

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

AIROPFAC's communications batted a thousand and with the Staff's average still .000. Every arrangement, weatherwise or otherwise that has been made for additional communications facilities, has been accomplished on an informal basis between the radio facility of other nations. Why this can be done by us, located in an isolated position in a matter of a few days and yet, when it comes to waiting a few months for other arrangement to be done, they do not materialize. It is not understood here.

Yankee Lima came up at 2030 testing and, as we were listening to him, we hopped right up on the circuit and he seemed pleasantly surprised as we passed along weather and asked that he find out any late information concerning the fly-in. For, as of that time, we were still not sure that a plane was not in the air. Shortly after 2200, local time, he came back and stated that, weather permitting, one R5D piloted by CDR JORDA, with RADM DUFEK aboard, would depart at 0500Z tomorrow for McMurdo, but still no mention of which runway they intended to use although, in the reply to the other message, some twelve hours ago, VX-6 was asked to advise which runway they intended to use that appropriate markings could be made.

The Grasshopper was finally successfully erected although, like many other things here, it blew its stack. As the antenna erected itself, the foremost section continued skyward for some forty feet and came to rest several yards from the rest of the machine.

Street signs were made and posted and a few small details continued to work at camp cleanup. The Library and its halls were completely swabbed down, the CHAPLAIN moved his office to the Chapel and Communications completed straightening out the after Quonset and the material cached about the Communications Building.

A goodly share of camp personnel worked at Pole Station material, and in the preparation of the attendant paperwork that goes with the shipping of these some five hundred tons by air freight.

Chief BARGER continues to run PA system lines on overhead mountings throughout the camp and hopes to complete this by Thursday.

The numbering of the buildings was completed with NIEMEYER placing the last group of building numbers on the Quonsets.

A movie, with popcorn preceding, was held in the evening and we will have one each evening until the planes arrive.

Tuesday, October 16, 1956

Another day of continued fair weather with temperatures ranging from minus seventeen to minus two and a partial overcast during the day, but never becoming greater than five tenths. Winds were rather steady at thirty-one knots.

The runway crew continued to extend the runway proper while, in camp, the majority of the personnel were turned in the many last minute assignments as it was learned that the R5D, with RADM DUFEK aboard, planned to depart Christchurch at 1700M. The plane actually got underway at 1600 and our communications personnel were in CW

contact with it almost immediately. As of midnight, it was making excellent time and was estimating McMurdo at 0730M if the tail winds held out.

CDR WHITNEY decided to hold up answering ComNavSupFor's message on changing communications guard until he had had an opportunity to talk with RADM DUFEEK.

The distance markers were placed in the runway and the group left camp just before midnight to mark the runway center line and approach end.

POLE personnel made a major inroad to completing a great deal of their paperwork. Such things as Bills of Lading and Itemized Lists of Material, with loads and relative priority were completed.

Chief BARGER also completed the PA system to the search radar center.

Wednesday, October 17, 1956

Strong winds prevailed during the early morning hours and the temperatures were in the low twenties finally rising in the early afternoon to minus three.

Winds peaked in the first few hours of the day at forty-seven knots and the group at the runway worked throughout the night and early morning on dragging and smoothing the runway.

The five man group left camp around midnight and worked throughout the morning hours laying out dayglo strip markers to outline the approach end of the runway and the runway center line. In addition, markers were put up on the starboard side, indicating the amount of footage remaining from the three thousand foot marker down to the one thousand; these are six by six flags with the numerals three, two and one sewn on in contrasting colors.

Early contact was made with the R5D via CW and maintained without difficulty throughout the flight. However, as they approached to within a range of approximately four hours from McMurdo, Navy Williams Tower took control on voice. When the plane containing the Admiral was two hours out, the master tube in the battery charger blew and communications were lost for approximately one half hour. An APU was immediately heated up and plugged in but, after a few moments, it was clearly indicated that the APU was not putting out its rated power. This was due to a faulty voltage regulator and it took an additional forty-five minutes to ready another APU. It was not until the aircraft reached the VHF transmitting range that good communications were resumed, however the weather was almost CAVU and no difficulty was experienced. A thin high stratus appeared from the South just prior to the R5D's landing, and in time to veil the sun's rays from the pilot's eyes, as at 0735 the sun pours straight down the runway from the East. The R5D touched down on its first approach and came to a halt within twenty-four hundred feet of runway still remaining. Winds at that time were twenty-four knots running right down the runway.

The sleds and vehicles rapidly offloaded the aircraft and RADM DUFEEK and the other crew members of the aircraft were brought into camp and squared away in their quarters.

The one major difficulty experienced in this first plane fly-in was that involving circuit discipline on 6708. The personnel in Air Operations used the AN/GRC-9, and frequently came up on this circuit to pass purely administrative traffic. This will be eliminated.

RADM DUFEK was extremely pleased with the appearance of the camp and, in subsequent discussion with LCDR CANHAM, agreed to ordering CDR SNAY to McMurdo immediately and to have CDR MIRABITO fly in on the first C-124 aircraft that LT JORGENSEN might be returned to the Continental U.S. Messages to this effect were released.

The Air Force were to bring in the C-124s immediately, but the Admiral agreed, after talking with the Officer in Charge, that a several day delay would be advisable in view of our parking area difficulties, (it must be enlarged another six hundred feet to permit adequate parking space for all aircraft).

The mail was immediately sorted and distributed and the camp was given a half day off in which to read their mail. In the afternoon, the camp turned to and resumed their normal routine with all hands at the runway redoubling their efforts in clearing the parking area and the packaging of POLE material was going on within the camp itself.

The movie was held in the evening and most all hands turned in rather early. With the excitement and work, there was a tiredness in all that only sleep could remove.

BILL HARTIGAN arrived with the Admiral's plane and immediately presented the problem of press releases. In addition, it was learned that an additional eight correspondents were expected within the next week which will make this a rather well covered situation, but we are not prepared in any sense to handle a large volume of press releases; primarily due to our limitation of having only two transmitters which are tied up twenty-four hours a day with operational traffic. The only possible means will be to pass the releases on our McMurdo Irirangi RATT circuit but this would mean the newspapers concerned would have to pay commercial rates from New Zealand and, of course, they are not interested in such an arrangement. The only alternative is to pass them all to Little America and then have Little America relay them on the point to point circuit with Balboa and, while this would be satisfactory to us, it would be a constant source of annoyance to the press for they never would be quite sure when their stories were released.

Word was received in the evening that all remaining AIRDEVRON SIX aircraft had taken off from New Zealand and were estimating arriving from 0640 to 1100 local time the following day. The weather forecast for the following day was snow flurries and visibility of one to two miles; the planes left in spite of the forecast.

Thursday, October 18, 1956

The camp awoke to find a steadily falling snow outside but, in the morning, the winds were calm. The daily range of temperatures were minus sixteen to plus eight with the winds rising in the afternoon to forty-nine knots.

The Admiral went to the runway with the Officer-in-Charge and the first aircraft to break through the overcast was a P2V. At this particular time, visibility was approximately two miles in light snow flurries and winds were calm.

The P2V declined to make the three passes which GCA had requested, i.e. the first to be at five hundred feet, second at a couple of hundred feet and the third to be at touchdown. The pilot, LT CAREY, stated that he was coming in on first approach. The first approach found the aircraft approximately one hundred feet left of runway center line and, as he commenced his missed approach procedure, he told the tower he was going to conduct a low visibility approach. He immediately began a moderate climbing right turn but was quite slow on reaching the ninety degree position with nose high and right wing down and approximately a forty to fifty degree bank, apparently attempting to keep the runway in sight at all times.

On stating that he would conduct a low visibility approach, GCA cleared him to the tower. However, no transmission was heard by the tower. As the aircraft came around to the runway's reciprocal heading, which it had begun much too rapidly, within a matter of seconds it crashed, killing three of the occupants immediately and severely injuring most of the survivors.

At this time, the R5D had been holding and GCA commenced its approach while eighty percent of those at the runway immediately proceeded to the scene of the crash approximately one thousand yards South of the runway proper. Crash sleds arrived, but there was no fire although gasoline streamed forth from the wing tanks and a fire watch was posted.

LCDR CANHAM organized first aid groups under the direction of WOODY, HM1 who made preliminary examination of the plane's occupants. Steps were taken to free the wounded from the wreckage and to get blankets under them to prevent them from being frozen. DR TAYLOR and DR. HARRIS arrived on the scene in a matter of minutes and, within an hour, all survivors had been given treatment in the field, swathed in blankets and placed upon a twenty-ton bobsled for transportation back into camp where the Library had been prepared as a temporary surgical ward. Another detail was put to work gathering all personal belongings and salvageable parts from the aircraft. These were brought in to camp on a second twenty-ton bobsled.

Meanwhile the R5D with VX-6 Executive Officer, CDR WARD aboard, landed with no mishap.

For the next several hours, the four R4D's arrived at intervals as the weather grew progressively worse. The last R4D, piloted by LCDR CURTIS made a beautiful GCA run with a visibility of approximately a thousand feet and an indefinitely obscured ceiling; there was a crosswind of twenty-five knots.

By noontime, the shock of having worked either amongst the crash victims or later with them set in on most all hands at camp, but the call for blood donors was responded to by almost 100% of those who heard.

The immediate dead were identified as LT DAVID W. CARY, the pilot, whose body was severed at the midsection, MARION O. MARZE, AD1, the Plane Captain, who died immediately from some foreign body piercing his head. And CHARLES S. MILLER, AT1, who died immediately due to multiple extreme injuries and excessive bleeding of the main arteries.

The survivors were brought into camp and CAPT RAYBURN A HUDMAN of the U.S. Marine Corps was suffering from heavy internal bleeding along with head injuries and severe shock. Blood transfusions were made, but the Captain died at 1620.

At midnight RICHARD E. LEWIS AT2 was in good condition. He has a badly broken right leg and left shoulder, but suffered very few cuts and is fully conscious and aware of his condition. CLIFFORD C. ALLSUP, AD2 was also in rather good condition, his major injury being a broken hip and broken ribs plus a deep cut on his head. He, too, is fully conscious and in complete command of himself. ENS KENNETH D. MAC ALPINE, the co-pilot is in poor condition with a severe concussion, numerous cuts about the head area, broken collar bone and the major portion of the right buttock torn off. Arrangements were made to provide him several blood transfusions. At times, ENS MAC ALPINE seems to be rational, but the majority of the time he raves and mumbles. SSGT ROBERT C SPANN, USMC was also in critical condition with a severe skull fracture and apparently suffering from cerebral hemorrhage.

