



# THE ANTARCTIC SOCIETY

ARCTIC INSTITUTE OF NORTH AMERICA  
3426 NORTH WASHINGTON BOULEVARD  
ARLINGTON, VIRGINIA 22201

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No. 4

Illustrated Lecture

on

WILKES EXPEDITION, 1838-1842

FIRST ROUND-THE-WORLD NAVAL EXPEDITION

by

Dr. Herman J. Viola

Director, National Anthropological Archives

Smithsonian Institution

**Honorary Members:**

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Dr. Frank T. Davies, 1972  
Mr. Joseph O. Fletcher, 1974  
Mr. Herman R. Friis, 1975  
Dr. Kenneth J. Bertrand, 1976  
Dr. William J. L. Sladen, 1977  
Dr. J. Murray Mitchell, Jr., 1978  
Dr. Laurence McKinley Gould, 1979

Tuesday Evening

March 11, 1980

8 p.m.

Board Room, Room 540

National Science Foundation

18th and G Streets N.W.

Don't miss this outstanding speaker presenting material on one of  
the most historic expeditions of all times!

- BRING A FRIEND -

B E R G Y     B I T S

BERGY BITS is the biased, candid writings of the President of the Society, and in no way should be construed as the Voice of the Society.

We spent a lot of time last issue running down facts on the DC10 crash on Ross Island and failed to uncover another South Pole historic occasion which was celebrated at McMurdo. Because of the terrible air tragedy of the 28th, it was decided that there would be no commemorative South Pole flight on the 29th. Following a memorial service at noon at McMurdo, Dr. Norman Hackerman, Chairman of the National Science Board, announced that a meeting would be held at 2 p.m. at McMurdo to carry out the ceremony that had been scheduled for the South Pole. There were the usual speeches and at the end of the ceremonies Dr. Hackerman presented Larry Gould with the National Science Foundation's Distinguished Public Service Award. This seemed to have been overlooked by the media, as Larry wrote, "The announcement of the award seemed to have been lost in the shuffle. It has been given little attention and very few people know about it. I am very proud of it, of course, and consider this a great honor." Larry sent us a copy of the citation, but as it is long, and most of you already know his great accomplishments, we will skip to the last paragraph:

His lifetime of dedication and performance in the conduct of research, and his national and international leadership in geology and in Arctic and Antarctic affairs are recognized with appreciation and commendation.

It was all written in the best tradition of a government bureaucrat! If you haven't already read Herman Friis's bio on Larry Gould in a supplement of a Cosmos Club Bulletin (July/August 1979), you should get hold of a copy. It is just great, but then you have to remember that Larry and Herman have been dear friends since they first met at the Battle of Gettysburg, or do I have the wrong war? Larry reechoed what we reported in the last Newsletter about Senator Byrd winning the hearts of the people at the South Pole, writing "Senator Byrd made a wonderfully friendly impression upon all of the people who travelled with us. It was an extraordinary interesting group on the whole, and I enjoyed them greatly in spite of the fact that actually none of the things we had planned could be carried out." Incidentally Larry must go from one award ceremony to another, as the Explorers Club in New York will pay tribute to Larry in late March when he will be cited as their annual exemplary explorer of notoriety - my Explorers Club friends are either out of town or sleeping, so I made up the nature of the award!

The reference to "another South Pole historic occasion" should bring back memories to Larry Gould, as I was referring to the official dedication of the Amundsen-Scott IGY South Pole Station at McMurdo held on January 23, 1957. I was a mere spectator, although both Larry and Bert Crary took part in the ceremonies. It became a source of much irritation to Paul Siple and the boys at the South Pole because they never found out about the big, formal dedication at McMurdo until the next plane arrived some 20 days later, on February 12th, when some late arrivals were flown into the South Pole. With the way messages used to fly around, they felt slighted when no information message was sent telling them of their station name.

As you may recall, one of Admiral Byrd's grandsons, Robert Byrd Breyer was on the VIP flight to the South Pole. He was a substitute for Phil Smith who had to scratch, and it was a return trip for young Breyer. He had helped with the construction of

the new South Pole station, having answered a Holmes and Narver ad in the paper for construction workers for the South Pole. He has sent out the souvenir 50th Anniversary First Flight over the South Pole note paper with a small U.S. flag enclosed along with a sheet of paper with:

"Well, it's done .... the American flag has been advanced to the South Pole .... there is not a man in this camp who did not assist in the preparations for the flight. They are splendid."

Admiral Richard E. Byrd  
November 29, 1929

Greetings from the South Pole! This card and the American flag are to commemorate Admiral Byrd's flight 50 years ago and to recall his premise that Antarctica should be preserved forever for peaceful purposes among nations.

Richard Byrd Breyer  
November 29, 1979

What a nice gesture on the part of this young man. His mother, Katharine Byrd Breyer, has just joined our Society. It is nice to have her aboard, the very first member of the Byrd family to join us.

While we are writing about the Byrds, there was a very interesting article on the Admiral's papers and the Admiral Richard E. Byrd Foundation in the Christian Science Monitor of January 11, 1980. I know some of you folks have already seen it, but because it is of such great interest, I'm taking the liberty to quote valuable sections from the article:

# Admiral Byrd's legacy In limbo

By Emilie Tavel Livezey  
Staff writer of The Christian Science Monitor  
Boston

Friday, January 11, 1980

More than 50 four-drawer file cabinets bulging with his memorabilia, as well as some 400 reels of 35mm film, and much of the equipment used on his various expeditions are salted safely away in storage in Boston and Washington, D.C., waiting for the Admiral's children to settle differences over their mother's will.

When the Admiral passed on 23 years ago, the papers went to his wife, Marie Ames Byrd, an enthusiastic supporter of her husband's explorations, for whom he named a vast stretch of Antarctica "Marie Byrd Land." In 1966 she established the Admiral Richard E. Byrd Foundation. But she did not will his papers to the foundation. When she passed on six years ago they became involved in the contest over her will.

Many people are eager to study those papers. Any important institution dealing with manuscript material would naturally be glad to have such a valuable historic resource, says Frank Burch, director of the National Archives Center for Polar and Scientific Archives. "Everybody who knows that Admiral Byrd had a large collection of personal papers has been wondering where they are going to be deposited."

