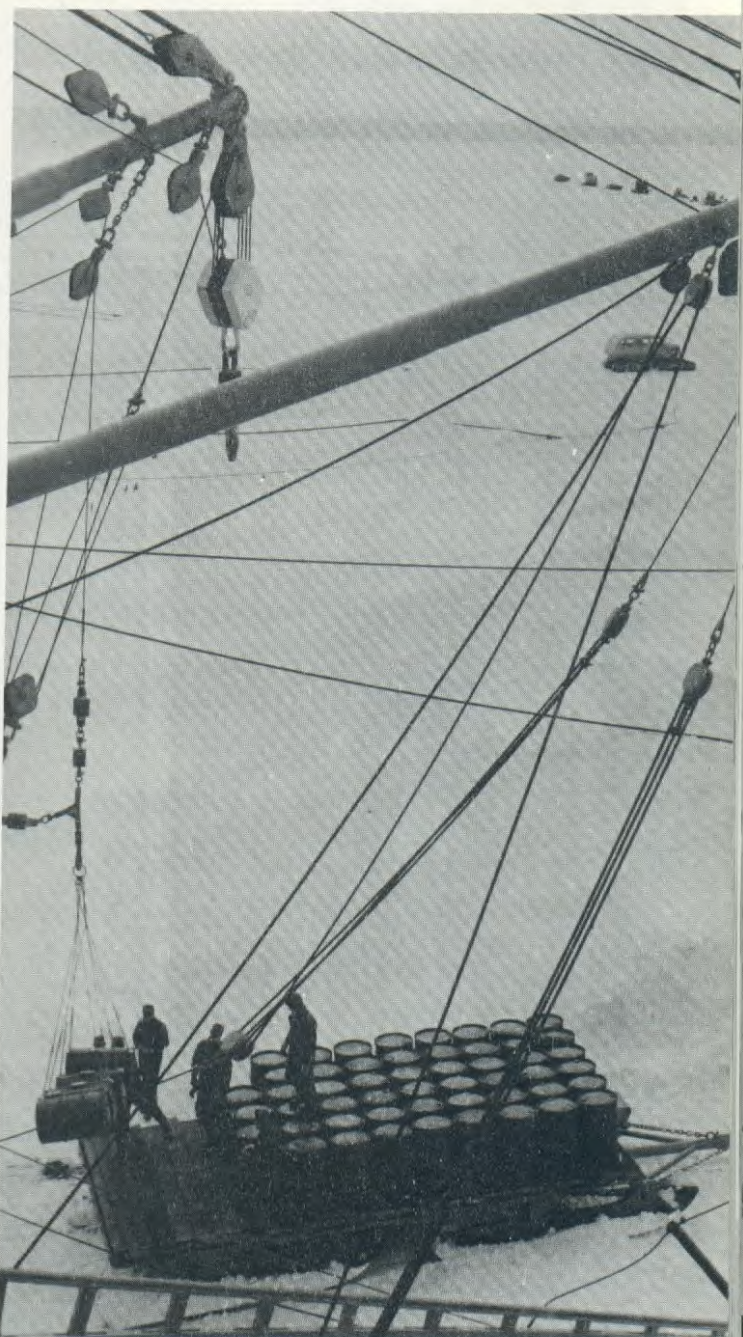
TEAMWORK between crewmen and Seabees worked many miracles. Above, ARNEB moored in Kainan Bay; left, J. A. Smith, Cpl at tractor controls.



CARY-LIFT WITH DUNNAGE IS SET DOWN ON SHELF ICE



JEEP which traveled 10,000 miles inside one of these "Mike" boats is lowered from ARNEB in cargo sling to ice of Kainan Bay.



GIANT SLED loaded with drums of gasoline is readied for towing from ARNEB to storage site at Little America.



TRACTOR weighing more than 35 tons draws two 30-ton rollers as it levels snow for the Kainan Bay area for site of Little America. Right, William Bureson, CM2, adjusts oil filter on D-8 tractor.





PLANTING dynamite charge, Charles Wedemeyer, CMI, hopes to uncover suspected crevasse.



BLAST opens chasm treacherously covered with shallow depth of snow, a bad booby-trap for all.



BRIDGING the gap with wooden planks and steel members makes it safe even for heavy equipment.

◀ FOUL-WEATHER WEAR, THERMO BOOTS



JUMBLE OF SKIS, TRAIL MARKERS

LA-V TRAIL-BUILDING PARTY TAKES BEARING ON CURVE

LOOKING NORTHWARD TOWARD KAINAN BAY, SITE OF IGY BASE, WITH MEANDERING TRACTOR TRAILS





COUSINS MEET: EASTWIND'S PASQUALE VELLUCCI, FN, GREETED EDISTO'S JOSEPH WALSH, EN2



SCIENTIFIC data collected. Left, J. Q. Tierney and F. J. Biba of Division of Oceanography, USNHO, collect plankton in Ross Sea. Center, members of B.T. team on

GLACIER lower bathythermograph into icy water. Right, LtJG Keels and Dr. Austin with rare Ross seal shot by the latter en route to McMurdo Sound with task force.



LTJG RAY MORGAN AND FATHER LINEHAN RECORD SEISMIC SOUNDING OF CAPE ROYDS EXPLOSION

Hydrographic Mission

Her icebreaking completed at Little America, **GLACIER** set off January 2 on a hydrographic mission into uncharted seas east of Little America. Experts recorded water depth, water transparency, water color and water temperatures at all depths. They took samples of minute marine life at various levels to learn how the water could support larger fish and mammals. In some spots this marine life was so abundant the water was actually discolored. They also took samples of the ocean floor for rear echelon study after the task force returned to the States. These bottom samplings would prove valuable clues to Antarctic geology since they contained soil carried from the continent into the sea by glaciers. *(Continued on page 98)*

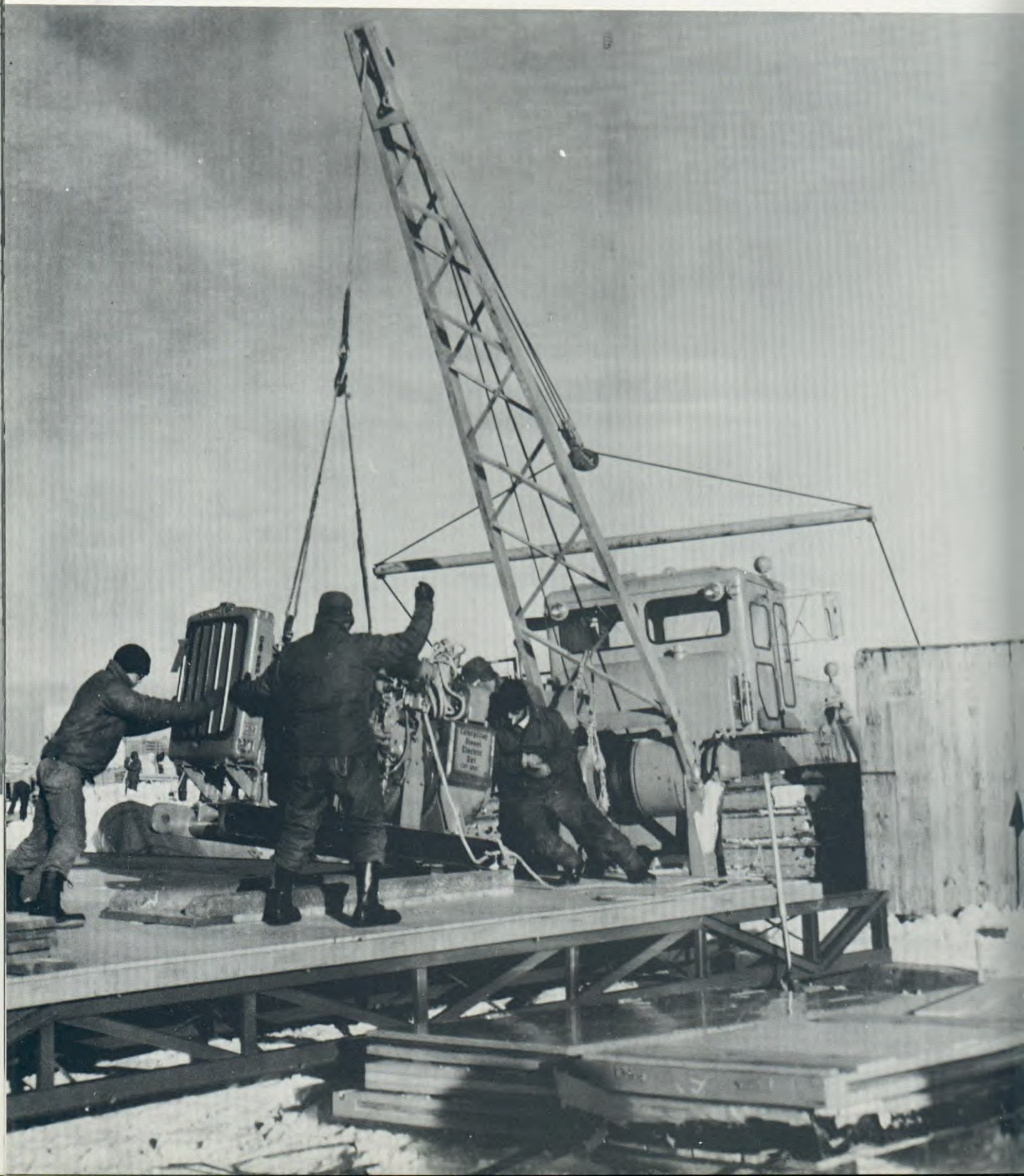
OCEANOGRAPHER L. W. Wilson, cs7, draws water from Hausen bottles to get pressure reading in Ross Sea. ➔



IN THE ANTARCTIC CONTINUED

BASE AT LITTLE AMERICA RISES

BOOM-RIGGED CATERPILLAR D-8 TRACTOR HOISTS CATERPILLAR ELECTRIC GENERATOR INTO PLACE



BY NEW YEAR CONSTRUCTION WAS WELL UNDERWAY: _____



SURVEYOR CHECKS READING DURING LAYING OF FOUNDATIONS FOR BUILDINGS OF LITTLE AMERICA



COFFEE BREAK during construction at Little America. "Doc" Koller, HM2, center, plays mine host to Seabees.