DR TAYLOR and DR HARRIS, who had arrived with the Admiral's aircraft yesterday, worked throughout this entire day and were ably assisted by CHAPLAIN CONDIT, BMC STITH, YN1 CHAUDOIN, MM1 LUNDY and the two Hospital Corpsmen, WOODY and HAINES.

Due to the extremely bad weather, Admiral DUFEK sent a message to the Air Force to hold off on their fly-in until he notified them.

Arriving with the second R5D was an Associated Press correspondent DON GUY, who was severely shaken up with his flight into McMurdo and upon learning of the wreck, virtually fell apart for a short time. Both GUY and HARTIGAN badgered LCDR CANHAM throughout the day for a press release on the crash but, in accordance with article C-9804 of the BUPERS Manual, all news releases are being withheld until four hours after receipt of notification of next of kin by BUPERS.

The VX-6 plane crews were set up with berthing spaces and the majority turned in early, having had an average of fifteen hours in flight.

CDR SNAY sent a message to the Admiral that he had arranged for Mrs. DUFEK to talk to the Admiral on the Amateur Radio.. However, LCDR CANHAM spoke with the Admiral and pointed out that operation of the amateur radio completely blocked out the two other transmitters and that a tremendous backlog of traffic now existed. The Admiral concurred and the message sent that there would be an indefinite delay of the ham radio contact.

Additional mail was received although the majority of it was packages and official correspondence.

One of the plane crews was thoughtful enough to bring in a crate of lettuce and a few tomatoes which were eagerly devoured at the evening meal, this being the first fresh vegetable we had seen since December 1955.

Friday, October 19, 1956

Skies were at least partially obscured throughout the day, ranging from three to eight tenths coverage. Temperatures rose from zero to a plus seven and winds varied up to forty-nine knots.

The VX-6 personnel had a long sleep and arose rather late in the morning.

The runway crew turned to, but were unable to accomplish much in the morning due to the heavy blowing snow. In the afternoon, they continued the extension of the runway proper and, by midnight had reached the 5800 foot mark.

No word, as yet, has been received on the C-124 fly-in, however AXD informed us that Irirangi had a backlog of some forty messages. The teletype circuit between McMurdo and Irirangi has been virtually inoperative the past 30 hours (a semi-ionospheric blackout) although CW is still functional. NIEMEYER completed the construction of a portable head for the runway and the other builders continued to work on POLE gear as did the majority of other POLE personnel.

A mess cook and Assistant MAA were finally received from VX-6 to assist in these camp details.

An indoctrination lecture was held for VX-6 personnel in the early afternoon by LCDR CANHAM and LTJG TUCK. The primary purpose was to acquaint these personnel with some of the whys and wherefore of the camp's operation as well as passing out some basic rules on safety and personal hygiene in the Antarctic.

Chief BARGER ran the direct phone line all the way around the end of the runway so that it now ties in with line maintenance and the aircraft control tower.

Both the line crews and GCA crews continued to work at their gear to both improve it and to make arrangements for secondary substitutes for such things as power etc. in the event certain basic units failed during flight operations.

At camp, DR TAYLOR and DR HARRIS continued to work virtually around the clock in the treatment of the four survivors. LEWIS, AT2, and ALLSUP, AD2 continue in very good condition and will be flown out by the first C-124. Both ENS MAC ALPINE and SSGT SPANN continue to improve, but slowly, both are still in critical condition.

The initial press release on the crash was sent out following the receipt from BUPERS that the next of kin had been notified. The balance of the survivors' gear and all material stored aboard the P2V was collected and brought into camp.

VX-6 personnel were unable to accomplish much in the way of work yesterday as they were still in the throes of organization.

The VX-6 pilots, in a meeting held with their Commanding Officer, expressed a great distrust of the forecast prepared by CDR MIRABITO and so LCDR CANHAM was brought down to explain the physical condition of the Aerological Officer, LT JORGENSEN, here at McMurdo. It was also pointed out that, although the forecast for their particular flight in was 100% correct as forecast from here, any aerological prediction is subject to great change. *(This was the first indication in the log that LT JORGENSEN'S condition could be physical rather than personal)*

Word was received from the Russians at Mirny that they had located a new meteorological station named Oasis at 66 degrees 16 minutes South and 100 degrees 44 minutes East. They will include reports from this base in subsequent weather synops.

Word was also received that the scrapbooks ordered by LCDR CANHAM for all hands in camp, were aboard the USNS PRIVATE TOWLE in custody of LT VAN.

It was noted that CDR WHITNEY sent a growl to the GLACIER that their message traffic on Alpha One Point One Charlie was interfering with Antarctic communications and that their use of this circuit was contrary to naval instructions.

VX-6 established their duty office in the Library as the doctors felt that there would be no disturbance to the four patients in the back.

LCDR CANHAM talked briefly with Fritz GORO and Mr. DEMPEWOLF over W2VH and the greetings of all hands were sent back to these two fine men whose coverage of McMurdo was excellent.

CDR WARD and CDR JORDA were moved into VIP Quarters to permit DR SIPLE and MR HANESSIAN to be moved into permanent BOQ.

Press representatives were moved into the Chapel to give them working room, as their initial office was to be in the Library which is now temporarily a field hospital.

Choir practice was held in preparation for a Sunday morning memorial service in honor of the victims of the crash. This service will be filmed and taped by BILL HARTIGAN of NBC.

The observance of new meal hours went along rather well and these few days of grace have been most welcome to permit the integration of transients into the normal camp routine.

Instructions were sent back to New Zealand to have a Chief and First Class Corpsman come into McMurdo on the first aircraft.

Saturday, October 20, 1956

This was a day of moderate temperatures ranging from plus six to minus seven. The winds were rather strong at thirty-four knots and the sky was partly obscured with some blowing snow.

The VX-6 personnel spent several hours at the runway in preparation for the installation of skis on their R4Ds.

AirOpFac personnel continued to accomplish some positive work in continued preparations for BEARDMORE and SOUTH POLE Stations and additional work was accomplished on the parking area, but the bulk of camp personnel are now employed in support of the units placed aboard.

A meeting was held in the afternoon and VX-6 continued to settle down their organization and pressed hard toward getting an aircraft in flight. In addition to the Little America flights which must haul CDR FRAZIER, his trail party and all their associated gear, the Beardmore reconnaissance and actual establishment, there exists a need for numerous flights to check out all navigational aids of this facility. VX-6 has promised that they will provide such flights, including many simulated GCA practice runs.

Additional improvements were made in the VIP Quarters, i.e. bookshelves and additional table space as well as the ready availability of cups and coffee.

In the early afternoon, it was learned that the Air Force C-124s were going to start departing New Zealand at 1705 local time and continue at four hour intervals until a total of six had made the round trip flight. They would bring with them some eighty passengers, but it was understood that the Air Force personnel themselves, members of the crew, would not be coming into camp for meals, etc.

The early morning details for Sunday were worked out and the holiday routine changed to a normal work day. These and other items were disclosed to the camp personnel at the weekly "All Hands" meeting.

RADM DUFEEK and CAPT HAWKS were taken on an extensive tour of the camp area and the YOGs by LCDR CANHAM.

ALLSUP continues to remain in excellent condition; LEWIS, who formally had been listed in fair condition is turning for the worse with what is apparently fat embolism, a process by which the marrow of the bones infiltrates the blood stream and, quite often, causes a clot on the brain, resulting in death. SSGT SPANN continued to hold his own with no definite improvement and so it was decided to return him along with LEWIS and ALLSUP to New Zealand on the very first aircraft. ENS MAC ALPINE is finally coming out of shock and showing more signs of regaining his senses. However, he will be retained here until further prognosis is known.

Sunday, October 21, 1956

Early morning weather was somewhat threatening but skies cleared sufficiently to give us an 8,000 foot ceiling. The first C-124 landed at 0551 local time. COL CROSSWELL made the trip down but, following a brief tour of camp in the company of RADM

DUFEK and LCDR CANHAM, and also a lengthy breakfast for he and his crew of 29, returned to New Zealand. This plane brought the first of fifty-two passengers which brought the transient population of the camp to a total of 38. The pilot of the C-124 stated that the ice runway was excellent and the majority only used approximately three thousand feet of it. It was a difficult task throughout the day to keep the aircraft moving and offloading the cargo, refueling the aircraft, etc. Much of the gear was that which belongs to CDR FRAZIER's Trail Party at Little America and it was therefore stacked alongside the taxiway. From there, it will be put aboard the R4Ds of VX-6 for delivery to Little America.

The communications setup for the fly-in worked out very well and the Air Controlmen in the Tower are regaining their confidence through the rather constant process of actually operating aircraft. Reports on McMurdo's homer said that it has an excellent reliability of a little over two thousand feet.

MAJ ELLEN, the commanding Officer of the 52nd Troop Carrier Squadron, will stay at McMurdo during the balance of this operation and he and LCDR CANHAM discussed the parking problem on winter ice with the arrival of four C-124's.

On offloading the first of the Otters that were brought here, the Air Force crew let the tail get away from them, it seemed, and a small amount of damage was received by the tail section.

Line maintenance personnel continued to work through past midnight extending their day well beyond the twenty-four hour period.

LTJG TUCK and LTJG BOWERS continue to stand, on a rotational basis, the OOD duties during these peak periods of activity. Within the next week, it is hoped to eliminate the OOD watches and merely assign an officer for a somewhat constant duty during the day. By midnight, the camp's population had increased to a grand total of 191 personnel with many yet to come. Just how many this will be is still an indeterminate figure. The preceding year's trite expression of "Play it by ear" is once again getting a heavy workout. Amongst the passengers received were additional Radiomen for our Communications Center, a Chief Hospital Corpsman, additional Aerographers, LT MCNIEL, the GCA Officer who will relieve LT BERGSTROM and CDR MIRABITO who will be the temporary relief for LT JORGENSEN who is being returned to the States for a complete physical examination and treatment for his seemingly serious disease of the central nervous system.

EMERICK, CS2 departed by C-124 for New Zealand where CAPT CADWALADER will take care of him until his orders catch up with him. Orders were also issued for SPAINHOUSER that he might return tomorrow.