Institutions eager to possess them include:

- The National Archives itself. Mr. Burch's unit already has much still and motion film taken by the Admiral on his expeditionary flights.
- The manuscript division of the Library of Congress.
- The Naval Historical Foundation in Washington, a private organization that collects and deposits for research the papers of important naval officers.
- Colleges and universities having special interest in polar matters, such as Dartmouth, Bowdoin, Harvard, and Ohio State.

When Mrs. Byrd established the foundation, the broad purpose she assigned to its trustees was "to establish and maintain a library, reference or information center, or museum to collect, catalogue, document, publish and make available for the general public, scientific and educational purposes and for any agency or department, of the US Government all records, notes, manuscripts, film, data, equipment, and other material relating to Arctic and Antarctic explorations commanded or guided by Admiral Byrd."

In July, 19&7~Mrs. Byrd willed to the foundation the Byrd home on Brimmer Street in Boston (exclusive of furnishings) which had been in her seafaring Yankee family since the early 1900s. Apparently she considered the house a possible headquarters for the foundation, as it indeed became during her later years.

The home is one of those noble red brick town houses at the foot of Beacon Hill. Its tall windows look out on the Charles River Basin. The four Byrd children and all 13 grandchildren revelled in sliding down its plunging five-story banister, occasionally overshooting the newel post and landing on Grandmother Ames's battered alabaster lamp.

Mrs. Byrd also provided a modest trust fund, believed today to total about \$30,000, to finance the foundation. In her will, probated following her passing, she divided her estate "in equal shares to my children." The result is a legal tangle.

At present the Byrd collection of papers and expeditionary gear are widely scattered:

The National Archives' Polar Center has many still pictures on nitrate film - the first systematic aerial film ever taken of Antarctica. Used to produce maps of the region, they were personally given to the archives by the Admiral in 1938. He also gave the archives some 35 reels of motion picture film covering his early flights and expeditions up through 1930. All this footage has been converted to safety film.

In addition, the archives is holding in courtesy storage nearly 400 reels of 35mm movie film of later Byrd expeditions. Most of these were deposited by Mrs. Byrd in 1959 after the Admiral's passing.

William Murphy, in charge of the polar unit's motion pictures, says these nitrate films, now in cold storage, "have not been converted to safety film because they have not been legally given to the archives. They will be endangered if not transferred. But before doing so, we would have to have some indication from the Byrd estate that they are willing to let the archives have this film permanently."

He says the movies might be good for another 10 to 20 years, "but we don't want to wait that long." He hopes to have final word on the disposition within six months, so that these films may be converted under a project now underway.

"There is no doubt about the films' historic value," he stresses, "because these were historic expeditions. The film the Admiral took for a visual record gives a dimension that you cannot get from books or a journal." It would be used, he says, as the other Byrd film now is used — as a resource for biographical, documentary, and TV film production.

A short distance away in the National Museum of History and Technology of the Smithsonian Institution are several thousand Byrd artifacts, ranging from aerial navigational instruments and polar survival equipment to the battered

khaki uniform Byrd was wearing when he ditched his plane off the coast of France when fog prevented a landing at Paris's Le Bourget Airport in 1927. (Admiral Byrd carried the first US Air Mail on that non-stop cross-ocean flight, as well as the first passengers, and accurately forecasted that the multi-engined plane would be the commercial air carrier of the future.)

Dr. Philip K. Lundeberg, curator of the Smithsonian's Division of Naval History, says the scientific studies Byrd carried out in the Antarctic were not simply concerned with the terrain but showed how man can survive in extreme climatic conditions, and thus have importance in the space age. "His Antarctic expeditions were the threshold to the space age, so far as man's survival in a hostile environment," he says.

Yet only about 30 percent of the nuts and bolts — the furs, sleds, etc. — of the Byrd expeditions now in the Smithsonian's hands are owned by it. The rest, like the film at the National Archives, is on courtesy storage awaiting disposition by the Byrd family.

The Smithsonian, Dr. Lundeberg says, which collects artifacts rather than manuscripts, is not interested in having the Byrd papers, but is eager for access to them to help it document the equipment it has. When the Smithsonian completes its Hall of Armed Forces History, he says, it will definitely contain an exhibit on Byrd's contributions.

In yet a third location of the nation's capital is the little hut which sheltered Byrd in total isolation at an advance base of Antarctica for nearly five months in 1934 while making meteorological observations. This high-risk self-assignment was the basis of his-immensely popular book, "Alone." It's been published in 30 languages.

Fifty of those four-drawer file cases containing his papers — his detailed preparations for his expeditions, his correspondence with notable people all over the world — are currently on courtesy storage just outside Boston at a regional center of the National Archives — the Federal Archives and Records Center in Waltham. In addition to these there are other papers in storage at undisclosed locations in the Boston area.

The Admiral's secretaries who once handled his files, have long since retired. The one person now who knows more than anyone else about the contents of the cases is Commander Richard E. Byrd Jr. The only son of the Admiral and Mrs. Byrd, he won his Navy rank while accompanying his father on two of the Antarctic expeditions.

In 1938, he says, his father turned over to him as "overseer" the collection of expedition equipment and supplies which at that time were kept at 7 Brimmer Street, the house next door to the Byrd home, which the Admiral used as his office.

A few days before his father passed on in 1957, Comdr Byrd says the Admiral told him: "Take care of the files. They are the record."

Since then the Commander has dedicated himself fulltime to safeguarding all the Byrdiana, and telling the story of his father's illustrious career. He regards the Admiral's record, as "priceless," since the Antarctic was the last land mass or earth to be explored.

After his father passed on, the Byrd collection became dispersed still further. No. 7 Brimmer Street was sold. Much of its contents were crowded into 9 Brimmer. Equipment was stored in different places, with 50 of the file cabinets going to a fireproof building at the South Boston Naval Annex.

According to Comdr. Byrd, from 1957 until his mother passed on in 1974, the two of them carried on the Admiral's work, "doing research and answering inquiries from scholars, schools, and the general public."

Asked the question: "Are the Admiral's papers part of your mother's estate or of the Byrd Foundation?" the Commander replied: "They were turned over to my custody and ownership by Mrs. Byrd before she passed on, because I was the only, one left, besides herself, who knew the files and papers, with the final end in mind for them to go to a proper and satisfactory repository and to continue the work she had been carrying on.... My career is to carry forward what she had in mind. That is what I have done all through my lifetime. Why should I change now?"