BAGPIPER Robert W. Dietrich, JO1, skirls New Year greeting, marking the first time in history this weird instrument has been heard on the Antarctic continent. ➡

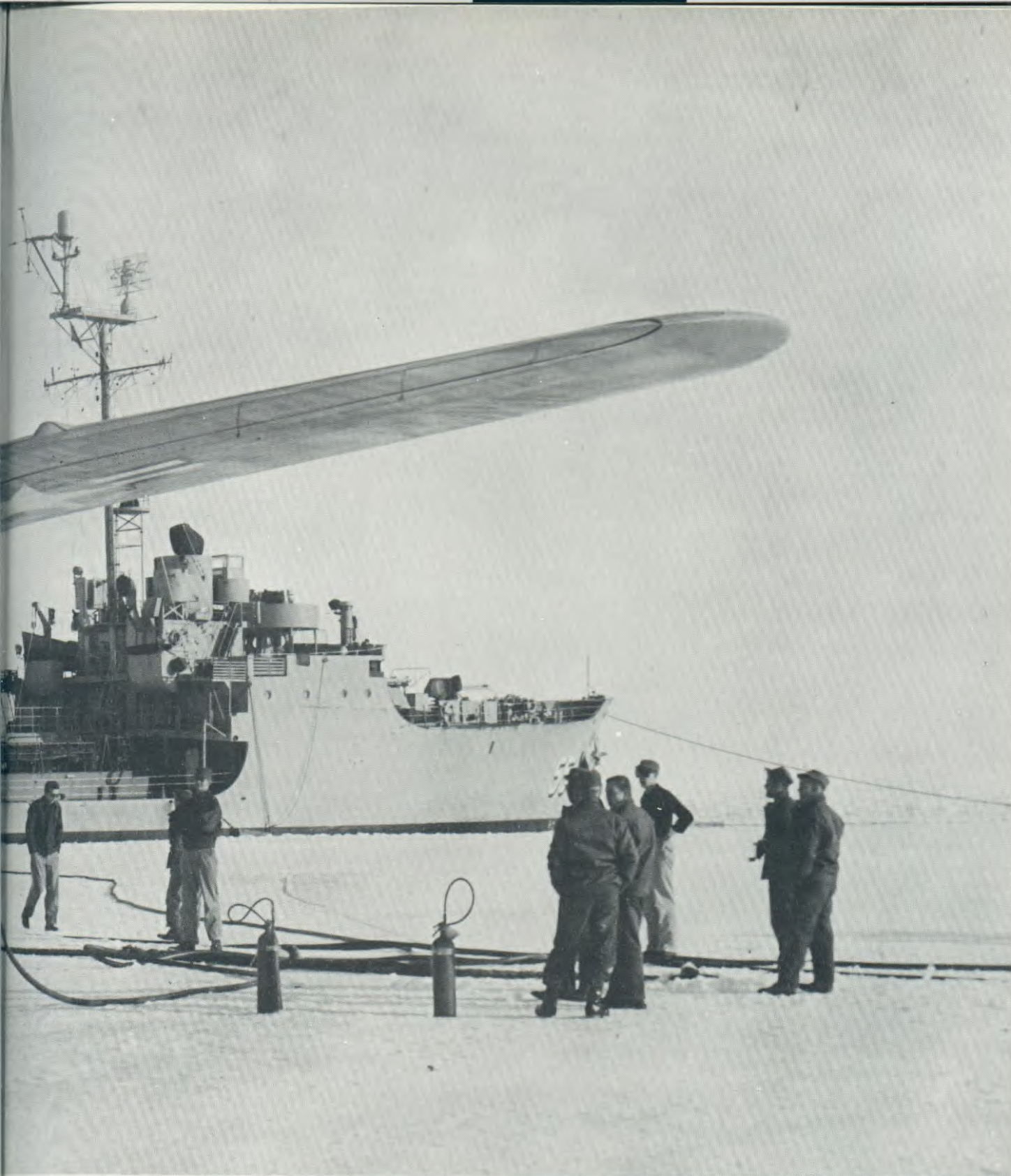




FILLING STATION for the air arm. Wringing every precious second of time from the tight schedule, planes

IMPATIENCE AT McMURDO SOUND

While unloading the ships and building the base continued at Little America without letup the other half of Task Force 43 at McMurdo Sound ran into difficulty. The ice had proven extremely hard to crack. With the unloading operation falling behind schedule Captain Gerald Ketchum, Deputy Task Force Commander in



of VX-6 taxied alongside the NESPELEN (and later, of all things, the GLACIER!) for refueling. Above, a P2V Nep-

tune patrol plane takes on gas for a flight into the polar boondocks. These flights mapped many miles of unknown.

charge of the McMurdo Group, recommended the landing site be shifted from Hut Point to Cape Evans in view of the ice problem.

Ships moved ahead inch by inch to this site but aviators grew more and more impatient to get on with their long-range flights into the vast unknown sectors of Antarctica. They grew so

eager, in fact, they didn't wait for NESPELEN to reach her berth and unload aviation gasoline into yet-to-be-built fuel tanks. They landed on the shelf ice and taxied alongside! Up to the occasion, NESPELEN fueled them direct. It was like autos gulping gasoline at the corner service station on Saturday morning.

COMMUNICATIONS lines kept every unit in close touch with headquarters and with each other. On the first day of camp at Hut Point radio contact was organized. Below, M. E. Jeffus, ET2, T. T. Montgomery, RM1, and F. A. Woody, HM1, set up "the angry nine" to link Hut Point (top) with Little America V and USS GLACIER (bottom).



GETTING AIROPFAC OFF THE GROUND:



MAN'S INHUMANITY to man is clearly demonstrated by mess scene at right. Clifford D. Hathaway, newly appointed chief air controlman, eats from traditional CPO trough



aboard ARNEB watched by amused messmates. Hathaway supervised construction of GCA unit at landing strip. Contrast dignity of other half of animal kingdom, at left.

WHILE AIR ARM REVS UP ADVANCE SITE SURVEY PARTY LEAVES BY DOG SLED ON RECONNAISSANCE





MCB(SPECIAL) HONOR GUARD STANDS AT ATTENTION AT COMMISSIONING OF LITTLE AMERICA V

COMMISSIONING CEREMONY

FLAG IS RAISED OVER LITTLE AMERICA V

Four hundred miles to the east of this novel fueling arrangement Little America Five was set for formal commissioning ceremonies January 4. The only permanent fixture at the time was a steel flagpole standing in front of three tents.

The five-acre site had been surveyed and trail markers indicated where buildings, radio towers,

warehouses and everything else to make an independent city were to be constructed.

Admirals Dufek and Byrd addressed men of Mobile Construction Battalion (Special) who stood massed in brilliant nylon trail clothing for the flag raising. *(Continued on page 104)*

ECHOES of previous Little Americas marked commissioning ceremony. Admiral Dufek, right, breaks away from reminiscences as flag-raising time nears. At lower right, last flag-raising at site of LA-I, II with Edward E. Goodale, LCDR Jack Bursey, Admiral Byrd, Dr. Paul A. Siple, CDR Frederick Dustin, and LCDR Charles Shirley.



SOUTH POLE RECONNAISSANCE FLIGHT

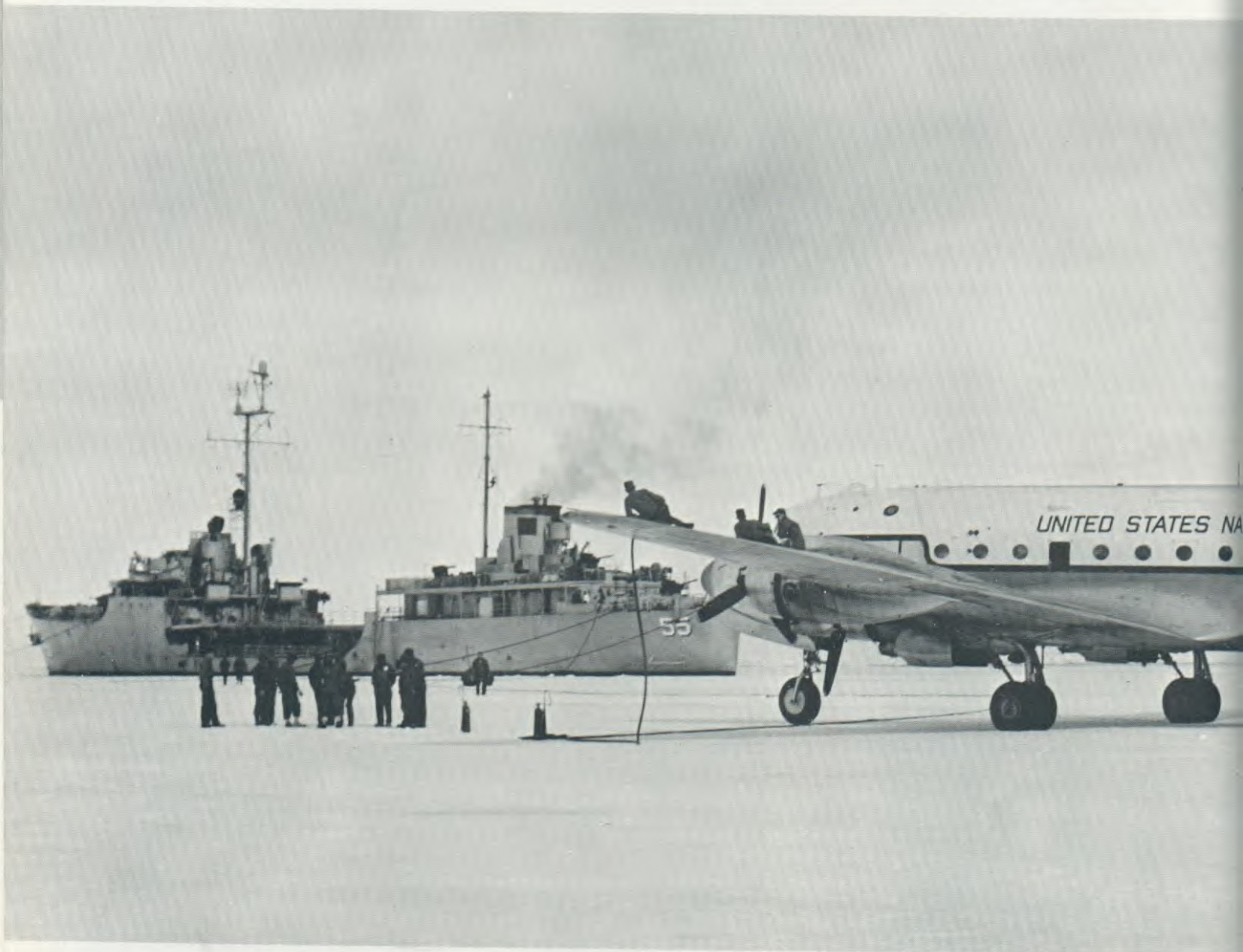
While commissioning ceremonies were being held at Little America the first long-range plane was launched from McMurdo Sound. Marine Lieutenant Colonel Hal R. Kolp, piloting an R5D on a photo mission into the unknown area southwest of McMurdo Sound, ran into a whiteout — a freak weather condition where there is no visible horizon, no visible sky and no visible earth, just milky whiteness in every direction.

Rather than fly into this dangerous white soup which had taken lives and planes on earlier expeditions he flew parallel with its edge until he reached the South Pole.

A disappointment was converted into a break because the exploratory South Polar flight had to be made sometime to learn polar snow conditions before a landing could be made at the pole.

Flying over the flat 25-mile area that marks the South Pole, Col. Kolp's crew threw dye markers, smoke beacons and finally cardboard from 500 feet above the pole. All objects disappeared instantly, indicating dry, powdery, loose snow.

Beginning with this flight, Neptunes and Sky-master flew a mission at an average of every other day. First they mapped the vast unknown stretches of Wilkes Land, then the Knox Coast, then the



R5D SKYMASTER GASSES UP FROM THE NESPELEN. IT WAS IN ONE THESE WHEELED PLANES THAT

geomagnetic pole area, then Marie Byrd Land to scout a safe trail for a surface party about to leave from Little America. The flights continued.

Biting several thousand miles at each slice into Antarctica's great kidney-shaped unknown, Air Development Squadron Six did a bang-up job. With each long-range flight their trimetrigon cameras ground away by the hour recording hitherto unseen mountains, valleys and glaciers of the earth's last frontier. For these flights crews drew plaudits from the Navy's assistant secretary for air. (Continued on page 111)



JET ASSIST take-off puts R5D Skymaster into the air within seconds of go signal for photo reconnaissance tour.



COLONEL KOLP FIRST SCOUTED THE POLE



PHOTOGRAPHY equipment is explained to CDR Ebbe by CHPHOT B. Singer, left, just before reconnaissance flight.

Daily Schedule of Co-ordinated Flights



SOUTH POLE flight begins with introductions. Admiral Byrd, at Cdr Ebbe's left, meets CAPT S. Manderich and



LCDR H. Jorda. En route CDR Ebbe and Admiral Byrd confer. Cold, thin air of polar climate makes oxygen a must.