On the first C-124 departing this morning, three of the P2V crash survivors, LEWIS, ALLSUP, and SPANN were returned to New Zealand for further medical treatment. ENS MAC ALPINE was moved from the Library to Sick Bay and the Library is being readied to house the press section which now numbers seven, PAT TRESE and BILL HARTIGAN of NBC, DON GUY from AP, MR FENN from LIFE MAGAZINE, MR

SULLIVAN from the NEW YORK TIMES, Mr. TALBERT of the HERALD TRIBUNE and MAJ RICHARDS who is with the Air Force, but is on inactive duty.

Memorial services were held in the Chapel at 1330 and BILL HARTIGAN of NBC taped and filmed the entire service for possible reshooting on TV.

Following this, the absentee balloting was conducted in the Mess Hall. This big publicity item which the Department of Defense hoped to make capital of, turned out to be somewhat of a fiasco as the majority of the envelopes, instead of containing absentee ballots, contained merely the forms for individuals to fill out requesting a ballot.

The day's temperatures of plus ten and minus six were quite mild for camp personnel, but the majority of the newcomers could be easily pointed out for one could not see any part of their body other than clothes. Winds were moderate at twenty-two knots.

The line crews and offloading group worked through until after midnight, having their supper brought to them in the form of sandwiches. During the day, quite a few of the new incoming personnel walked into the line shack tent for warmth and, apparently, the stove was turned up to full high and, in the late afternoon, the tent was one third destroyed by fire. There was no damage to equipment or personnel.

Monday, October 22, 1956

The skies were overcast at four to five thousand feet during the morning hours raising to eight or nine thousand feet in the afternoon. Temperatures ranged from plus six to minus eight with winds of twenty-eight knots.

Work was continued on the snow skiway which is being installed parallel to the present service runway and to the East of the highway between camp and the airstrip. It is planned to have this skiway for the operation of all ski equipped aircraft, thereby eliminating the need for parking space for the R5D's and P2V's at the main parking area.

In the early morning at approximately 0134 local time, AF52982 landed a little bit long on the runway and, upon throwing the props in reverse, the nose wheel gave way and the plane skidded to a slow halt on the clamshell doors. Three of the four props struck the ice runway and considerable damage was experienced by the main support bulkheads. No personnel were injured, nor was any cargo damaged. Another C-124 had been ready for takeoff just prior to the landing of 982, and yet a third was enroute to McMurdo and was past the point of safe return. An additional plane (flight number six) had become airborne at New Zealand and was also proceeding to McMurdo. A message was sent which held this plane in New Zealand.

The hour following the ground accident was consumed with the arrangement of appropriate rigging and positioning the big tractors to pull the C-124 to a safety spot. An hour and a half following its initial accident, it was parked at the upwind end (true East) and its tail pulled back from the runway. 983, the plane waiting for takeoff, then departed, having encountered no difficulty and subsequently flight number five did arrive and made a very nice landing and quickly discharged its cargo and passengers. LT

JORGENSEN, Chief SPAINHOUSER and GORITY loaded aboard and departed for New Zealand with the aircraft.

Several press conferences were held ð the one in the morning dealing with CDR FRAZIERÕs Byrd Station trail party and the one in the evening devoted to CAPT CORDINERÕs operations of VX-6 and brief comments from MAJ ELLEN, LCDR CANHAM, LTJG BOWERS and CDR MIRABITO. These conferences will be held daily to brief the correspondents on the coming events and to keep them apprised of the latest word.

Those parts of the Jamesways which were received on the recent flights were brought into camp and broken out and made ready for erection following the receipt of a few essential parts; parts believed to be aboard the aircraft with the damaged nose wheel.

MAJ ELLEN requested some type of shelter for his work crew in connection with the salvage or repair of the C-124 and, during the evening, one of the pumping Wanigans was readied for use by the Air Force. Also, the Builders constructed four adequate caskets in which the bodies of the military personnel who died in the P2V accident will be returned to New Zealand for subsequent embalming and airlift to the United States.

Word was received from New Zealand that the three patients arrived and their conditions were relatively unchanged with ALLSUP in good condition and both LEWIS and SPANN in critical condition. Surgery was performed upon SPANN to remove the blood clot on the brain and the operation was described as successful. Here at McMurdo, ENS MAC ALPINE continues to improve and it is planned to fly him out tomorrow.

VX-6 continues to proceed rather slowly on the maintenance of their aircraft and the Admiral is becoming quite displeased.

PASTOR was taken off the night crew and is now working with HURD on the Carrylift that the entire camp might have all the water it needs. WILLIAMSON is being assigned to building duties and, for all practical purposes, the runway night shift is being secured.

Five additional Radiomen were received yesterday and a most welcome sight they were. CDR SNAY is supposed to arrive tomorrow, weather permitting.

The camp continues to fill up and, as yet, very few Air Force personnel have reported aboard. If the present rate continues, there will be no space for them within two days.

Tuesday, October 23, 1956

This was another day of overcast skies with visibility varying from one to thirty miles during most of the day and, in the late evening, deteriorating to less than one half mile.

One C-124 arrived, with CAPT MALONE as pilot, and brought the Douglas Aircraft representative to McMurdo, along with some other additional VX-6 enlisted personnel and twenty-two thousand pounds of parachutes and pallets.

The Douglas representative, Mr. Fred GLASGOW, made a preliminary check of the aircraft which had incurred a broken nose wheel and stated that it was extremely doubtful if the aircraft would ever fly again as several of the major bulkheads had sheared. If back in the States, this would present not too great a problem but, here in the Antarctic, would represent almost two thirds of a year of work under the very worst of conditions and so this one million eight hundred thousand dollar monster will probably be dismantled and all of its undamaged equipment and accessories returned to the States for further use. It may well be that the fuselage can be converted into an excellent transient quarters for the line area.

The winds were rather moderate, peaking at twenty-seven knots and VX-6 started to turn their people to on a double work shift. However, their night crew was secured several hours after starting due to blowing snow. A D-2 tractor and sled were turned over to the VX-6 maintenance group and they will provide a driver from one of their group that wintered over. Their day shift will number approximately twenty-five and the evening group ten.

Following the arrival of the C-124 in the morning, our line crew and freight offloading group had the plane refueled (6200 gallons) and offloaded within an hour, but there was an additional hour's delay in transporting ENS MAC ALPINE, the copilot of the P2V crash, to the aircraft. With his departure, the Sick Bay is now cleared of bed patients for the first time in over a week and the two doctors can now get some much needed sleep.

All flight line personnel were turned into the rack after the noon meal, for two additional C-124's were scheduled to arrive early tomorrow morning - one at 0300 and a second at 0730. Aerology had forecast a visibility of fifteen to twenty miles. However, at approximately 2230, our OOD contacted the tower and they reported less than a half mile due to blowing snow. Relaying this information to CDR MIRABITO, the Aerology Officer, he stated that he expected no change. This information was passed to MAJ ELLEN and permission obtained to release a message directing the return of the C-124s to New Zealand. And so it was that most of the line crew got a good nights sleep for the first time in a week.

Additional sorting and inventorying of incoming freight was accomplished and the construction of the Jamesways was aided by the clearing of a strip directly behind the chapel. Construction will start tomorrow.

In the morning, RADM DUFEEK called together the pilots of VX-6, along with several of his staff and the OinC Williams Air Operating Facility and stated his displeasure at the way VX-6 was getting their planes ready. In effect, he told them to get off their rusty dusties and pay no attention to working hours but merely get the planes in operating condition and commence the flights. It was this speech that prompted the double shift.

The press continues to pour out a rather heavy volume of traffic, but with CDR HARTMANN here now (Staff Public Information Officer) it makes things considerably easier.

VX-6 released ROONEY to Chief DORE's line crew and also stated that COPPOLA could double on the line crew, but we have yet to receive a rated cook which is so badly needed.

Work continued on the preparation of the POLE tractors and it was hoped to distribute the recently received clothing to the POLE personnel in the very near future.

RADM DUFEK has decided that the GLACIER shall break no ice in offloading her initial cargo here at McMurdo but shall remain tied up to the edge of the bay ice which is located some twenty miles Northwest of here.

The helicopter was removed from the hangar and the two new blades received, placed in position. A check is being made for the third new blade but, if it cannot be located, one of the old blades will be used instead. One of the new Otters was pulled into the hangar to give personnel an inside workshop.

The C-124 that landed this morning came in all the way on GCA and made a beautiful touchdown (used full flaps) and, from point of touchdown to turnoff, was not more than two thousand feet.

Items were being prepared for transport to Little America with the proposed departure of an R4D tomorrow. However, it will not be able to take any bulky items as its primary purpose is to transport CDR FRAZIER and some of his trail party equipment to Little America.

Ninety-five percent of the personnel in camp have come down with the same colds that the Whoopee Boys brought in with them from New Zealand.

Notice was received that the P2V-7, originally scheduled to arrive in this area within the next week had to make a wheels up landing at Edwards Air Force Base and the repair to the damages received will not be completed until the last of November.

The total on board count of personnel is now 195 with 107 of them being transients as five members of the wintering over group are now in New Zealand.

Wednesday, October 24, 1956

There was some sunshine, but many periods of seven tenths or better overcast. Temperatures ranged from plus two to minus eleven and the winds peaked at twenty-eight knots from the East.

Two C-124s, which had been scheduled to arrive at 0430 and 0730 local time, were turned back due to McMurdo Weather and landed safely in New Zealand.

Our light snowfall and bad visibility problem ceased at about 0530 and it was not until approximately 2100 that the visibility deteriorated into a semi-whiteout, causing the proposed Little America flight to be cancelled.

VX-6 worked all day in an attempt to get an R4D off for the BEARDMORE area and one to Little America, without success. Frozen brakes and bleed ice were the primary problems. LCDR SHINN did get his plane airborne and flew several GCAS which aided our GCA crew immensely. Once again, though, it was a problem of trying to get a little bit of rest for our line crew. Although they only had one flight today, due to their proposed plans, our line was manned from 0600 until 2200 and the men must arise again tomorrow morning at 0300 for the proposed BEARDMORE departure. With as few flights as we will have, they certainly could fit all of them in within the normal working day and enable our crew to get adequate rest.