In 1975, the Navy transferred South Boston Annex to the City of Boston. Some expedition equipment went to the Smithsonian. It was at this point that the National Archives offered the executor of Mrs. Byrd's estate, the State Street Bank and Trust Co. in Boston, to store the papers on a courtesy storage basis in its Waltham branch. The bank accepted.

What remains in the house at 9 Brimmer Street, which Comdr. Byrd continues to use as the Byrd Foundation office, is not a matter of public knowledge. Despite a complaint filed in Suffolk County Probate Court by the executor — a court action still pending — the bank has been unable to gain access to the premises for the purpose of distributing its contents according to Mrs. Byrd's will.

From the exterior, the property presents an unkempt appearance. Shrubs have become trees, overgrowing windows. Some shades are drawn. Part of the front stoop railing is missing.

Neighbors, concerned about the volume of items brought into the house from No. 7 and elsewhere, filed a complaint with Boston's Housing Inspection Department in January, 1977. A clean-up order was complied with; inappropriate material was removed, and the case was closed in May that year.

Frank P. Henry, director of the Housing Inspection Department, says that during his inspections he saw many file cases and boxes of papers throughout the house. Comdr. Byrd has assured the Monitor that the only files now there are those containing current correspondence dating back about two years. The rest of the papers, he said, are in storage in the Boston area.

The Commander carries on this work of answering queries alone with no paid office help. He says only a very minor part of the Byrd papers has been catalogued. The foundation is not listed in the Boston telephone directory.

This manner of operating the foundation as a private organization rather than as a public, charitable trust, as it was set up, has aroused the concern of the Massachusetts Attorney General.

The original trustees of the foundation were Mrs. Byrd, her son, and a friend. Legal action by the Attorney General's office resulted in an agreement whereby a new board of trustees was formed. It is composed of Comdr. Byrd, his son, Richard E. Byrd HI, and three highly qualified professionals: Bradford Washburn, director of Boston's celebrated Museum of Science; Dorothy Brown, vice president of the Boston Safe Deposit and Trust Company and a trustee of the noted Peabody Museum in Salem, Mass.; and James B. Ames, a senior partner of the Boston law firm of Ropes & Gray and past president of the Massachusetts Historical Society.

Since the trustees began meeting last March, they have been besieged by inquiries as to what the foundation intends to do to honor the memory and continue the work of Admiral

"There are two broad areas in which the foundation can work," says Dr. Washburn, who was a personal friend of the Admiral. "First, disposition of all these papers and artifacts so that where they wind up they will do the most good. That could proceed right now, if the family wants it to.

"Second, when the Byrd estate is all settled to everybody's satisfaction, we expect there is going to be some money left for use by the foundation. We are willing, eager, and enthusiastic to do with such funds something that would have made Dick Byrd very happy.

"But right now," he continues, "we are on dead center and will remain so until the family has worked out an equitable arrangement of Mrs. Byrd's affairs to the point where we know what resources we have to work with. Until that is resolved, we can't do a "thing except wait — slightly impatiently."

Carol Fubini, assistant attorney general in the division of public charities, says her office has a legal obligation to insure that the property at 9 Brimmer Street, which the foundation clearly owns, is used for the purposes for which it was intended in Mrs. Byrd's trust.

The trustees' responsibility, she explains, is to make the judgment whether or not the estate can be settled and whether or not they can obtain any of the Admiral's memorabilia.

"If not," she says, "then I think they will have to use the house for some kind of charitable purpose or sell it and use the proceeds. Our position is that they have a reasonable amount of time to make that decision." She did not spell out what she means by "reasonable."

One realtor estimates the Byrd home could bring as much as \$200,000. An option open to the trustees is to use proceeds from the sale of the house to set up a scholarship in the Admiral's name for polar research at some educational institution.

Since the house is not fireproof, it would appear to be an inappropriate repository for the Byrd collection. Certainly, however, the house could qualify as a historic site of national importance. But experts estimate it would require an endowment of \$1 million or more to support it as a house museum.

And the necessary city permit to do so might be difficult to secure. The Beacon Hill Civic Association has a long history of opposition to institutional expansion. Its standing position is against any museum in the area that would take a house off the city's tax rolls or increase traffic on this stylish but narrow street.

Conceivably the National Park Service could gallop to the rescue. It would take an act of Congress to authorize it, but the NFS does have in its bag of historic-preservation tricks a variety of combinations under which it could take over ownership of such a house and operate it, or operate it for its owners, perhaps even tapping the expert knowledge of Commander Byrd as its superintendent. \_Byrd Foundation trustee Dorothy Brown says that "because of the tremendous knowledge the Byrd family has of the Admiral, we all want them to feel very related to the foundation and its purpose. The board would like to have the family pleased with our ideas and conclusions and with whatever action the board takes."

Word from attorneys representing the estate is that negotiations have now reached a delicate stage. Young Richard E. Byrd III says, "Everybody in the family — all the Admiral's children — are very much interested in this foundation. Everybody wants to get the thing settled up so that we can go ahead with it, and everybody can go back about their business."

The US Postal Service is currently considering issuing a centennial stamp to commemorate the Admiral's birth in Virginia in 1888.

"We are all hoping," Dr. Washburn says, "that the problems of Mrs. Byrd's estate can be resolved as soon as possible so that the foundation can move forward on two broad j fronts: First, to take action that will honor! Admiral Byrd as one of Boston's most distinguished citizens; and second, to use whatever funds that may become available to the foundation to do the most appropriate and effective things possible with the extraordinary resources that Admiral Byrd left to the United States and the world."

Jack Bursey did make the Dearborn 50th Anniversary Dinner commemorating the first flight over the South Pole. His wife Ada wrote Ruth that one of their friends drove Jack there and that he had a great time. There were 162 people at the banquet, and after Jack talked "they gave him a standing ovation which really thrilled him." He had to reach down for that extra effort to make it, as he had not been feeling well and was quite weak. Unfortunately Jack has had a heart attack since the Dearborn meeting. Hang in there, Jack, the whole Society wishes you the best and our prayers are with you. Capt. Raithel of the U.S. Navy was also on the program and showed films of the 1928-30 expedition.