LOCKHEED Neptune, first major airplane to land at Little America V, touched down at 8:40 p.m. on January

9. Plane crew of "Amen" are, left to right, F. J. Ferrara, ADC, J. O. Hill, PHC, W. P. Lyons, PH2, and Lt Ellena.



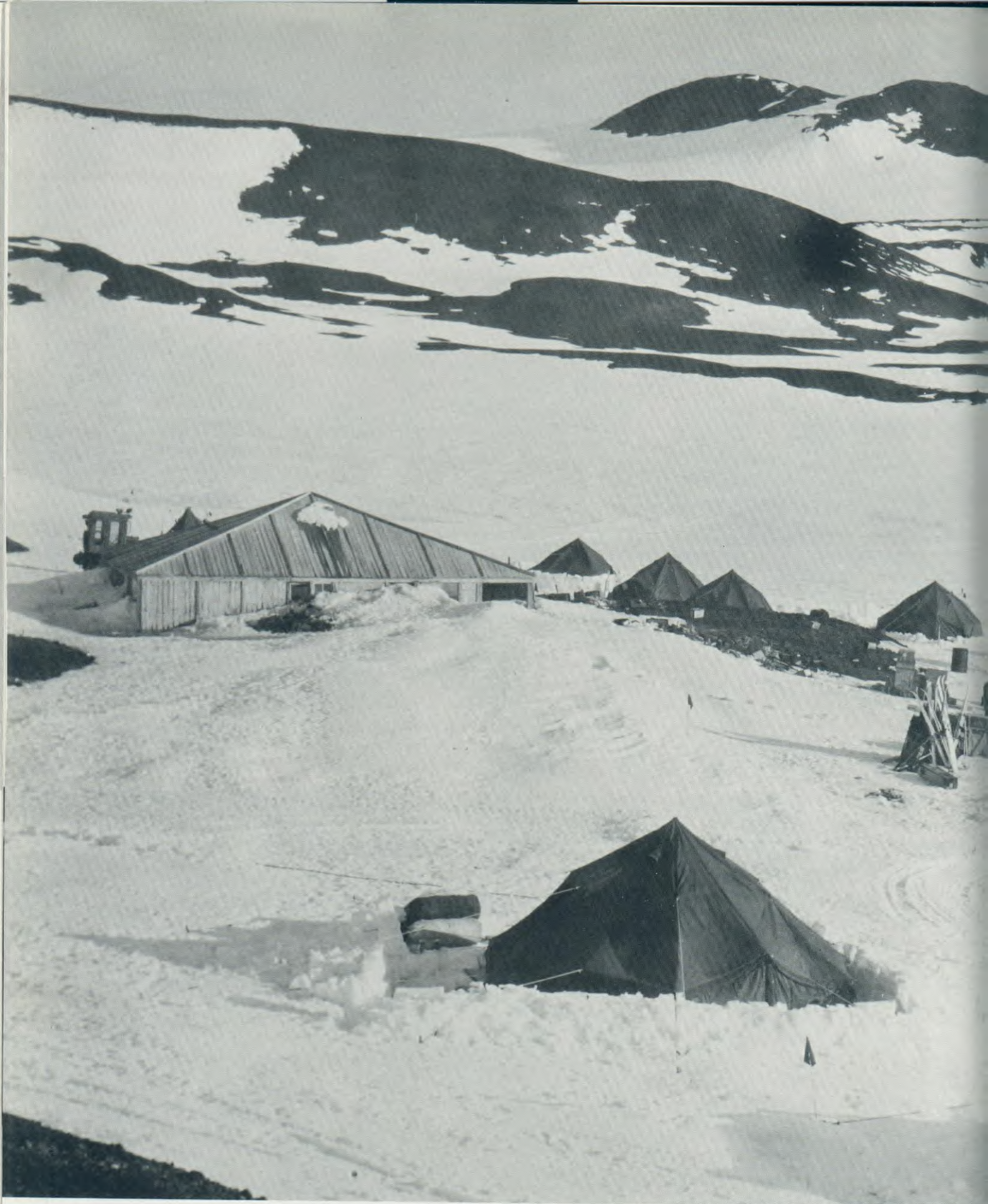


UC-1 OTTER IS OFF AND AWAY ON FIRST FLIGHT FROM LITTLE AMERICA V ON JANUARY 5, 1956



UBIQUITOUS helicopters were the gadabouts of the task force. Watched by skier, one flies near Mt. Erebus, only known active volcano on Antarctic continent. Homing whirlybird is beckoned to GLACIER deck.





AIOPFAC

The advance Air Operation Facility at Hut Point sprang up quickly in spite of irritating setbacks. Above photograph was taken looking from the Point toward Crater Hill.



In the foreground, photograph cache; 10-man and 32-man tents were used until permanent prefab buildings could be unloaded and erected. Frame building at left is Robert

Falcon Scott's "hut" whence the name of the site, remnant of his 1901 Antarctic expedition. Another Scott building, also of wood and very well-preserved, is at Cape Evans.

DEATH MAKES ITS FIRST CLAIM AT



BIG CATERPILLAR TRACTOR LIKE THIS CARRIED WILLIAMS TO HIS DEATH DURING UNLOADING



FATAL plunge of Williams tractor caused by treacherous thaw caught him unaware despite locked-open door.

CAPE EVANS: RICHARD T. WILLIAMS

But flights didn't slow surface operations at Little America or McMurdo Sound. Unloading was going smoothly at Little America and icebreakers at McMurdo, reinforced by *GLACIER* January 5, were making better progress with the tough channel.

WYANDOT had begun unloading materials for the new camp site at Cape Evans January 6 when tragedy first struck the task force.

Richard T. Williams, a heavy equipment driver of MCB(Special), was killed when the big D-8 Caterpillar tractor he was driving crashed through the ice into a hundred fathoms of water about two miles west of Cape Royds. He was en route Cape Evans to begin leveling a camp site. The tractor crossed a bridge over a crack in the bay ice and was twenty feet beyond when a section of ice broke and the tractor disappeared immediately.

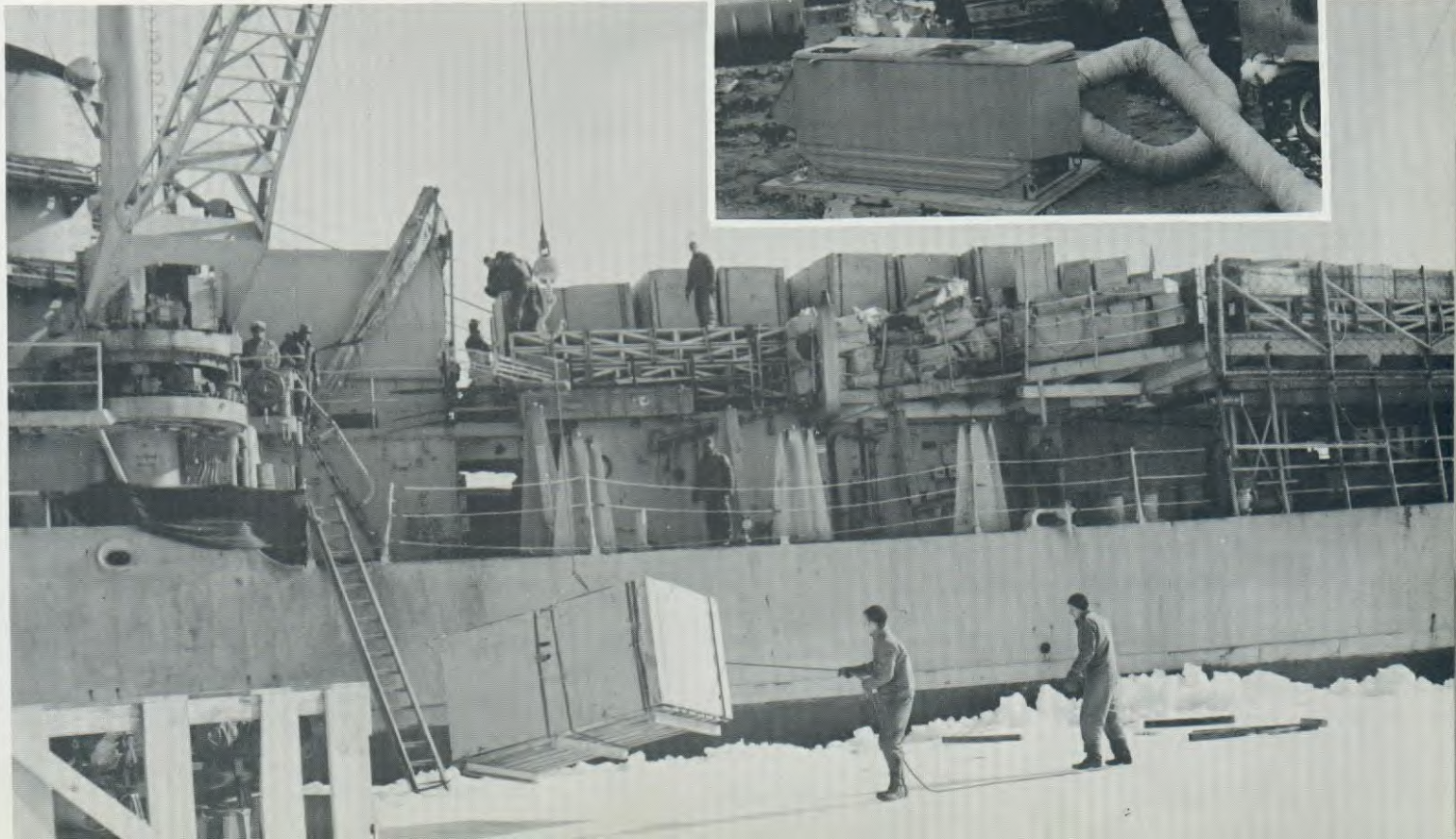
The escape hatch and side doors of the tractor were locked open but the huge machine hurtled through the ice so fast Williams couldn't escape.

(Williams Air Operating Facility, McMurdo Sound, bears his name.)

In view of this casualty all unloading operations were stopped immediately. Everything that had been unloaded from WYANDOT was reloaded and every effort was made to reach the safe ice of Hut Point, the original unloading site, which could stand the pressure of heavy equipment.

But this decision brought still another problem. As the 'breakers ground into the ice toward Hut Point with renewed vigor they realized that in the process of opening a channel to Hut Point they were also cracking the bay ice where long-range aircraft were parked. *(Continued on next page)*

QUICK get-away for ships and equipment. Cargo was reloaded on icebreakers for transfer to Hut Point while heavy tractors warmed up (upper right) with pre-heaters.



Storm Warning Goes Up at Little America

And at Little America there was even a more acute problem. Above freezing temperatures threatened to melt the ice under the temporary supply dump between the ships and the base site. On top of this drastic situation, the meteorologist predicted a storm would hit the area within forty-eight hours.

Everybody – that is *everybody* – who could be spared from other work joined the gargantuan effort of clearing all materials from the bay ice and getting them to the safety of the ice barrier where Little America Five was taking shape before they fell through the ice or got blown away.

Crews worked silently but frantically to meet the challenge. One work gang assigned to unloading sixty-ton supply sleds at the base site from midnight to noon was comprised of a Lieutenant (Naval Academy class of 1948), two yeomen, two radiomen and two journalists. Wielding crowbars, muscles, four-by-fours and more muscles, this crew unloaded five sleds in one shift.

After everything was moved from the threatened area and after buildings had been erected to house men at Little America during the same crucial hours, a chief yeoman sat bleary-eyed from fatigue in the flagship's C.P.O. quarters and said to veteran Seabee builders and cargo handlers drinking coffee with him:

"You guys goofed for eight days on a simple job. Then you got desperate and broke out the staff and we cleaned up your mess in thirty-six hours!"