LCDR CANHAM met with RADM DUFEK, CAPT CORDINER and MAJOR ELLEN about support personnel at the eighth or ninth time this has come up. CAPT CORDINER sent a message to New Zealand requesting two Cooks be sent via first C-124. CAPT CORDINER also promised two additional personnel for the line crew and RADM DUFEK sent GEN MC CARTY a message requesting support personnel from the Air Force to the extent of one Cook and one Medical, one MAA and three line maintenance personnel.

Most of the nested tanks were filled on the hill by barrel pumping and the major equipment refueling tank was filled by the same method.

The Jamesway was erected and now awaits only the canvas topping.

We are barely able to stay up to the added influx of personnel having already gone over that which we had stated we could accommodate, yet there seems to be a minimum of 96 or more to come and so, again, the old phrase "Play it by Ear" returns to its overworked condition.

Chief DORE completed readying the Wanigan for the VX-6 line crew and turned it over to them. The Mechanics continued to work on the D-2 POLE cats.

All POLE and BEARDMORE personnel were issued clothing which, incidentally, was not what we had ordered but merely much of what had been used last year and renovated.

LT TUCK will accompany the Beardmore flight to assist if they should have difficulty and be forced down.

CAPT HAWKES and MAJ ELLEN were taken by LCDR CANHAM to the alternate strip in the afternoon. The strip is in much better condition, as far as smoothness goes, than the main ice runway. But, due to its distance, adequate support is impossible and, too, it lies quite close to the open water ice edge, making it a highly vulnerable location. Upon returning, MAJ ELLEN sent a message to COL CROSSWELL stating that, in his belief, continued usage of the main ice runway would eventually mean the loss of another aircraft. This prompted an emergency message from GEN MC CARTY to RADM DUFEK which expressed the general's impatience about getting the show on the road and also asking the Admiral's advice about the runway. This getting the show on the road is a wonderful thing, however, as we were told that the Air Force would not appear

on the scene until November 1st and we are still rather confused as to why they arrived so early.

Due to the rather heavy flight schedules of the past week, which included many aborted attempts for flight, our personnel have been unable to work on the runway proper. Actually, given three or four days unhampered opportunity to work with the D-8 on the bumpy spots, the main runway could be made satisfactory to all, but talk has been to no avail, so experience will have to take its place and now, apparently, has as both air groups realize that the one ridge will have to be eliminated.

Work continued on the snow skiway which is now suitable for landing but must have additional markings. The helicopter had its first flight and checked out very satisfactorily. It will be used tomorrow for the ice reconnaissance in lieu of the Weasel, as both Weasels #23 and #19 are in grave condition, one with carburation difficulties and the other with radiator trouble.

Last word from the GLACIER was that she was beset in hummocked icefields.

By now, all hands have come down with the Christchurch cold, adding to the discomforts in camp. We had built up a group immunity among ourselves during the isolation period and now, for everyone to have a cold at once is rather disconcerting.

Thursday, October 25, 1956

This was a day of relatively good weather with temperatures ranging from plus eight to minus nine. Winds were calm occasionally rising to ten knots from the East.

During the day, additional runway work was done on the skiway and further leveling on the runway. The parking area was extended another one hundred and fifty feet and, considering the coming and going of aircraft every two or three hours of the day (Just enough to keep Chief DOREŐs and Chief HESSŐ crews working on a twenty-four hour basis, this was quite an accomplishment.

It all began at 0450 with the departure of Captain CORDINER for BEARDMORE reconnaissance, then continued on through the day with the arrival of three C-124Ős, the departure of 2 R4DŐs for Little America and several helicopter flights.

Work is progressing on readying the Otter for flight and the wings were mounted on one and a berm was dug for the mounting of the second.

The crippled C-124 was completely offloaded of cargo which was brought into camp.

Word was received that GENERAL MC CARTY was due to arrive early tomorrow morning. With the GeneralŐs arrival and those coming into camp throughout the day, AirOpFacŐs onboard count pushed up over the two hundred and seventy mark. The General is coming in to make a hurried drop at the ̀SOUTH POLEŐ and return to New Zealand. Aside from the fact that the establishment of the Pole Station is several weeks away and that it takes several hours of circling at the approximate POLE position for decent sun lines and fixes, this drop will undoubtedly accomplish what the General and

Air Force desire is that is a flood of publicity for the Air Force. Other than that, it is entirely insignificant and extremely expensive, but this seems to be beside the point as far as the Air Force is concerned.

During the BEARDMORE flight, three landings were made between the Scott and Beardmore Glaciers. Two of the sites were deemed adequate, but CAPT CORDINER desired to make further investigations and, accordingly, plans to take off tomorrow on an additional reconnaissance flight. On the second landing, the right wing tip dug in and caused some damage to the wing tip and aileron assembly.

Both R4D flights arrived at Little America without difficulty; they plan to remain on the deck for two hours and return to McMurdo. CDR FRAZIER was taken to Little America that he might commence his plans. The remainder of his group will follow as soon as possible.

A major change in the POLE station plan has been decided upon by the Admiral in conference with CAPT CORDINER, CAPT HAWKES, LCDR CANHAM and LTJG BOWERS. Feeling that the Russians are attempting to reach the POLE first, RADM DUFEK desires to push ahead as rapidly as possible in making the first landing. Therefore, an R4D and an R5D will depart McMurdo for the SOUTH POLE within the next four days, weather permitting, and the R4D will proceed to make a landing and attempt takeoff. On its way out, it will land at the Beardmore site where it is supposed to be met by an additional R4D with spare avgas to permit the Polar R4D to return to McMurdo. Providing the R4D is able to land and take off from the Pole, a radio message will be sent back to McMurdo and the other R4D with the Advance Party will launch for the POLE with an R5D as flight cover.

During the afternoon, the additional personnel coming into camp were forced to start moving into a partly constructed Jamesway, but it was completed soon afterwards. Although ten Jamesways were ordered, but three have appeared on the airlift. As three are needed at the POLE, it is rather undesirable to erect these three for AirOpFac. Personnel have been located all about the camp, including the Chapel, and the feeding situation is almost out of control with just too many people.

The helicopter conducted an ice reconnaissance and, from their observations, statements were made that it was indicated that the ice has cut back considerably in the past three weeks.

Another long discussion was held between LCDR CANHAM, RADM DUFEK, and CAPT CORDINER regarding support personnel and their immediate availability. VX-6 now promises two rated cooks in addition to the messcook and one person for the MAA detail and three for the line maintenance crew. These figures will almost be duplicated by the Air Force. As yet, the Air Force support personnel have not taken shape primarily due to the fact that the full unit has not arrived although the individual Air Force personnel are extremely cooperative.

SELMAN fell while carrying a case of beer and the metal banding about the beer case cut his ear in two. DR TAYLOR worked on him for several hours stitching. This was the

only marked injury to come to the attention of the Sick Bay this evening, which is rather amazing because all hands are completely pooped.

The Japanese press correspondent was scheduled to arrive shortly after midnight, but is due to be turned around and sent back to New Zealand because he is not accredited to stay over at McMurdo at the present time; a further means of winning friends and influencing people!

We are now down to one and one half Weasels and the two Sno-cats that the Air Force brought in are acting up and one is now completely inoperative

Friday, October 26, 1956

This was a beautiful day with very few clouds and the sun felt actually warm as the temperatures ranged from plus four to minus eleven. The winds in camp were relatively calm although they did peak up for a few hours to a velocity of twenty knots. Large areas of drifting snow were observed out on the sound, indicating a more constant wind there.

MAJOR GENERAL MCCARTY USAF, Commanding General, 18th Air Force, arrived at 0650 local time with five Colonels and innumerable staff officers in tow. The Air Force personnel are masters at the public relations game and seem to play every angle. The General returned to the base in company with the Admiral in an Air Force Sno-Cat. Immediately upon arriving at the camp, he held a press conference and announced that he would depart at 1300 for the SOUTH POLE where his group would drop a pallet of fuel drums which could later be used by our POLE personnel. The flight did depart shortly after 1400 with forty-three personnel aboard and one tent for the entire group and very little other survival equipment. Enroute, due to maintaining an \dot{O} on top \dot{O} flight condition, the aircraft climbed to seventeen thousand feet and remained at this altitude for the next four hours. As there were only two bottle of oxygen back aft for the thirty-three passengers, the majority of them were lying on the deck gasping like fish and most all of them were rather ill upon their return. To add to their discomfort, the let down from seventeen thousand feet to sea level was made at a very rapid descent. The General announced that he had made the drop at the SOUTH POLE although their ETA \dot{O} s enroute were not within a half hour of actual arrival times and there was no prolonged circling at the area of the geographical South Pole to obtain celestial fixes. So, it is extremely doubtful if what they dropped came within sixty miles of their target area.

The Grasshopper, the portable weather station, was also sacrificed to the cause, being dropped immediately after the barrels; as it is only a 15W transmitter, the only time we could conceivably receive its weather information would be from an aircraft flying in its immediate vicinity. The General \dot{O} s flight returned to base at 2300 local time and the ten press personnel that accompanied the aircraft, rapidly wrote up stories concerning their trip. The General announced that he would turn in for an hour and the plane would depart for New Zealand at 0200M.

VX-6 aircraft returned from Little America at 0550M and 0900M, bringing with them the servicewide examinations for advancement in rating, Ontos parts, several adding machines, and other material requested by the AirOpFac from Little America. LT

STRETCH and LTJG SEAY also returned to obtain checkout in the Otter type aircraft. After approximately a ten day stay, they will return with the aircraft to Little America.

The transportation problem became acute in the early morning due to the breakdown of Weasel #19. Both of the Air Force Sno-cats became inoperative, one due to a broken fan belt and the other to a broken roller track. Before the day was out, Weasel 23's transmission had gone the way of all much used transmission and, momentarily, the Admiral and GENERAL MC CARTY were left adrift in the center of the runway. Fortunately the Ontos was put into commission for two trips (it finally broke down at the foot of the hill) and Weasel #19 was gotten into operating condition.

Shortly after noon, the decision was made by the Admiral and CAPT CORDINER that they would launch three R4D's simultaneously for BEARDMORE which would be carrying the BEARDMORE Party, and that the camp would be immediately established. This decision immediately threw everyone into operation cluth-butt. As was noted above, transportation was virtually nil and the BEARDMORE personnel concerned had been working throughout the day and many of them throughout the preceding evening and, although the gear was gotten together, getting it aboard the aircraft within a matter of minutes presented a problem. After three hours, the group appeared ready to go, but the three aircraft were still inoperative. At 2114M, the first aircraft, piloted by SHINN became airborne but, immediately after takeoff, did a 180 and landed downwind as an electrical fire had started in the radio gear. It was not until midnight that VX-6 accepted the fact that they could not depart until tomorrow and the BEARDMORE group was finally returned to camp by the earliest means of transportation to get some rest, as it was at this time that the Admiral and GENERAL MC CARTY and their entourage were proceeding to and from the strip and the one piece of equipment in operating order at that time was in heavy demand. The BEARDMORE group were finally in their sacks by 0330.