It has recently come to our attention that Alan Innes-Taylor (B.A.E.I, CITY OF NEW YORK and B.A.E.II), formerly of the Canadian Mounted Police, passed away last year in Anchorage, Alaska. Say there, David Hickok, could you or your bride do a little researching there in town for a fellow Leningrad traveler and let us know the circumstances? He sort of kept a low profile in his later years, so his passing caught most people by surprise. He was an old dog team driver, and served our military as an expert on cold weather survival.

The great white continent claimed its forty-fourth U.S. victim, excluding the DC10 crash, when a young and enthusiastic Antartican by the name of Casey A. Jones, age 22, from Connecticut, was killed in an accident at the South Pole on January 9th. Casey was a cook, and a great one from all accounts, and was employed by Holmes and Narver. He had wintered over at Palmer in 1978 and was part of this year's summer crew at the Pole. The accident happened when he was attempting to clear an overhead air duct, several feet in diameter, of the snow and ice which had filled the cylinder which extended through the air plenum building to an opening in the geodesic dome. All of a sudden the whole accumulation came crashing down on top of him and he died from asphyxiation. He was cremated in Christchurch on January 16th and at the request of his parents his ashes were strewn over the continent which he truly loved.

The U.S. has just completed another trans-continental mercy flight in Antarctica, flying to the Russian station Molodezhnaya with oxygen for an unconscious seaman on the Japanese ship FUJI. The man could not be moved as he was on a respirator, so a C-130 flew over, parachuting 4 oxygen cylinders from 900 feet. A Japanese helicopter then picked up the cylinders and carried them to the ship. Our plane had to stop at the South Pole to refuel before returning to McMurdo. Another international job well done in the very best of humanitarian interests.

I had the good fortune in late January of being able to sit in on a meeting of the U.S. Committee for the Global Atmosphere Research Program and it was interesting to hear how successful the Southern Hemisphere drifting buoys program was during 1979. Previous Newsletters have shown you the location of the buoys. There were 300 buoys deployed from October 1978 to mid-June 1979. Eighty percent of the ocean area from 20°S to 65°S was within 500 km of a working buoy. It has been found that there are a lot more lows out there than they had suspected, in fact, about five times as many! The Australians are very happy with the data buoy program, saying that it has improved their forecasts by 25% (they must have been pretty bad before, right?). We have an old data buoy man in our membership, Steve Ackley of the Cold Regions Research and Engineering Laboratory at Hanover, New Hampshire. In fact, in December he presented a paper entitled "Sea-Ice Atmosphere Interactions in the Weddell Sea Using Drifting Buoys" in the session on Sea Level, Ice Sheets, and Climatic Change of the XVII Assembly of the International Union of Geodesy and Geophysics in Canberra, Australia. Steve appears to be a likable sort of a guy, and I think we should get him to come here some time and tell us all that we ever wanted to know about data buoys. How about it, Steve? It sure gave me a nice warm comfortable feeling to go to that meeting and hear that something beneficial was gained, as GARP cost us taxpayers a pretty penny or two.

There is a new kid on the block, and his name is ASOC (Antarctic and Southern Ocean Coalition). Its parentage includes World Wildlife Fund, U.S., Sierra Club, Friends of the Earth, and Monitor International. They want to get into the act relative to formulating policy at the Antarctic Treaty Consultative meetings, and are trying to get accredited to participate in the meetings next May in Australia. Their long-range objectives supposedly are:

- (1) protection of the unique and fragile Antarctic environment;
- (2) preservation of endangered species, especially blue, fin, and humpback whales;
- (3) freedom of scientific research over the entire region inside the Antarctic Convergence;
- (4) continued demilitarization of the area;
- (5) prevention of substantial commercial exploitation of Antarctic fish, squid and krill until scientists understand enough about the region's ecology to ensure that harvesting does not cause unacceptable harm;
- and (6) prevention of adverse climatic change due to human activities.

They have published 42 pages of proposed amendments to the Washington Draft of the Convention on the Conservation of Antarctic Marine Living Resources! The Antarctic Society will stay clear of this one, as our charter does not allow us to get into politicking. But if any of you want to read all about it, their address is 1751 N Street N.W., Washington, D.C. 20036.

I have never had the pleasure of meeting Harriet Eklund, but she must be something. Everywhere you go people ask about her, both males and females. Her forte seems to be entertaining, and occasionally, very occasionally, she does write letters. She wrote recently that there was good news coverage on British TV when Captain Scott's wife's love life was being questioned. She said Gordon Robin, Terence Armstrong and Peter Scott were all on and "I loved it." American explorers were so

reserved, why couldn't one of them have had a few exciting skeletons in his closet just to humanize it all a bit? Or do I live with my head in the sand? Harriet described herself as a happy heretic. Whatever she is, she sure is loved by an army of Antarcticans.

Mark Leinmiller, the 50th anniversary Boy Scout, was in town recently to attend the Boy Scout's National Executive Board meetings. He is serving a two-year tour as the Youth Representative on the Board, and is on the Exploring Committee and the Program Support Committee. While here he found out that he had been selected as the Outstanding Young Man of the Year (1979) by the Boy Scouts of America. Mark is a sophomore at Georgia Tech in mechanical engineering, and is just now getting rested from all that hard work in the George Denton Concentration Camp at Darwin Glacier of a year ago. It seems that after Mark was on Good Morning America, he had two fan letters from girls awaiting his return home. He should not get too cocky though, as Ed Hillary had mountains of letters awaiting his return from his successful climb of Mt. Everest, including about 500 letters proposing marriage. Mark is still active in Scouting, and continues his love affair with Philmont (in New Mexico). Nikon World Vol. 12, No. 1, June 1979 has some of Mark's better Antarctic pictures. Mark has an agent who hopes to sell one of his snow patterns for a dress design. Nikon gave Mark one of their cameras (plus lenses) which goes to show that it pays handsomely to be a winning Boy Scout!

