













# Dufek's predictions

Compiled by Ed Anderson

In his 1959 book, *Through the Frozen Frontier, Operation Deep Freeze* commander Adm. George Dufek made some predictions about life and work in Antarctica in the year 2000:

- "The scientists are gathering again for another International Geophysical Year. For them there are no horizons."
- "The settlement will be well laid out." Buildings cannot burn because they are made from ore deposits from the Queen Victoria Range in Antarctica.
- Seasonal workers here will mine minerals. People will make three times their normal wage and not pay any income tax. Families with children will live in houses of their own. Children will enjoy ice skating, hockey and skiing.
- Large windows, made from a new material discovered here that cannot break, will allow perfect views of the Antarctic landscape. Hot air jets will keep them clean at all times.
- Nuclear energy will be used for power. It will be no longer necessary to transport fuel over long distances.
- They will have a land airfield and airplanes from all over the world will land here in any weather. The planes will fly 5,000 mph.
- There will be a guided missile range for carrying mail and light cargo. Ten percent of the missiles will miss.
- "These are my dreams for the year 2000. You will be the pioneers of tomorrow. You will discover whether my dream has come true."

## Our Antarctic Week

### Monday

Slide show, Madison Hall: "Traveling and paragliding in New Zealand and Australia," 8:30 p.m., Galley

### Tuesday

Swing dance class for beginners, 6:30 p.m., Gym

### Wednesday

Bingo, 8 p.m., Gallagher's

### Thursday

January birthday bash, 8-9 p.m., Coffee House (bring ID for free drink)

### Friday

Night Shift slide show, Tobias Schunck: "A Year on the Natty B," 8 a.m., Coffee House

### Saturday

Helo ops party, 8 p.m., Helo hangar

### Sunday

Golf tournament, 11:30 a.m. to 5 p.m., Williams Field. Sign up on the Recreation Board.

If you have an item for the weekly calendar, e-mail us at [sun\\_news@mcmurdo.gov](mailto:sun_news@mcmurdo.gov), call 2407, or drop by our office in Building 155.

## 100 years of solitude

Photographed on New Year's Day, 1900, these are the survivors of Carsten Borchgrevink's party. The group was the first to winter on the continent, at Cape Adare in Victoria Land. Their hut, built in 1899, still stands.

"New Year's Day was fine and bright, the first we have had for three weeks, and a fitting one for the beginning of a new year. I lay on the roof of the hut most of the day, basking in the genial rays of the sun."

—Louis Charles Bernacchi

Vivian Fuchs becomes the first to cross the continent, from the Weddell Sea to the Ross Sea.

1958

Nuclear power plant installed at McMurdo; shuts in 1972.

1962

Antarctic tourism begins with a luxury cruise to the Antarctic Peninsula.

1965

1957

International Geophysical Year begins. South Pole Station constructed.

1959

Twelve nations sign the Antarctic Treaty, dedicating the continent to peace and science.

1965

Last whaling station on South Georgia closes due to scarcity of whales.

1968

Construction begins at present location of Palmer Station.

# The tail of the plane

By Josh Landis  
The Antarctic Sun

Anyone familiar with air operations at McMurdo knows of Pegasus as the downed plane that gave its name to the blue ice runway near Ross Island. The plane is still there and it's had a lot of visitors since it crashed almost 30 years ago.

For all the attention it attracts, however, few know the story of how Pegasus got to where it is today.

On October 8, 1970, the plane departed from Christchurch, bound for McMurdo. The weather prediction had been favorable but by the time the C-121 Super Constellation arrived, visibility had deteriorated to zero. Blowing snow made the runway invisible. With nowhere else to go, the pilot was forced to attempt a landing.

The VXE-6 aircraft bounced off the ice runway, lost its right landing gear, its right wing, and its nose gear. It broke apart upon impact, sending pieces flying hundreds of yards.

Bobby Gene Russell, chief photographic officer of VXE-6, was on board and described the incident in Charles Neider's book, *The Edge of the World*.

"When we got into the McMurdo Sound area the weather turned bad very rapidly, and as we came in for a landing we had something like 35 knot cross winds that were 90 degrees to the runway, and that's out of limits for the Connie ... We knew it was going to be a rough landing. We heard the engines backfiring a bit and everybody was anticipating a touch down. But it never came. Instead, [the pilot] added power and pulled off."

"Finally, on the last pass we did touch down, and no sooner than we touched down than evidently the right wheel hit a snow bank and was sheared off, and then the right wing hit and broke off, and from the way it felt to me the tail of the aircraft slid around to the front, so to speak, and we were sliding down and off to the side of the runway tail first."

The ordeal wasn't over. It would take rescue crews an hour just to locate the plane in all the blinding snow as temperatures hovered just above zero, then several more hours to transport everyone back to McMurdo and attend to any injuries.