During the late morning, DR. SIPLE did an ice reconnaissance via helicopter and, upon returning, stated that it was his concerted opinion that our ice would hold well for at least the next two months. It was also interesting to note that the ice did return on the North side of Cape Royds and there is merely an open lead between the two major fields at this time. This situation apparently is an oscillating one at various times of the day. CWO SINGER accompanied DR SIPLE and took numerous pictures of the ice area and views of the camp and runway.

The erection of the second Jamesway, permitted the personnel to be moved out of the Chapel and MAJ ELLEN has promised to keep the rest of his personnel out of here until additional quarters are delivered.

Although the two rated cooks did not materialize from VX-6, they did assign two personnel to help our cooks, and now are rendering support to the extent of one Assistant MAA, 1 messcook, 2 Assistant Cooks (for all practical purposes, messcooks) and one man on the runway crew. CDR WARD has promised two additional for the runway crew and this will complete the support personnel requirements from VX-6.

Messages are flowing thick and fast concerning the immediate air delivery of four additional Weasels to McMurdo from the U.S. The latest reference on this was one from CNO to Headquarters U.S. Tactical Air Command. Although no reply has been received from LCDR CANHAM's message to COMCBLANT about the early arrival of LCDR MARSHALL, his relief, LCDR CANHAM was successful in getting RADM DUFEK to support the original request in the form of a message to the commands concerned.

After twenty-four hours here, CDR SNAY realized that the Irirangi Circuit is impossible and he, therefore, postponed its further testing for operations for a period of four months and we shall return to our original plan D that is the one conceived by AirOpFac of coming up on Fox broadcast.

With the sudden accent on ÖRUSHÓ, Pole Station personnel were gathered together for a meeting and told to be prepared to move out any time after this coming Tuesday, although it will undoubtedly be a good week before the major party is able to move due to plane availability etc. In fact, it may be that time before the BEARDMORE is established at the present rate of progress.

VX-6 discovered that a hydraulic fitting on the nose wheel of one of the R5D's had been broken and they did not have any spares, so LUNDY turned to and was still working at midnight on hand fabricating a suitable substitute.

The examinations for advancement in rating will be given at the very first opportunity, probably commencing either Monday or Tuesday for the twenty-two personnel who are eligible to take the August examinations but, as such examinations were at Little America, they could not be conducted until this time.

CAPT CASSIDY, the Liaison Officer between the various Air Force units and the project officer for the drops at the POLE, while at the runway, suffered a blow on the head with a chain and had to have several stitches taken. Therefore, instead of remaining at McMurdo, he was to return to New Zealand with the General for at least a week.

RADM DUFEK requested, and therefore it was done, a light meal for the forty-three people who returned from the Pole flight. Tray as we will, it seems that most flight operations are conducted during the night although the entire day is spent in attempting to conduct them and so all hands are up eighteen to twenty hours each day. The bobsleds are no longer the only items that make deep ruts in the snow!!!

Chief DORE's crew is in a complete state of exhaustion being the one group it is most difficult to relieve due to the special qualifications of LEDVINA and OLIVER, in handling the fuel farm and refueling equipment.

Saturday, October 27, 1956

The majority of the day saw blowing snow and poor visibility throughout the McMurdo Sound Area. Temperatures held within the same range, rising to plus four and lowering to minus eleven in the evening. Winds were frequent, peaking at 20 knots from the East.

Due to the poor weather, which caused the cancellation of all aircraft flights, most personnel were permitted to turn in for a well deserved sleep, but there were still many support people required to continue performing their many tasks. At long last Chief DORE and his crew were able to turn in for a whole day's sleep.

The helicopter ice reconnaissance was cancelled due to poor weather.

Several meetings were held in the Admiral's Quarters concerning the assignment of support personnel from VX-6 to the Air Facility. This time, the Admiral left nothing to the imagination and the additional personnel report to the OOD by 2000 that evening.

LT EICHHORN reported to Sick Bay with a relatively high temperature, bad cold, and suffering, as the others of his group were, from fatigue. The doctors placed him on the Sick List and stated that he would be unable to go in with the initial group at BEARDMORE. LCDR CANHAM then assigned the responsibility of the initial group at BEARDMORE to Chief BARONICK and will send along PRESCOTT to assist him. CWO FISHER took over the rearrangement of BEARDMORE equipment in view of plans to air drop a good deal of it. The C-124 will be used for this purpose and will drop aviation gasoline for the refueling of the initial SOUTH POLE R4D.

The Admiral directed VX-6 to purge ten drums and fill them with aviation gasoline and then AirOpFac will run contamination tests on them. At the same time, LCDR CANHAM is to have at least twenty-seven fifty-five gallon rubber tanks filled with avgas and turned over to the Air Force for packaging in A-11 containers. It is believed that the latter method of fuel drop will be far more desirable.

LCDR CANHAM and his detail worked on this until past midnight, having to abandon it momentarily as some of the rubber tanks had to be heated overnight in order to open them up.

The plans for tomorrow include three BEARDMORE flights and one flight to Little America. The flights to BEARDMORE Glacier will carry AOCA BARONICK, PH2 HILL, RM2 ZEGERS, BU2 PRESCOTT, HM2 HAINES, RM1 ZIKELI, AD2 JACKSON and AG1 GRACZYK to set up the BEARDMORE Auxiliary Base.

RADM DUFEEK spoke to the troops at the All Hands Meeting. He is still feeling very poorly with a severe cold and sore throat. A movie was shown to the MCB(Special) wintering group, following the All Hands Meeting.

The Air Force continues to cooperate all the way down the line; Major ELLEN has held off any additional C-124's until we are ready for them and is ensuring that, hereafter, they arrive at McMurdo during normal working hours.

MR HANNESSIAN of the IGY was given explicit orders from RADM DUFEEK regarding non-interference with the establishment of the Pole Station at this time. MR. HANNESSIAN is greatly concerned about certain factors, which, for all practicable purposes, are none of his affair.

For the first time in the history of the Power House, the power load went off the chart, indicating that there are undoubtedly many people operating hot plates. During the early morning at 0100, the entire camp suffered a momentary power failure when the 1000kw overheated. However, the juice was back on in a matter of minutes. Word was received from Little America that LT MEHAFFEY would not accept personal checks for payment of mess bills

POLE STATION personnel continue to gather the few odds and ends which they were unable to accomplish prior to this time and everyone is staying rather on edge due to the spontaneous manner in which operations suddenly get underway.

Sunday, October 28, 1956

This was a very warm day with a high overcast and occasional blowing snow. For the first time in months, the temperatures did not range below zero, staying between plus nineteen and plus three. Winds were mostly from the East at Thirty-four knots.

The BEARDMORE aircraft finally got underway shortly after 1100, having initially set up a departure schedule of 0930. All R4Ds were scheduled for flights; three to BEARDMORE and one to LITTLE AMERICA, taking over additional equipment and personnel for CDR FRAZIER's trail party. This plan left no aircraft in reserve for rescue should it be necessary as the two R5Ds are down and the C-124 has an inoperative prop. It was a very generalized plan for the R4Ds to rendezvous at the Beardmore; they did not take off together, but proceeded as soon as their planes were flyable. The third Beardmore Aircraft returned to base shortly after taking off. Their basic trouble was that they were unable to retract their skis and also having a rather bad internal gas leak. Although the crews worked on this aircraft all day and were still on it at midnight, the discrepancies had not been fixed. So, but half of the Beardmore group were delivered to the prospective campsite and left to prepare the tent camp at AOCA BARONICK, PH2 HILL, BU2 PRESCOTT and RM2 ZEGERS.

LT SPEED was given the R4D with the crumpled wing to take to Little America. He arrived safely but, at midnight, had still not departed Little America for McMurdo due to a whiteout and poor weather enroute.

The C-124 departed Harewood at 2030M and was estimating McMurdo at 0730 in the morning. It is bringing additional Jamesways as well as Navy and Air Force support personnel.

The GLACIER tied up at the ice edge three miles West of Cape Royds and LCDR COSTANZA flew into camp, bringing CDR BROWNING, the ship's operations officer. Just prior to their arrival, we had received a message stating that they had a breakout of mononucleosis aboard the ship and advised that all precautionary measures be taken to keep the personnel in camp isolated as much as possible from the personnel of the USS GLACIER. The tentative offloading plan was briefly discussed between RADM DUFEK, CDR BROWNING and LCDR CANHAM. The Admiral agreed that the C-124's offloading would take priority over the ship and that all the bobsleds should be used first in removing the plane's cargo; appropriate arrangements were made and

LCDR CANHAM spoke to the Commanding Officer of the GLACIER via voice radio and requested that, weather permitting, LT CAVENDISH, the Chief Driver and MCB ONE's two nonrated personnel be flown in to camp in the morning. It was also planned to have a Weasel depart camp for the GLACIER to complete whatever flagging is necessary and take three drums of MoGas that the ship's Weasels might be refueled and brought to the base, where they are badly needed.

In reply to RADM DUFEK's request, GEN MC CARTY stated that the Air Force support personnel would arrive sometime this week. And so it is, if all hands can hold out for another few days, the worst will be over.

Today was one of a half holiday routine with only the direct support people involved in a twelve hour work day.

LEDVINA completed the contamination tests on the AvGas Fuel that was put in drums formerly containing diesel. The drums were washed out with white gas. The filling of the rubber tanks was also completed and they were delivered to the parachute loft where they will be palletized and made ready for the C-124 drop at the BEARDMORE. The C-124 that is due to arrive in the morning will make this drop.

As of this afternoon, we are three days behind in getting the press traffic out. Little America is having difficulty with their transmitter which is also adding to the delay. RADM DUFEK is most displeased with the Staff planning in this regard, and held a lengthy conference with CDR SNAY.