As most of you know, Finn Ronne died on January 12th at the age of 80, passing away in his sleep. He had recently returned from a trip to Scandinavia where he had enjoyed being in the presence of the King of Norway. Ruth saw him after his return and she said that he didn't have a wrinkle in his face, that he looked at least twenty years younger. I never knew the man personally, although I knew a lot about him through working with his close friend, Sir Hubert Wilkins. Naturally I am well aware that he was a person who seemed to affect people very strongly. Also he probably was the most controversial figure to visit the Antarctic in the modern era of exploration. Finn was buried with full military honors in Arlington Cemetery following the funeral service in the chapel at Ft. Myer. "The Surveyor" was among those in attendance. I understand that Finn was laid to rest downslope somewhat from President Kennedy, off to the right, about half way between the President and Admiral Byrd. I have known Bob Nichols for many long years, and I knew that he had wintered over with the Ronnes on Stonington Island. He has written a warm and touching eulogy. His penmanship looks something like a robin's footprint in the sand, but I think I have deciphered it pretty much as Bob intended:

Memorial to Finn Ronne

(1899 - 1980) by

Robert L. Nichols

Captain Finn Ronne, U.S. Navy (Ret.) died on January 12, 1980. Born in Norway he earned his degree in marine engineering and naval architecture from Horten Technical College. He came to the United States in 1923 and was a member or a leader of thirteen Antarctic and Arctic expeditions -his first being with Admiral Byrd in 1933. When on the U.S. Antarctic Service Expedition 1939-1941 he and Carl Eklund sledged with Siberian huskies 1264 miles in 84 days. This effort alone assures Captain Ronne of a unique place among Antarctic explorers. He has been the recipient of many honors and was the author of "Antarctic Conquest", "Antarctic Command", "The Ronne Expedition to Antarctica" and "Antarctica-My Destiny" published a short time before his death.



Finn Ronne took me on his 1946-48 expedition and was one of the men who helped to make my life interesting and rewarding. It was with sorrow that I and many others learned of his passing. Now that he has gone it gives me much satisfaction to remember that I told him more than once how much I owed him.

There was much to admire about Finn. He always kept himself in good physical condition, was of course an excellent skier, was a good athlete and a good competitor and he ran the mile in under 4:35, not good now but very good when he was a young man.

Finn was an excellent organizer and a skillful promoter. He had to be for his Antarctic Expedition 1946-1948 was a private expedition. He persuaded the U.S. Navy to lend him an ocean going tug, the U.S. Air Force to let him have a plane and two experienced pilots and the U.S. Army to give him all kinds of supplies. He had been thinking about running his own Antarctic expedition for many years. It was obvious to those he had to deal with that he had the necessary background and experience to know what he needed. He had a winning personality and he had the physical and mental drive to organize and run a successful Antarctic expedition. He was proud of his Norwegian ancestor/ and proud too that his father had been with both Roald Amundsen and Admiral Byrd.

I can well remember meeting Finn for the first time. Bob Dodson had taken me to meet Finn and to urge him to take me to the Antarctic. I was much impressed with his charm and with his pleasant Norwegian accent. A Boston Globe newspaper reporter was interviewing Finn at the time. The reporter asked him what he hoped to accomplish in Antarctica and Finn said it would be better if he answered that question on his return. I was much impressed with this modest statement and decided then and there that I would go south if he asked me.

Finn was very good to me. He made certain that Bob Dodson and I were supplied with the huskies, sledges, tents, fuel and food necessary for 4 months of geologic sledging. He named a feature after my university and I will not forget that Finn and Jackie Ronne often asked me after dinner to their small living quarters where I was plied with ice cream, cookies and good conversation.

When I think of Finn I often recall Jackie, his wife who accompanied us to the Antarctic. She was a great help to the expedition. She kept very complete records of all the important events and happenings of the expedition and worked on expedition matters both before we left the States and after our return. Finn in the dedication of his "Antarctic Conquest" wrote, "To my wife Edith, who was an anchor to windward and saw the whole expedition through with me".

Finn has now taken his place next to Admiral Byrd, Paul Siple, Al Wade, Carl Eklund and the other Americans who although no longer with us made notable contributions to our knowledge of Antarctica and who are now gathered around a huge Swedish primus cooking their hoosh and heating their pemmican in the small cold corner of Valhalla reserved for the Antarcticans of all nations.

The Book Shelf: Charles J.V. Murphy, CBS with REB on BAE II and Byrd's chronicler, is co-author (with J. Bryan III) of one of the best non-fiction sellers (as listed by the New York Times) entitled "The Windsor Story". Paul Carter's "Little America: Town at the End of the World", is an alternate selection as book of the month for members of The Library of World History. This sure surprised me as I personally

thought it left something to be desired. I actually preferred Finn Ronne's "Antarctica - My Destiny" much more. And in the latest magazine put out by the American Association for the Advancement of Science, Science 80, in the third issue of March/April, there is a feature article by good old Bill Cromie on "When Comes El Nino?" Bill (Little America V, 1957) is now Director of the Council for the Advancement of Science Writing. His success must make Bill Field feel happy, as Bill, whose credentials for the Antarctic were the skimpiest, went out on a limb and recommended Cromie to Bert Crary. He knew more about booze and women than any ten men that I ever knew, having worked hard in both fields when working in mines in Montana. At Little America he spent an hour each night writing about the happenings of the day, but for some reason, thank Heavens, he never published. I believe Bill was the ghost writer for the astronauts' articles in Life magazine. He would be an interesting speaker. Believe me, if he ever got turned loose, he would make Mike Benkert sound like a choir boy. And from New Zealand, "Shackleton's Argonauts" by Frank Hurley, Collins, Auckland, \$NZ 19.95.

I'm throwing in the towel, but still keeping my dues paid in Active Practicing Male Chauvinists, as women appear to be here to stay. Last year Dr. Michele Rainey broke the barrier by wintering over at the South Pole. This year we will have the first wintering-over female scientist at the Pole, a 22 year-old (is anyone really that young?) physicist from New Providence, New Jersey by the name of Martha Kane. She's into cosmic rays and was quoted in the New Zealand papers as saying "she doesn't expect any problem." Wonder if anyone at NSF knows she is wintering over, because when I said something to Guy Guthridge on February 15th about another woman being at the South Pole, he had not heard. It just is no longer newsworthy. It may not be newsworthy to him, but it is still shocking to me! Gwen Adams, the administrative assistant to the Division of Polar Programs at NSF, thought she may have made history this year in being the first black woman to visit the South Pole. She made three landings at the Pole this summer, but, alas, another black woman, who I believe was on the National Science Board, had been there last year.

Dick Muldoon, the likable editor of the Antarctic Journal, who has done one heck of a job on the Journal in the short time he was aboard, has moved downstairs at NSF to take a position with Jack Renirie in the public relations area. Guy told me the real reason he left was that this would allow him to pursue his interests in journalism. But there are promotional possibilities which one cannot ignore with the way inflation is soaring. We hope that we keep Dick as a member, even though he hasn't paid this year's dues!