All 80 people on board the plane walked away from the crash, but the plane remains on the ice shelf, with no immediate plans to move it.



## COLD HARD FACTS

Compiled by MSgt. Robert Lafaye

The U.S. Air Force is made up of active duty members, Air Force Reservists and the Air National Guard.

Within the Reserves, there are three types of employee:

Traditional Reservists with a civilian job and minimum military commitment of one weekend a month and two weeks per year

Technicians who are full-time federal employees with one weekend of duty per month and two weeks a year

Active Reserves with a full-time job in the Reserves paid at the Active Duty rate

The Air National Guard also has different types of employee:

Guard members working outside the United States, under the command of the Air Force

Guard members assigned permanently overseas, like those in Christchurch

Active Guard working full-time at home, under the command of the governor of their state

Technicians who are full-time state employees with one weekend of duty per month and two weeks a year

Traditional Guard members who have duty one weekend a month and two weeks a year

The rotation of members of the 109th Airlift Wing of the New York Air National Guard involves the entire unit. Some full-timers in Antarctica also train and support personnel back at home. They may travel back and forth two or three times a season.

*First women at South Pole: Pam Young, Terry Tickhill, Lois Jones, Eileen McSaveney, Kay Lindsay and Jean Pearson.*

1969

*South Pole dome dedicated.*

1975

*Air New Zealand DC-10 crashes on Mount Erebus, killing 257.*

1979

*In the longest possible traverse of the continent, an international team crosses from the peninsula to Mirnyy.*

1989

1972  
*Davis Lewis single-handedly sails a sloop to Antarctica.*

1978  
*Emilio de Palma becomes the first person born in Antarctica, at an Argentine base.*

1987  
*Greenpeace establishes a base at Cape Evans to monitor human impact on Antarctica.*



# Perspectives

## A SPLASH IN THE SOUTHERN SEA

By Toby Wood  
Special to the Sun

So there I am, stark naked at the bottom of the Earth, looking out across the great ice plateau at the sun just barely setting upon the vast horizon, contemplating jumping into the polar sea.

It was time for the annual Polar Plunge over at Scott Base. An elite—and somewhat insane—group of individuals took the leap into the great Southern Ocean and, just for a moment, experienced the foraging ground of the seals, penguins and whales. Am I crazy? Maybe.

Back in the world I'd heard rumors of idiots jumping recreationally into water so cold that if it weren't for the salt concentration it would be frozen.

Some may do it for pure pleasure. Others, pure torture and stupidity. Me? Well, to this day I'm not sure of the significance of my actions.

I stand at the bus stop and wait for the bus to pick me up and take me a few miles to the other side of the bay, where the fun would begin.

On the trip over, we sit quietly in a deep trance, trying to psych ourselves up—a feeling once equaled by those high school bus rides before a football game. How do you prepare for the unknown?

The van pulls up and the driver cautions that only the plungers get off here. No spectators. This must be my stop.

I get out and look around. I feel like an astronaut on my own planet, as close to the moon as I may ever get. Only a few miles from my warm bed to what seems a lifetime away from sanity.

We are guided into a small wooden shack where a handful of people are changing into their birthday suits to endure the thrills and chills of being submerged in 28 F water. I did the same, still unsure of the consequences.

Here are the rules: You must wear shoes for the 50-yard trot through the ice to the hole—and the sprint back to the shed—so frostbite doesn't ruin your feet. (You have to work the next day!)

You shouldn't wear any clothes besides your shoes because upon ascent from the water they may freeze to you in the minus 10 F air. You must also be accompanied by a harness wrapped

around your waist, in case of a heart attack. (There is a rescue crew nearby drinking coffee in their warm truck.)

Once you are finished you reserve bragging rights to the Polar Plunge Club, but have to buy your own patch and hot cocoa.

Wrapped only in a blanket, I try to convince myself that this is a good idea. It is now my turn to take the plunge.

I'm running down a series of snow steps to a path, and then looking into a hole of sea water. The run there is not so bad, dry shoes, blanket flapping wildly, and the sun setting in the background. Life is good.

Then there I stand, hesitant but willing. I drop my blanket and the bitter cold of the Antarctic air brushes against my bare bum. I slip the already-frozen harness around my waist and someone takes my photograph. I jump.

Now up to this point I was quite macho and brave, like the Greatest American Hero who hasn't landed yet. Sure I can do this. I can handle this! Splash!

Basically when you jump into 28 F water your body goes into a state of shock. The flight-or-fight reaction kicks in instantly. Like a frightened little baby I splash around screaming for mommy, blinded by idiocy and frigid cold even though the water is 30 degrees warmer than the air.

My hands wave in the air until I can firmly grip the iced-over rails of the wooden ladder. At this point all machismo in me is lost to the sea. I stand up and without smiling for the camera or covering myself, I break world records sprinting back to the shed, icicles hanging from ... well ... anyway.