Monday, October 29, 1956

This was another day of warm temperatures and bad weather until late in the afternoon. Blowing snow, pushed by winds of forty-seven knots added to overcast skies kept conditions IFR at the field until approximately 1800M. Temperatures continued to rise with the low being a plus seven and the high a plus fifteen.

A C-124 came in at 0811. Our GCA was temporarily inoperative, but the pilot in the aircraft waited until one of the brief lulls in the storm had made an opening and made a very nice landing in a forty knot crosswind. Shortly thereafter, the eleven additional VX-6 personnel aboard it, as well as the Air Force crew of sixteen, came into camp, creating an additional housing problem. This same aircraft brought in the rest of the Jamesways and an additional one was completed prior to taps and so it was again necessary to use the Chapel to take care of the balance of berthing although tomorrow should find an additional two Jamesways ready for occupancy. This C-124 plans to make one drop at the BEARDMORE camp, then return to New Zealand.

Shortly thereafter, GCA was fixed and word was received that LT SPEED, the pilot who was returning from Little America was encountering moderate icing, a rough running engine and was in the soup at three thousand feet approaching Ross Island. There then followed two and one half hours of instructions from operations (the VX-6 Duty Officer, CDR JORDA, and others), as SPEED milled around in the overcast trying to get oriented. The TPS-1D and GCA radar were unable to pick him up until the last twenty-

five minutes as he had been holding behind Observation Hill close to White Island. As soon as he rounded the point, both GCA and the TFS-1D picked him up and he was guided safely to the landing. During LT SPEED'S flight, there were frantic calls to Aircraft Maintenance and our OOD wanting to know if the Raccon was operating. This and the low frequency homer have been functioning for the past week and a half, but all requests to have them flight tested by VX-6 pilots have been met with well meant promises but still as yet no flight evaluation. Perhaps after today's episode, the squadron will see to it that appropriate flight evaluation is given to navigational aids here.

The morning started out with a slight delay in breakfast as the kitchen stove had gone out due to lack of fueling. However, Chief HUBEL and WAGNER worked from 0200 until 0530 getting the range back in operation (among other things, an air lock developed which was removed with some difficulty,) and Chief UPTON had breakfast ready at five minutes after six.

The Admiral secured flight operations at twelve noon and stated that they would remain secured until the following day. This enabled VX-6 to turn in for a period of twenty-four hours but, as our people are basically support personnel, there was very little rest for them and, in addition, the Jamesway huts had to be constructed that the new arrivals might be housed.

The items for tomorrow's Beardmore drop by C-124 were loaded aboard the aircraft. LCDR CANHAM talked to Chief BARONICK on voice at 1700M and he, HILL, PRESCOTT and ZEGERS have set up the camp, marked out the runway and are a growing concern. The location of the camp is very close to the Liv Glacier at 84 degrees, 50 minutes South and 166 Degrees, 0 minutes West. The remaining personnel (LTJG EICHHORN, JACKSON, HAINES, ZIKELI and GRACZYK) are scheduled to be flown in tomorrow and arrangements were made for BARONICK to come back up at 1200M tomorrow to receive any last word instructions regarding the air drop.

LCDR CANHAM, CHIEF STITH, CHIEF DORE, and CHIEF BARGER departed camp at 2000 to lay out the thirty mile trail to the GLACIER which is now moored abeam of Cape Royds.

We now have the facilities in camp being attempted to be run by at least five different people other than LCDR CANHAM. CDR WHITNEY got himself into the act by requesting that the Postal Clerk from Little America fly to NAF McMurdo periodically for the sale of postage stamps. We, of course, do not have a Postal Clerk for McMurdo, but our supply of postal stamps is exhausted, a condition which was noted several months ago to the Staff but, as usual, no action was taken upon it then until it has finally hurt someone directly connected with them.

RADM DUFEEK kindly offered to make arrangements to have much of our equipment returned to New Zealand by airlift for subsequent overhaul and repair and immediately returned by C-124 to McMurdo.

LEWIS, AT2, was removed from the critical list in New Zealand and SPANN continues to show a slight improvement although still in a coma.

GEN MC CARTY agreed to send in support personnel within the next few days; these are badly needed at camp.

The bodies of the four victims of the P2V crash were packed in dry ice and departed New Zealand for the United States.

As of late in the evening, the heavy backlog of press had been cleared.

Tuesday, October 30, 1956

This was another day of continued warm weather with temperatures ranging from plus fifteen to plus three. The winds were variable at thirty-three knots although several periods of calm were experienced.

At 0830, the group returned from marking the trail to the GLACIER and brought back the two new Weasels. The GLACIER will continue to break in to a point abeam of Tent Island from where offloading operations will commence.

Arrangements were made for the helicopter transportation of MCB ONE personnel on the GLACIER to the camp and, during the day, LT CAVENDISH, BU2 MC CARTY, CD3 LIPSKE, CDC HARVEY, CD1 WIGGINS, SVCN FALCONE and CDCN DIVALL arrived during the day and the remainder will be air lifted tomorrow, weather permitting, or brought in by tractor train if the weather is too bad for the helicopter flights. These personnel are being used to augment the mess cooks and MAA detail, as well as taking over the actual operations of the GLACIER'S offloading.

Communications finally cleared the backlog of press and, in doing so, brought to light the fact that a story of TALBERT'S, the Herald Tribune'S local representative, was delayed over twelve hours as it was left on the OOD desk for that period of time. MR TALBERT immediately went into a senior size tantrum number one, and spent the balance of the day heaping violent verbal abuse on any and all. RADM DUFEEK held a short conference in the evening to placate TALBERT'S feelings. Mr. TALBERT'S feelings are not easily soothed, but every gesture possible had been made by all even remotely concerned with the incident.

The building of Jamesways continued at a rather slow pace; an additional one was finished and the decks laid for two more. Personnel still sleep in the Chapel.

The C-124 with items for the Beardmore drop departed camp around noon and proceeded to the Beardmore site but remained there an hour and a half to carry out the drop of supplies and equipment. The drop was accomplished somewhat successfully. Out of the twenty rubber tanks dropped, but one burst and this because the chute failed to open. The gear was strewn for a mile, but was all along the runway which had been previously marked out. An immediate voice call to McMurdo was received from BEARDMORE requesting that the Sno-Kitten be delivered the earliest possible to assist in transporting the gear to a central location. The R4Ds scheduled for BEARDMORE were partially successful but the one with the four personnel was again unsuccessful in raising his gear after takeoff and returned to base. LT EICHHORN was delivered to BEARDMORE and the four remaining personnel will try again tomorrow. The failure of the one plane

bearing the four additional men to depart the McMurdo area resulted in the non-delivery of the adapter fittings for the Gordon-Rupp fuel pump which left the base at BEARDMORE without any automatic means of emptying the rubber drums. BARONICK reported temperatures of twenty-five above and no winds at the BEARDMORE. Perhaps summer has come.

The C-124 then proceeded to the SOUTH POLE to observe landing conditions. CAPT HAWKES was aboard and sent out an operational immediate message saying that "This is it if the weather holds." This was at 2100 in the evening and as three of the four R4Ds were still out on flights and the only one remaining was still down due to its inability to raise its landing gear, it was impossible for tonight to be fully used on "This is it."

Once again, the operations were heading for very thin ice by proposing to launch the R4D and land at the SOUTH POLE with the BEARDMORE camp still incomplete.

CDR WHITNEY ordered us to hold all reports in abeyance until we are on our way home or even as late as when we arrive in Davisville. This was apparently due to our forwarding a rather lengthy and complete report to him for endorsement. He did ask for a voice conference earlier in the day, a message which CDR SNAY answered saying "negative, will hold voice conference later." LCDR CANHAM saw CDR SNAY and ENS BAKER and directed ENS BAKER to release no messages from CTU 43.3.2 unless they were released by LCDR CANHAM; All other personnel originating messages shall use NAF McMurdo.

Five Weasel engines and transmissions, as well as a small generator and jeep were made ready for air transportation to New Zealand for overhaul, repair and return to McMurdo.

The first Otter was finally readied for flight and flew throughout the afternoon. Once again, flight operations are extending over the entire day and on into the night and will run through early tomorrow morning. Again, there is no notice given to flight departures. The flights continue to rise at the drop of a hat and the first thing we are aware of is that they call for transportation to the line for a flight crew. The fire and crash crew have to be immediately broken out and this phase of air operations has all the organization of a rebellious country schoolroom.

Wednesday, October 31, 1956.

This was an overcast day with fairly good visibility, warm again with a low of plus seven and a high of plus fifteen. There was a steady breeze at twenty-six knots, but little blowing snow.

On the return of the C-124 bearing CAPT HAWKES, a rush meeting was held to make preparations for the R4Ds departure for a possible POLE landing.

Once again, all aircraft that were flyable were deployed. One R4D went to Little America where it will remain to conduct trail reconnaissance work. Two R4Ds landed at BEARDMORE, discharging the last four members of the BEARDMORE group (this was their fourth attempt), and considerable cargo was brought into BEARDMORE. A C-124,

piloted by CAPT MC MURRY dropped additional cargo, including the Snow-Kitten to the BEARDMORE group.

Only one R5D was flyable and it departed with photographers for the South Pole that they might take pictures of the landing and takeoff. However, as it reached the foot of the BEARDMORE Glacier, its number four engine began losing power and they were forced to return to McMurdo.

The R4D with LCDR SHINN as pilot, and carrying RADM DUFEK, CAPT CORDINER, CAPT HAWKES, LT SWADENER as Navigator, CUMBIE as Radio Operator, and STRIDER as Plane Captain, departed for the SOUTH POLE at 1300. MAJ ELLEN, in another C-124, carrying press correspondents, departed shortly afterwards to fly cover on the R4D. SHINN successfully landed at the POLE at 2030M and took off forty-nine minutes later. While on the surface, the skis froze to the snow and it took 8 JATO bottle to break them loose. However, the remaining seven were enough to get them airborne. Although lightly loaded, he required 2300 Rams and full throttle to maintain altitude over the plateau on his way in. They had ideal flying weather, with absolutely no icing and, by being CAVU, were able to safely remain at a relatively close clearance altitude above the terrain. The temperature on the ground at the POLE was minus fifty-nine degrees. During their takeoff, they damaged the elevators and broke a radio antenna. The plane was also pumping oil through the breathers and there were many small malfunctions. They landed at the BEARDMORE station shortly before midnight to refuel and are expected in at McMurdo around 0400M tomorrow.