Seabees, cargo handlers and ships' personnel from ARNEB and GREENVILLE VICTORY had worked steadily in two shifts from 0500 December 30 to midnight January 9 when the task force commander ordered a day-and-a-half of rest and recreation for the Little America contingent.

(Continued on page 114)



ALL SHIPS SECURED BOOM CABLES FOR STORM



THREAT of melting ice under the supply dump at Little America sends all hands racing for safe ground with tons of supplies and equipment. At right, S. C. Barber in parka stows gear into crates and onto waiting sledge.





MIDNIGHT RATIONS FOR CARGO HANDLERS WORKING TWO SHIFTS AROUND THE CLOCK TO BEAT MELT

BUSHED AND LAME, CREWMEN REST AFTER TEN-DAY RACE WITH TIME, STORM AND ICECAPADES



HOLIDAY!

The day started with sightseeing rides to Little America Five where tons and tons of hastily unloaded materials surrounded four spanking brand-new buildings finished just before the storm threat died. Steak dinner aboard ship preceded an afternoon of the queerest athletics you ever heard of.

Picture a normal man wearing twenty pounds of clothes above heavy shoes. Put a baseball bat in his hands and a three-foot piece of cardboard in front of him for a plate. Comes the pitch. Luckily he connects, using all the muscle power several days of hard work have developed. The ball soars over the head of the last outfielder and stops dead in the snow. Batter falls on his face four times on the way to first base only to find he's been thrown out by the outfielder.

Commander Paul Frazier said he gave up golf when, in the Antarctic Open Tournament, a penguin took a fancy to five golf balls in a row.

Football, however, was played much the same on Antarctic ice as it is played on Notre Dame ice. Only thing unusual about that game was that everyone forgot to keep score after each side had logged fifteen touchdowns.

The admiral judged a beard growing contest in which GREENVILLE VICTORY crew copped all honors before the cook announced seal meat steaks were ready. Inhibitions aside, this dark seafood-tasting food was better than anyone expected.

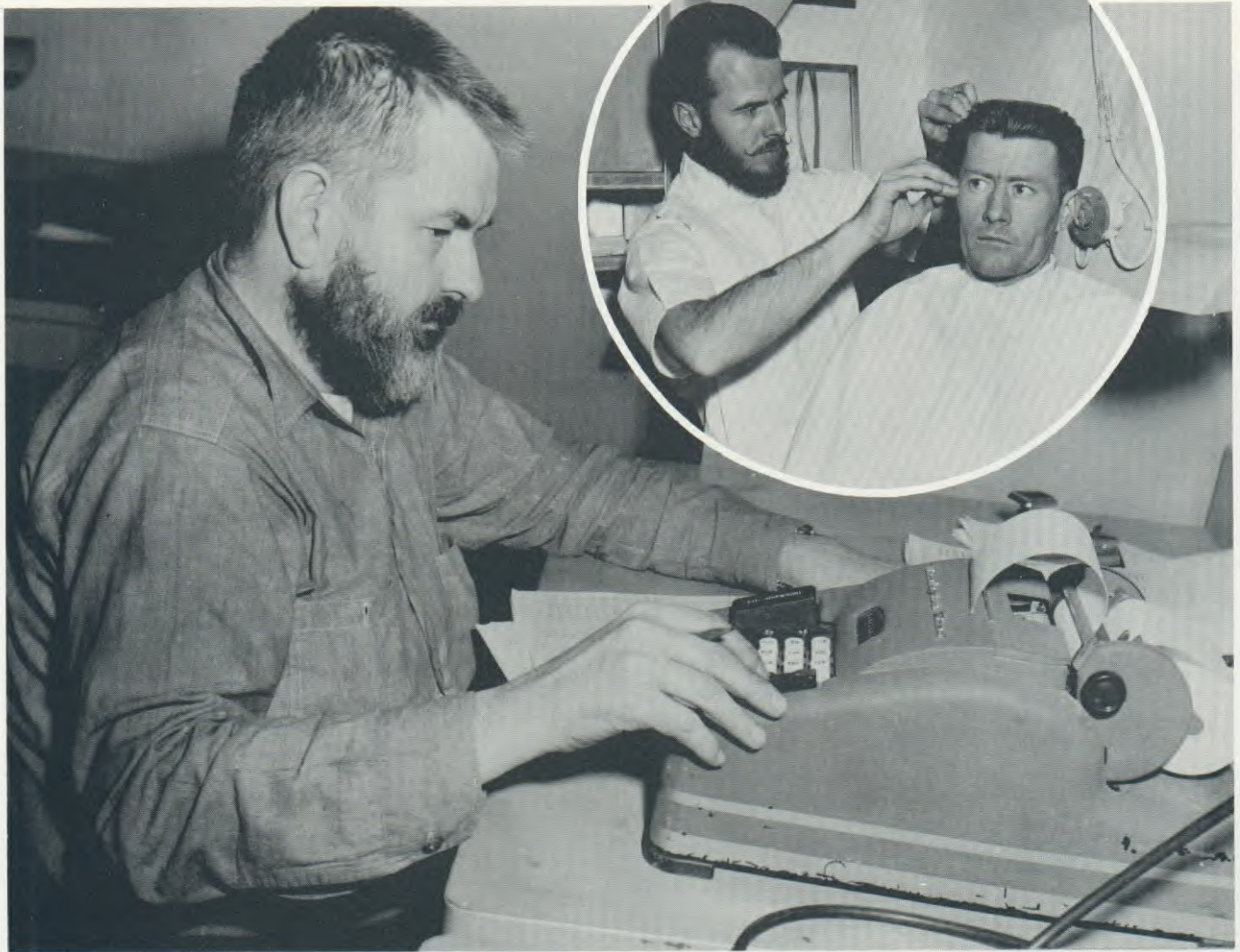
All the while refreshments were served on Antarctic ice. Double feature movies rounded out the day's merrymaking and crews returned to the work of unloading ships and building the base with renewed vigor at noon, January 12.

(Continued on page 117)



BASEBALL game with a handicap. Above, McMurdo Sound slugger connects with a fast outside curve and lofts

◀ A HOLE-IN-THE-ICE YIELDS JUICY T-BONES



EAGER beaver-raisers took advantage of isolation to prove their prowess. Styles ranged all the way from Smith Brothers all-over of Chester F. Heglar, DK1, to suave

continental of R. A. Davies, SH1, in circle above. And then, of course, there was always one nonconformist in the crowd like N. F. Sack, PH1, who insisted on close trim.

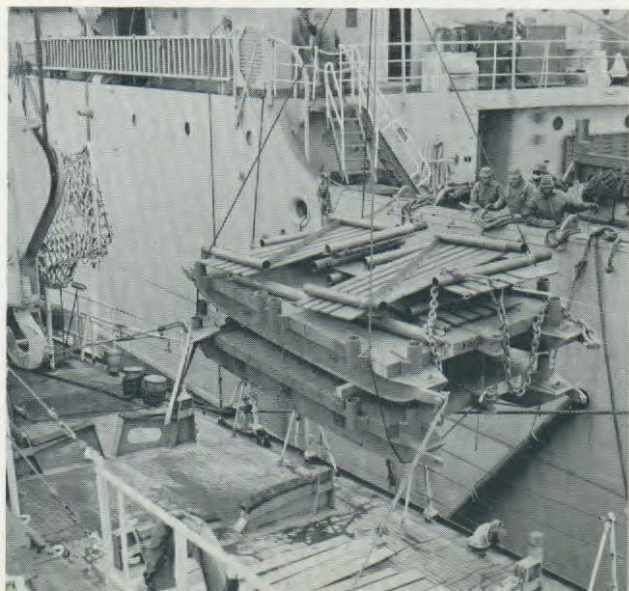
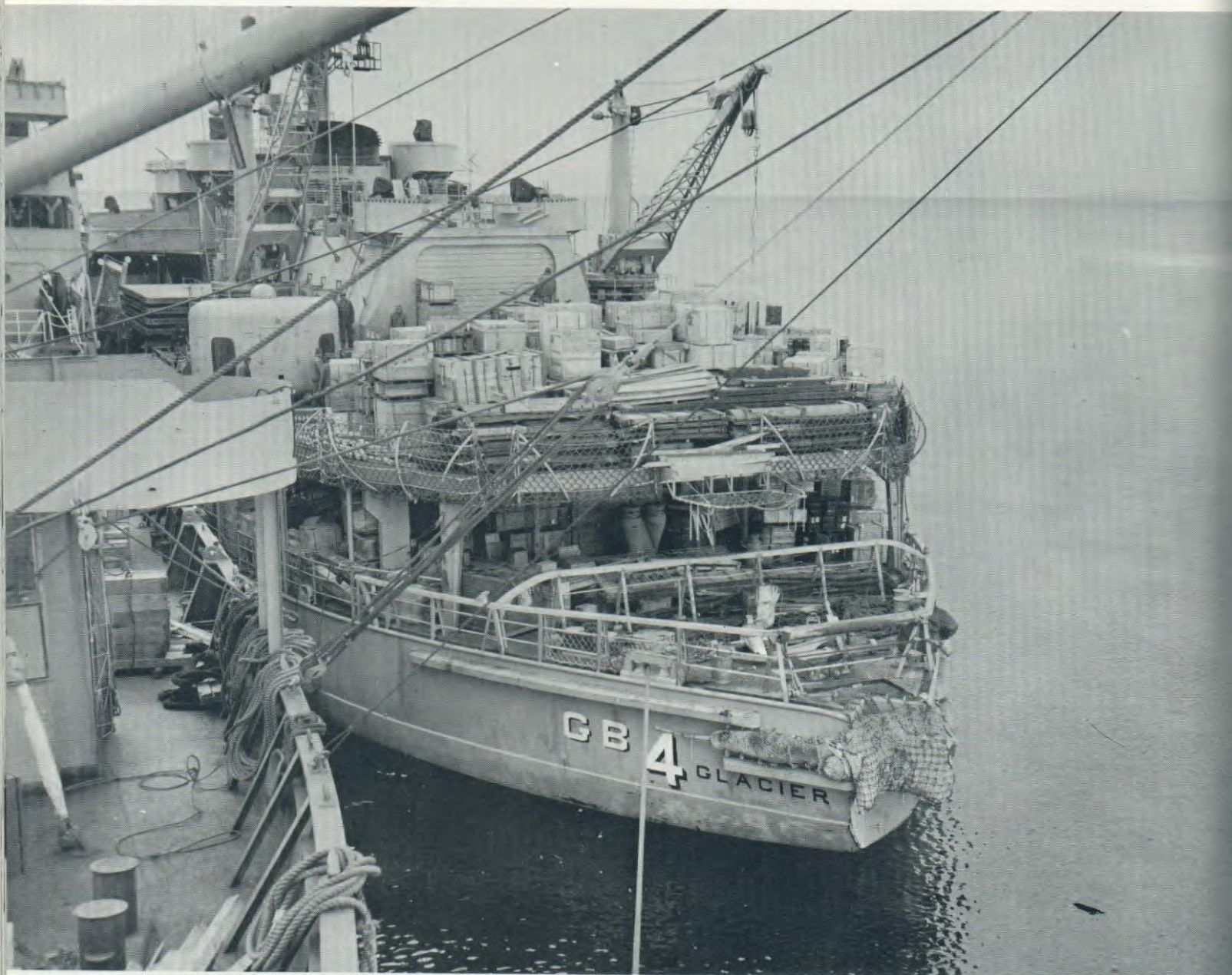


it to upper deck. But later slide for home is thwarted in close decision. South Pole umpires are infallible, too.