We are going to have a Million Dollar Baby for our Memorial Lecturer, and it won't be a professional basketball player. Who will it be? Charlie Bentley, who else. He has probably walked out of NSF with just about that many dollar bills over the last twenty years. And he is going to bring another Million Dollar Baby with him, his beautiful wife Marybelle. It's not that she is up for sale, it is just that ... well, she sure is lovely. The date is May 1st, a Thursday evening, and we have the large luxurious auditorium at the National Academy of Sciences on Constitution Avenue. The National Academy of Sciences' Polar Research Board will co-sponsor the Memorial Lecture, and Ruth Barritt is going to be the hostess with the mostest problems. But she has a superabundance of class, and we can guarantee that everything will be done in perfect taste. We plan to have a pre-Lecture cocktail party-dinner. Drop the Society a card if you want to go to the pre-Lecture dinner so we can get a feel for the size of the group. We are trying to make the annual Memorial Lecture a reunion time, when Antarcticans from any expedition can gather here to tell lies and some truths about the old days. Towards that end we will try to get an Antarctic figurehead here, make him our honor guest at the dinner, and have a fine old party before we go south several blocks to hear Chucking Charlie Bentley. Late

flash, here is the title of the Memorial Lecture, "Collapse of the West Antarctic Ice Sheet: Fact or Fiction?"

Wasn't Mike Benkert just great as our last speaker! His earthy language is still ricocheting around the hallowed walls of the National Science Board Room. No pictures of penguins, just a map of Antarctica and a piece of chalk was all that he needed. We probably should invite him back for a man's only evening, as we only heard about the tip of the iceberg that night. Mike has written a book about some of his exploits with the Coast Guard, but he is holding it up a couple of years while society catches up to his speed. Some of the women folks could not believe he had put in 38 years with the Coast Guard, as he doesn't look a day over 38 now. Just shows you what happens when you lead the clean wild life. That stately, statuesque good looker who has been to our last two meetings is the new administrative assistant to Louie DeGoes and Tim Hushen in the Polar Research Boards, and we understand that she is ready to enlist on Mike's next cruise. I don't think I would want to sail with him if he is going to take any more 68 degree rolls on an ice breaker. Mike called up and thanked us for asking him to be our speaker. Some kind of a guy. It is people like him, Bert Crary, and Larry Gould who make the ice such an attractive place. Without the characters, without New Zealand, it would lose some of its glamor. That was Mike's bottom line, that Antarctica almost became tolerable for the sailors because of Valparaiso, Rio, Buenos Aires, Wellington, Sydney, and Melbourne. One left that night knowing full well that Mike did not miss much in those ports.

Mike was skipper of the EASTWIND, and now the Canterbury Museum has a 27 cm model of that ice breaker. This was all made possible through the efforts of Lt. K. F. McNamara, Public Works officer with the U.S. Navy Antarctic Support Force. The 30 year-old Naval officer has made about 150 models in the last 20 years. Wonder why he wasted the first ten years of his life? Probably just another late achiever! The EASTWIND model consists of 85 parts.

Remember the PRIVATE JOHN R. TOWLE? Still plying the seas, still going to the ice. Celebrated her 35th birthday in Port Lyttleton on January 21st. Lt. William F. Byrd III, a distant cousin of Admiral Byrd, serves on the ship, which is the very last of the Victory class vessels made during World War II which is still in the U.S. fleet.

Tryggve Gran died at the age of 90 at his home on the south coast of Norway. He was the very last surviving member of the Robert Scott shore party, 1910-13. Fridtjof Nansen had introduced him to Scott "to show them how to use skis in the best manner". He was the first to reach the tent containing the bodies of Scott, Wilson, and Bowers and it was his skis which formed the cross on the snow cairn. He found the letter Amundsen had written King Haakon informing him of their reaching the South Pole. Amundsen had asked Scott to pass on the letter, and Tryggve did it in person. Not much was heard of Tryggve after the mid-thirties as he was a strong Nazi sympathizer and fell into disfavor.

I think it is damn unfortunate that Antarctica has to be the play yard for crackpots seeking personal fame and glory. The next group is already packed on the ice, waiting to cross the continent next summer in SKI-DOOS motor toboggans. They are led (?) by Sir Ranulph Twistleton-Wykeham Fiennes, who is described in Christchurch papers as "a British aristocrat?" and also as "a dashing 34 year-old explorer". With a name like that it seems like he must be straight out of some comic strip! Well he, Charles Burbon, 38, and Oliver Shepard, 32, are "spending this coming winter in especially designed and prefabricated buildings, made mainly from treated cardboard". Oh yes,

Lady Virginia, Ranul's wife, is also there. This is all part of a 83,700 km British expedition around the world via both Poles. They left the Thames on September 2nd. The SKI-DOOS will be pulling sledges on the 3220 km journey across Antarctica. They are supposed to reach the South Pole in January, Scott Base in March. Neither the U.S. or New Zealand will provide food, fuel, or transportation support. Bob Thomson of New Zealand is a realist and says that the attempt to cross Antarctic in light-weight, open snow toboggans will "almost certainly result in a rescue mission". So what else is new?

Arthur DeVries had an Antarctic experience this summer - he recaptured an Antarctic cod that he tagged in 1974. It had gained eight pounds and grown six centimeters, which was said to lend further evidence to its slow growth rate. I wish I were an Antarctic cod!

The Christchurch Press of January 15th said that the LINDBLAD EXPLORER would not be back into service until after March. Lars-Eric had to postpone his talk to us as he will be out of the country for most of the month. But his secretary assured Ruth that he still is willing to talk to our Society at a future date.

There is not much new on the DC10 crash on Ross Island. There is speculation that it could possibly be the way the navigational system works on DC10s. Once the plane got out of the range of Invercargill, there were no compensating data to correct variances in three information sources. It was said that on long flights over the South Pacific there have been errors of several hundred kilometers. People are just going to have to wait at least two more months, possibly as many as five more months, until Mr. R. Chippindale, Chief Inspector of Air Accidents, finishes his investigation and publishes the report.

