

The main pieces of the TPS-1D search radar antenna were hoisted atop the aviation maintenance Clements building where, on the first calm day, the installation will be completed.

Due to the inclement weather, the sledding group called off their proposed two day trip.

The day shift in Aerology, led by Mr. WESSBECHER, continues to achieve excellent results with their balloon launchings, constantly reaching over sixty thousand feet and frequently going above seventy thousand.

Chief HESS and his crew continued to clear out the beer Quonset in connection with the conversion of this building to summer sleeping quarters.

The choir rehearsed for over forty-five minutes and some recordings were made.

A battery of floodlights were in the Chapel and, later in the evening, ELMO JONES and HILL photographed portions of the Roman Catholic services, following which, all those in attendance stayed around and took numerous pictures of the Chapel's interior. The same procedure will be held on Sunday evening for the Protestant Services.

Communications again had excellent amateur radio contacts and an additional five phone patches were made.

The Bureau of Medicine and Surgery advised us that, in the matter of annual physicals, those for aviators were to be conducted by the Medical Officer subject to re-examination by the first available flight surgeon.

CDR WHITNEY sent an additional message to LCDR CANHAM, stating that he had been assured that Annex Mike (The new ComPlan) would be on the first plane, as would the Staff Communications Officer and, therefore, he would await a joint conference prior to setting up the various communications frequencies.

After several requests had been passed to CDR WHITNEY regarding informing VX-6 of the number of complete JATO units, LCDR GRAHAM forwarded this information for both bases to VX-6

Saturday, September 8, 1956

Southerly winds continued and, with them, frequent small blizzards which constantly interrupted the outside work. The maximum wind velocities were forty-one knots, but the temperatures stayed near zero, rising to a maximum of plus nine and, in the late evening, falling to minus ten. In spite of the bad weather, the day crew was able to get everything ready for pumping tomorrow as, if the weather permits, they will work on Sunday due to our many delays so far this month. The night shift was able to do a little bit of work in the parking area, but secured several hours before their normal time due to strong winds and zero visibility.

HILL and SPAINHOUER, of the photo department, finished an excellent week of camp coverage, including virtually every department and division. Many of these stills were selected for use in the crew's scrapbook.

The Electricians completed their move to the Power House and, although they will be unable to have a large working area, sufficient storage space is available to them.

A special runway Sitrep was submitted to COMNAVSUPFOR to keep the task force abreast of the latest developments. Those of the past two weeks have been anything but desirable as we have not improved our position very much since the 25th of August.

A special Diesel report was submitted to the Admiral, disclosing the discovery of contamination as cited in yesterday's narrative log.

The Admiral directed COMCBLANT to obtain the gear lube, arctic oil, and pots and pans we had requested for early ship or air delivery. BUSHIPS was also directed to obtain the six cannon plugs for air transportation.

A message was received from the Admiral stating that August 31st had been the deadline for ordering any more DEEPFREEZE II supplies and that all units were not to order any additional items unless such items were imperative for the successful accomplishment of the essential tasks. Actually, we have borne this in mind for the past month in our ordering and shall, of course, continue to do so.

A discussion was held with Davisville and Chaplain CONDIT, DR. TAYLOR, and LCDR CANHAM spoke with Chaplain ZOLLER and Chaplain DARKOWSKI. Little information was obtained. Although the GLACIER sails in eight days, they stated that the firm list had not been promulgated as to just who was going to be on it from Detachment Bravo of Mobile Construction Battalion (Special). We did learn that the ATKA was scheduled to depart Seattle on November 1st and the CURTISS should arrive in the Antarctic about the twenty-second of January. Other bits of the Chaplains' conversation indicated that very little information has filtered down to them, at least concerning the building, personnel, or operational plans for the forthcoming year.

LCDR CANHAM also talked by voice with CDR SNAY, the Staff communications Officer. CDR SNAY wished every effort to be made to keep the amateur radio in operation throughout the summer at McMurdo. The expression of this desire was prompted by the previous reports emanating from KC4USV to amateurs in the States that we were probably going to have to shut down on the 15th of October. LCDR CANHAM assured CDR SNAY that, if operators were available, we would man the amateur radio twenty-four hours a day, but he also pointed out that requests to the Task Force for a minimum number of radiomen to man the circuits believed required, had been cut down. Every effort will be made to keep our amateur radio in some kind of limited operation, but it cannot interfere with the operational traffic.

LCDR CANHAM attempted to find out from CDR SNAY who the communications officer of detachment Bravo was who would be relieving ENS BAKER. CDR SNAY did not know of anyone in particular and felt perhaps this officer had not as yet been ordered

in. Earlier in the day, ENS BAKER had approached LCDR CANHAM with the idea of requesting an allocation of a fourteen meg frequency for point to point use by NGD with the States. This would enable us to have an additional transmitter and receiver. A message to this effect was drawn up to COMNAVSUPFOR and was, of course, sent to Little America first for CDR WHITNEY's release. CDR WHITNEY changed the heading on the message and released it from CTG-43.3 D also sending a separate message to LCDR CANHAM stating that he felt many messages concerning overall command responsibility were being originated at McMurdo.

The receipt of this message in addition to an earlier one which ordered the preparation of an information brochure, prompted LCDR CANHAM to request a voice conference with CDR WHITNEY. Earlier in the week, in a voice conference between the two officers, LCDR CANHAM told CDR WHITNEY of the detailed brochure which CHAUDOIN and he had drawn up for promulgation to all transient personnel. It, therefore, seemed a bit odd to receive an order to do this several days later when it had already been accomplished and the fact reported. In the ensuing voice conference with CDR WHITNEY, he stated that he did not mean his message on overall command responsibility as a criticism but, by itself, it could hardly be taken as otherwise. Also, from LCDR GRAHAM, that same evening, came a message of greeting which CDR WHITNEY had made and wished placed in each of the souvenir brochures. LCDR CANHAM explained to CDR WHITNEY that, as the brochures were all drawn up, that his greeting would have to be a single page insert and he stated that this would be fine.

CDR WHITNEY has also received a message from CDR SNAY regarding the continued operation of the Amateur Radio and CDR WHITNEY stated that, by all means, we would continue, although it might be on a limited basis which, obviously AIROPFAC's Amateur Radio must be. CDR WHITNEY also could not understand why only Chief GARRETT handled AIROPFAC's Amateur System. It was explained that little interest had been shown in it. With the exception of SWARTWOOD, no one has requested to become a full fledged amateur operator and it is felt that GARRETT has been of considerable service and also perhaps saved a number of the spares that otherwise might have been exhausted, and made possible the maximum efficiency in the utilization of the Ham gear. CDR WHITNEY stated that he was getting fed up with the discussion of technical matters by personnel over the ham gear and that he monitored all transmissions from both KC4USV and KC4USA. LCDR CANHAM explained that it would be rather difficult for him to personally monitor all of the KC4USV transmission in view of the many other items of camp work that had to be accomplished, but that he would ensure that all hands would comply with CDR WHITNEY's wishes.

An All Hands meeting was followed by a good movie and another well participated Happy Hour followed.

Sunday, September 9, 1956

The day runway crew turned to at 0830. The sun peaked through several times and the early morning weather was merely threatening, but little snow was received in camp. Pumping was done at the runway, but by noontime, the runway thermograph stood at plus thirty-eight degrees and, of course, these conditions jeopardized all the pumping that has

been done today, as any snow fall will now land in the water itself and form a surface of slush which is not acceptable. This will mean scraping out again and re-flooding. Shortly after noon, storm clouds rolled in from the southwest. Winds picked up to fifty-six knots and swirling snow seemed to strike everywhere. The crew at the runway eventually had to secure early and it was with extreme difficulty that they made their way back to camp.

The daily temperature range in camp was from plus seventeen to minus four. The warm weather is not understood, as all past history in this area has indicated that September is as cold a month as August and yet we have been experiencing midsummer temperatures. These temperatures not only seriously hamper the runway construction itself, particularly flooding, but will also have a marked affect on the weakening of the ice field itself which brings to mind that it was only yesterday that a large seal was sighted in Winter Quarters Bay indicating that, in spite of the seventy-eight inches of ice, there was sufficient wide cracks for seals to make their way up through. This would also seem to indicate that many cracks and leads are present from the open waters of the Ross Sea into Hut Point, thereby enabling the seals to return here in this early part of the year.

A message was received from ComNavSupFor directing photo coverage of the air fly-in, air operations, and tractor train operations during DEEPFREEZE II.

An answer was finally received from BUPERS concerning the status of AO1 BARONICK. The Bureau stated that previous information held in the Bureau indicated that he was not one of the wintering over party, but as he actually is one, they authorized his advancement to AOC on the sixteenth of this month. The same message modified the effective dates of advancement to Pay Grade E-7 for KENNEDY and BEVELACQUA from the 16th of November and the 16th of January respectively to the 16th of September.

In addition to the afternoon movie, a late evening movie was shown for the benefit of the runway crew that had been up during the entire day.

Extensive motion picture coverage was given to the Protestant church services by both ELMO JONES for Disney and Chief BRISTOL for the Navy. Opportunities were given to individual members to take their own personal shots.

The Officer-CPO meeting covered the coming week's work plan in some detail and a real push will have to be put on by many to wrap up all the jobs desired to be completed prior to the arrival of the AIRDEVRON SIX aircraft.

Monday, September 10, 1956

Another day of discouraging weather. The stationary front seems very persistent. The temperatures remained well above the zero mark most of the day, reaching a high of plus fourteen with the low at minus three. Strong winds whipped low scud clouds through the camp with blowing snow in advance of the surface winds which peaked at fifty-one knots. Those at one thousand feet were at seventy-six knots.

The adverse weather prevented anyone from going to the runway until 2200. At this time, although the winds had not diminished too much, the visibility picked up and even

without benefit of the moon, due to a solid overcast, the mountain ranges across the sound were easily visible and, for some reason, the strong winds no longer found snow to blow.

A short trip in the late afternoon was made to the runway to check the area previously flooded on Sunday. As was feared, a good bit of slush had formed with six to eight inches of newly fallen snow atop it.

Chief FLANNAGAN completed the checkout of the TPS-18 and good targets were found at ranges up to 120 miles although our coverage is somewhat limited toward Little America due to the high surrounding terrain.

Communications had another extremely light day of official traffic. The entire month has been one of reduced communication activity. This is undoubtedly greatly due to the fact that all the ordering has been completed and two of the units back in the States have started to deploy. AIRDEVRON SIX aircraft (R4D's) started their long flight to New Zealand today.

Little America conducted teletype tests with us from 1000 to 1645 local. We were able to send messages to them and get a QRK 5, but theirs to us remain quite garbled although, toward the end of the period, great improvement had been noted. GARRETT was checking the reception on an oscilloscope which indicated that their shift converter was still not up to eight hundred cycles. Between the various transmissions, he would talk at some length to the RM's at Little America and pass along his suggestions, and additional tests will be made tomorrow and all feel quite certain that it will be successful.

Work on the UHF and VHF receivers and transmitters neared seventy percent completion and Chief BARGER and MONTGOMERY hope to finish this project by Wednesday. The sets which Communications hold are the shipboard type and but four channels can be set up on the VHF and two on the UHF. It is doubtful if they will see much actual use unless a net for ship-to-shore traffic can be set up utilizing either one or both. They will be, of course, an excellent standby, should any of the tower equipment momentarily fail.

Four additional phone patches were completed for the amateur gear.

DORE's crew filled one of the 10,000 gallon tanks in the power house and commenced refueling a second. All of the refueling now is done from drums.

The chicken wire enclosure for survival stowage in the Aircraft Maintenance Quonset was completed and the removal of survival gear from its present Quonset, slated to be a summer quarters building, will commence tomorrow.

A message recommendation was sent to COMNAVSUPFOR on radar and radio tubes which pointed out that the majority of tubes received at McMurdo had a contractors date of 1944 or 1945. It was also noted that, due to the extreme gasiness of many of the tubes, four out of five were found to be unusable. As the majority of the tubes had been in heated storage, the cold was not considered a contributing factor, but rather it is believed that most of the blame can be placed on the age of the tube itself. A recommendation

was made for providing 500% spares over and above the normal spares for all tubes and that, if possible, a specification of a current manufacturer's date be made in the procurement requisitions. Several occasions have arisen where major pieces of equipment are inoperative because the normal spares provided were found to be faulty and no substitution could be made.

A second message to the Admiral on the MPS-4 cited such an incident when a tube in the repeater went bad. Its spare was broken out only to discover that all four elements in the spare were open and, therefore, the tube in the MPS-4 became inoperative as far as its intended purpose, although the basic radar is 100% operational.

A message was sent to the Naval Uniform Shop at Brooklyn requisitioning new uniforms and other items of wearing apparel for our new Chief Petty Officers.

While working outside in the supply dump, GORITY received an injury to his right ankle which, to all appearances, may include some broken bones. The exact determination cannot be made as our x-ray equipment is no longer operative, but DR TAYLOR placed a cast on his leg as a safety precaution. GORITY has been working with WEHNER and WILLETT. He had gotten out of sight behind some stacks of supplies, and, unknowingly, WILLETT had moved some plywood which pinned his leg between the plywood and a large sturdy box and the resulting force rather badly crushed his right leg about the ankle. By evening, however, he was feeling much better and DR TAYLOR stated that, if there actually was a break, it was in a good position for healing.

NIEMEYER worked the entire day at prefabricating tables for the summer Quonset Quarters and, in the evening, CWO SINGER and LT BERGSTROM ran off two prints for the scrapbook of one hundred copies each.

A message was sent to LUCIER at Little America requesting that certain forms be forwarded by first air transportation to McMurdo.

Tuesday, September 11, 1956

Though the temperatures remained in a range between plus thirteen and zero and the winds blew rather steadily throughout the day with maximum peaks of forty-four knots, the overcast raised to approximately one thousand feet and thinned considerably. Blowing snow was infrequent in camp although the western side of the sound was frequently obliterated from sight by huge billows of blowing snow. Fortunately, most of these stayed on the far side of our runway site and few new drifts were accumulated on the runway and parking area.

The night crew continued their shift throughout the early morning hours and again departed camp at 1915 and were going strong at midnight, the best shift they have put in for several weeks. LEASE and his day crew, with the pumping lead by WAGNER and WHITMER, flooded throughout the day. If the snows will only hold off for several days now, and if temperatures would but drop, the completion of the curvature, to a point where the entire runway was useable, would be accomplished.

Members of the night shift stated that there was but a three hour period during the night when a red glow could not be noted either in the East or in the west. When this bad weather finally does leave us, we should be bathed in sunlight for over fourteen hours and it won't be too much longer until the sunlight remains above the horizon for the entire twenty-four hour period.

Chief HESS and his crew have completed their move into the Ship's Store Quonset, offices, stock and all.