MAX KIEL, CD2, LASSOS SEAL IN ICE RODEO



HOW THEY CARRIED WATER ON



TRANSFER of supplies and equipment from ship to ship was effected with speed and accuracy. Reason for transfer, thin-skinned cargo ships could not withstand ice pressure against their hulls. Above, GLACIER loaded down with cargo taken from WYANDOT. Below, rest of the WYANDOT cargo is loaded onto EASTWIND bound for Hut Point.

BOTH SHOULDERS AT HUT POINT

That was the day the task force commander flew to McMurdo Sound aboard the Neptune that had come to Little America to fly reconnaissance into Marie Byrd Land.

With icebreakers ripping up the air strip as well as the channel to Hut Point, a stalemate had resulted. There were a few more vital flights to be completed before the planes could be flown to New Zealand and before WYANDOT could begin unloading her cargo to build the Air Operating Facility.

So with the season shouting "move" and the air crews saying "don't break up our landing strip," the problem was solved this way:

Icebreakers came alongside WYANDOT and received her cargo. They ferried it up-channel through the heavy ice and delivered it to tractor trains on the ice shelf. Tractors drug it by sled to a supply dump where it would be available for building Air Operating Facility.



OIL CHECK is made on Caterpillar D-2 tractor by its chauffeur, Sidney G. Armistead, cm1, to keep it rolling.



DISCHARGING cargo at Hut Point. Gear comes up port hatch of flight deck of GLACIER as tractor train waits.



LOADING SLEDS WITH RATIONS FOR STORAGE



D-8 TRACTOR DRAWS LOADED 11-TON SLEDGES

IN THE ANTARCTIC CONTINUED

NINE HISTORIC FLIGHTS

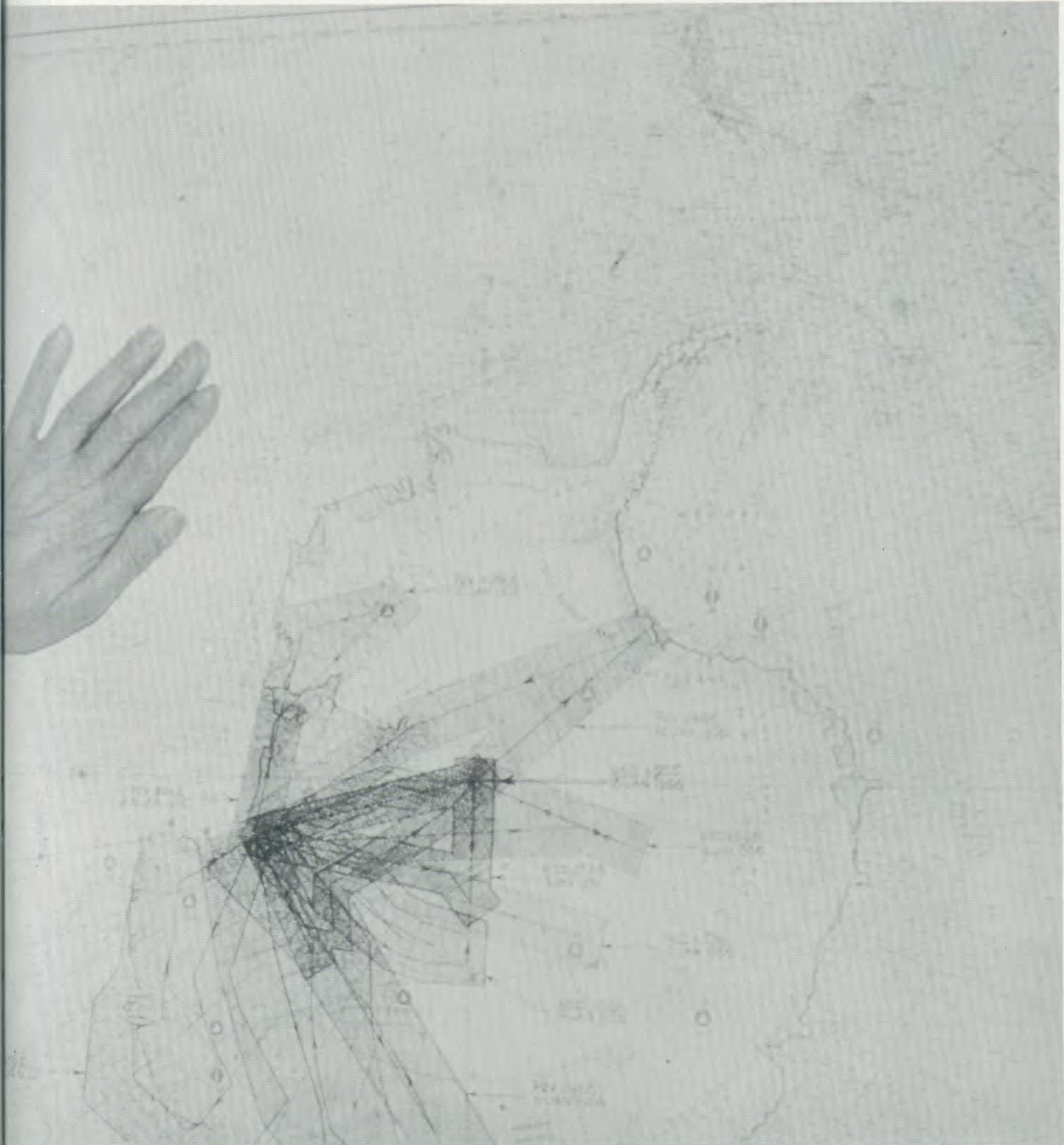


RADM GEORGE J. DUFEK, CTF, 43 STUDIES AIR CHART SHOWING THE NINE HISTORY-MAKING FLIGHTS

All the while planes would land on the shelf ice, taxi up to the NESPELEN or the GLACIER, take on fuel, then take off on another and another long-range mission.

Between January 8 and January 14 they logged these flights: January 8 to the geographical south pole; January 9 to Little America Five; January 10 to Marie Byrd Land; January 11 from Little

America to McMurdo; January 13-14 from McMurdo Sound to 81-30S, 62E; then to 82S, 20E; and even to the Knox Coast and the Weddell Sea. The three latter flights into areas where IGY bases were contemplated in later phases of Operation Deepfreeze completed the long-range flight itinerary and the plane crews began to sweat good weather for their return to New Zealand.



OF AIR DEVELOPMENT SQUADRON VX-6 ALL MADE IN INTERVAL BETWEEN JANUARY 8 AND 14, 1956


IN THE ANTARCTIC CONTINUED

During this hectic week NESPELEN received ice damage and had 140,000 gallons of aviation gasoline contaminated by sea water. Luckily, she had transferred some of her aviation gas to the GLACIER earlier. So GLACIER, with a 500-foot hose aboard, achieved another feat in her unusual maiden voyage. She'd taken the task force through the ice pack in thirty-six hours, she'd proven herself at icebreaking in the tough channel at McMurdo Sound, she'd fueled a tanker and an icebreaker from her huge tanks. Now she found herself refueling airplanes who taxied alongside.

It was this same week that LCDR Jack Bursey and six volunteers made all preparations to leave for the 600-mile overland trip into Marie Byrd Land to mark off a safe trail to be followed by tractor trains taking materials to 80S, 120W to build Byrd Station. They left January 14.




UNLOADING CARGO FROM THE GLACIER BEGAN CALMLY ENOUGH, ENDED IN A HOWLING BLIZZARD



600-MILE OVERLAND TRIP TO MARIE BYRD LAND

DOUBLE EMERGENCIES

AN UNLOADING CRISIS AT LITTLE AMERICA V



BAY ICE AT LITTLE AMERICA V UNDERMINED BY SWELLING TIDES

Unloading operations and base construction had moved at a steady gait at Little America. GREENVILLE VICTORY's Little America cargo was all on the ice by January 14. Thanks to the 24-hour effort of Cargo Handling Battalion Three, urgently needed equipment for McMurdo Sound was loaded aboard her and she came alongside ARNEB to deliver fuel January 15, then left for McMurdo Sound. She took every available man of CHB-3 to help unload at McMurdo Sound.

Before GREENVILLE VICTORY cleared the horizon an all-out effort was started to unload ARNEB. Three holds were being worked simultaneously when at midnight January 16 this terse announcement came over her loudspeaker:

"Make emergency preparation for getting underway!"

STORM WARNINGS GO UP

A storm centered almost directly between New Zealand and Antarctica was causing ground swells in the Ross Sea. These waves had worked under the bay ice for several hours and had literally undermined the area where cargo was being unloaded onto waiting tractor sleds alongside.

No sooner had the last tractor and sled raced to the safety of the ice barrier than the bay ice began to crack. Men stood by ARNEB deadmen ready to cast off.

Luckily the section which broke, some 25,000 square feet of ice, was *inside* ARNEB's deadmen. So LCM, "Mike Boats," rushed between ARNEB and the edge of the bay ice, plied their bows to the floating pack and shoved it clear of the ship's stern. Now it was simply a matter of bringing ARNEB back to the shelf.

Ground swells continued to work their way under the ice so no more cargo was unloaded. Meantime an eerie fog shrouded the ship. Caused by cold air passing over warmer water and ice, the fog threw a blanket of hoarfrost over every line, boom, halyard, antenna and even every beard exposed.

By 8 a.m. the fog had cleared enough to see a few hundred yards out on the bay ice and several large ruptures were noted.

MAN AGAINST NATURE

Boats took crews ashore who hastily slipped the ship's mooring lines from the deadmen, for now the jagged ditches in the ice were growing wider and wider by the minute. It was as if a giant

invisible robot applied a giant invisible crowbar to the countless acres of smooth bay ice, then heaved for all he was worth. As quickly as a section of ice was broken free it was washed down bay by the current.

When ARNEB put to sea to wait for all loose ice in the area to wash away she left forty-three Seabees and a handful of staff personnel and Army observers high and dry on the 800-foot-thick ice barrier at the base camp where by now nine buildings were complete, including eight which were heated, where power was ready to be turned on and a galley crew was turning out meals regularly.

Captain Charles W. Thomas, USCG, chief of staff to the task force commander and officer in tactical command of the Little America operation, described the ice break as a "routine matter in Antarctic operations," but three or four hundred men in Antarctica for the first time mentally challenged the expression.

AIR GROUP SAFE AND SOUND

While ARNEB rode out the storm at Little America all four long-range planes left McMurdo Sound for New Zealand. The first plane, an R5D piloted by CDR Gordon Ebbe, squadron skipper, was airborne at 2 a.m. January 18 and the last plane took off an hour and twelve minutes later. All planes landed at Wigram Field, Christchurch, by 10:10 a.m., January 18.

EASTWIND was stationed in the pack ice for the flyout. Veteran sailors aboard the EASTWIND swore there was one particular section of the Ross Sea that had their name on it — coming through with the YOG in tow in late December and again supporting the long-range planes' flyout in January, they were victims of extremely foul weather in almost exactly the same spot.

ARNEB returned to the bay ice at Little America Five at 8 a.m. January 18 to discover the shelf had an entirely new appearance.