CAPT MCMURRY'S C-124 was ordered by MAJ ELLEN to await MAJ ELLEN'S arrival from the POLE before departing for New Zealand

The balance of the MCB ONE personnel were received aboard and immediately placed at work in the various departments.

The fifth Jamesway was completed and the sixth lacks only installation of its stove. The GLACIER also sent in a cook and two mess stewards as messcooks to help us out Ð a very generous gesture.

The tractor train offloading commenced and the two bobsleds and D-2'S pulling them bogged down when only but one and one half miles from the ship. The D-2'S are a little too light for the heavy load and apparently they will be constant difficulty. However, three days of offloading should clear the ship of its cargo for McMurdo.

The CHAPLAIN departed for the GLACIER, where he will remain overnight and conduct Roman Catholic services.

Thursday, November 1, 1956

This was a slightly cooler day with a limited temperature range Ð a high of plus four and a low of minus two. The winds swung into the South, picking up to thirty knots with considerable blowing snow.

The air squadrons were well secured due to the flight holiday, but our wintering over personnel had much work to do.

The first two bobsleds finally reached camp from the GLACIER'S side and were again dispatched for the second load; much difficulty is encountered in the first five miles and they are repeatedly required to place two tractors on one sled to get them through the pressure ridged area.

It was learned that the ATKA sailed from Seattle with CDR FLYNN aboard.

The Admiral and the others in the South Pole plane landed at 0400M, all very exhausted and yet, of course, very pleased that the mission had been accomplished. The plane was in rather sad shape, the elevators having been damaged on takeoff and there were many oil leaks and ruptured hydraulic seals as well as malfunctioning electrical circuits throughout the aircraft. The old R4D just wasn't meant to fly around at minus fifty-eight and it would seem extremely doubtful that this aircraft could accomplish all the fly-in flights that are mandatory for the establishment of the SOUTH POLE STATION.

Late in the afternoon, the Admiral held a press conference in which he stated that he would not fly in the construction party until the surface temperatures at the POLE had warmed considerably. When questioned as to how he would determine this, he had no definite answer, but implied that there would be an approximate two week delay. This will mean that the personnel concerned should be able to complete all of their POLE preparations in the next three or four days and spend the rest of the period at work in their normal capacities.

News was received that CNO had promulgated an emergency message for all merchant ships to avoid the Suez Canal area. It was noted that both the British and French have sent armed forces to the canal and one newscast stated that the English had bombed Cairo. We also learned that elsewhere the Hungarians continued to hold out against a numerically superior Russian force.

RADM DUFEK stayed in bed most of the day, suffering from fatigue and a very bad cold.

The press situation has improved and stories are being released within twenty-four hours. It is planned to erect an Atwell Hut and establish a press office within, thereby removing these people from the Library.

A Jamesway Hut will be erected and established as RADM DUFEK'S office. This will mark the seventh Jamesway on the base, the remaining three are to be taken in to the POLE for use there by the construction parties.

Contact was not made with BEARDMORE today although reception in general was quite poor and it is believed the BEARDMORE group are hard at work in getting their TBW in operation.

MR HANESSIAN of IGY informed LCDR CANHAM that there would be fourteen to sixteen additional IGY personnel staying at McMurdo for several weeks at a time during

the coming months. This was another surprise and will require additional housing provisions.

Work continued on POLE gear and all of the loads are being completely made ready and taken to a spot adjacent to the runway.

The feeding of everyone in camp is working out very well now with the additional assistance from the GLACIER. To partly reciprocate, CHIEF BARGER was sent to the GLACIER to assist them in placing their air search radar in operation once more. This is but a temporary loan.

Several films were exchanged with the GLACIER and a goodly portion of those that we had seen during the winter were taken to the GLAIER for subsequent return to the Navy Motion Picture Exchange at Brooklyn.

Numerous personnel made trips to the GLACIER to purchase watches and cameras, etc.

Advancement examinations were again conducted and they will be finished up tomorrow evening.

The Air Force C-124, number 955, departed for New Zealand at 1030M, leaving but one C-124 behind (not counting the one wounded duck that will never fly again).

Initial preparations were made to enable the pumping of the YOGÕs of approximately one hundred thousand gallons of its aviation gasoline this coming Saturday.

Friday, November 2, 1956

This was a day of constant blowing snow with strong violent winds peaking in the camp area at fifty-seven knots. The temperature ranged from plus ten to minus one

VX-6 continued their holiday although they did break out a working party when the wind threatened to blow the Otter aircraft away.

The Air Compressor has been inoperative the past two days and it was not possible to tie down the last two Jamesway Huts constructed. As the wind began to exceed fifty knots, the Builders took the D-8 to the Jamesway site, planning to tie the buildings down to the tractor. It was too late for Jamesway number six which was blown over and partly demolished, but Number Five was tightly secured and rode out the rest of the storm. There were no injuries to personnel and a great part of the Jamesway Number Six is salvageable.

The blizzard continued throughout the day and the tractor train became bogged down in a large pressure ridge four miles from the ship. LT CAVENDISH made several attempts to reach it, but turned back due to the low visibility. At noontime, LT CAVENDISH and LCDR CANHAM made the forty mile round trip and found that the one D-2 had the tracks off, a second one was deeply imbedded in the snow and both sleds were well drifted in. A partial refueling was effected, utilizing five gallon blitz cans that had been brought along in the WEASEL. The two men who had stayed with the sleds were

directed back to the ship to remain there until a message was received that additional help was on its way and they would then proceed to the broken down tractors. Immediately after dinner, BICKNESE was dispatched to the scene with the D-4 and the Land Planer, along with two mechanics to help place the track back on. At this point, the storm was blowing its last violent gusts and the weather cleared fairly well at 2100.

SOUTH POLE personnel continued to prepare loads for airdrop. The POLE Weasel has had the pontoons removed and certain basic modifications made by RANDALL. The second new Weasel is being used constantly as a liaison vehicle for the tractor train. It is the present intention to air drop the Weasel to the Advance Party for the POLE and leave the dogs behind.

LCDR CANHAM discussed the new proposed fly-in date for the POLE Party with RADM DUFEEK and was told that there would be a minimum delay of one week and very possibly two. It is therefore planned to fully utilize the services of the majority of the POLE personnel in accomplishing camp work until several days before their actual departure.

This was the second successive day that no word has been heard from the BEARDMORE group although communications facilities were extremely poor.

Final preparations were completed for the pumping of the YOGÕs which, if the pumps fire off readily, will be underway by noon tomorrow.

The entire Air Force group is going to return to New Zealand for at least the one week period due to no Pole drop activity and, upon their return, they will bring in their full eighty personnel. LT BERGSTROM will accompany them back to New Zealand and then to the States for medical treatment.

Word was received that LT JORGENSEN and EMERICK were enroute to the Continental United States. EMERICKÕS diagnosis is that of chronic schizophrenia and LT JORGENSEN was diagnosed as having a possible disseminated sclerosis or a cord lesion. DR TAYLOR states that if it is disseminated sclerosis, death is inevitable but there was some chance of survival if it were a cord lesion. The two patients are being flown to the States by C-124. After arriving at Donaldson Air Force base, they will report to the U.S. Naval Hospital at Portsmouth Virginia.

Word was received that the USS CURTISS was due to arrive on January 22nd.

RADM DUFEEK continued to be virtually a bed patient with his severe cold.

Choir practice was held at 1930 with only DR. TAYLOR, LT BERGSTROM, LCDR CANHAM and YN1 CHAUDOIN in attendance.

News from AFRS indicated that both France and Great Britain have bombed Cairo, Egypt and the Israelis have swept across the Sinai Peninsula. The British term this as a police action and the United Nations immediately met and voted sixty-five to five to have an immediate cease fire.

Saturday, November 3, 1956

This was a fairly decent day for weather, with temperatures remaining warm and ranging from plus fifteen to plus two; the winds fairly constant, occasionally peaking to thirty-nine knots.

The Number 5 Jamesway Hut was returned to its original position and material broken out for the construction of the Atwell Hut for the press correspondents between the Library and the Administration Building. The Admiral's Jamesway Hut for his staff office will be constructed on the site prepared today by the D-8 (located directly behind the Admiral's Quarters). An additional Atwell Hut will be placed in the same spot where the Number 6 Jamesway was located for purposes of housing.

The day was actually a partial holiday for everyone except MCB(Special) personnel as VX-6 continued to observe their flight routine except for the helicopter and the Otter.

Tractor train operations were very slow with considerable breakdown still occurring. But, much less difficulty was being experienced at the bad pressure ridge spots due to BICKNESE having used the Land Planer in these areas last night.

The GLACIER is most anxious to get underway due to her fuel shortage, but it will be apparently an additional day and a half before the job is completed.

We are sending Chief BARGER to Little America via the GLACIER that he might render further assistance to the GLACIER in the repair of their ship's radar and to assist Little America in the repair of their communications equipment.

Further, it was noted that STOCKTON, the AC at Little America has been ordered back to the States on emergency leave which will make them extremely short of technicians.

LCDR CANHAM finally talked to CDR WHITNEY on voice and, among other things, it was decided to send CHAPLAIN CONDIT to Little America for awhile to conduct Roman Catholic Services and to remain there until the tractor train departs.

NORWOOD, a Builder First Class, suffered a very bad cut on his hand when operating a power saw, nearly severing the upper half of his hand. He was therefore flown over from Little America to meet the C-124 which departed this evening and is being taken back to the CONUS for remedial surgery.

As communications were still out with the BEARDMORE group at noon, the normal time for contact, LCDR CANHAM obtained the Admiral's permission to have a flight dispatched to BEARDMORE. VX-6 took action accordingly and prepared for a 1500 departure. However, at 1400, contact was made and it was learned that they had been subjected to extremely heavy winds and were unable to raise their antenna but all was well and, aside from ten minor items which they wished delivered, the situation was normal. Therefore, VX-6 cancelled the flight and will take the items in at a later date.

The complete results of the advancement examinations were sent back by message to the Naval Examining Center and only STREIT, VX-6 AK3, has yet to take his examination; although we requested that the examination be brought in by air, and this request was sent in to VX-6 last June, they failed to obtain this examination and are now in a last minute rush to see what they can do about it. This is very unfortunate but seemingly typical regarding the administrative looseness of the Squadron's operation.