NIEMEYER, the only Builder working at his trade this week, as BEVILACQUA was mess cooking, MC CORMICK is on the Assistant MAA detail and WILLIAMSON and HISEY are on the runway crews, worked with the GCA personnel, cutting down building panels to tailor them for the Sleeping Wanigan being constructed on a toboggan sled. He also readied the girders required for the last head, by straightening out a number of them as this is the last building to be constructed. Some of the building materials have been well sorted over so that those remaining are in need of considerable work in some instances.

CHIEF SLATON completed an examination of the Jeep and a new crankcase, connecting rod, rings and all will be required to put this vehicle back into operation. The Mechanics also repaired one of the D-2's for the runway that had a broken track frame. The tractor was brought in during the late morning and was returned to service prior to supper time.

In the afternoon, DR TAYLOR conducted his weekly sanitation inspection and found conditions to be satisfactory.

Chief BRISTOL, of the Photo Lab, took considerable outside footage of a tractor dozing snow in the camp streets. In the process of dozing, a secondary power line was cut which placed a goodly portion of the camp in darkness for approximately a half hour until repairs were made.

LT BERGSTROM and CWO FISHER spent several hours in the afternoon retrieving red trail flags. It is intended to remove all flags from the bay ice and the camp area that we used in the preceding season for various and sundry purposes; some to mark crevasses, others to mark highways, and still others to mark explosive storage. As the most common usage has been to mark roadways, this purpose will be continued and other means of identification will be found to indicate the danger areas.

A message was received from ComNavSupFor stating that additional medical personnel were to arrive at McMurdo with the aircraft but that, contrary to CDR WHITNEY's plans, DR EHRLICH was to remain at Little America and not proceed to Byrd Station. The same message stated that if the POLE or BEARDMORE parties were to be less than ten personnel, a trained corpsman was not to be sent but, instead, first aid training was to be given to one of the other individuals. As the POLE party will number some twenty-four personnel, WOODY, HM1 will accompany the group. Since the BEARDMORE group will, more often than not, exceed ten, HAINES, HM2 will accompany this group.

SPAINHOUER was given a portion of his re-enlistment physical but DR TAYLOR found him to be not qualified for discharge due to his difficulty with his back, a situation basically congenital, but greatly aggravated by the Otter crash last December of which he was a member. An appropriate message was drawn up stating the facts and requesting from BUMED and BUPERS what present and continuing administrative action was desired. CDR WHITNEY changed this message and requested a waiver of SPAINHOUER'S physical defects for purposes of reenlistment. As this was contrary, it seemed, to the best interests of SPAINHOUER in that this defect should be corrected by surgery and therefore, a waiver not requested, and further that SPAINHOUER is not qualified for discharge, therefore could not obtain a waiver for his reenlistment, a voice conference was held between CDR WHITNEY, LCDR CANHAM and DR TAYLOR. After a lengthy discussion in which DR EHRLICH and Chief ALDRICH also joined in, CDR WHITNEY cancelled his message and reinstated ours.

Later, in a direct conversation between Kiel Tower and McMurdo, Chief FLANAGAN discussed quite a few electronic problems with STOCKTON.

CDR WHITNEY was brought up to date on the runway progress. Earlier in the day, Chief SLATON had talked to CWO PURINTON and had learned that there was no jeep spares available. CWO PURINTON had also stated that they had just finished digging out the last of the D-8'S. They had apparently been parked for the winter and all were completely covered with snow.

HILL, CHAUDOIN and SWARTWOOD printed up two additional pictures, one hundred prints each, for the crew'S scrapbook.

Wednesday, September 12, 1956

This was a day of good weather with little blowing snow. The winds peaked at twenty-four knots and the temperatures ranged from plus six to minus ten.

The day runway crew was able to put in a full eight hours of flooding. The D-8 was brought into camp at 1730 for maintenance and many small items were found that had to be checked. As a result, it was 2330 before the night crew was able to turn to.

ELMO JONES felt that he got some excellent coverage of the runway operations during the day.

HISEY was taken off the night runway crew and, starting tomorrow, he will work with NIEMEYER on completing Quonset interiors.

The exterior shell of the GCA Wanigan was completed and a triple tiered bunk will be placed within.

Communications continued with the installation of the UHF and VHF antennae.

EMERICK and HAINES worked throughout the afternoon clearing away snow from the summer Quonset vestibules and removing the accumulated snow within them. They will

continue this job until all huts are cleared. EMERICK worked well and seemed to enjoy the fact that he was actually doing something.

The sledding group prepared a tent and sled for another two day outing at either Cape Evans or on the ice. They plan their departure at 0800 tomorrow morning. Accompanying LTJG TUCK and PRESCOTT will be LT BOWERS and ENS BAKER. Observations of snow depths and ice corings in the various new ice fields will be taken.

The drilling in Glacier Channel revealed that the ice measures but seventy-seven inches Δ no growth over the past two weeks. Of course, in this particular area, the currents are undoubtedly at their strongest but it will be interesting to compare this depth with the same taken from the first ice field at the offloading site, as these two fields have continually run within an inch or two of each other.

The POL crew neared the completion of their drum work by putting in another full day at the diesel drums.

BEARDMORE supplies were brought into one area by BARONICK and his men and the overall picture is beginning to look up.

Additional pictures for the crew's scrapbook were printed in the evening, bringing the number printed up to seventy-six Δ just over the halfway mark for our October 15 goal.

The Admiral was informed of the parts needed to place the Jeep in operating condition. COMNAVSUPFOR advised us that they recommended a three pole triad strongback antennae at the Pole to be augmented with whips.

Thursday, August 13, 1956

An excellent day's work by both day and night crews was accomplished at the runway. Camp temperatures ranged from plus one to minus eighteen and the winds during most of the day were relatively calm. In early morning and late evening, gusts up to twenty-four knots were recorded.

Approximately thirteen thousand tons of water have been pumped on the runway at this time. This marks the halfway point in the flooding. During the day, the D-8 is now being used to work on the Western turning circle and, at night, it is employed only on clearing the parking area.

During the daylight hours, in relative calm, numerous fires were set off within the camp area and much trash was burned. The Mechanics have done an excellent job of cleaning up around the garage and both these and the rated drivers in camp assisted the other divisions by operating D-2's with blades and dozing away debris scattered about the Chapel, Communications, and the Aircraft buildings.

NIEMEYER and HISEY worked throughout the day clearing out the Builder's Quonset.

In the process of readying the dogs for another overnight trip on the ice, LTJG TUCK was bitten in his left hand, and DR TAYLOR had to take several stitches. LTJG TUCK

remained in camp, but PRESCOTT, ENS BAKER and LTJG BOWERS departed for the Cape Evans area at 1100. A green flare was sighted in the evening at 2000 indicating that all was well.

Chief DORE's crew worked the entire day on bringing down POL hose to the aircraft maintenance building whereby, with the application of heat, each section shall be freed of the packed snow within. Taking forty to fifty lengths at a time, the hose shall then be laid out from the main storage tank toward the runway. As each day's work is completed, a cap will be placed on the open end to prevent snow and debris from entering.

The Utilitymen are preparing a storage area in the overhead of the Power House so that all the various parts and pieces of material may be brought inside, properly stowed, and accurate records kept to enable anyone to be able to locate the available gear in a relatively short time.

The 30KW generator was mounted on a toboggan for the GCA crew.

Chaplain CONDIT commenced the move of his office to the Chapel area.

In the evening, the first group Bible class was held in the library for the purpose of taking stills, and motion picture coverage.

The Steelworkers continue to prepare plates for the Rawin Tower and have some twelve thousand holes to drill in the plates as well as tacking each two together.

A message was received from COMNAVSUPFOR asking what was the acceptable flashpoint on the Arctic Diesel Fuel. As the Navy specification sheet states one hundred degrees Fahrenheit or higher, and there is no one here that is quite sure what the term means, it has been assumed that anything greater than one hundred degrees has an acceptable flashpoint, and this was the word sent back.

Several lengthy coded messages were received. Their length is half again increased by the fact that they were relayed to us by MRC Pearl after having been relayed several times prior to that so that much of the message ends as nothing but a series of headings and date time groups. A meeting of all the Officers-of-the-Day was held at 1740 and a discussion of uniformity in the enforcement of taps ensued. It was agreed that all hands needed a place where they could go and drink beer after taps if they so desire and yet not disturb those who wished to sleep. Therefore, the Mess Hall will be open for such purposes from 2200 to 0200. Tattoo will be sounded at 2200 and Taps and Lights Out at 2230. Lights Out meaning all overhead lights and lounge lights turned down low. Individuals shall be free to read within the confines of their bunks or cubicles. Beyond this, common sense and good judgement should be sufficient to dictate the actions of the Officer-of-the-Day.

Friday, September 14, 1956

Blizzard-like conditions continued throughout the day although the day runway crew managed to work until 1430. The winds in camp were rather constant in the mid-twenties, but, in the early afternoon, frequent gusts to thirty-eight knots were recorded.

Temperatures started at plus four and continued to fall at the rate of about one degree each hour to a low of minus eighteen. Whether or not the flooding at the runway will be of too much value will not be known until the damage is viewed following the completion of the storm. The night runway crew was kept in camp and turned to at various tasks.

Garage personnel continued to straighten out their outside storage and to work on the second D-2 for POLE drop.

The Builders worked on Quonset doors many of which have become sprung and had to be re-rigged. An additional table and counter was made for Air Operations and the Air Operations Office is now 80 percent complete. Although the appointed watch time for the observation of the green flare shot from Cape Evans was kept, visibility was less than a quarter of a mile and nothing could be seen. Knowing that the group reached Cape Evans in good shape, as evidenced by their green flare of last night, and that they have ample food and adequate shelter, no particular alarm is felt.

Several voice conferences were held during the day between CDR WHITNEY and LCDR CANHAM. The one in the morning was a discussion of the reply to the COMNAVSUPFOR request for information on the acceptable flashpoint of the Diesel fuel. CDR WHITNEY was surprised to learn that we do have adequate testing equipment here to determine flashpoint. In accordance with his wishes, a lengthy answer to the question was drawn up and substituted for the original reply.

In the evening, the discussion centered around CDR WHITNEY's message to COMNAVSUPFOR designating LT MEHAFFEY as CTU 43.3.1 in lieu of LCDR GRAHAM. At the conclusion of the conference, CDR WHITNEY decided to hold the relay of this message indefinitely, pending further developments.

A message was sent to the Task Force concerning the use of UHF in the tower. It was noted that, in preliminary planning at Davisville in 1955, all personnel were told that there would be no UHF. Accordingly, there is but one small piece of shipboard UHF-type gear aboard. This set is now installed in the Communications Shack and, of course, only one channel may be guarded at any one time.

Information was received from BUPERS that both DR TAYLOR and LT JORGENSEN were within the eligibility zones for promotion but were not actually in the promotion zone itself.

CHAPLAIN CONDIT was sworn in as a Lieutenant and an appropriate message was released to CO, MCB(Special) and BUPERS.

A message was received from Balboa addressed to New Weddell Sea Base which we promptly readdressed to COMNAVSUPFOR as they were not on the original routing.

COMCBLANT had indicated in a message of yesterday that they did not know whether the POLE and BYRD Station medical, dental, recreational, ship's store and food supplies for DEEPFREEZE II were to be shipped from Davisville or if they were already on hand. The answer to this came back today and informed them that they were to ship

these requirements from the stocks now at Davisville, and requested them to take the necessary packaging action. How late it grows Ð the first ship departing Davisville in three days and still, apparently, considerable confusion as to what goes where and who is responsible for ensuring that it does.

A message was received from BUPERS waiving the physical defects for SPAINHOUERÕs reenlistment. Orders were also received on ENS BAKER, detaching him in April or May and to have him proceed and report to the Navy Photo Interpretation Center at NavRecSta Washington D.C. for duty under instruction for twenty-one weeks in photo interpretation.

Some new CW radio calls and homer identifications also were received from the Staff. McMurdoÕs homer will have MC as its identification, Scott Beardmore NGD1 and POLE Station NGD2. The voice call remains GENERATE for McMurdo, GENERATE 1 FOR Beardmore and GENERATE 2 for SOUTH POLE STATION. The same message also noted that Annex Mike of the current OpPlan (Communications Annex) would be delivered to McMurdo by CDR MIRABITO.

An additional message stated that the arrival date of personnel was uncertain, depending on ice conditions and we could expect the ships to arrive any time after December 1st. It further stated that 109 enlisted men and 7 officers from MCB ONE, in addition to 35 enlisted men from MCB(Special), Detachment BRAVO, would arrive in the Ross Sea area with the ships.

The Admiral has ordered COMCBLANT to send us one replacement engine and tires and tubes for the Jeep.

Little America advised us that they had sixteen boxes of spare parts and two boxes of track lengths for the Ontos which they will ship to us by first available air transportation

VX-6 informed LCDR GRAHAM that they anticipated flying in twenty-one personnel to Little America.

The barber shop is now chock-a-block with all kinds of ShipÕs Store items and it now requires locked storage at all times, unless supply personnel are on hand.

The Chief Petty Officers were granted permission to hold an initiation party Sunday evening in their quarters and to have their Òturn toÓ time on Monday delayed until 1300.

GORITY was able to go to the Mess Hall under his own power with the aid of a pair of crutches and his foot, although apparently definitely broken, is coming along in good shape.

Chief DOREÕs crew brought additional POL hose down from the hill but discovered that there is inadequate heat in the Aircraft Maintenance building to melt snow and that, as the hose is longer than the building itself, it is extremely awkward to do anything with. Therefore, in all probability, the parachute loft will be used and two to three Hermans- nelsons brought into the loft to force hot air through the hose lengths.

Saturday, September 15, 1956

Throughout the entire day, the most severe blizzard yet experienced, held forth with peak velocities of seventy knots but averaging well above fifty knots, with sufficient snow to bring visibility down to a few feet. Temperatures ranged from plus seven to minus nineteen and extended outside work was out of the question. Personnel were unable to go to the runway even for the purpose of servicing the tractors. For the first time, extremely high drifts appeared throughout camp. One on the Northeast side of the Mess Hall came up all the way to the overhead and covered up five of the windows on that side of the building. No major damage was received to personnel, structures or equipment by these winds, but there were many items of minor structural failure due to the high winds which must be repaired at the earliest opportunity.

Departments spent most of the day on inside work, squaring away the various shops and spaces and readying material for the following week.