Nature had removed more ice in eight hours than GLACIER had cut in thirty. And in places, nature had left as clean an edge for mooring a ship as if it had been planned. But there were still suspicious streaks which indicated another break might be forthcoming, in spite of the fact the ground swells had almost ceased. So ARNEB bow was placed against a suspicious crack and her engines were turned up to force her 14,000 tons against the pack to see if the ice would give. It held. (Continued on page 126)



TRAIL-BLAZING PARTY UNDER LCDR JACK BURSEY PREPARES TO LEAVE LA-V FOR MARIE BYRD LAND

LCM "MIKE" BOAT SERVES AS TUG TO SHOVE SHIP ALONGSIDE BAY ICE AT LITTLE AMERICA V





BURSEY GIVES LAST-MINUTE INSTRUCTIONS AS TRAIL PARTY LOADS GEAR INTO LEAD WEASEL

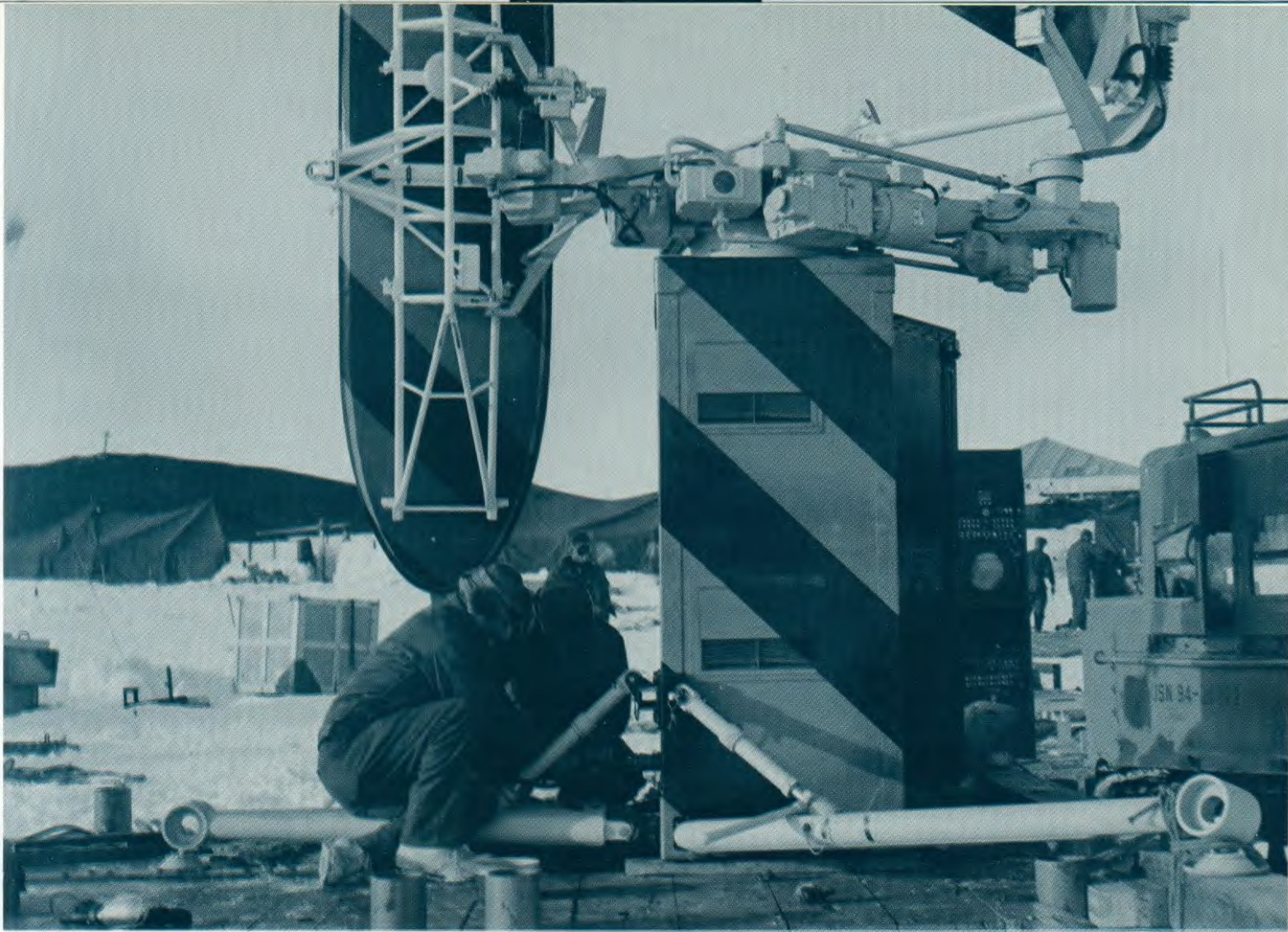
WITH THE BURSEY TRAIL PARTY



OIC of trail party, LCDR J. J. Bursey, cinches lines on sled being towed by lead Weasel; Sno-Cat in background.



LINE-UP of seven-man trail party beside lead Weasel. LCDR Jack Bursey stands at center, ear-flaps in position.



MCB SPECIALISTS MADE ELECTRICAL CONNECTIONS ON GCA (RADAR) EQUIPMENT BEING INSTALLED



ON STORM- RACKED BAY ICE



PLANS for assembling GCA equipment at site of landing strip studied by technicians before making installation.



Work-rushed Seabee, right, starts pre-heating unit to warm up tractors hauling unloaded cargo from bay ice inland.

CAPRICIOUS ICE PLAYS DEADLY TRICKS ON TRAIL AND AT KAINAN BAY

That afternoon an all-out effort began to unload ARNEB because a message from the task force commander directed her to wind up the Little America operation and be at McMurdo Sound by January 30 so twenty volunteers who'd stayed at Little America when GLACIER left could be returned to their ship before it left McMurdo February 1 to pick up YOG-70 in New Zealand.

From the first day the trail party left Little America an Otter plane made daily contact when weather permitted. The party made good time the first and second days with their crevasse detector showing no signs of hidden chasms. But on the third day they came face to face with a gaping crevasse several yards wide and 95 feet deep. The chasm ran perpendicular to the trail and extended twenty miles in each direction. By then the crevasse detector was out of commission and crevasse detection reverted to the old "prod and pray" technique.

The trail party back-tracked ten miles, then altered course to clear the canyon, first of many to be discovered as they proceeded into Marie Byrd Land.

They made the painful ascent of the Rockefeller Plateau, encountered more bad weather, more crevasses and leaned more and more heavily on the small Otter as time went by and as they ground out mile after painstaking mile into Marie Byrd Land.

ARNEB returned to the ice January 18 and again tried to finish discharging her 6,000 tons of cargo. She was forced to get underway again the afternoon of January 19 when a fifty-foot slab of ice, running almost the entire length of Kainan Bay, broke off. While she stood offshore the ice continued to break. What had been the supply dump was now open bay. The ice carried away up to the "ramp" between barrier ice and bay ice. Swells resulting from a storm a thousand miles north of Antarctica literally undermined what had been "safe" bay ice for unloading.

A metal "Bailey" bridge which had been used to span a crevasse two miles from the ice edge carried away during the night.

While the ship rode out the storm the trail party was also feeling effects of the same storm. Lieutenant Paul Streich, pilot of the support Otter, got socked in for fifty-two straight hours with the men on the trail.

Immediately after visibility improved the Otter located what appeared to be a safe trail from the crevassed area to the Rockefeller Plateau.

ARNEB returned to the bay ice January 21 to find plenty of empty sleds waiting. A jubilant crew, learning their ship was scheduled to leave Antarctica with the GLACIER, wasted no time with

the cargo. Officers and men alike pitched in to finish the job. Where officers had formerly stood guard on the threatening ice cracks, they were now relieved by correspondents, physicists, biologists and oceanographers — all volunteers from the civilian arm of Operation Deepfreeze.

While ARNEB was being hastily emptied at Little America the operation at McMurdo was moving just as swiftly. Three icebreakers were running a regular shuttle service emptying GREENVILLE VICTORY's cargo at McMurdo Sound by the time ARNEB hoisted a broom to her yardarm to signify completion of her chore January 23. Waiting in line, as soon as GREENVILLE VICTORY could be unloaded, was the WYANDOT. She, like her sister ship, had been chased seaward time after time as broken ice floated seaward and threatened to jam the cargo ships like they had jammed the NESPELEN January 14.

The gasoline tank was completed at Little America in readiness for NESPELEN visit January 26. When NESPELEN arrived, escorted by the EDISTO, Admiral Dufek aboard the EDISTO was amazed to see what nature had done to the bay ice at Kainan Bay in his absence. There *was* no bay ice.

To discharge her 200,000 gallons of aviation gas and tractor fuel for Little America, NESPELEN had to use EDISTO as a cushion between herself and the high shelf ice lest her side be ruptured again.

ARNEB "Mike Boats" were used to fend off heavy floating cakes of bay ice that kept drifting back into Kainan Bay after the break.

NESPELEN finished pumping at Little America by the end of January. Then ARNEB, EDISTO and NESPELEN steamed past the foot of Whitney Highway in column formation. Each flew a used broom, each blasted its whistle in parting salute and smoke flares and rockets filled the air as the small task force left Little America, which by now was a self-sustaining metropolis of seventy-six souls, secure in homes which would be theirs for the long winter night. (Continued on page 139)

BAY ICE SHEARS OFF WITH RAZOR-EDGE BREAKS





HAND ON KEY, GEORGE A. ZIKELI, RM2, PREPARES TO SEND DISPATCH FROM COMMUNICATION TENT

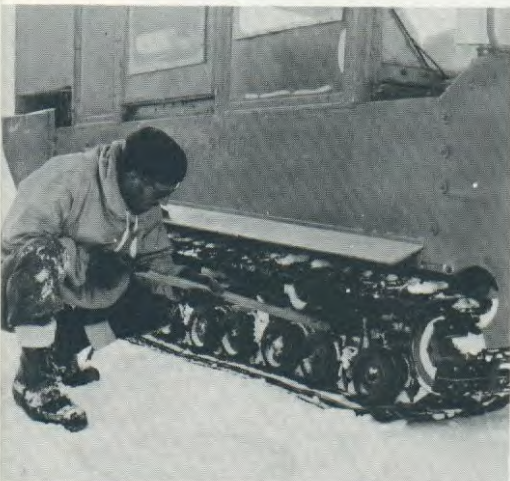
UC-1 OTTER WAS STOUT FRIEND TO TRAIL PARTY, WITH DAILY CONTACT WEATHER PERMITTING