The University of Auckland School of Medicine had the task of identifying the victims. Teams of pathologists, dentists, and police examined carefully the 347 bags containing remains. They were able to identify 213 out of the 257 on the plane, identifying 19 of the crew of 20, 194 of the 237 passengers. One report said 17 of the Americans were identified. They held an interdenominational service and burial on February 12th for the unidentified forty-four. All deaths happened immediately on impact. None died from exposure or smoke inhalation, nor was there any evidence of alcoholic consumption by the crew.

New Zealand, U. S. and Japanese expedition members have built and erected a wooden cross on a rock outcrop two km from the wreckage. The Japanese sprinkled saki - Japanese rice wine - around its base. The last flight to the crash area was made on December 20th. The U. S. has continued to make other governments aware of our concern about tourist flights. Tom Pickering, Assistant Secretary of State, Oceans and International Environmental and Scientific Affairs, took the opportunity in New Zealand and Australia to mention to officials of their Foreign Ministries the special strain which tourist flights place on our science program. It is rumored that Air New Zealand may have permanently discontinued its Antarctic flights.

Everyone seemed to enjoy a great summer field season studying the geology of the Ellsworth Mountains. Bob Rutford wrote "without a doubt the most beautiful place on the continent" and John Spletts had a ball being "back home" where he and three others had mapped the entire range, using motor toboggans in 1961-62. There were some 35 scientists, most of whom were Americans, but included scientists from New Zealand, Japan, Soviet Union, and West Germany. A temporary camp similar to the Darwin Glacier camp, was built on the northern end of the Heritage Range, in an open area just off the Minnesota Glacier and in full sight of the huge Sentinel Range

It was named Camp Macalester as the chief scientist, Gerry Webbers, was of Macalester College in St. Paul, Minnesota. Major emphasis was placed on the paleontology, stratigraphy, and sedimentation of Pre-Cambrian and Paleozoic sediments that formed in the highly folded rocks of the Ellsworths. There were several good old young boys in the team put together by Gerry Webber: Bob Rutford, John Spletstoeser, Cam Craddock, Ian Dalziel, and Masaru Yoshida. It is always reassuring to me to know that there is still a place in science for a guy like Craddock who proudly displays a pre-World War II haircut. George Denton took his group to Ellsworth to find out what the West Antarctic Ice Sheet has been doing; Bill Cassidy checked for meteorites there were none; Ed Zeller and Gisela Dreschhoff, with the help of two members of the West German Geologic Survey, did a reconnaissance of radio activity. Most of the field work was done from small tent camps put in by helicopters which transported people throughout the 200 mile long range. VXE6 and Holmes and Narver provided excellent support and were universally lauded by the scientists. All the planned science was accomplished in only 21 days of helicopter flying. Hot showers, super food, and Jamesway sleeping at Camp Macalester was only icing on the cake. It was a wonder that they were able to ever get those guys (and dolls) to come on home. Our thanks to Mort Turner for the info used in this paragraph.

Our Sales Program. What a bag of worms! We had difficulties about everywhere we turned. We will have to return monies sent us for calendars. This was one item where we guessed right on the demand, and sent a check off to New Zealand in mid-November for 200, but got only 150. We have orders for about 30 which we will never be able to fill. Refunds will be made shortly. We regret this snafu but it was out of our hands to do anything about it. We sold out our 200 note papers commemorating the 50th anniversary of the first flight over the South Pole, but Vernice Anderson came to our rescue and made some of the National Science Board's supply available to us. This has enabled us to fill all orders to date, and we still have some for late orders. The South Pole cachets were not as popular as I had anticipated, and we were able to sell only slightly over 300. We have a master plan designed by our own master philatelist for selling the remainder to master philatelists. The shoulder patches are again available. We had to go back to the manufacturer to reorder, the minimum order being 220, so we do have them, although our special run did not turn out quite as good as the first run.

There were 75 out-of-town people who ordered items. Cachets attracted the most, 56, with 51 wanting calendars, 46 wanting shoulder patches, and 34 seeking note paper. I handled all of the orders, so if you did not get what you were supposed to get, please let me know. Please check it against what you got. Someone got a second set of cachets from the South Pole, as I am missing five through poor bookkeeping.

\_\_\_\_\_ calendars      \_\_\_\_\_ note paper      \_\_\_\_\_ cachets      \_\_\_\_\_ patches

Elections will be held by ballot, as they were last year, with the slate being presented in the next Newsletter. Our By-Laws make no provisions for how officers and Board of Directors get nominated, although most people think the By-Laws call for a Nominating Committee. This is not so. Last year we voted that all officers be elected for a two-year term, with the stipulation that they could not be renominated for at least four years. This is not so for the Board of Directors, who can come back on after a year's absence. Our current officers and Board members are listed below. We will need a new President and a new Secretary, plus four new Board members. We have a good Board now, meaning they show up at meetings and really participate. Please don't nominate someone who may be a great guy but does not want the job. Nominate workers, not names. Board members can be nominated as officers.

Current Officers and Board members:

Outgoing President - Dalrymple  
Vice-President - Brownworth  
Treasurer - R. Siple  
Outgoing Secretary - Hushen

Outgoing Board	through 1981	through 1982
Barretta	M. Crary	Meunier
Burrill	A. Dater	Rose
Huffman	Dow	Schatz
B. Honkala	Espenschied	Tobin

The end is near for Mary Alice McWhinnie, and she may have already died by the time you read this. Ruth has been keeping in contact with her sister who sent out a letter to Mary Alice's friends on February 13th summarizing the events of the last month and a half. She is being tube-fed through the nose so she won't starve or dehydrate. She wrote "all that can be done now is to keep her comfortable and not prolong her suffering anymore. She sleeps most of the time and we just hang in there day by day." In mid-January they put a shunt into the back of her head to drain off the fluid into the abdominal cavity and relieve the pressure on her brain. She came through the surgery and after a week another brain scan was taken which showed metastatic disease in the parietal and occipital area. It was conjectured that this was probably there all the time and was why she had gone downhill each day. Her sister has asked "please remember her forever in your prayers and never forget the beautiful memories you have had of her". Amen.