A message was received from COMNAVSUPFOR on UHF requirements stating that MCB(Special) technicians had been advised that UHF gear would be required in the control towers. If it were not for the isolated position that we find ourselves, such a statement would be humorous but, unfortunately, we cannot obtain gear by submitting a stub requisition. The Task Force OpPlan assigns the responsibility for determination of requirements and their procurement of items such as UHF gear to BUSHIPS and BUAER and the secondary responsibility to AIRDEVRON SIX. In spite of this, throughout the summer and fall of 1955, numerous conferences were held at which members of the Staff of TF-43, VX-6 and MCB(Special) were present. In each instance, where the subject of UHF gear was brought up, MCB(Special) was told in no uncertain terms that there would not be UHF gear brought to the Antarctic. Indeed, the request for an Air Control Tower was rejected by the Staff Air Operations Officer (this request was in writing). As a result of this, a tower was prefabricated from excess panels at Davisville. Although extremely small, it was planned around the equipment that had been received and that we were told would be necessary to have within the tower. Now, a year later, while isolated in the Antarctic, we are informed that someone ð no mention of whom ð by apparently verbal means, for no serial, date, or date time group was given, advised our technicians that UHF was mandatory. As all of our three technicians are enlisted personnel, it seems a rather unique way to convey such an important requirement. None of the technicians at AIROPFAC have any knowledge whatsoever as to this sudden 180 degree change in UHF policy. Indeed, they are amongst those who rather vehemently protested the elimination of UHF. LCDR CANHAM discussed this with CDR WHITNEY and CDR WHITNEY is going to send an answer to COMNAVSUPFOR.

Also, the subject of film processing arose. Several hundred rolls of Kodachrome have been sold here and the expiration date on the packages shows that the date will have expired before personnel can get their film back to the Eastman Laboratory and, as the government has ruled that such processing was a monopoly and that a deadline date was established, it was felt that processing of such film might not be honored by the Company. It was learned that, prior to the departure from the States in 1955, LT MEHAFFEY was assured by the Supply Officer at Brooklyn that Eastman would honor

their processing obligations for a period of three years following the expiration date. This information was passed to all hands at the regular weekly meeting at 1900.

Due to the storm, it was believed that the group at Cape Evans remained in their bivouac as instructions had been given that, as long as there were any threatening skies, no return could be attempted. Due to the limited visibility, the signal flare could not be observed.

MSGT DOLLEMAN received an honorary appointment as a Chief Petty Officer in the United States Navy. The presentation was made at the All Hands Meeting.

A message was submitted to COMNAVSUPFOR, infoing VX-6 and 18 Air Force, setting forth the numerical requirements for additional housekeeping and line crew personnel; requirements for six additional personnel from both 18th Air Force and VX-6 were specified.

Due to the extremely high winds and the fact that they were from the South Southwest, many stoves in camp smoked to such an extent that some had to be turned off. Communications had to shut down their stoves completely due to the excessive smoking and backfiring and for a period of approximately twelve hours, all hands wore jackets and heavy clothing inside the Communications Building so they might keep warm. Electric heaters were broken out in the event the temperatures endangered the communications equipment which was in more or less constant operation.

Sunday, September 16, 1956

The storm continued unabated throughout the early morning hours. Temperatures ranged from plus three to plus ten and winds peaked several times to sixty-one knots. In the late morning and early afternoon, there were several periods during which the winds swung about the compass and varied in velocity from five to forty knots. But the snows stopped blowing for several hours.

The D-8 was brought into camp as the clutch collar was slipping so badly that gears shifted with extreme difficulty and it was found that the teeth of one of the small drive gears were almost worn off. Repairs started immediately. Two of the D-2 tractors were still running and were refueled. All Wanigans, although the doors were tightly closed, had received two to three feet of snow on the inside in many places although the stoves kept burning. As a result, three to four inches of water are on the decks. As the wind was from the South, the runway took the bulk of the snow and the parking area had very few drifts. The very center of the runway is comparatively clear, but on both sides there are numerous drifts varying in depth from two to six feet and the initial estimate is that it will take eight twenty-four hour working days to remove the present drifts. The night runway crew was turned to on cleaning up the Wanigans and attempting to get the other D-2 started. The Mechanics worked throughout the night on the D-8.

A teletype test, being conducted with Balboa, proved to be quite satisfactory except for a six hour period. But, it is rare that continued reception is ever maintained with Balboa.

A message from COMCBLANT to CTG-43.3 gave the rating breakdown of an additional forty-six MCB ONE personnel scheduled to arrive at AIROPFAC with the major portion

of the task force. It is assumed that this will be in late December. This raises one big question and that is, "Where will we put them with berthing and messing facilities already taxed to the utmost." Assuming the previous messages are correct as regards the number of personnel arriving, it is not understood how the individual commands proceed to plan these rather large additional numbers. It has been assumed that there had been some overall coordination which, due to our remote location, is not apparent to us.

The Chief Petty Officers were authorized to have a party until 0200 in celebration of four new hats Ð one each for LYNCH, BEVILACQUA, BARONICK and KENNEDY.

Plans were made at the Officer-CPO meeting for the coming week, but it is readily apparent that, at all times, there must be two sets of plans so that, regardless of the weather, both inside and outside work can proceed.

The Green flare was sighted, indicating that the group at Cape Evans was still there and all is well.

Monday, September 17, 1956

Solid overcast remained throughout the day, but there were periods of moderate winds and Little blowing snow as the temperatures ranged from plus three to minus eleven. The winds in camp peaked at forty-two knots and the barometer dropped to a new low of 28.315, telling us in advance that the storm was not through with us as yet. All buildings and antennae continued to hold well and, thus far, during these first seventeen days of September and almost constant storm, there have been no physical injuries to personnel as a direct result of it.

The group made it back from Cape Evans at 1400, being very glad to be back, and it was a most welcome sight to see them. Two of the dogs were in rather poor condition and had to ride the sled all the way back. Because of this, and the threatening weather, the group left the tent and quite a few supplies at Cape Evans, travelling as light as they possibly could.

In the morning, WHITMER and his pumping crew managed to find their way to the runway and readied both pumping Wanigans for operations at such time as the weather will permit. The Mechanics worked on the D-8 all day and, shortly before midnight, it was completed.

The Builders erected the chicken wire fences around the Ship's Store storage between the VIP Quarters and Ship's Store itself and the area between transient BOQ and the VIP Quarters was dozed in preparation for the foundation of Building #30.

Chief DORE and LCDR CANHAM determined the layout of the POL hose from the main AVGAS storage tank to the runway. This line will be marked by empty barrels and one major crossover for all vehicular traffic.

HILL and SPAINHOUSER in Photo, processed an additional seven prints for the crew's scrapbook but, due to the Pettibone breaking down, causing a shortage in the water supply, the evening shift was unable to turn to.

Communications conducted a teletype test with Balboa which was rather short due to an explosion in the TBA transmitter at approximately 1315. Two condensers had melted and fused, causing power to arc over and blow two of the major tubes. The resultant short also caused a small fire in the switch box. The damage was repaired within two hours and the teletype test resumed. However, by that time, considerable QRM on the frequency made further tests impracticable.

Preliminary plans were made by the GCA and Electricians to move the UHF from the communications building into the tower in order to comply with ComNavSupFor's latest instructions.

As another power line was cut when the D-2 dozed away between the two Quonsets to make the last Head foundation, it was determined that an Electrician would accompany each tractor that operates in camp (i.e. that will be doing any dozing or movement of cargo with large sleds.). The Electricians would far rather spend time in this way than to be forced to daily work under adverse weather conditions repairing broken lines.

Many of the Chiefs turned to early in the morning although all had permission to sleep in until 1300 due to their party during which the last four of our new Chief Petty Officers were inaugurated.

Tuesday, September 18, 1956

The blizzard regained its original strength and, at 0230 in the morning, seventy-five knots of winds were registered. The same figure was reached again at 0730 and heavy snows and winds were with us until early afternoon when an occasional lull was experienced. But, it was not until 1900 that the snows stopped and the winds finally died to fifteen or twenty knots.

The night runway crew departed for the runway at 2145, taking the D-8 with them and looking forward to what we all hoped would be a night clear of winds and blowing snow.

A special SITREP was submitted to COMNAVSUPFOR on the runway, pointing out that three weeks of good weather were required to clear the present accumulation of snow. At the present time, it grows more doubtful daily as to the possibility of having the runway in readiness by October 15th.

Outside work, during the normal working day, was almost impossible, and all hands turned to in their shops and working spaces, many holding field days and straightening up. Of course, the Mechanics, Steelworkers, Builders, Communications personnel, Power House workers, Photographic personnel, Cooks, etc., carried on with their normal daily work.

Chief DORE's crew was put to work during the morning fabricating a basic sign which will be posted just outside the camp limits along Burke Boulevard; the sign to read, "Welcome to the U.S. Navy's Williams Air Operating Facility".

Temperatures again were warm with a high of plus twelve and a low of minus six. Little damage was inflicted in camp other than the tremendous drifts which have to be shoveled away.

The Supply Department spent the day in painting the Heads and sinks, as they had become badly marked.

Communications broke out the DAU (low frequency homer equipment) and, if all items can be located, will set this equipment up in the Communications Building. The Ham antenna is in need of repair so no Ham transmissions will be attempted until Chief GARRETT has had an opportunity to mount the thirty foot antennae and effect repairs. Should these winds keep up, it might be some time until this is accomplished.

The camp Pettibone spent the morning in the shop getting its carburetor overhauled and then the Mechanics resumed work on the POLE D-2 and another Weasel.

Seven additional scrapbook photographs were printed during the day by HILL and RIGG and were souped and processed in the evening by LCDR CANHAM and CWO SINGER.

All hands were relatively cheered by the comparative calm existing as taps were sounded.

DR TAYLOR's weekly sanitation inspection of camp was made with difficulty due to the snow but, as best as could be determined, conditions were very satisfactory.

Wednesday, September 19, 1956

The sun shone brightly for the first time in many a day as the snows let up, and though winds blew up to thirty-eight knots, little blowing snow as experienced in camp. Temperatures were again balmy with a high of plus nine and a low of minus fourteen, but it was the sunshine that did the most for everyone.

The runway crews turned to with renewed vigor, realizing that things still could be brought to a state of readiness by October 15th if we have a decent break in the weather. The D-8 spent the day stripping the Eastern end of the runway where flooding will commence on Friday if all goes well. The night crew is devoting its time exclusively to the clearing of the taxiway.

In the afternoon, LT BERGSTROM, LTJG BOWERS, and LCDR CANHAM made a five and a half hour ice reconnaissance, looking over the new ice fields for possible alternate sites which might enable the aircraft to fly in on October 15th even though the big runway was not in operation. Several promising locations were found; promising in that the ice thickness varies from sixty to seventy-eight inches, the snow coverage is but two to six inches, and the surface features are quite smooth. Prior to actual use, such a location would have to be carefully surveyed for any marked leads or cracks in the ice which would be dangerous to wheeled aircraft. As these locations are four to five miles from camp, it would immediately impose a heavy logistics load upon the limited transportation now available in that fuel, large quantities of AVGAS and lesser quantities of oil and lubricants, preheater equipment, etc. would have to be taken to and from such a location.

The Builders completed the foundations for Building No. 30 and completed the laying of the deck before secure time.

Chief DOREŃs personnel finished thawing out forty sections of hose and worked until 2015 laying the hose from the main AVGAS tank down along the Eastern side of winter Quarters Bay, then around the end of the bay and starting toward the runway.

Additional painting was accomplished about camp and Supply personnel commenced the first phases of parachute packing.

All of the boxes for the DAU, with the exception of the antenna, have been located. Chief GARRETT is positive that the antenna is here, so it would seem that the missing boxes are those containing the DAU test equipment, etc. The antenna installation of the LF DF will pose an additional problem, for it must be removed by at least thirty-five feet from all other metal objects and should be erected on a high mast.

Teletype tests with Balboa were quite satisfactory. It was noted that Little America has had difficulty with both their machines, in that they believe warped shafts are present and no spares are available.

The Electricians spent the entire day overhauling the Fire Alarm System which, prior to their starting in the morning, was an endless succession of short circuits.

GCA personnel mounted the second tank on the generator sled and continued the interior compartmentation of additional communications equipment in their already overcrowded control tower Ð the tower that COMNAVSUPFOR states we do not need.

DR TAYLOR commenced annual physical examinations for all officers and both he and DR KNOEDLER are conducting pre-polar examinations for all personnel scheduled for SOUTH POLE STATION.

Thursday, September 20, 1956

This was a rather clear day, the sun being visible from 0830 until almost 2000. Temperatures stayed below the zero mark with a high of minus three and a low of minus sixteen. Periods of calm and then gusts to thirty knots were experienced throughout the day, but the blowing snow is limited in scope and did not seriously hamper work at the runway or in camp.

Several hundred additional feet were completed on the runway but, as the day crew returned to camp, they brought word that the D-8 operators were having to hold the gear shift in the reverse position by physical force and that considerable grinding was heard from the transmission box. This is due to our inability to replace the forward and reverse gears; several weeks ago, the D-8 was brought in with virtually the same trouble and the transmission housing was stripped away and it was learned that both the idler gear and the forward and reversing gears were badly worn. We did have a spare idler, but no spares for the other two gears. Now, the wear is increasing and it is only a matter of time until, due to its faulty transmission, the D-8 will no longer be operable without additional parts. In view of this, a message was sent to COMCBLANT and the Advance Task Force

Echelon in New Zealand, requesting the earliest procurement and delivery by first plane of a set of the two gears and appropriate gaskets. Information was also requested as to the delivery plans for the torque engine.

The night crew turned to but, shortly before midnight, the voltage regulator began giving them trouble on the D-8 and the Mechanics were dispatched to the runway site to remedy the situation. Both D-2's became inoperative due to no lights and they were brought back to camp, repairs made, and then returned to the runway.

The laying of the fuel hose from the main avgas tank to the runway, proceeded at a good pace although it was found that, in putting down the first section, sufficient slack was not allowed. This was discovered when the crew took apart a section of the hose laid the previous day in an attempt to remove an air lock which was preventing passage of the AVGAS through the hose. Upon disconnecting the two pieces, they separated several feet from each other and no amount of pulling would bring them back together. A D-4 was brought to the scene and the situation was remedied but, hereafter, more slack will be allowed. An additional forty sections were laid and more broken off the hill for subsequent melting.

The Builders, augmented by the day pumping crew, in camp because no pumping was possible due to the necessity of clearing snow first, completed the entire exterior shell and fifty percent of the interior installation in Building No. 30, the Officer's Head. This completes the DEEPFREEZE I Building Program at Williams Air Operating Facility. In mid-afternoon, HISEY suffered a back injury when he attempted to throw a foundation sill from the deck of the Head to the rooftop where two Builders were waiting to receive it. The peak of the sill's rise was short of the grasp of the men on the roof. Down came sill, then HISEY and all, as it caught him across the back but, fortunately, missed his spine. He is resting comfortably in Sick Bay under DR TAYLOR's watchful eye and, apparently, his injuries are limited to a very bad bruise with a possibility of an interior blood clot.

The Utilitymen and the Electricians have prefabricated most of their installations for the head and it will be ready for operation tomorrow evening. The Mechanics continued to work on Weasels and preparing additional tools for POLE STATION.