TOUGH GOING WITH SEVEN MEN



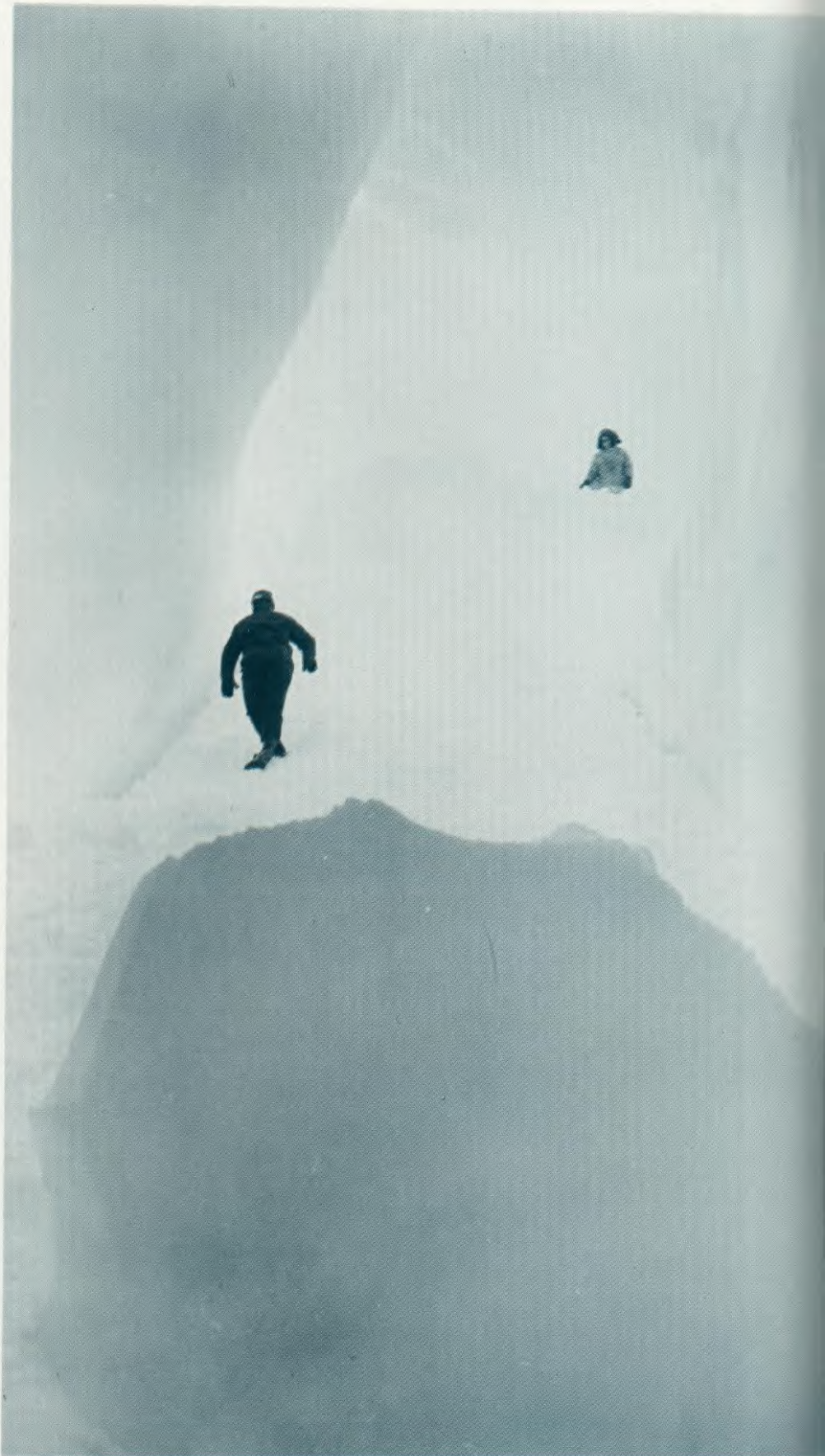
SLED load check by Alvah Edwards, cdl, as party moves into highlands.



PAWS of Weasel are inspected by Charles Wedemeyer, cm1, on the trail.



CHOW and rest for George Moss, svc, and Charles Wedemeyer of party.



CREVASSES, ONE OF THEM REACHING 40 MILES, SLOWED TRAVEL

... BUT ALL WAS NOT GRIMNESS:



HAPPY BIRTHDAY for two crewmen of the USCG Cutter EASTWIND. Egged on by their impatient shipmates, Arthur

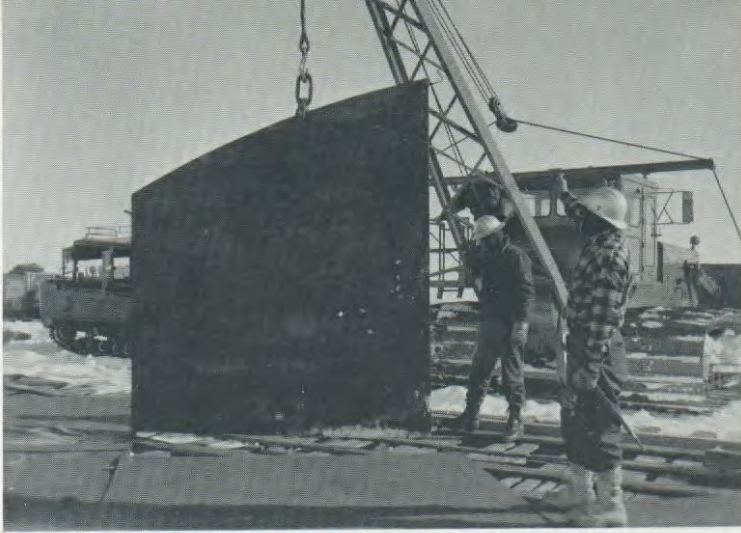
R. Sprague, so3, celebrating his twenty-third birthday, and Robert D. Slater, sn, marking his twentieth, slice in.

HOW WE BUILT A MAMMOTH TANK



FLOOR PLATES of 250,000-gallon fuel tank being erected at Little America V are lowered into place by crane.

Civilian welder Eddie Roush supervises job engineered by Chicago Bridge & Iron Works, plates by U.S. Steel.



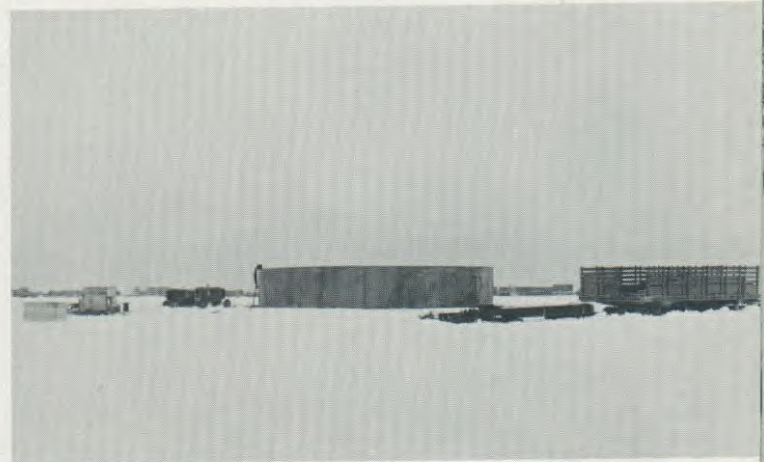
SEABEES GUIDE CRANE LOWERING FLOOR PLATE



SQUARING UP PLATE AS LAST ONE APPROACHES



SEABEE RISKS HOTFOOT FROM WELDING TORCH



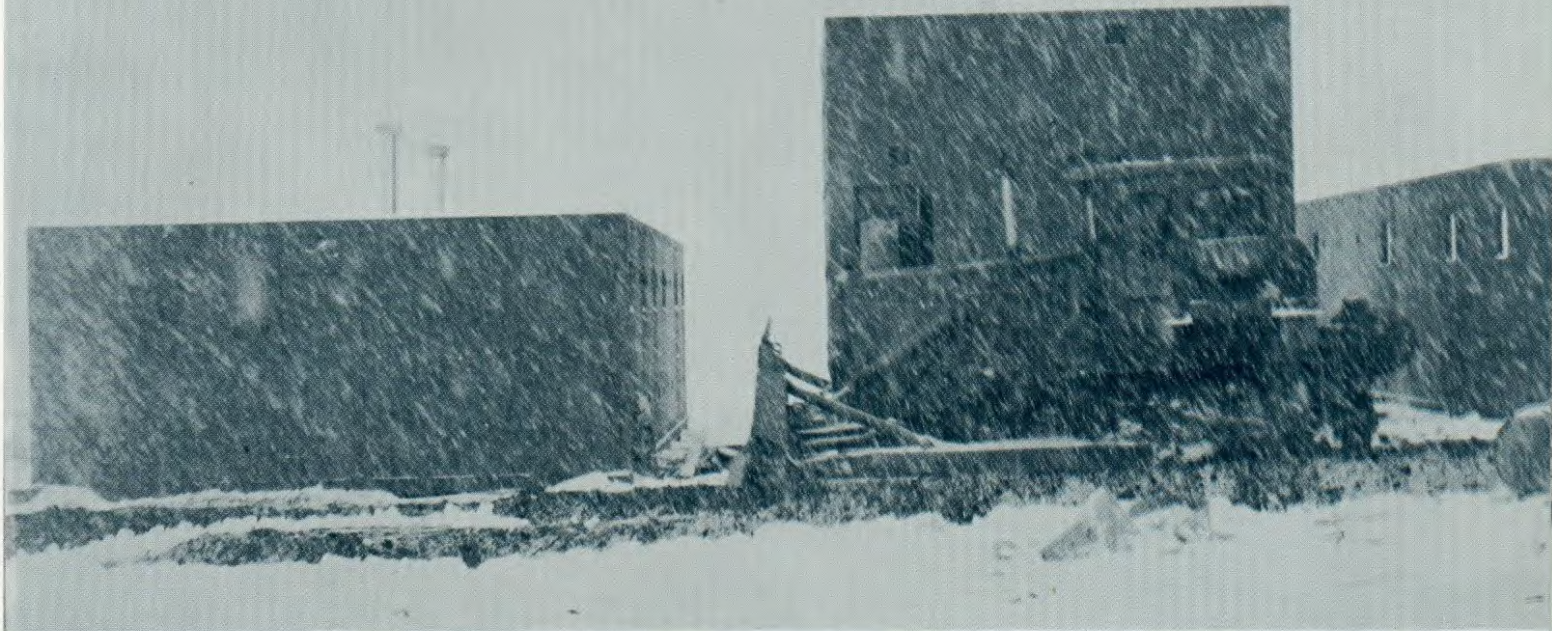
NEARLY FINISHED ¼-MILLION-GALLON TANK

NEspeLEN, HOSES ALONGSIDE, PUMPS ITS 800,000 GALLONS OF AVIATION GAS AND TRACTOR FUEL





FLYING "CLEAN SWEEP" PENNANT AND BLASTING FAREWELL WHISTLE, SHIPS DEPART ONE BY ONE

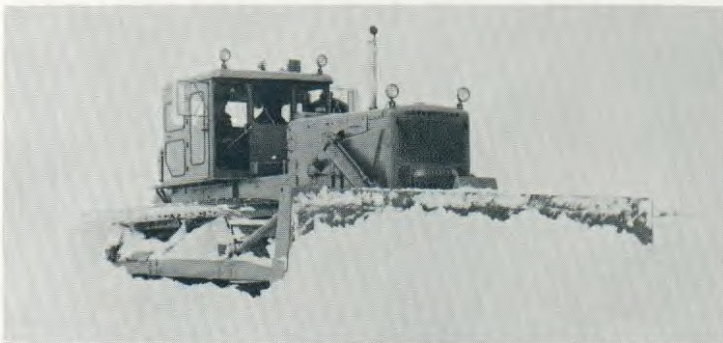


DIRTY WEATHER ON LAND AND SEA HUNG AROUND THROUGH JANUARY, INTERRUPTING OPERATIONS

BUT AT McMURDO SOUND THE WORD WAS "BLIZZARD"

CALLING HOME all wandering units. Big Cat-trac, pulling a sledload of gasoline drums, bulldozes mountain-high drifts of snow as it hurries to supply dump. Below

and right, Greenland Cruiser from GLACIER is flagged in from vicinity of Hut Point and just barely makes it as a 60mph blizzard closes in with blinding ferociousness.



THEN BACK TO NORMAL AGAIN:



SNOW-BLOCK WINDBREAK AT GALLEY



MELTED SNOW FOR DRINKING WATER

POWER SAW BITES INTO THE ICE

CHOW CALL AT McMURDO SOUND. WITH KINDER WEATHER WORK SPEEDED UP IN COMPENSATION





WHALE of a finback whale. Swimming across the bow of the USCG EASTWIND, the whale continued under bay ice. Picture was taken at a distance of only seven feet. The

critter, estimated to be more than forty feet long, was so large that the entire body could not at this distance be accommodated by the frame of the camera. Moby Dick, Jr.

WHILE BACK AT



HUT POINT HAD FUEL FARM SYSTEM, TOO. CHICAGO BRIDGE & IRON WORKS WELDER SEAMS TANK

WILLIAMS AIROPFAC, GROWTH



UTILITIES were in demand here just as anywhere else. Rolling stock repair shop was set up for drive-in and tow-



in service. Upper right, construction men installing electric power lines with D-8 tractor to help raise pole.