I asked Henry Harrison, the Glue that holds the members of BAE I together, if he would give me a story on the late Epaminandos Demetrius Demopoulos, better known to us all as Pete Demas, and he came up with the following:

It was midwinter at Little America I with forty-two men living in three houses on floating sea ice which was the north edge of the Ross Ice Shelf. Commander Byrd lived in the Edgar Barrett House along with Larry Gould, Bernt Balchen, Dr. Coman and twelve others. There were some in the winter party who were apprehensive about the stability of our ice base, fearing that it might crack up under pressure of winter cold and leave us on an iceberg to drift northward into the open sea and almost certain death. New York TIMES correspondent Russell "Step-and-a-half" Owen was one of the chief "nervous nellies". Russ was also an easy mark for the several talented pranksters in the camp. My diary tells how they worked one of the meanest and deadliest of all hoaxes at Little America I, on June 20, 1929.

"A really sensational hoax was worked on the gang at 5:30 a.m. by Pete Demas - especially for the benefit of Russ Owen but others fell for it as quickly as Russ did, so realistic did the whole thing seem. As night watchman, Pete rushed into the Edgar Barrett House at 5:30, let out several ungodly screams and then yelled, "All hands out. A crack in the barrier has opened up and the camp is threatened!" Cyclone Haines, Taffy Davies, Charlie Lofgren, Russ Owen, Alton Parker, Jack O'Brien, Malcolm Hanson, Tom Mulroy and Ashley McKinley all jumped into their clothes and some of them even ran all over the camp in the dark trying to find the crevasse. Russ and Hanson were like two scared

rabbits and Hanson almost wrecked his radio lab in his rush. When I woke up, everyone was rushing for the door and there was an air of intense excitement and tension.

I knew that something like this had been planned before but so realistic did it all seem that I was almost ready to turn out too when I suddenly heard a suppressed gurgle from Larry Gould's bunk. Then I was able to lie back and enjoy the fun.

The affair was discussed and rehashed all day with the "suckers" being kidded unmercifully. All agreed, however, that it was a risky joke to pull off. Willard Van der Veer seems to have been the instigator."

Gerry Pagano has all of Pete's memorabilia packed up ready to be shipped to a museum in Greece. There is one large box marked "Penguin in Glass". It's too bad that Pete couldn't have lived long enough to have delivered all of his things in person, as it would have been a most historic homecoming.

John Dyer wrote from his home in Center Sandwich, New Hampshire that Dick Watson, radio operator on the BEAR OF OAKLAND (BAE II) died about two months ago after a long bout with cancer. John wrote, "Dick was one of the nicest people that you could wish to know. He was not on the winter party unfortunately, as he would have been a fine person, but he had to go with the BEAR to New Zealand. We had a weekly contact with him for the benefit of the New Zealand BAE II office." Dick lived right here in the Washington area (Silver Spring), but we were not aware of it, unfortunately. John and Bud Waite keep in contact on a weekly basis via ham radio. John says that all Antarcticans should be ham radio operators.

Lee Winslow Court, one of our artist members, knew Admiral Byrd before he ever went to the Antarctic. They were both members of the Boston Art Club. REB went north with McMillan on the PERRY (that is right, as the BOWDOIN wasn't born then) and they stopped off at Monhegan Island. Lee wrote, "We had a hellova blow around one hundred knots. Dick decided that he would rather spend the night in the studio that I was using on Fish Beach. Under his bed (like a Linus blanket) was his new baby, made from pieces of tin cans, et al, ... his sun compass. In the morning when he had made his bed he allowed that it was the easiest ever since the wind was still howling and you simply lifted the sheets on one end and they rippled out to lay flat on the bed!" Those of you who have not discovered Monhegan Island are missing a great treat.

On Her Majesty's New Year's List a year ago was old Bob Biller, Deputy to Ed Hillary at Scott Base in 1957, which immediately made him Sir Holmes Miller which is certainly more profound, if a bit stilted. You historians out there, how many Antarcticans have been knighted? There's Shackleton, Mawson, Wilkins, Hillary, Fuchs, and Miller that come to mind. There must have been more.

We keep harping on dues, but please let me explain our weights and balances. First, I will admit that my administration has been costly, as the Newsletters do not come cheap nowadays. We published six last year, will have six more this year. The six Newsletters this year will cost approximately \$1000 for printing. The pro-rated cost, including envelopes, mailing, bulk mailing permit, is about \$3.65 per member per year. We should have about 330 paid-up members by the end of the year (currently 291) but remember a lot of you (141) paid up for future years when membership was only \$3.00 per year. All of the wintering-over people from BAE I and BAE II get a \$3.00 membership. We buy cookies, coffee, and the accessories for each local

meeting. In the past the Society has paid for the cost of the establishment where we have held our Mid-Winter picnic in June. So we could very well lose money this year. Our sales program has some meat on the bones, but it's more like spareribs than tenderloin. Last year we had two corporation dues, plus a \$100 membership from Gil Morgan of BAE II. This year we don't have any to date. Some of you have been very kind and added some spare bucks to your memberships which really help out. No one get unceremoniously dumped, as each and every one who has been cut in the past two years (about 75) has had at least six pleadings/warnings about being delinquent. So if you want the Newsletters, want to be a member, it behooves those of you who have not paid for this year (July 79-June 80) to get your money up. Green talks.

Delinquent Members;

Alberts	Cooke	Kuivinen	Rinehart
Allen, Kerry	Dale	Lettau	Schirmacher
Anderson, D.	DeRoche	Llano	Shapley
Bennett, H.	Dodd	Miller, R.	Southard
Bens on	Edwards	Muldoon	Tuck
Blanchard	Ege	Murphy	Zohn
Britton	Frantz	Paige	
Chapman	Green	Prendergast	
Clark	Kuhn	Radspinner	

ANTARCTICAN SOCIETY, c/o AINA, 3426 N. Washington Blvd., Arlington, VA 22201

Membership Dues: Local (within 50 miles Washington) . . . . . \$5.00 a year  
 "Out-of-town" . . . . . \$4.00 "

NEW MEMBERSHIPS: ADD \$2.00 INITIATION FEE

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ADDRESS \_\_\_\_\_

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Amount Enclosed \_\_\_\_\_

Sign of the times: Nine years ago top price for a five-week cruise on the LINDBLAD EXPLORER was \$4,100. Today it is \$10,665!

Shoulder patches showing the Ford Tri-Motor over the South Pole with "First Flight over South Pole, November 29, 1929" for sale at \$2.50 each. No limit as long as they last.

Our thanks to the Christian Science Center for giving us permission to use the article about Admiral Byrd.