LT EICHHORN and ENS BAKER spent the afternoon moving gear out of the Survival Quonset down to the storage area prepared for them in the Aircraft Metal Shop.

Plans were laid out for the interior compartmentation of VIP Quarters and Transient BOQ's.

The Sledding Contingent exercised several teams during the day and are now planning for an extended trip to Cape Royds this coming week.

Several voice conferences were held during the day between LCDR CANHAM, CDR WHITNEY and LCDR GRAHAM. In the morning, LCDR GRAHAM called to discuss the problem of setting up an alternate homer should the field homer go out and wondered about the code identification for the secondary homer. It was explained that, here at

AIROPFAC, there was no intention of permitting an ADF approach as our Homer is necessarily located within the camp area and the surrounding hills and ridges make any ADF approach an extremely hazardous one.

In mid-afternoon, CDR WHITNEY called LCDR CANHAM to the Communications Building to discuss via voice, ComNavSupForOs 191350Z. This message gave a detailed breakdown on the flights arriving in New Zealand on the second and third of October, citing the number of passengers and pounds of cargo. This message referred to a Chief Yeoman and a TE2 for your Staff. CDR WHITNEY offered their use to us at McMurdo which was very much appreciated, but it is felt that this message was incorrectly addressed and that it was intended for CTG 43.5. CDR WHITNEY acknowledged that it might be so and stated that he would send a service on it.

In the evening LCDR CANHAM and LTJG BOWERS talked to CDR WHITNEY on the difficulties of the D-8. The spare gears required here at McMurdo are available at Little America, but of course there is no way of transporting them here. CDR WHITNEY did approve of the forwarding of a request for delivery of these items by the first plane.

Friday, September 21, 1956

This was a comparatively clear day with brisk winds to forty knots. Temperatures remained cool with a range of minus three to minus thirty, but the runway crew stripped another two hundred feet at the East end of the runway and 170 feet out of the taxiway. At the present time, the Eastern end is ready for flooding and so, tomorrow, a hole will be drilled with the ice auger and flooding operations will commence. A little snowfall occurred during the evening, but the night crew was still hard at work at midnight. The transmission in the D-8 groans and growls considerably, but has gotten no worse.

The interior work on building number thirty was completed. Supply personnel, together with TSGT WILLETT and GORITY, who hobbles about on his crutches, started to pack the large cargo parachutes.

The laying of the POL hose progressed favorably and an additional tractor crossing was placed along the line. At these points, the hose is put through heavy conduits and the crossings are well marked by empty drums and red flags.

Word was received from the Fuel Depot, Navy Supply Office, Washington, DC that we were authorized to use the contaminated diesel provided the resultant mixture had a minimum flash point of one hundred degrees Fahrenheit.

Word was received from COMCBLANT THAT THE d-8 ENGINE FOR THE Torque Converter is on the GLACIER.

COMNAVSUPFOR sent a blast to CDR WHITNEY concerning their use of their amateur radio and something to do with commitments given station K2BY regarding privileged press circuits and radio photo transmissions.

Chief FLANAGAN has completed the installation of the automatic keyer on the low frequency homer and we will request that Little America guard our transmissions for a period of twenty-four hours and advise us of the results obtained.

Saturday, September 22, 1956

This was another clear day with winds still up to forty knots and temperatures ranged from minus six to minus twenty-one. The day runway crew turned to, ready to commence pumping operations. However, the ice auger would not work and the entire apparatus was brought back to camp for repairs. Although the Mechanics worked on it throughout the day, they were unable to locate the trouble and the pumping crew returned to camp for work in their various divisions. Early in the morning, the night crew returned to camp for work in their various divisions due to the very poor visibility, but the same crew turned to on their evening shift today, although this is normally a holiday for them. From now on, the D-8 will be kept running twenty-four hours a day every day until the runway is completely cleared or until the D-8 breaks down.

With bright sunshine, everyone seemed to turn to with new vigor and much routine work was accomplished along with a great deal of cleanup, as with the sun's bright light, many areas have an extremely littered appearance and those who work in them seem very conscious about this now.

The POL crew worked until late in the evening and will turn to again on Sunday if the weather is satisfactory. Two more days will see the entire line completed.

The IGY boxes stored in the Electricians' Quonset were removed and placed in the Parachute Loft and all is in readiness for the Builders to commence their interior work on Monday.

The Sledding Contingent made preparations for a Monday departure for Cape Royds. They will return Wednesday, weather permitting. Accompanying them will be LTJG EICHHORN and Chief HUBEL. These two going along to receive some additional experience that will serve them in good stead both at BEARDMORE and at the POLE.

Names of personnel of MCB ONE or MCB(Special) (Det Bravo) arriving either by the first aircraft or the GLACIER were received. LT MC NEIL, LT BERGSTROM's relief will arrive by air and LT CAVENDISH, LT BOWERS' relief, will arrive on the GLACIER.

Indirect news was received on the New Zealand expedition when CTG 43.5 requested information regarding our method of grounding and counterpoise and stating that the details would be passed to the New Zealanders who are scheduled to establish a camp across the bay from us near Ferrar Glacier.

The lines and anchor chains of the YOG once again grow taut but, otherwise, all seems to be very well with them.

With the return of the sun, the photographers are spending a great deal of time out of doors filming the various outdoor activities.

The "All Hands" meeting brought the crew up to date on our plans for transient quarters and the numbers of personnel coming in.

It was a rather quiet happy hour and the camp, other than the mess hall, secured at an early hour.

Sunday, September 23, 1956

This was a beautiful day with a brilliant sun and moderate winds to twenty-two knots and rather high relative humidity which made everyone feel the otherwise mild temperatures which ranged from minus eight to minus twenty-three.

The POL crew and runway people turned to and had an excellent days work although the auger was still not operative. By late evening, the Mechanics felt that the ice auger was ready and so, tomorrow morning, another attempt will be made.

During the day, numerous groups took to Observation Hill and skiing. Quite a ski run has been developed on this side of the hill and each day finds more novices tramping up the slopes to get some instruction on skiing from Mr. WESSBECHER.

Chaplain CONDIT did some work on the cairn for WILLIAMS and its silhouette now appears very clearly from camp.

Church services were very well attended and there were no extra visits to Sick Bay due to the day's outside recreational activities.

HISEY is up and about now, although still limited in what he can do.

A voice conference was held with CDR WHITNEY and LCDR CANHAM discussed the forthcoming initiation of an operational teletype circuit between IRIRANGI and McMurdo. Chief GARRETT, ZIKELI and Chief MC CAFFERY then discussed the problems involved and ham radio had a good night with four patches getting through and quite a bit of ham grams traffic.

It was after 2100 that lights were required within the camp and even at midnight there were evidences of light in the Western sky. As the number of days shorten until the arrival of reinforcements, the personnel in camp seem to draw additional strength inversely proportional to the number of these days. The sunlight helps, but the knowledge that their jobs here are nearing an end is by far the greatest force and source of strength.

Monday, September 24, 1956

An overcast at about eight thousand feet kept the direct sun's rays out of camp all day, but the winds did not exceed seventeen knots and a low temperature of minus twenty-seven was experienced early in the morning with a gradual warming to minus two in the late afternoon.

A broken cable and pump trouble again plagued the pumping crew and it was not until 1500 that the water began to flood the rough area. WAGNER and his crew worked on until midnight in order to take advantage of the fully operational status of the pumping apparatus. Light snow began to fall at about 2100 but, as the winds remained calm, the snow was not a great problem. The D-8 cleared away places for berms for the four gas tanks in which AVGAS will be stored. Chief DOREŐs crew installed two nine hundred gallon tanks and two ten thousand gallon tanks.

The night runway crew is experiencing great difficulty in removing the last eighty feet of the taxiway as it is in this area that they must push back what was formerly the side of the runway which is heaped high with very hard snow.

The sledding teams got off at 0830 for Cape Royds. Those making the trip were LTJG TUCK, PRESCOTT, ENS BAKER, LTJG EICHHORN, and Chief HUBEL. The plan is to go to Cape Royds the first day, return to Cape Evans on the second and back into camp on the third. The group planned to send a flare up at 1900, but no sign of it was observed from camp. However, no great concern was aroused for Cape Royds does not lie within our line of sight and, further, at 1900 there is considerable light in the skies which would make it extremely difficult for one to observe a colored flare.

The Builders continued to install mastic in the Quonsets and NIEMEYER started the interior compartmentation of the transient BOQs.

Both Supply and Aerology departments devoted a good bit of time to cleanup in addition to their regular duties and the camp areas are beginning to look much better.

Little America was unable to read our aircraft homer on 528KCS. This might well have been due to the ionospheric disturbances which have also impaired our regular communications facilities with Little America. Tests will again be conducted at a later date. It was noted here that, due to the lack of a set frequency by crystal, within a twenty-four hour period what had been 518KCS drifted down to approximately 499KCS.

Additional slack was placed in all the YOG anchor chains. One new wire was put in for the YOG-34 as the forward line gave way yesterday due to tidal action.

Communications had a rather quiet day with official traffic, but four voice conferences were held with Little America and there was considerable amateur radio activity. The voice conferences varied from the passing of the pay list and a discussion of the duty assignments for GCA personnel to the two in the evening which centered around amateur radio messages.

The first was a call by LCDR CANHAM to CDR WHITNEY at 1840. LCDR CANHAM was informed earlier that RADM DUFEEK was being brought to the microphone of the Ham in Barbers Point, Hawaii, and proceeding immediately to the Ham shack, LCDR CANHAM talked to Admiral DUFEEK, CAPT CORDINER, and CDR HARTMANN for a period of approximately fifteen minutes. Their planes took off immediately afterwards for Canton Island and all VX-6 aircraft are estimating to be in New Zealand by the second of October, barring any unforeseen difficulties. Admiral

DUFEK passed along his very best to all hands and greetings which were relayed over the PA system shortly thereafter. Captain CORDINER assured us that, when they reached New Zealand, they would again make contact with us via amateur radio. Immediately following this conversation, LCDR CANHAM talked with CDR WHITNEY to tell him of the contact and passed along the Admiral's best wishes. Shortly after the termination of this voice conference, LCDR CANHAM was called down for a further one with CDR WHITNEY. This evening had been the occasion for a three-way hookup with a group of Shriners in the antelope Valley of the Mojave Desert in California and Little America and McMurdo. Earlier discussions on this had taken place between CWO SINGER and LCDR GRAHAM and it was planned to have all Shriners from both Antarctic stations in the Ham Shack to pass greetings on to the group back in the Mojave Desert. No specific plans had been received from Little America other than the time and frequency schedule. Following the initial call-up, the operator in California told GARRETT to go ahead, whereupon GARRET, CWO FISHER, CWO SINGER, MSGT DOLLEMAN, AND ELMO JONES proceeded to give a brief ad lib greeting, whereupon it was turned back over to California who then asked Little America to continue. Little America had prepared a tape for the occasion and proceeded to run it. It was during the running of the tape, which lasted approximately thirty minutes, that CDR WHITNEY called LCDR CANHAM and told him that Chief GARRETT had completely ruined the program as set up by GRAHAM and CWO YOUNG. CDR WHITNEY stated that any further violation whatsoever on the part of Chief GARRETT would result in a direct order from him that GARRETT would no longer use the amateur gear. As LCDR CANHAM was not a Shriner, he had not taken part in the program or the planning of it, but upon listening to the remainder of the tape, it was evident what had been planned but, unfortunately, those at Little America had not told any of the Shriners here of the details which they hoped to carry out this evening. At the end of Little America's tape, CDR WHITNEY, acting as moderator, proceeded to introduce the brothers from the McMurdo Sound Area. Actually, what transpired was that all those personnel here went on the air live prior to the tape. Our people, of course, had not realized that an introduction was coming up via the tape and the Shriner in California had given the go ahead to McMurdo. This was unfortunate misunderstanding but, if LCDR GRAHAM or CWO YOUNG had divulged the complete plans to CWO SINGER, this would not have come about. Nevertheless, CDR WHITNEY's orders were passed along to GARRETT and instructions given to give way to KC4USA at all times. There are many times when it is felt that the Ham gear has created more friction than harmony and, today was certainly one of those days. It is interesting to think ahead to the next winter's operations when there will be approximately seven American Ham sets in the Antarctic and one can just imagine the confusion and consternation on who has what frequency at what time.

DR. TAYLOR finished the one year extension physicals on a number of camp personnel and neared the halfway mark on the officers' annual physical examinations.

Tuesday, September 25, 1956

Blowing snow and rather high winds stopped the night runway crew in the early morning and these conditions prevailed until late afternoon. The winds peaked at 44 knots, but there were a few periods of calm. Temperatures ranged from plus one to minus fifteen

The D-8 was brought into camp in the morning for maintenance and the cab had to be tightened all around as it was very close to coming completely off due to the extreme vibration which it suffers daily in its work. In the late afternoon, upon completion of the D-8 maintenance work, Chief SLATON took the D-8 down to the foot of the hill and dozed all the honey buckets together in one large ridge which eases the eyesight somewhat and should also help reduce the intensity of the odor upon the arrival of warm weather.

The night crew turned to and took the D-8 to the strip. Shortly before midnight, the forward gear gave way and it was not possible to operate the transmission and the blade at the same time, as both hands were required to hold the idler gear in engagement with either the forward or the reverse gears. This is the condition which has been feared ever since the difficulty with the reverse gear was encountered. The next 48 hours will determine whether or not anything can be done to temporarily remedy this situation.

Earlier in the evening, LT BERGSTROM, LTJG BOWERS, and LCDR CANHAM met for several hours in lengthy discussion on the runway. An examination of the flooding area, earlier in the day, had revealed that, in some places, which had been flooded for at least two weeks, there still existed layers of water between newly frozen ice indicating that the technique used was not the proper one for this area. With time, the freezing and solidification will be complete, but the question is how much time must elapse before the newly flooded areas are perfectly safe for operation. As this type of runway construction has never left the experimental stages, the work here has largely been based on what would appear to be logical assumptions. Unfortunately, some of the assumptions have turned out to be in error. But, lessons learned now will have great value for those who follow in the future. With each passing day, it is also very apparent that the planning at the highest level never envisioned the type of situation that has been encountered. The equipment for the job at hand is entirely inadequate, both in construction and in quality and quantity.

It was decided to complete the flooding in the center section of the six thousand foot strip and then to put in a two hundred foot wide extension on the parking area, traveling both East and West, which would, in effect, establish a dual runway. It might well be that smooth ice would not be encountered for the entire six thousand feet, but we are almost assured of over four thousand feet of comparatively smooth ice which would enable the VX-6 aircraft to land without too much difficulty.

Ultimate plans would be, of course, to continue stripping the actual runway and using it as the primary strip for the peak of operations. Simultaneously with this change of plans, we will also, during the day, put in a highway to the new ice area and there lie out an alternate strip using the land planer in the event the D-8 remains inoperative until the initial VX-6 fly-in.