AND ANOTHER STORAGE TANK WAS A-BUILDING:



GASOLINE storage tank similar to one raised at Little America is completed at Hut Point. Above, hoses for



fuel transfer lie on icy incline. Upper right, finished tank to hold 250,000 gallons received from the NESPELEN.

PEACE, FOR A TIME, AT LITTLE



MAIN STREET, Little America V on any weekday in Summer (Antarctic Summer, that is). Prefab housing at its best gives that modern air of straight-line conformity. And what is home without the "little woman?" So said John Malinowski, DC1, who modeled one from memory.



AMERICA—THEN SOME BAD NEWS

When the three-ship force arrived McMurdo Sound January 2, Admiral Dufek shifted with his staff to the Coast Guard icebreaker EASTWIND to remain on board until GLACIER sailed to New Zealand to pick up YOG-70 and mail.

Admiral Byrd shifted from the WYANDOT to the ARNEB for the trip to New Zealand where ARNEB would serve as master post office to the task force to insure men who had been transferred would get their mail without delay.

GREENVILLE VICTORY was by now almost empty, ARNEB was empty and the emphasis was on unloading WYANDOT at McMurdo where a two-day blizzard had stopped operations.

The task force commander decided to hold GLACIER briefly at McMurdo because she had more deck space for loading cargo and could make better progress through the still-tough bay ice to the unloading site. So he sent EDISTO to squire ARNEB through the pack, then to scout Cape Adare, Cape Hallet and Cape Evans for a landing site for planes during Operation Deepfreeze Two.

When ARNEB found no pack ice, EDISTO retired to her survey mission and began to make science studies and take specimens in the Ross Sea at Cape Adare and Cape Hallet. GREENVILLE VICTORY steamed through the pack without escort February 5.

GLACIER and EASTWIND were alternately shuttling loads of WYANDOT cargo to Hut Point and breaking ice in McMurdo Sound when early in the morning of February 3 the Admiral got an emergency message that directly or indirectly affected every ship, plane and man of Task Force 43. The small airplane which had been supporting the trail party — Otter 260 — was reported an hour overdue with seven persons aboard at 0845M February 3.

The trail party had reached its point of endurance at Lat 79-21S, Long 134W, or 381 miles from Little America, and was ordered to return to base aboard Otter 260.

Rather than overtax the small Otter, LCDR Bursey, OINC, Dube, RMI, Wedemeyer, CMI, and Walt Disney photographer Lloyd Beebe — who had taken the plane out to the site of the trail party — elected to remain with the vehicles for the second flight.

En route Little America the plane ran into freezing rains and strong headwinds. Its wings began icing after about two hours in the air, then the plane ran into a whiteout. Attempting to reach Little America, Lt Paul Streich, pilot, flew by



CONFERENCE on ice took place near flagship between Admiral Dufek and Bill Hartigan, civilian from NBC-TV.

instruments until he crashed into a mountain peak at 0700 at 77-32S, 154-10W, flying at full throttle.

The plane crashed into about a thirty-degree incline and skidded some 500 feet to where the incline veered sharply upward at about sixty degrees. Then the propeller caught in the snow and caused the plane to nose down. All power was lost in the plane.

The seven men escaped the crash and stayed close to the crashed plane in the zero visibility for two full days. They dug a hole under the plane to shelter four men while the remaining three remained in the plane.

On the third day chief surveyor George Moss established their position by theodolite sun-lines and the seven men decided to start walking back to base, 110 miles away.

Meantime, LCDR Bursey had started backtracking along the trail to search for the plane. Machinist Victor Young led a search party from Little America to meet Bursey along the trail. Each thought the plane had followed the trail on the way back to base. Actually, the plane crashed sixty miles from the trail and the entire sixty miles were a continuing chain of mountains where surface search vehicles could not travel.

Effort after effort to launch search aircraft was aborted. First a rescue plane tried twice to fly from McMurdo Sound to begin a search and twice the pilot ran into bad weather and had to return.

The bay ice at McMurdo Sound and Cape

Adare was ruled unsafe to land wheeled Deep-freeze planes still in New Zealand.

PLANES TO THE RESCUE

So a search Otter and a helicopter were loaded on the flight deck of the EASTWIND at McMurdo Sound and ferried to Little America for the search.

Meantime, the survivors walked the treacherous trail with a minimum of food, hoping and expecting daily to reach a seal or a penguin to supplement their diet until they were rescued or until they reached Little America.

As the search wore on, LCDR J. H. Torbert and his P2V Neptune crew, who had flown several Antarctic missions before returning home, volunteered to fly the same plane back to Antarctica and take part in the search. They'd landed the ski-rigged Neptune at Little America early in January.

They crashed in a jungle clearing in Venezuela en route. All seven crewmen survived the crash.

Finally, in the seventh day of search, an Otter flown by LT Don M. Sullivan spotted the wrecked plane. Later in the afternoon a helicopter flown by LCDR C. S. Larson (and R. W. Skinner, AO1, AP) sat down alongside the plane to find the men gone. Larson followed the survivors by their snow tracks for forty-five miles before locating them at 1700, February 9. Then he radioed the base that all were well. Soon the search Otter landed beside the helicopter and the two rescue craft returned the men to welcome and warmth at Little America.

(Continued on page 146)





SEEKING each other across a wilderness of ice, the men of the trail party and the men of Little America groped with the help of science. Raymond Dube, RM1, sent out radio messages from spot where the trail party had stopped, about 380 miles from LA-V. Knowing that part of

his trailmates were downed in the crashed Otter, he could only keep the airwaves warm. At the downed plane somewhere in Marie Byrd Land George Moss, chief surveyor, "shot the sun" on his theodolite and kept his little party as close to the original trail as possible to help rescuers.

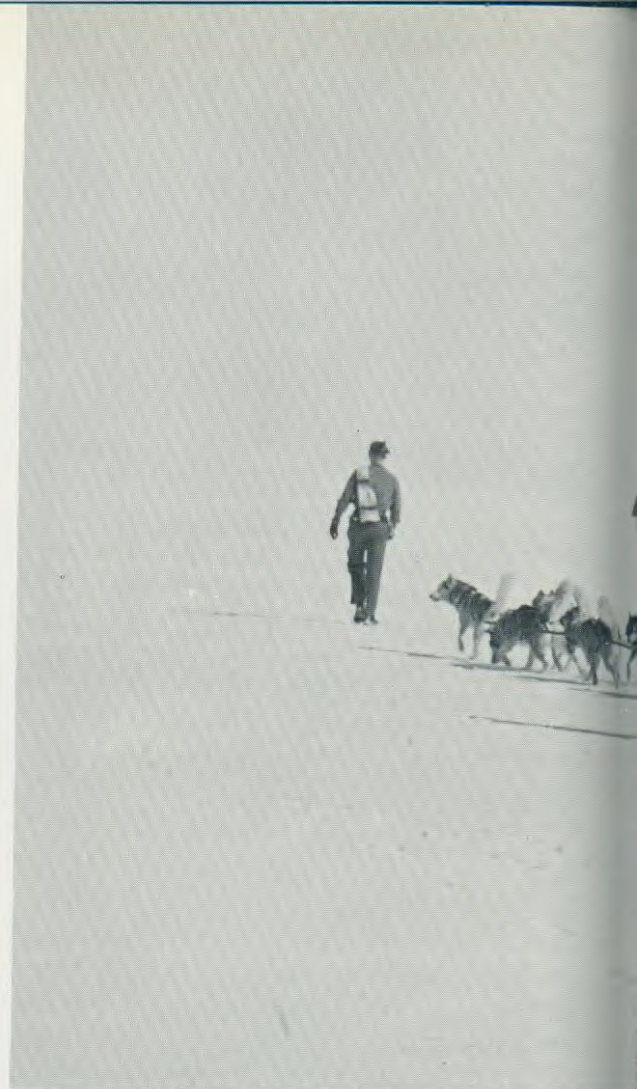
◀ EARLIER CRASH of an Otter occurred at McMurdo Sound just before Christmas. Below CDR Oliver, aboard

the downed plane, removed from rescuing Neptune by stretcher, is taken by sled to medical tent at Hut Point.



BARONIAL SPLENDOR AT HUSKIES' DIGGINGS

KAO, ONE OF 28 DOGS, GREET'S NEW YEAR '56



DOG TEAM AND TRAIL PARTY

HUSKIES





LEAVES McMURDO SOUND FOR ROUTINE RECONNAISSANCE TRIP INLAND, USUALLY A SHORT JOURNEY

STAND READY FOR RESCUE WORK



MATURE sled dogs now after several months of ice duty, the huskies live up to their name. Left, *Otter* and *Oolo*



rest after long inland trip. Center, *Kegeluk* tears into pemmican. Right, skinning Ross seal for sled dogs' diet.

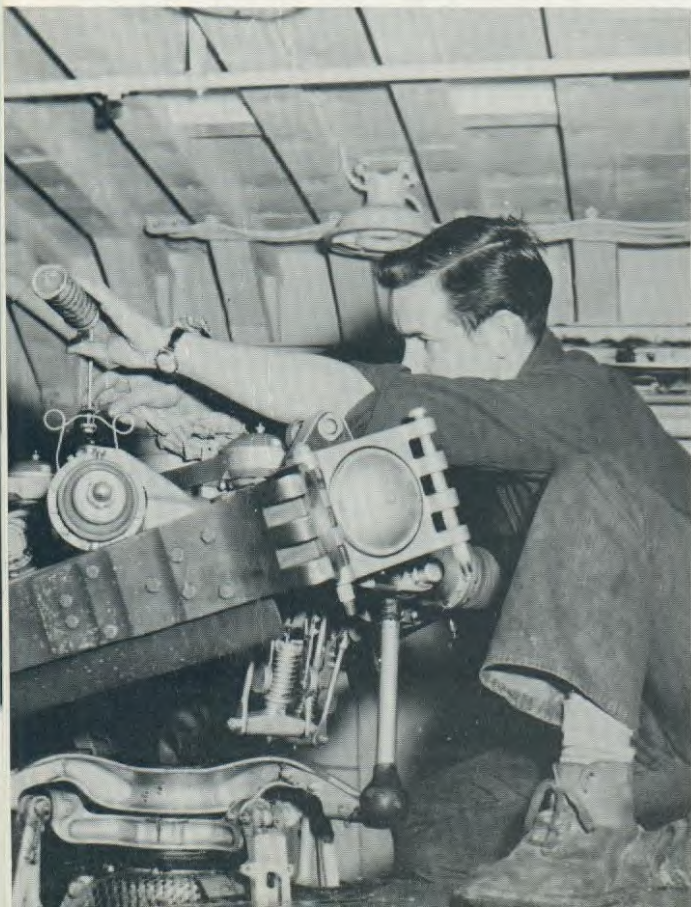
AIR SCOUTING DEPENDED ON THE WEATHER: _____



RESCUE finally came by plane but it took a lot of doing. The Otters and helicopters were kept in readiness around the clock and whenever weather permitted flights were launched. Above we see activity attendant on flight

of Otter: Left, helicopter and Otter on EASTWIND flight deck en route to Little America for the rescue. Right, the Otter being lowered from EASTWIND to the Ross ice barrier. This was the plane that finally found party.

EVEN THE HELICOPTERS GOT INTO THE ACT: _____



VERSATILE helicopters were serviced and dispatched in constant reconnaissance flights along the trail taken by the seven-man party into Marie Byrd Land and the Rockefeller range of mountains. Left, J. D. Artrib, ADAN, works on rotor head of helicopter.



AFTER MANY TRIES AN OTTER GETS OFF GROUND. FOLLOWING SEVEN DAYS OF SEARCH, SUCCESS