*The Polar Plunge hole. Photo by Anthony Castagna.*

*In accordance with the Madrid Protocol, the last huskies leave Antarctica.*

1994

*Noway's Boerge Ousland becomes the first person to cross Antarctica alone and unaided.*

1997

*The Cape Roberts Project drills the deepest bedrock hole in Antarctica: 3,084 feet.*

1999

1994  
*Southern Ocean Whale Sanctuary established to protect feeding grounds of whales.*

1996  
*The annual mid-winter airdrop to McMurdo ceases for economic reasons.*

1998  
*U.S. Naval Support Force Antarctica decommissioned. VXE-6 makes last flight.*



# PROFILE

## Antarctica's renaissance man

By Steven C. White  
Special to the Sun

Laurence McKinley "Larry" Gould played a large part in making Antarctica as we know it: a continent reserved for science and dedicated to the hard work of people from all nations. Second in command during Byrd's 1928 expedition, first director of the U.S. Antarctic Program and charter head of the Special Committee for Antarctic Research, he was a principal designer of the original Antarctic Treaty in 1959. His leadership began Antarctica's modern era.

Gould first came to Antarctica as the head geographer for Adm. Richard Byrd in 1928. He completed geographic surveys by air and dog sled. One sledge trip covered 1,525 miles along the Transantarctic Range and was the first accurate study of that terrain and geology.

His work on that original U.S. expedition generated a list of firsts that still defines how people live and work in Antarctica. He was the first to support deep field camps by air; he headed the first

scientific expedition; and his was the first voice to protect the continent from commercial exploitation.

The British made the first aerial surveys in Antarctica. Like Byrd, they flew from improved facilities like Williams Field, designed to launch and recover aircraft safely. Gould's survey of the Rockefeller Range in 1928 was the first use of airplanes at unimproved sites. His pioneer efforts established a tradition that keeps us working in places like Siple Dome and Upstream B.

However, not all his efforts could be considered successful. He suffered the same risks and difficulties we still contend with on every excursion into the field. Remember Skier 95 in the crevasse last season? Gould's Trimotor is still stuck in the snow near the Rockefeller Range.

But, Gould found important lessons in every occurrence. A plane destroyed on the ground led to important insights and a greater body of knowledge.

In 1981, Gould said, "Today, aircraft are measurably more flexible and efficient; oversnow vehicles really do work; and radio, which we introduced into Antarctica and which eliminated the isolation of that continent forever, provides superb communication." Aircraft and radios were not Gould's only modern-era firsts.

He led the first scientific expedition in Antarctica. Many whalers and explorers had traveled to Antarctica before, but no one had visited solely for science. Not only responsible for generating maps, he catalogued and categorized all the rocks he found.

After climbing the Liv Glacier to Mt. Fridtjof Nansen,

he radioed back to Little America: "No symphony I have ever heard, no work of art before which I have ever stood in awe ever gave me quite the thrill that I had when I reached out after that strenuous climb and picked up a piece of rock to find it sandstone. It was just the rock I had come all the way to the Antarctic to find."

It showed that metamorphic mechanisms played on early sedimentary deposits before ice descended over the continent. Forty years later, in 1969 with Grover Murray on the Beardmore Glacier, Gould found a vertebrate fossil in the same sandstone formation that matched fossils found in South Africa, indicating the two continents had been connected.

That one rock helped define plate tectonics, and revealed that "Terra Incognita" had the same origins as the other continents. His report to Washington was verified as "one of the truly great fossil finds of all time." Gould opened a body of knowledge within Antarctica on which others have built, and continue to build today.

After the war, Gould returned to the Ice as the first Director of the Antarctic Program during the International Geophysical Year of 1957-58. Following that effort, he was instrumental in creating the original Antarctic Treaty.

It was his voice that called out to protect the continent for those values we now share among all nations, to make this continent unique from all others.

In a speech he made in 1984, Gould looked back on that first international effort:

"The IGY was not governmental, but it was supported by governments. It was not military, but frequently supported by the military. It was not internationalized . . . for each nation ran its own program, but the whole provided international cooperation on an unprecedented scale. There was a magical quality about the IGY in the way it lowered international barriers and opened closed doors. There was a simplicity, a flexibility and freedom from political consideration hitherto unknown."

Gould neither sought nor received recognition for much of his work. Almost resistant to notoriety, he focused on his science, trying to further its role in our modern world.

Six different geographical features in Antarctica carry his name, including the Gould Coast, south of Siple Dome near the Queen Maud Mountains. The Office of Polar Programs, an agency he helped to create, also christened its newest research vessel for him, the R/V Laurence M. Gould.

Photos courtesy Carleton College library collection.