The Builders completed the interior work on the first of the transient BOQs and accomplished two thirds of the compartmentation in the second BOQs. Bunks and lockers were placed in each, and the actual layout was checked for spacing. On the first bad day, crews will be turned to within the Quonsets to actually put up the bunks, lay out the mattresses and arrange the lockers. Some modifications will have to be made to the

wiring arrangements presently existing as the overhead lights will become very objectionable to all hands due to lack of individual rooms which will mean that, in a Quonset, the overhead lights would flood every room and undoubtedly cause some difficulty in getting to sleep.

GCA personnel had the SPAR gear put on the toboggan sled and then learned that they must put an extension in the form of a 2 x 6 on the sled as the Spar's triangular base will not fit entirely within the limits of the sled itself.

Chief FLANAGAN is having difficulty with the UHF gear & the receiver functions properly, but the transmitter is, at the present time, inoperative. A concerted effort is now being made to get five Weasels in good running shape. To do this, it will be necessary to survey three other Weasels in order to obtain the proper parts. All the Weasels have been in service far beyond their normal life and almost every spare in camp has been used.

Word was received that Admiral DUFEK reached Canton Island and would be departing for the Fiji's immediately.

During the evening hours, over AFRS, a twenty-five minute program was received, such program being a taped interview between RADM DUFEK and representatives of Newsweek Magazine and the Scrip Howard newspaper syndicate.

The last smooth rough of the information bulletin was completed and it is intended to go to press before the end of the week.

The flare was not sighted from Cape Royds/Cape Evans group although, once again, the amount of light in the sky would seem to prevent visual observation of any flare at 1900, the time which LTJG TUCK had stated that he would fire such a flare.

Wednesday, September 26, 1956

This was a beautifully calm day with nothing but extremely high scattered clouds to mar the almost twenty hours of sufficient daylight to work without artificial light. The temperatures ranged from plus seven to minus fourteen with maximum winds of forty knots.

Chief SLATON and the mechanics, with much assistance from LUNDY on the lathe, are hoping to have temporary repairs completed on the D-8 by tomorrow evening, such repairs to at least permit the cat's operations for an additional two and a half weeks.

The pumping crew finished the flooding at the far eastern end of the runway strip. The daytime tractor crew made several passes with the land planer for a roadway which branches off the main Burke Boulevard. LT BOWERS found 6300 feet of almost crack-free ice in the second field of the new ice area; an area where, a week ago, LT BERGSTROM, LTJG BOWERS and LCDR CANHAM had taken corings and made a visual examination. Coring at that time were seventy-seven inches in depth.

Additional news on the ice field was brought back by the sledding group who returned from Cape Royds. On their arrival at Royds on Monday evening, they could not see any

clear water but, on the following morning, when they arose, the ice was out all the way South to a point starting at Cape Royds and running in the general direction of Mount Lister. A large lead was also sighted running from Royds in the general direction of Mount Discovery.

A coring was taken in Glacier Channel and showed seventy-nine inches which gives us less than two inches growth over a period of a month.

The steel shop finished a number of metal supports for the modified man-hauling sleds which the sledge contingent is making.

Word was received from Detachment Bravo that the only members of the Sledding contingent this coming year would be two enlisted personnel and one a third class and one a nonrated, neither of whom have had any previous experience with dogs and sledding. The Detachment requested that they be given training here. As has been pointed out in the past, to assume that a rescue team exists merely because the equipment is at McMurdo is erroneous. It will be far better for them to return the dogs to the States for, with but two personnel, virtually untrained, it will be all they can do to keep them fed and their sleeping quarters clean during the winter months.

The Builders finished up the second transient BOQ and prefabricated the partitions for the VIP Quarters.

Chief DORE's crew continued to ready additional POL hose, in the event we were forced to move to the alternate site.

Detachment Bravo came in with a request in plain language for the amount of whiskey and brandy on hand. This activity answered with an encrypted message and, in it, pointed out pertinent facts which had already been transmitted sometime ago to the Task Force. CDR WHITNEY sent a coded message and also a plain language message. His 160140Z, the latter, represented a complete violation of security measures as it stated that the answer to this plain language message would be sent separately and would be encrypted and also referred to a previously encrypted message which he said gave the usage data for the same subject.

A twenty-four hour teletype test will be run with Balboa commencing Sunday. In connection with this test, ComNavSupFor came in with a message which, more or less, stated that a RATT circuit with Balboa would be a wonderful thing and McMurdo was to go ahead and make all the tests necessary. This is in addition to extensive teletype transmission and reception apparently planned between McMurdo and Irirangi (NZ) Both these circuits and other as set forth in ComNavSupFor's original OpPlan. The fact that we do not have the new ComPlan and that we are unaware of the pertinent facts regarding it, puts us at a distinct disadvantage. The plans for this facility were submitted in August to the Task Force. These plans outlined the various circuits that would be planned for the number of personnel required to perform the job. As no adverse comments were received at that time, it was assumed that the arrangements were satisfactory. This assumption is obviously an error. Whoever is originating messages

from COMNAVSUPFOR regarding communications facilities is completely unaware of the equipment on hand at McMurdo.

A message was received from ComNavSupFor requesting that a site be selected and prepared, if possible, prior to the arrival of the cargo ships, for the 250,000 gallon storage tank to be erected as part of DEEPFREEZE II construction. This will be item number one for LT CAVENDISH upon his reporting off the Glacier.

From this day on, the amateur radio service will be handled by three personnel, Chief GARRETT, Chief BARGER and RM1 MONTGOMERY. This will be done on a rotational basis.

In the evening hours, a complete set of the rainbow colors could be seen in a small group of very high cirrus across the bay over the Victoria Land. As the evening deepened, the colors seemed to soften and spread and it resembled a huge artists pallet with splotches of reds, greens, blues and all their variations.

Thursday, September 27, 1956

The weather remained good as temperatures ranged from plus one to minus twenty-eight. The wind blew rather steadily throughout the day, occasionally reaching peaks of thirty-three knots and, to those working outside, it felt much colder than the temperatures would indicate. (Feels like Ð94)

The roadway to the alternate runway site was completed and marked, having been gone over five times with the Land Planer. The designated runway itself was also finished as, actually, all that had to be done was to level off a few places where the snow depth rose a bit higher than its normal four to six inches. Hope is still held out for the use of the main site even though it might be that an extension of the parking area would act as a temporary runway. For here, it is only a mile and a half from the camp itself and the entire logistics problem would be eased. The strip itself is under easy visual surveillance with the use of binoculars from the facility whereas, with the alternate site, one must go to Hut Point in order to catch sight of it and it is almost five miles from camp, which poses an extremely difficult fuel and transportation problem.

The Mechanics, Steelworkers, and LUNDY continued the temporary repair to the D-8, but it will be yet another day before any results are known.

The Builders continued to work in the transient quarters and prefabricated some additional necessary pieces of interior furniture required for the various working spaces.

Bunks and lockers were moved into the various transient quarters and, in the evening, Chief STITHÕs crew turned to and set up bunks and lockers for two of the three transient Officer Quarters.

Supply continues to clear away a very large area in the nearby storage space and neatly stack the boxes of material, which have come out of these spaces, in one long row adjoining honey bucket lane.

Additional cleanup was effected in camp and the lettering layout was completed on the large "Welcome" sign.

CDR WHITNEY and LCDR CANHAM passed messages back and forth concerning the two RATT circuits apparently planned for NGD and permission was received from CDR WHITNEY to modify his original message in order to break it into two messages -It is felt that this will expedite the answer to the most important item and that is; Must NGD man two RATT circuits?

RADM DUFEEK was estimating WHENUAPAI at one o'clock in the afternoon. As he had previously told CDR CANHAM over the amateur radio that they did not expect to arrive in Christchurch until October 1, they will apparently stay in Auckland for the next several days.

Friday, September 28, 1956

This was another day of comparatively good weather - thirty to fifty percent cloud cover most of the day. Temperatures ranged from plus twelve to minus twelve and the winds were moderate until early evening when they picked up to forty knots.

Work on the D-8 was finally completed by late evening and the preliminary tests indicated that the repair work had been successful. Tomorrow's runway crew will turn to with it and time will tell if the build-up will hold. This overhaul of the D-8's transmission was principally the work of Chief STATON, RANDALL and the Steelworkers, along with LUNDY, who turned out numerous new parts and refinished the facings on numerous gears and spacers from the transmission chamber.

By secure time of the day shift, all the equipment had been returned from the auxiliary site except one Wanigan which will be left there as long as the possibility exists that the strip will be used.

At the main runway site, WAGNER, UT1 suffered an extremely painful and perhaps serious injury. While returning from the far end of the runway and riding atop the Weasel, which also held an empty drum being returned for the two dollar deposit, a bump set the barrel in motion and WAGNER slid on the slippery surface of the Weasel and was partially struck by the barrel resulting in him falling over the side. As he fell, one leg and foot was momentarily snagged on the Weasel's top railing; causing him to strike the ice on his head and the upper portion of his shoulders. He did not become unconscious, but was in extreme pain. SCOTT, who had been driving the Weasel, fireballed the Weasel into camp and DR TYLOR, SCOTT, Chief SLATON and LCDR CANHAM returned to the scene of the accident in two Weasels, taking with them the field stretcher and subsequently carried WAGNER a quarter of a mile back to the Wanigan. Due to the considerable amount of clothing that Wagner was wearing at the time, further examination was not attempted until his return to Sick Bay. A one ton sled was prepared by placing a mattress and a thin layer of sleeping bags and finally the stretcher atop this. The whole topside rig was tied down to the sides and two people rode with WAGNER on the sled while DR TAYLOR watched from within the Weasel for any signs regarding the extreme pain or new developments in the situation which would cause the weasel to stop.

Word had been passed along into camp to have sixteen personnel meet the weasel at the bottom of the hill that he might be hand carried over this comparatively rough portion. An additional morphine syrette was administered about half way into camp. The Weasel was met by virtually the entire camp at the bottom of the hill and WAGNER was rapidly transported to the Sick Bay where further examination indicated good probability that the injury was not one of dire consequences & serious, certainly, because it affects the back, but apparently there were no serious breaks. DR TAYLOR spent the entire day and evening with the patient. DR TAYLOR is severely handicapped by the lack of an x-ray Machine (now inoperative due to no spare tube).

Within camp, supply continued to restock the remaining items in the lower supply dump, condensing and inventorying them.

The two transient BOQs were placed in eighty-five percent readiness. The only additional work being some clean-up and rewiring of electrical circuits.

ELMO JONES and CWO SINGER spent the afternoon at the alternate runway, filming the final stages of its preparations.

In the evening, CHAUDOIN, HILL and SWARTWOOD finished up the tremendous task of printing and compiling the Williams Air Operating Facility Information Brochure. The work on this project has taken many long hours on very trying work, particularly in the layout and individual page preparation insofar as fitting the format and accomplishing the necessary stencil splicing that was required. Ninety-five percent of all this has been done by CHAUDOIN; most of it during his normal off duty hours.

A voice conference with CDR WHITNEY confirmed the fact that CAPT FINN RONNE will be at WEDDELL SEA in the coming operations. It is not known at the present time if he will be wintering.

The communications picture continues to grow more and more complicated and confused. Messages from the staff level clearly indicate several distinct ideas about the handling of traffic and to a subordinate unit able to handle only a limited amount of traffic, it is very confusing to attempt to discern which of these ideas or plans will pertain. As this whole thing will start rolling in rapid fashion within the next two and a half weeks, time grows very short for us here to establish procedures which will provide maximum communication efficiency, accuracy, and rapidity to the various Task Force units. To attempt to establish plans to do these things without having firm outlines from the Staff is difficult. We, here, could certainly establish what, to our mind, would be the proper thing. This, however, might turn out to be rather contrary to what the Staff Communications Officer has in mind. But, for some reason, we cannot seem to get a specific answer on exactly what these desires are.

Chief DORE's crew finished up cleaning out all of the three inch POL hose and we now have an additional section 4450 feet long which is ready for use.

The release forms for Disney were completed with the exception of LT JORGENSEN who refused to sign one, and the forms were turned over to ELMO JONES.

Saturday, September 29, 1956

This was another beautifully clear day and at 0705, the D-8 drove through the old crust on the side of the parking area and added 160 feet to the Eastern part of the new landing strip. The night crew turned to promptly at 1900 and were going strong at midnight. They worked on the runway too, as it was decided earlier in the day to have only the day crew work on finishing the taxiway. Chief STITH's group has done all but the last hundred feet and there are windrows piled well over thirty feet above the ice. Even in semi-darkness, an accident might occur which could be prevented by the daylight, so no chances will be taken.

The Builders completed their compartmentation of the VIP quarters and did an excellent job on it. All that remains are a few small desk type tables to install and to hang the door curtains and move the back stove up to the lounge area. Then, all will be in readiness.

Supply completed the restacking of the food at the one centralized location and this portion of the Supply Dump is now well cleared of debris and appears exceedingly neat. CHIEF Hess's group will return once again this coming week to the packing of parachutes.

With the D-8 repairs completed, the mechanics and steelworkers returned to readying additional weasels for camp use.

Chief FLANAGAN is still encountering difficulties with the UHF and, although it is installed in the control tower, the transmitter is not operative.

The latest flight reports on the VX-6 aircraft indicate that all is well and they are not encountering any undue mechanical difficulties. The bulk of the squadron is now at NANDI.

The "All Hands" meeting was highlighted by the distribution of the information brochures to the crew as the result of the continued hard work of CHAUDOIN, HILL and SWARTWOOD who, at every spare moment, worked on the assembly of the pages and got ready over a hundred units by 1900 today.

With but a bit over two weeks remaining, the majority of camp personnel have shorn their long locks and are finally admitting that the day of arrival of the summer group is not too distant.

The evening was comparatively quiet and light lingered in the sky throughout the night.

Sunday, September 30, 1956U

There was a bright sun with occasional patches of high overcast. Temperatures surged to plus seventeen, but also dipped to minus fifteen. The winds were strong and gusty throughout the afternoon and evening until approximately 2200 when they again diminished to a virtual calm. Actual gusts in camp were forty-four knots although the parties that took to the ridges during the afternoon would testify that they were a bit above that outside of camp.

A small group made a rapid Weasel trip to Cape Evans and back and many other personnel visited Observation Hill, Crater Hill and Arrival Heights.

BICKNESE and OLIVER turned to at 0800 to relieve the night shift at the runway in operating the D-8. The night crew had rolled up an additional 200 feet of new runway area. The D-8 is operating smoothly although it has a tiny hum in the transmission. BICKNESE and OLIVER worked at the taxiway until shortly afternoon when the strong winds forced them to resume stripping snow from the runway as visibility around the taxiway area was zero.

At the Officer-CPO meeting, the 'must do' items for the coming week were brought up. Among these were the completion of all the transient officer housing and two Quonsets for transient enlisted housing; the erection of the two new flagpoles; dozing the streets in camp to rid them of the excess snow accumulation; the installation of the secondary PA system and additional outlets to the regular PA system; the conducting of tent life experience for the Pole Station personnel; the readying of the 4200 pounds of chain and chain binders for shipment to Little America; installation of one good AN/GRC-9 in a Weasel which would be used for line maintenance; the completion of the revision of notices and instructions and the preparation of many additional signs for buildings etc. about camp.

CHAPLAIN CONDIT has discontinued choir practice until the arrival of the summer group.

Monday, October 1, 1956

This was a very pleasant day; much sunshine with temperatures a bit cooler Ð a high of plus one and a low of minus sixteen. The winds peaked at twenty-nine knots although there were many periods of calm during the day.

Much progress was made at the runway by both the day and the night crew and they were able to keep the D-8 in operation twenty of the twenty-four hours. By midnight, the taxiway had only a good days work until it is finished and the parking area had received an additional six hundred feet over that which it had on Saturday morning. The hum continues in the D-8's transmission, but it is functioning very satisfactorily.

Members of the pumping crew were turned back to their various divisions within the camp.

The Utilitymen completed the move of two stoves into the beer hut and transferring the after stove in the VIP quarters to the lounge area. They are also readying barrels for fuel storage for those Quonsets which are now without them.

Two of the Builders commenced the installation of insulation in the beer Quonset and will then proceed to erect plywood bulkheads and overheads. BEVILACQUA and MCCORMICK worked on Pole preparations.

Chiefs KENNEDY and HESS located the chain which we must have air delivered to Little America at the earliest opportunity.

The Aviation Department broke out the R4D skis from the supply dump and readied them for transport to the runway where an immediate change will be made upon the arrival of the now wheel equipped R4Ds.

The RATT test with Balboa was quite good from McMurdo's standpoint and fair to poor as far as Little America was concerned. Regardless of these results, however, we cannot guard two RATT circuits, as to do so would eliminate our communication facilities with aircraft, Beardmore, South Pole and Little America. Information from New Zealand states that RELE WREN is presently at Irirangi and is coordinating the RATT circuits between Pearl and Irirangi and Irirangi and McMurdo. The same message stated that the McMurdo/Irirangi circuit would be operative after a test in the near future.

A message was also received that CDR JORDA had arrived at Wigram and CDR WARD's R5D departed Barbers Point for Canton Island.

A meeting between LT JORGENSEN, ENS BAKER and LCDR CANHAM was held in the Officer-in-Charge's office concerning the probable forthcoming changes in weather schedules due to the RATT circuits. Something must give and, with the fly-in imminent, it is certainly not desirable to have weather take the back seat. If nothing is heard in the next week from the staff in New Zealand, an appropriate message will be released.

Additional cleanup was made throughout the camp and departments with outside storage continued to regroup, straighten and inventory the many boxes.

The Builders are fabricating benches for the rear of the Power House that the Utilitymen may have an appropriate shop. The Power House watch started the laborious job of painting the deck.

WAGNER continues to improve and is anxious to get up and walk about although this must necessarily wait several more days of close observation.

Additional photographic prints were made for the crew's picture scrapbook by HILL, SWARTWOOD, CHAUDOIN and RIGG. 108 of the prints already done were sorted by LCDR CANHAM and LT BERGSTROM with ninety-five individual packages being assembled for distribution tomorrow to most of the personnel concerned.

The UHF gear is finally completely operative and installed in the control tower and both the Air Controlmen and Electronics Technicians worked on the completion of the wiring of the tower and its component pieces of equipment.

There was sufficient light at midnight to stand outside and read a newspaper if one were able to obtain a newspaper.

Balboa informed us that the "Bums" had taken the national league pennant and also stated that they would keep us informed daily of the World Series scores.

Tuesday, October 2, 1956

Good weather continues, although the relative humidity is high and what winds there were, peaked at twenty-seven knots today, pushed the cold to the marrow even though the temperatures were only minus twenty-two to plus one.

The runway crews were able to work two full shifts again and the D-8 continues to function satisfactorily and the taxiway was completed. At midnight, the total length of the new runway site, with the snow cleared away, was 1800 feet and our first goal is five thousand feet although actually forty-five hundred should take care of the VX-6 aircraft.

Chief DOREY's crew continued to work on readying the skis for mounting on the R4D's and rechecking the Herman-Nelson and APU units.

Chief FLANAGAN worked with GCA and he hopes to complete the interior control tower wiring by tomorrow evening.

The decision to go to the main runway site or to the alternate will be made by Monday morning as, by that time, we should have over three thousand feet and, if we do, we will feel quite confident that an additional fifteen to twenty hundred can be obtained by October 15. Two items will tell the story and the weather and the staying power of the D-8. A chart has been prepared and placed in the Mess Hall to indicate to the entire crew each day's runway progress.

Within camp, all hands are extremely busy readying facilities and equipment for the incoming summer group. The Builders will have an additional three days work in the old Beer Quonset. They are having to line the walls with plywood as the masonite is all gone.

The UTILITYMEN extended the height of the stacks alongside the new head so that proper draft would be received.

The CHAPLAIN continues to paint his white picket fence in the garage.

The first of the overnight trail parties, training personnel for POLE and BEARDMORE stations, departed camp at 1600 for Pram Point where they will establish a two-tent camp and set up an AN/GRC-9 for communications purposes. Weather permitting, they will return to camp tomorrow morning at approximately 0830.

All hands picked up the first distribution of scrapbook photos, 108 prints, with the exception of LT JORGENSEN.

LCDR NASH finished the construction of an automatic keyer which will be run off a windshield wiper motor. However, while coming up the hill to communications, he dropped it and smashed the master cam which he had built and must therefore rebuild it.

Balboa was extremely pleased with the RATT tests from NGD and requested, between operators, to continue it. However, until the Irirangi circuit is checked out, we will not become embroiled in another commitment.

During the evening, our amateur radio contacted the President of the United States' special train and talked to a Ham who had an amateur radio station functioning aboard the train

The D-4 became inoperative due to the failure of a balance gear and, as repairs would take a good six or seven days, the tractor will be left idle until after additional personnel arrive, as we cannot spare mechanics for that period of time now.

NASON received a steel chip in his right eye when he had thrown back his goggles while grinding a piece of steel. He had momentarily withdrawn the steel from the grinder but, as he drew back his goggles, the piece slipped and struck the grinder, resulting in his injury. DR TAYLOR removed the splinter and, barring infection, it will heal rapidly.

WAGNER continues to improve and, if all goes well, will be given permission to dress tomorrow for the first time since his tumble from the weasel.

Additional fire fighting equipment was brought down off the hill and placed at strategic locations.

The rewriting of Williams AIROPFAC Instructions and Notices, made necessary by the influx of transient personnel, continues at a slow but steady place.

CHAUDOIN completed 229 additional information brochures. These will be kept locked in the safe and a master check-off list will be maintained to ensure that transient personnel checking in and out do not receive more than one copy.

ALMOND was given his physical examination for a one year extension during which it was noted that he has no control over the center finger on the right hand. He suffered a cut in August 1955 which severed the tendon and they were unable, at that time, to make effective repairs. DR. TAYLOR recommended that he be sent to a Naval Hospital upon his return to CONUS to have surgery performed which would remedy the defect. This recommendation was passed to CDR WHITNEY.

Small signs, containing the numbers of buildings, were laid out and painted by LT BERGSTROM and, during the evening, by LT KNOEDLER, who had the duty..

The Photo Department has commenced the breaking out of the last items which must be readied prior to the arrival of aircraft, such as the sonic printer.

Wednesday, October 3, 1956

The weather continued to be excellent with much sunshine. Temperatures ranged from minus two to minus sixteen. Winds were moderate until early evening when they rose to thirty-four knots.

The day and night runway crews continued full pace ahead. Between the two groups, they cleared off an additional 350 feet. The D-8 continues to run well.

In camp, the same routine of the clearing up of the many camp jobs. Today, they included the erection of the two permanent flagpoles which turned out to be quite a chore, requiring the drilling rig and some fancy work by Chief SLATON with compressed air. Chief LEASE also added a dynamite charge, but the installation was completed prior to noon and the area immediately about the base of the flagpoles was flooded with water to quicken the formation of permafrost.

Several of the Builders worked in the morning with the CHAPLAIN to get his white picket fence for the Chapel out of the garage so that the Mechanics might continue with their own work and the fence itself was placed around the Chapel front in the afternoon. HISEY and NIEMEYER worked in the morning on the remodeling of the beer Quonset and spent the afternoon rehangng several doors about camp which were badly sprung.

The group that went out on the overnight trail party to Pram Point communicated with Little America who read them strength three. Little America's first question was, "Where are you and what kind of equipment are you using?" The group did not stay up on the air too long as the hand cranking became rather energy consuming.

A message was picked up from the USS GLACIER, addressed to the Chief of the Naval Section, MAAG NORWAY, requesting that arrangements be made for the purchase of five hundred penguins and three hundred seals for air shipment to the GLACIER. This one has us in a dilly and our imaginations run rather rampant. It should be interesting to eventually learn the exact nature of these beasts - that is, to find out if they are of the flesh or some type of souvenir.

Thursday, October 4, 1956

An overcast prevailed throughout the day, lowering in the late afternoon to approximately 2500 feet and obscuring most of the range across the sound. The threat of snow seemed to be ever constant and yet it only materialized several times for a period which lasted for a matter of minutes. The temperatures ranged from zero to minus twenty. The winds were erratic, occasionally reaching peaks of twenty-seven knots.

Both the day and night runway crews were able to put a full shift in, clearing an additional 325 feet.

The Builders completed the interior of the beer Quonset except for the end and the Electricians began the installation of bed lights and accomplished some modifications of wiring in the transient quarters. Their estimated date of completion is this Saturday.

The stoves have been turned up and kept running at setting number six in an effort to dry out the Quonsets and the mattresses that are placed therein. At the present time, there are many a drip from various places in the overhead in the Quonset huts due to the solidly packed snow which now lies between the Quonset's metal exterior and the insulation and masonite forming the interior overhead. The cots are being set up in the Crews Quarters and, at the present time, all have a large bow in the center section, but it is assumed that they will go down after they have been permitted to stay erect for several days.

Additional bunks were set up in VIP Quarters which is now ready for the door curtains to be hung.

HESS men began the breakout of the tents of old tent city which have been stored in the large GP tent between DUFEEK and NIMITZ Halls. These are being placed in twelve cube boxes for neat outside storage behind the Ship's Store. The GP tent formerly housing them will be taken down as it now has become a rather sad and gruesome sight, its sides having given way to the hurricane force winds that we encountered throughout the winter and during the last month.

Communications continued their overhead installation of PA system wires and commenced the hooking up of the secondary tele-talk system between Air Operations, Communications, the Aircraft Maintenance Building, and the Inflation Shelter.

Camp clean-up continued and, during the calm periods, several additional fires of trash were lit off and closely watched until the flames completed their job.

A Ham Gram was received from CDR SNAY to LCDR CANHAM which read as follows:

PRELIMINARY ALERT ON ABSENTEE VOTING X BALLOTS BEING COLLECTED BY THE NEW ZEALAND AMBASSADOR FOR FIRST IN FLIGHT X HOPE TO GET BACK OUT ABOUT 1 NOV BUT NO CONFIRMATION X HIGH LEVEL PRIORITY ON PROGRAM AND SHOULD BE COVERED PUBLIC RELATIONS AS WELL AS JONES AND BEEBE X REGARDS SIGNED WHIP.

We are still lacking clarification, however, on such matters as how this facility will handle two RATT circuits and yet carry on its weather schedules, contact with aircraft and with the Pole, Beardmore and Little America Stations. As we have but two transmitters, we suffer serious limitations in this respect.

CDR WHITNEY called CDR CANHAM by voice at 1910 and advised him that RADM DUFEEK wished to hold a three-way voice conference on the ham gear this coming Sunday at 1100. CDR WHITNEY had also received a similar message from CDR SNAY.

WAGNER is able to go to the Mess Hall for his own meals now and states that his back is feeling quite well.

Aviation personnel completed the thaw out of the Herman-Nelson's and APU's and will commence hauling their various pieces of equipment to the service runway as soon as a positive decision can be reached as to whether the main runway or the alternate will be used.

All of the BEARDMORE gear has finally been collected in one place and is now being inventoried and assigned flight priorities.

Chief FLANAGAN has experienced some difficulty with the CPN-6 as, instead of sending the top and bottom sections for its antenna, we received two bottoms. So, LUNDY is having to do some machine work and turn out a top section.

The overnight training of personnel continued with another group of four going to Pram Point.

Friday, October 5, 1956

The weather continued to be satisfactory although the combination of a rather constant wind, peaking at thirty-eight knots, and a high humidity made the temperatures which ranged from zero to minus fourteen seem much colder than they actually were (Feels like temperature about Ɖ71)

The runway work continued uninterrupted save for a three hour break during the late evening when the hydraulic boost motor on the D-8 steering cracked and had to be brought into camp and brazed. They are nearing the three thousand foot mark now and should not have any difficulty in going for the five thousand feet in the next eight days.

The Builders continued to work on the beer Quonset and POLE gear. Supply did some more Pole packaging for the electricians and the Builders made preparations for intensified parachute packaging starting Monday.

Communications continued to rig the PA system about camp in an aloft position, running wires from two by fours or four by four posts which are raised well above the rooftops. The initial work was started on the installation of an AN/GRC-9 in the Air Operations building.

LT BERGSTROM and COPPOLA painted the large "Welcome Aboard" sign which will be placed on the side of the Aircraft Maintenance Building where it can be seen by all who first enter camp from either the runway or the offloading area.

The work at the power house has been completed and several coats of paint placed on the deck and neat work benches installed in the after building where the Utilitymen have all their gear.

Chief PATTERSON was sworn in for an additional six years enlistment. His physical examination was completed and the results sent by message to CDR WHITNEY .

CDR SNAY, a message addressed to Chief GARRETT, requested that if at all possible, a CW schedule be established once a week for our Ham facilities that we might contact the small set owners who do not have single side band operation. He stated that there had been no official complaint received as yet, but he felt that the public relations aspect of it more or less deemed it necessary that CW people be taken care of. LCDR CANHAM's comments, sent to CDR WHITNEY coordinating action, were to the affect that a schedule was not recommended due to the operational workload and the very probable non-availability of an operator on the night of such a schedule due to the workload which would thereby create more harm than not having a schedule at all. It was also pointed out that KC4USV has done extensive CW work for, unlike Little America, our amateur radio

is manned by qualified radio personnel whereas over there, it is noted that none of the five operators are able to handle CW. This is another incident wherein matters requiring a command decision are being introduced by messages to enlisted personnel; another flagrant example of bypassing the chain of command.

PRESCOTT took the overnight bivouac to Pram Point in place of ENS BAKER.

An additional seven prints for the crew's scrapbook were printed during the evening by HILL, CHAUDOIN, SWARTWOOD and RIGG.

All other personnel continued to work hard in completion of the preparations for the arrival of the transients.

Chief DORE'S crew took the Air Force Refueler to the runway and pumped the gasoline which had been stored in a ten thousand gallon tank back into the Refueler for, with the new plans for the runway, this rubber tank must be taken up once again and moved to another position. The Refueler works very well and the D-4 did not have too much of a problem in pulling it about, even when fully loaded.

Saturday, October 6, 1956

This was a cold day with brisk winds, as they peaked to forty knots, and temperatures ranged from minus four to minus thirty staying nearer the lower figure most of the day. Several cases of frostbite were sprinkled throughout the camp as, once again, many personnel had become contemptuous of the Antarctic weather due to our previous number of weeks of decent weather.

It was a good day at the runway although the D-8 was brought into camp at 1600 in order that it might be used to pull the heavy toboggan load of rocks up on Arrival Heights for Williams' Cairn. Following that, it was put in the garage for its weekly maintenance and should be ready to return to the runway early tomorrow.

The snow cover at the runway is becoming quite shallow, but the surface of the ice is becoming more ridged and it may soon be necessary to reverse the direction of our clearing.

Within camp, the beer Quonset was completed, cots were erected in the former Builders' Quonset and work continued on finishing the VIP quarters and transient BOQ.

The DAU antenna pole was brought down to the location site and a permanent ladder was fabricated to be attached to its sides. This will permit ready and safe access to its forty-foot height.

Four additional prints were run off for the crew's scrapbook by HILL, CHAUDOIN, SWARTWOOD and RIGG, bringing the grand total to 123.

Word was received from BUPERS that they would not waive the sea service requirements in the case of SPIERS. This was just a trial case and it must be assumed from this decision that other requests would meet with similar action. While, in a way,

BUPERS' decision can be understood, still, in another, these eighteen months here should receive at least double credit on an individual's sea duty as removal from the niceties, indeed those things we would consider normal living, is complete and all hands are in need of an actual rehabilitation. Now, it appears that those who do not have the full number of months of sea duty required for shore duty must once again return to the sea which, in the case of many, will mean isolated shipboard duty.

RADM DUFEEK sent a message that, providing the weather and the airstrip at McMurdo were suitable, they plan to fly in VX-6 aircraft on October 15th. He wished to be advised as to the maximum number of officers and men, in addition to the wintering over personnel, who could be berthed and subsisted at McMurdo and at Little America prior to the delivery by the Air Force of the Jamesway Huts. We replied that we could accommodate fifty-one officers and seventy-two enlisted men and Little America can take eighteen officers and twenty-four enlisted men. It was noted that these figures would have to include the personnel arriving aboard the GLACIER.

A message was initiated to the Staff, requesting that an additional Photographer be assigned at the earliest date as Chief SPAINHOUSER is able to do lab duty only, due to the difficulty with his back.

BUPERS informed MCB (Special) that Major WIENER had departed Washington, DC on the first of October for the Antarctic with all information on voting and some ballots for personnel. The message further stated that ballots had been requested for all personnel and would be expeditiously forwarded when and if received from the States involved.

Upon the completion of breaking a lengthy classified message, it was discovered that the IRIRANGI/MCMURDO circuit is slated for activation on Monday, October 8th. The times prescribed are such that the weather from MIRNY, CANBERRA and WELLINGTON must be accommodated by other means.

Most certainly, in this important time of the aircraft fly-in, it is imperative that all weather that can possibly be obtained be gathered, analyzed, and subsequent forecasts made therefrom. In view of this, we sent an immediate message to the Russians at MIRNY, requesting a change in the time of our daily weather exchange. A lengthy message was drawn up to RADM DUFEEK pointing out that the Irirangi/McMurdo circuit required the elimination of the McMurdo/Balboa point to point and changing weather schedules for we only have two transmitters. It was also pointed out that, with the implementation of the Irirangi/McMurdo circuit, the Weather Wellington and Canberra collectives would have to be picked up first by Irirangi and then passed to us on that circuit. We requested the Admiral's staff to make appropriate arrangements for handling Weather Wellington and Canberra schedules. This message was initially held up by CDR WHITNEY who, instead, wished to send one requesting the Admiral to come up on a voice conference, if possible, prior to his departure from New Zealand to discuss the Irirangi/McMurdo circuit. LCDR CANHAM momentarily held the relay on CDR WHITNEY's message and sent another pointing out that unless these schedules were changed by the eighth of October, the date the Irirangi/McMurdo circuit was scheduled to start, there would either be insufficient weather for fly-in or no Irirangi/McMurdo circuit.

CDR WHITNEY reconsidered and okayed the release of LCDR CANHAM's original message and cancelled his.

In the evening, ELMO JONES held a beer party for all hands to thank the personnel for their cooperation during this past year's operation as regards the filming of the Disney cinemascope feature. Chief UPTON prepared numerous pans of pizza and the hi-fi set sounded forth loud and clear with rock and roll, hillbilly, jazz and tender ballads. It was a scene to be remembered, as most of those who sat there realized that after the following Saturday night, there would be no more, for our privacy would then be invaded. Of course, all hands, in a way, could not be more enthusiastic about such an invasion as it does herald the approaching day of our return to the States but, as long as we have to stay here, the Saturday evening Happy Hours have meant more to many than they initially thought.

Prior to the movie, all hands were brought up to date on the Admiral's latest plans as we know them and the camp's readiness for receiving the summer group; such readiness to include a realization that our home was about to be invaded and that all hands had better look after their personal belongings with a bit more care than has been evidenced at times in the past. For, though individually, there has been considerable dissention, collectively, there has been uniform honesty and an unusual amount of consideration for the other person when one considers the conditions under which the personnel have lived.

Sunday, October 7, 1956

This was a very bright clear day, again crisp and cool with temperatures of minus two to minus thirty. Winds diminished slightly with maximum peaks of thirty-five knots.

The D-8 was held in camp for the proposed raising of the DAH antenna pole but, through a misunderstanding, all the appropriate personnel were not there and the morning's work was more or less lost. However, the Builders did continue to finish up the ladder and the platform that goes atop the pole.

The runway crew turned to at 1300 and both they and the night crew had excellent weather to work in. However, reports coming back to camp indicated that the ice is beginning to grow rather rough and this probably heralds a turn about and the commencement of the clearing of the Westward End.

The amateur radio conference between RADM DUFEK, CDR WHITNEY and LCDR CANHAM did not materialize although contact was made with the amateur operation in New Zealand, 2L3PJ. He explained that "the chaps are rather busy" and had not answered his invitation. He also noted that it would be running a slight risk, as New Zealand is very strict about "Third Party Handling", so it must be assumed that there will be no voice conference with the Admiral prior to his arrival on or about the fifteenth of October.

Immediately after dinner, a brief ceremony was held with the hoisting of our new national ensign to the truck of the newly positioned flag poles and then the subsequent lowering of our old flag that had, by now, become rather tattered in the strong winds of

the past month. Both ELMO JONES and CWO SINGER took movies of the brief ceremony as did numerous other camp personnel.

Church services in the evening were rather well attended and strong sunlight coursed in through the green glass on the Westward side of the Chapel.

The Officer-CPO meeting that followed was keynoted by the itemizing of this coming week's workload; the musts that had to be done to get the weasels to final condition, the 20-ton bobsleds and the one-ton sleds, the completion of the secondary PA system and the installation of AN/GRC-9 in Air Operations and the line maintenance Weasel, the many small jobs yet to be done in transient quarters, the flagpole for the Admiral's pennant atop DUFEK HALL, the hanging of the Welcome Aboard sign as well as the movement of the control tower, GCA equipment and fire and crash crew to the runway.

Monday, October 8, 1956

A high overcast continued to intensify during the day until, by early evening, it became solid and numerous low hanging bits of scud roamed the sound and reduced the visibility considerable. In the early morning, winds continued at a rather constant thirty knots but fell away to a virtual calm by afternoon. Temperatures ranged from minus four to minus sixteen.

The clearing at the runway was reversed in direction due to encountering rough ice toward the East. By the day shift's completion, thirty-four hundred feet had been cleared and they were well started toward the West. The next thirty-six hours will go more slowly as they must go through a tremendous windrow area pushed up by the establishment of the taxiway. The snow is over thirty feet in depth at some points. Upon clearing this, the snow appears to average three to four feet in depth and, barring breakdowns, five thousand feet will be had by October 15th.

Chief LEASE accompanied the GCA personnel to the alternate runway site where they staked out the GCA reflectors and marked the locations where the equipment itself would be placed in the event the alternate must be used. GCA will start to move their gear to the main runway tomorrow afternoon and spend the remainder of the week in setting up and aligning both the Quad and the Spar and checking out the mobile power source and control tower equipment with the Communications Building.

Several of the Builders and Chief HUBEL are now detailed to work on Pole Gear exclusively, and NIEMEYER fabricated desks for the VIP QUARTERS and put in a basic railing in the Administrative Office, such railing to serve as a curb on transient traffic roving the office spaces themselves.

Communications had the main blower on the TBM freeze and the replacement for it is for a later model. This necessitated several hours of hurried but extensive modifications but it was back up on the air four and a half hours after the breakdown.

All four proposed RATT circuits with Irirangi were double checked, set up, and zero beats obtained on each, Commencing at 1645 Local, our communications personnel guarded all four circuits. They continued to do this during every hour of the tentative

schedule but there was absolutely no signal from Irirangi and our test tapes that we sent were unanswered. Once again, the members of the orchestra are exceedingly well dressed; full crowd in attendance, but as the conductor raises his baton, all members find they left their instruments at home. Here it is six days away from the fly-in and our Communications Plans are even more indefinite than those of the initial DEEPFREEZE I fly-in. Add to this the fact that all traffic to the Admiral at New Zealand must go via the United States and even a priority message takes thirty-six hours for a one way delivery.

A complete description of the runway must be sent very shortly to VX-6 for the information of their pilots.

LTJG TUCK and PRESCOTT set out on a five day sledding trip shortly after the noon meal, having waited for the wind to die a bit. They called in at 2030 and were well set up. A small group also went over to the Pram Point bivouac area for an overnight trip.

GORITY, WILLETT, TYLER and WIENER packed twelve additional parachutes, bring the grand total to twenty

SPAINHOUSER was again admitted to the Sick List as his back is causing him considerable pain. LEASE's back continues to give him a great deal of difficulty also, and he spends most of his time in a prone position to relieve secondary muscular tension that set in as a result of the basic pain.

The CHAPLAIN organized a group to take rocks up to Arrival Heights for the Williams Cairn and, in the process, the tracks were broken on the last D-4 and on a D-2 thereby setting back progress in camp for several days. LCDR CANHAM instructed the CHAPLAIN that no tractors would be used in this connection again until after the delivery of some additional spare parts by the ships or additional equipment brought in, as this unfortunate incident will probably delay setting up of the GCA crew at the runway since the other D-4 is completely inoperative and will be until new parts are delivered.,

Tuesday, October 9, 1956

A low and solid overcast was present throughout the morning and shortly after turn-to light snow began to fall and it appeared that we might be in for a blizzard. However, the temperatures stayed in the minus twenties with a low of minus twenty-three and did not rise appreciably until late evening when they came up to minus ten. Winds were brisk and biting at twenty-nine knots.

By midnight, but a few feet remained of the very deep drifts to be cleared from the stretch of the runway. Starting tomorrow, each twenty-four hour period must see a removal of three hundred feet, that the figure of five thousand feet might be reached by Monday morning.

GCA personnel took their unit, control tower and 30KW generator to the strip and commenced its setup, working well into the night to get initially squared away. They were delayed a bit as several of the tractors had been used the previous night to pull stones up on Arrival Heights to the Cairn the CHAPLAIN is building in memory of WILLIAMS. In the process, tracks were broken on both the remaining D-4 and an

additional D-2. The cairn is now approximately fifty percent complete and is readily visible from the camp itself.

NIEMEYER completed the desks in each of the rooms of VIP Quarters, finished up the counter in the Administrative Office, and mounted a flagpole for the Admiral's personal flag on the Admin vestibule

Chief HESS worked on clearing items from the old mess tent and the rest of his men continued to pack parachutes although a message was received from CASSITY saying that they planned to pack all the chutes in Christchurch. His message further requested that WILLETT take the first available aircraft to New Zealand for a conference with CASSITY and that WILLETT was to advise CASSITY when inbound. Obviously CASSITY has been struck by a bean ball or has been out of circulation for the last ten months, as transportation to and from New Zealand has been non-existent for some seven months and, as far as is known here, the first aircraft to return will be a C-124, after having completed its four polar flights.

Although communications personnel guarded the Irirangi circuits throughout the entire twenty-four hour period and had intercepted tests between Irirangi and Pearl Harbor, there were no messages addressed to NGD, so something must have changed the original plan.

A message was received indicating that action was being taken on our request to have Irirangi handle the Canberra and Weather Wellington weather schedules on their RATT circuit with McMurdo, but once again, until this circuit is actually placed in operation, we must continue to handle all weather schedules directly from McMurdo. We passed an informal note to Wellington requesting that they send it on to Irirangi. It told Irirangi that we were listening constantly but cannot understand the delay with the fly-in still scheduled for this coming Monday.

The GLACIER's position was determined to be South of Valparaiso, but still over five thousand miles away from Wellington, while the BROUGH's position is south of Dunedin. So, apparently, the BROUGH is proceeding to her on-station site. But, with no positive word from New Zealand in the past week, we are still very much in the dark as to developments and cannot understand the lack of communications between the New Zealand units and McMurdo.

A goodly number of camp personnel worked on further preparations of POLE gear and the majority of those remaining spent time on cleaning up the odds and ends prior to the arrival of the summer group, such as the hanging of pictures in the Library, the placement of hangers in the various lockers in Transient Quarters, and the commencement of putting mattress covers on the mattresses. Painting was started in the new head and mirrors are to be hung and there will be enough of the smaller jobs to keep everyone quite busy until the very last moment.

The official Instructions and Notices were finally brought up to date by LCDR CANHAM and CHAUDOIN, and booklets will be prepared containing a copy of each current Instruction or Notice. A pamphlet will be given to each visiting command.

We are beginning to receive occasional weather reports from the GLACIER

Wednesday, October 10, 1956

This was a day of clear sunshine with a high of plus two and a low of minus twenty-eight. Winds were Easterly, peaking at twenty-eight knots. Again, during the evening, low clouds filled the surrounding mountain ranges and a high overcast appeared, but still no storm.

GCA is now working at the strip the entire day and DORE's line maintenance crew is installing their big tent behind the GCA unit. This will facilitate communications between the two groups and will also keep everything well centralized. DORE's crew also moved the entire field fuel system to a point just off the main highway and several hundred yards to the North of the runway.

The runway crews finished an additional three hundred and fifty feet by midnight, bringing the grand total to thirty-eight hundred feet that is cleared.

HESS's group continued to clear away the debris in the old mess tent and, by secure, the tent itself had been pulled down and the crew was sorting through the drift to reclaim parts of field ranges, mess kits, and many small tents and cots.

During the day, SWARTWOOD and SCOTT cleaned all the overhead girders in the Mess Hall and, in the evening an officer volunteer group cleaned the side walls of all grease and soot accumulation. Now, only the tables themselves need to be scrubbed and the Mess Hall will be in readiness.

The interior fittings in the new head were completed; mirrors, toilet paper holders, towel hooks, coat hangers, etc.

Contact was finally made with Irirangi and the teletype circuit has commenced in earnest, arrangements having been made through the back door but, nevertheless, just as effective as though they had been coordinated by the Staff Communications Officer, who, apparently, is still in Washington DC.

NAVCOMSTA Balboa continues to believe that they must handle the Antarctic traffic; a shame someone has not cut them in on the Pearl-Irirangi-McMurdo circuit.

Twenty-four hour terminal forecasts are now required daily from McMurdo to New Zealand and apparently the planes are all in readiness for the October 15 fly-in

Chaplain CONDIT and his group completed the cairn on Arrival Heights during the evening.

Encrypted messages by the dozens are now pouring in and all that can be remembered is a quote from the Staff Communications Officer to our communications people that we shouldn't worry about the encrypted traffic because we wouldn't receive over two or three the whole time we are here.

Aerology attempted to test their Grasshopper (portable weather station) but could not get it to actuate itself. The Aerologists will work on it for the next several days. We were also informed today that the Grasshopper was to be readied for immediate air drop following the planes' arrival. Also drop sondes were to be broken out.

Chief BARGER continued to place PA system wiring on an overhead basis and, by the week's end, all the camp PA system will be connected by this method. The installation of the AN/GRC-9 was completed in Air Operations, however the power pack failed and a new unit will be needed. The secondary PA system is now operational between Communications and Air Operations.

Thursday, October 11, 1956

The cloud coverage intensified and a solid overcast remained throughout the twenty-four hour period/ Temperatures remain above zero for the most part with a high of plus fifteen and a low of minus nine. The winds were variable, starting from the North and then swinging to the East Southeast before the end of the day, peaking at thirty knots.

The combined runway shifts cleared more than four hundred feet, keeping well ahead of schedule. The GCA Crew worked late into the evening on checking out their communications equipment. They will require a ground, which means that another hole must be drilled through the thirteen feet of ice to sink a copper wire into. Prior to midnight, both the ARC-1 and the ARC-2 had been checked out with communications and the ground control frequency 3088KCS had been set up and check on the AN/GRC-9 in Air Operations.

LTJG TUCK and PRESCOTT called in to say that, due to the appearance of the weather, they will remain at their present camp site and did so throughout the day. In checking again with them in the evening, they said if the appearance of the weather improved, they would break camp in the morning, otherwise would notify us at 1200M of their intentions.

Chief DORE's crew continued to complete the line maintenance installation at the runway and have approximately two additional days work on this phase. For the first few hours in the morning, they took the lower ten thousand gallons of contaminated diesel from the main diesel storage tank and pumped it into a ten thousand gallon rubber tank at Hut Point.

The 'Welcome to the U.S. Navy's Williams Air Operating Facility' sign was hung on the side of the aircraft maintenance Clements immediately after dinner.

The camp streets were dozed and cleaned of snow by Chief SLATON and many of the rubbish piles were removed. In the process, there were two breaks in the major power lines and splices were necessary (we now have only two splice kits remaining).

Chief HESS' crew worked with DR. TAYLOR, LTJG BERGSTROM and LTJG BOWERS in bringing into a near completion point, the arrangements within the various transient quarters.

Chief BARGER completed the installation of the PA System and both transient BOQs and the VIP quarters are now hooked into the main system.

NIEMEYER fabricated a couple of long park benches for rigging back to back on a one-ton sled as a passenger vehicle.

The last overnight pathfinder group returned to camp and the majority of the installation at Pram Point was struck and brought back to camp.

A voice conference was held with Little America, CDR WHITNEY having called LCDR CANHAM to discuss the communications situation. CDR WHITNEY pointed out that LCDR GRAHAM was in quite a spot, as OinC Little America, in view of the Task Force message saying that Little America would work Balboa. Actually, this is very unfortunate because Little America's Communications equipment is inadequate for any kind of reliable point to point circuit with Balboa, although in times past, they have indicated a little better reception than they have actually received.

Encrypted traffic continued to pile in and DR TAYLOR assisted ENS BAKER on several of the coded messages.

CTG 43.5 answered in part our 100145Z saying that the Staff Aerology Officer concurred in full (this is for Canberra and Wellington to send us their weather via the Irirangi RATT circuit and for us to send our outgoing weather by the same method). The same message stated that the decision for the official circuit activation (Irirangi/McMurdo Circuit) and the shifting of Comm guard from Antarctic Stations from Balboa to Irirangi, rested with Irirangi and that orders were given to delay such a shift until the complete reliability of Irirangi equipment was assured. This message, unless acted upon in the next two days (by Irirangi), will mean complete chaos at this end as our TBM transmitter is now tied up approximately twelve hours with the Irirangi circuit. (One must include the time preceding each schedule where we play hunt and seek to find out which of the four circuits Irirangi is on during that period and Irirangi must do the same with us.) and an additional four hours we have weather schedules on the TBM and the remaining eight hours is largely taken up with traffic to and from Little America. If we continue to use the TBA for Balboa, and we must, it will mean that we will not have a CW plane guard during the fly-in. This is imperative and, as a result, during the period of time aircraft are in the air, we'll be unable to transmit traffic to Balboa and may frequently be unable to receive. This type of unreliability will be disturbing to all units concerned in this operation in addition to Balboa's consternation at the fouled up setup.

ELMO JONES and CHIEF BRISTOL filmed the crew at chow and the crew at movies in the evening in addition to covering the special sequence of MONTGOMERY talking to his wife on the amateur radio.

Word was unofficially received over the Armed Forces Radio system that CAPT HAWKES would be in charge of the aircraft fly-in on the fifteenth. This seemed rather odd as CAPT CORDINER is the Commanding Officer of Air Development Squadron SIX.

Friday, October 12, 1956

This was a day of warm temperatures with weather threatening throughout the morning, but finally clearing and blue skies were visible throughout the afternoon and evening. The temperature variation was little, running from plus nine to zero and the winds were erratic as usual with peaks of thirty-three knots and swinging from the Northeast to the East and then to the Southwest.

The runway crews pushed steadily ahead and, by midnight, over 5600 feet was completed.

GCA personnel and FLANAGAN worked on through until midnight again checking the communications equipment in the tower and from all indications, it works extremely well.

Chief DORE's crew continued to get their line buildings set up and the electricians are running power lines from the 30KW generator to the line maintenance tent and sleeping Wanigan.

CWO FISHER and BARONICK moved over a hundred Jato units to the ready issue location which is situated approximately one thousand feet north of the runway. In camp, the cleanup continued and the Welders finished repairing all the mess table seats in the Mess Hall.

Two twenty-ton bobs were put into commission and the load of telephone poles which had been resting on one was offloaded; it is hoped that a third bob will be ready by Monday.

The majority of the Builders continued to work on POLE gear with just NIEMEYER doing the odd jobs about camp.

Communications again had difficulty in trying to transmit traffic to Irirangi and we had to resort to our old CW circuit with Weather Wellington to pass the last two days' Antarctic Weather.

A message was received from the 18th Air Force advising us that C-124's would make six logistical support flights between New Zealand and McMurdo prior to the Air Drop missions. These support flights are to commence on or about the twentieth of October. It also reiterated that all chutes would be packed in New Zealand and again asked that T/SGT WILLET be returned on the first available aircraft.

CAPT CORDINER answered our message on frequencies to be guarded on the fly-in and stated that the runway length and markings were satisfactory. He also stated that there would be a total of forty-nine personnel on the initial fly-in, consisting of twenty-five officers, twenty-two enlisted and two civilians. The senior officers would include RADM DUFEK, CAPT CORDINER, CAPT HAWKES, CDR WARD and CDR JORDA. The same message still listed two UHF frequencies to be guarded although they have been told that the sole piece of UHF equipment we have is a shipboard transceiver and, at best, we can guard only one frequency.

The markings for the runway were prepared, but will not be put down until Monday morning to prevent too much damage from the wind.

All of the preliminary examinations were completed for personnel who will be going up for advancement in February; getting them out of the way at this time assures everyone's qualification prior to our group being spread out through three bases, i.e. South Pole, Beardmore and McMurdo.

Chaplain CONDIT completed the assembly of the small booklets on the various press releases that have gone out from McMurdo, the great majority of those having been prepared by the Chaplain. They will be distributed to the crew at tomorrow night's "All Hands" meeting.

Saturday, October 13, 1956

Another day of satisfactory weather and the runway crews completed clearing the five thousand feet initial strip. Starting tomorrow, they will work on the turnaround circle at the Eastern end and do some clearing on the old runway for a Parking Area.

The temperatures ranged from plus seven to minus nine and a rather constant wind of twenty-eight knots came through the gap.

GCA continued to work the kinks out of their gear and complete their setup. This crew is working well into the night and early morning hours now.

Chief DORE's line maintenance crew completed the breaking out of all the fire fighting equipment, skis to be mounted on the R4D's, aviation lubricants, etc.

Once again, in camp, cleanup and the continuation of making all buildings and spaces ready, was the plan of the day. There are still some small jobs to be done but, by and large, everything is in readiness.

Attempts to actuate the Grasshopper were, once again, unsuccessful. It was learned that most of the safety devices were installed in reverse and, if it had not been for the faulty micro-switch, the little monster might well have gone off inside the building.

Half of the runway was flagged with red flags being placed every seventy-five feet. This job will be completed tomorrow.

The D-8 was brought into camp in the early evening to erect the forty-foot pole antenna for the DAU. In the process of bringing it to an upright position, one of the guy lines snapped and a D-4 was brought to the scene to assist in getting it back into place. As the personnel were in the process of once again righting the pole, the boom on the D-8 gave way, and boom, pole and all came down. Fortunately, no injuries were received by personnel, nor was the D-8 damaged any further. The DAU antenna was smashed to bits and we will have to await the ship's arrival for the one that was ordered several months ago.

Tower communications continue to be excellent and they were in communication with Kiel Field on a five by five basis.

The Irirangi/McMurdo circuit continues to work out well and all concerned were advised that we would be unable to guard Balboa during the time of the fly-in.

Confirmation that the D-8 engine was aboard the Glacier, was received, as well as twelve one-ton sleds.

Messages continue to be received indicating an early arrival of C-124 type aircraft. Of course, this is all dependent upon the readiness of the runway.

The weekly "All Hands" meeting was held at its normal time and everyone was briefed on the latest developments and told of the proposed arrival of twenty-four officers, twenty-two enlisted men and two civilians on Monday, October 15th.

The "Explorers Almanac" was passed out to all hands. These bulletins are a group of press releases prepared by the CHAPLAIN and accompanied by cartoons drawn by ZEGERS.

Sunday, October 14, 1956

This was a beautiful day but with relatively high humidity and the twenty knots of wind turned the minus thirteen to minus one temperatures a little deeper into everyone than could be surmised just by looking outside. There were very few clouds during the day. The glare of the sun is extremely intense, but all hands seem to be wearing their sun glasses and goggles for no cases of snow blindness have come as yet.

Many groups turned to on this, the day before the anticipated fly-in. The flagging of the runway was finished. GCA continued to work throughout the day on their equipment and a portion of Chief DORE's crew broke out fuel from up the hill and took a large supply to the runway.

Pictures were taken of all camp personnel standing in front of their various quarters. These pictures will be included in the crew's scrapbook.

No definite word was received on the departure of the aircraft from New Zealand although we are in rather constant touch with Irirangi. Arrangements were made to send hourly weather reports to New Zealand.

The GLACIER continues to steam westward although, from all appearances, she will be a day or so late in getting on her station. She has encountered rather moderate to heavy pack ice, but of a depth of only four to eight feet and, although she has little trouble breaking through it, she has gone slightly to the North that she might maintain a faster speed. The USS BROUGH has been on station the past two days. The weather enroute appears to be much less favorable than it was on Friday when strong tailwinds would have prevailed most of the way.

CHIEF STITH and BROWN were taken off the night runway crew; STITH to return to camp as Camp Operations Manager and the permanent JOOD and BROWN to return to his duties in the Administrative Office.

All transient quarters were given a last minute cleaning up and everything was shipshape by midnight.

Monday, October 15, 1956

This day of disappointment was one of the most beautiful that we have had. Temperatures ranged from minus one to minus twenty-two. Winds were moderate to strong at twenty-seven knots.

The runway crew completed a turning circle at the Eastern end of the runway and cleared away a three hundred by two hundred foot spot on the old runway for a parking area and, by midnight, had resumed clearing snow on the Western end and the runway measured some 5,350 feet. The Western end continues to be rather rough but, as yet, there are no spots that are absolutely prohibitive to an aircraft landing; the plane will certainly know that they are landing on a rough ice strip for, although there are regular rolling undulations, there are frequent variations of up to twelve inches in elevation which will give all hands aboard the sensation of riding over a cobblestone street.

Shortly after noon, an operational immediate message was received from VX-6 which somewhat contradicted their 120424Z. On October 9th, LCDR CANHAM had submitted a special SITREP on the runway which gave a full description of the physical dimensions, markings and equipment that were proposed to be installed at the main runway site. VX-6 replied in their message of the 12th saying that the runway and the markings etc. were satisfactory; it had been clearly pointed out that the runway would be five thousand feet long, two hundred feet wide, braking action would be poor and the surface had many irregularities in it. Then, as if someone else had read the message of the 9th for the first time, the operational immediate was received today saying that five thousand feet with poor braking action, was very marginal for an R5D and requested the dimensions of the alternate new ice runway and also a comparison of it to the runway used last January. Our reply submitted the desired information, but noted that, as the main runway had been already approved by VX-6, our installations had been made at that site; installations that could not be pulled out and moved to another location within a matter of days. Further, the GCA is in such a condition that it cannot be moved anymore until additional spares are on hand as each time it is moved over the rough surface, we suffer minor casualties within the equipment itself. It was also pointed out that the GCA equipment would not permit the efficient support of the distant runway.

No word was received during the entire day, stating that the fly-in had been delayed or that they were coming. Efforts to get such information from Irirangi teletype were fruitless and, as we had no direct CW circuit, we could not contact the Staff.

In the late afternoon, in answer to our request of several days ago, the advance echelon in New Zealand told us that a Christchurch Army Station, Yankee Lima, would come up on 6708KCS and 11266KCS every hour on the hour commencing at 0900Z, so once again