RADM DUFEEK decided to return to New Zealand on the C-124 as he has been unable to throw aside the extremely bad cold which has kept him in bed since his return from the POLE Flight. He told LCDR CANHAM that he would return by the fourteenth of the month and, in a brief meeting held at 2000 with the Admiral Presiding and CAPT CORDINER, CAPT HAWKES, MAJOR ELLEN, LCDR CANHAM and LTJG BOWERS in attendance, the Admiral stated that the first POLE flight carrying the Advance Party would be made on November 15th, subject of course to weather and availability of aircraft.

Also returning aboard the C-124 were ten of the wintering over group whose names were pulled from a hat, after LCDR CANHAM had obtained the Admiral's and CDR Whitney's approval for a little R&R in New Zealand for ten personnel from names drawn from a hat. Of the first ten chosen, four stated that they had too much to do and turned down the opportunity. They were BRISTOL, WHITMER, WILLIAMSON and WAGNER. A group of ten was finally made up and departed in high spirits and it is hoped to send ten or twelve back periodically for a week's liberty. The ten departed under the supervision of Chief SLATON, and included HISEY, OLIVER, WEEMS, TYLER, ROBERTS, PITTMAN, LINDNER, BEDSOLE and SWARTWOOD.

The C-124 also took out LT BERGSTROM and while all were glad to see him returning for corrective surgery to both of his arms, we would have liked very much to have had him go back with us. In spite of his rather serious injuries, he was also one of the most cheerful individuals in the camp and contributed more even following his injuries than he had before, and that was a good deal.

Quite a few of the press will depart to Little America (CDR HARTMAN, HARTIGAN, TALBERT and FENN returned to New Zealand on the C-124).

During this lull period, CAPT HAWKES intends to bring in the FASRON 102 people on Operation Magnet that they might conduct their flights and get them out of the way prior to the POLE drop's starting.

RADM DUFEEK gave instructions that the Squadron was to get CDR FRAZIER on the road, complete their engine change of the R5D, build up the fuel supply at the BEARDMORE Auxiliary Base, and be ready for the commencement of the Pole drop on November 15th.

During the conference, RADM DUFEEK had stated that CAPT HAWKES would be his representative while he was away and would direct operation. However, later, it was noted that the Admiral sent out a message stating that CAPT CORDINER would be in charge of all operations during his absence.

The "All Hands Meeting" normally held on Saturday evening, was postponed due to the imminent departure of the C-124 and the arriving R4D from Little America.

The little transportation still held in camp was taxed to a maximum to get some fifty odd people aboard the aircraft.

Approval was obtained from RADM DUFEK by LCDR CANHAM to operate the ham gear on a non-interference basis with operational traffic.

MAJ WIENER wrote a lengthy letter to CAPT LANHAM, Chief of Staff to RADM BYRD, passing along copies of the messages recently received concerning per diem for the wintering over group. He requested that all of the information be passed to ADMIRAL BYRD and suggested the possibility of congressional legislation to effect remedial action of this rather unjust situation wherein the group which built all of the bases and stayed a period of some fifteen months were not entitled to per diem and the second group, merely housekeepers, draw per diem from the time they departed the continental United States.

Sunday, November 4, 1956

This was a very pleasant day with winds peaking at twenty-six knots and temperatures ranging from plus ten to plus one. Holiday routine was observed by eighty percent of the personnel aboard.

Tractor train operations continued at a very slow pace with equipment continuing to break down on each trip. Finally, by midnight, the last load had been taken from the GLACIER and she departed for Little America, taking with her MR SULLIVAN from the New York Times, MR. BOYER from the National Geographic, MR KALSEN from CBS, MR HANESSIAN from IGY, BARGER (The CAP CADET), CHAPLAIN CONDIT and our ETC BARGER. All of these personnel are going to Little America for approximately one week's time.

All of the films held at McMurdo during the winter were returned via the GLACIER to the Brooklyn Motion Picture Exchange with the exception of forty films which have been sent to Little America. In addition, several thousand pounds of cargo for Little America were sent via the GLACIER instead of waiting for possible, but not probable, R4D flights.

CAPT LAUF (The CO of the GLACIER) spent most of the afternoon in and about camp waiting for a possible ice reconnaissance flight which terminated abruptly when LCDR FRANCIWICZ lost a left break, was unable to adequately control his aircraft, and the tail end slid into a snow bank and ripped the fabric rather badly in one of the elevators. VX-6 now has one aircraft flyable other than the Otter and the helicopter

An "All Hands Meeting" was held at 1600 to discuss the latest POLE plans, camp details, and distribute booklets describing the additional benefits accruing to military personnel under the new coverage of social security and public law 881; giving additional medical benefits to service personnel and their dependents.

The Officer-CPO meeting was held at 1900 in the Administration Building. Principle goals for the coming week are the erection of two Atwell Huts, one for the press correspondents and one for berthing, the construction of the Jamesway for the Admiral's offices, the installation of the torque converter engine in the D-8, the continued preparation of POLE gear for air drop and the clearing away of the remainder of the snow on the parking area so that three C-124s may be adequately accommodated.

Our R&R boys landed in Christchurch at 0933M and the situation must now be well in hand.

Aircraft operations continued to be a very muddled affair with the VX-6 Operations Officer not knowing what flights are scheduled for when, and we certainly are not informed, usually, until the pilot screams for transportation to the line; with but two Weasels running.

The pumping of the YOG's was completed after two days and nights of extremely difficult situations, i.e. broken pumps, freezing lines, malfunctioning valves, etc. but two more pumping should empty the two ships.

The men at BEARDMORE came up again on the TBW, requesting that a Jamesway Hut be brought in as early as possible. This is not possible, but we will attempt to send an Atwell Hut to them, that is if we can get VX-6 to make another flight to the BEARDMORE.

The Commanding Officer of the GLACIER agreed to the Admiral's request to retain the one cook and two messcooks at McMurdo on a loan basis until the GLACIER is due to depart for New Zealand.

Monday, November 5, 1956

This was a day of much sunshine and clear skies & temperatures ranged from zero to plus sixteen. Winds were sporadic with periods of calm and the peak gusts during the day were twenty-five knots.

The R4D and Otter scheduled for Little America were standing by most of the day awaiting Little America's weather to clear. Finally, at 1700, the decision was made to go and all hands departed, LCDR CANHAM accompanying LT SPEED in the R4D. Takeoff was effected at 1800 and the flight was uneventful until two hours out of Little America when a low overcast was encountered. As it ranged from just a few feet off the deck until three thousand feet, the two aircraft proceeded to fly above and eventually were at an altitude of six thousand feet in order to clear its tops. At 2130, the R4D descended into the overcast to determine the lower level and when, at two thousand feet, still within clouds and picking up moderate icing, it was decided to return to McMurdo as the Otter has virtually no de-icing equipment. At this point, it was learned that the pilots of the Otter had made an error in their gasoline consumption and had an hour and a half less fuel than they had just reported. This notwithstanding, the decision was made to return to McMurdo, as Little America reported a variable ceiling of eight hundred to fifteen hundred with blowing snow. As the two aircraft neared Ross Island, it was

realized that the Otter would have to set down before reaching McMurdo. So, at a distance of approximately twenty-eight miles from camp, the red warning light came on in the Otter indicating they had but a maximum of fifteen minutes fuel remaining. An area was located where a suitable landing might be made and the landing was effected. Concurrent with this, in response to an advance request from the R4D, a helicopter departed McMurdo for the area with fifty gallons of gasoline for the Otter. The R4D remained on station while the refueling was accomplished and all three aircraft returned to base, landing at the field at an hour after midnight. 173,132 gallons of avgas were pumped from the YOGs into the main avgas storage tank. It was also noted that the MoGas tanks were leaking and the inspection showed that the gaskets had begun to deteriorate and work was commenced immediately to replace all of them. Several thousand gallons of MoGas were lost.

Approximately fifty percent of the work on the Atwell Hut, being placed between the Library and the Administrative Building, was completed. Originally planned to house a press office, it is now mandatory to convert this to a barracks in view of the heavy influx of personnel due to arrive. The camp's population is now down to 197 people.

Several messages were sent to New Zealand requesting that Chief SLATON be permitted to bring back numerous Caterpillar and Pettibone spares from New Zealand. Apparently all goes well with our advance R&R Party. Ⓓ at least no news has been received indicating that any of them are incapacitated or in jail.

CAPT CORDINER remained in bed, but is improving and plans were made to prepare 150 drums to take avgas. The drums will be filled and loaded on the C-124 for subsequent drop at Beardmore.

Several curt and abrupt messages were sent to Little America from the Commanding Officer of VX-6, concerning the status of R4D spares and the fact that no definite information was available as to the location of such parts nor their condition. The whole thing seems a little strange because VX-6 is not sure what parts ever arrived there, let alone what Little America was to be accountable for. However, with the pressure on to get aircraft ready for the POLE flights scheduled for the 15th, personnel are very interested to place the blame anywhere but on their own group.

The galley situation is well in hand for the time being as we have ample cooks and messcooks Ⓓ a sufficient number even to grant a day off to the messcooks. The cooks, themselves, could arrange such a schedule if they so desired.

The nested tanks and the large diesel rubber storage tanks up the hill were pumped full by Chief HUBEL and a group of six. This should be the last time we should have to fill the nested tanks until late December.

Tuesday, November 6, 1956

The weather continued warm with much sunshine and very few clouds. The low of plus five and the high of plus fourteen were hard to believe as, during most of the day, personnel were in shirts or shirt sleeves. We had occasional winds several times during

the day, gusting to twenty-two knots but, for the most part, it was calm. Work continued on the Atwell Hut and it was completed except for the installation of the tarp itself. Due to the numbers of personnel who will be housed at McMurdo in the next two months, it will be necessary to use all remaining buildings for berthing, with the exception of the Admiral Office. Even with these structures, it is anticipated that we will have a shortage of some fifteen bunks and , in that event, tents will be used.

All three D-2Os, the last of their breed here, are now inoperative due to clutch problems. The Cary-lift broke down and so a crash red program was instituted during the day in the garage to take parts from the six Cary-lifts in camp and once again come up with one which could carry out the water detail. The lift was back in operation by 2130M. This is about the last time that repairs can be made in this manner and so, again, a priority message was sent off requesting air delivery of the parts we had ordered some five months ago.

Once again the R4D and the Otter attempted to fly to Little America and, once again, both had to return due to weather. Other than this, there was no flight activity throughout the entire day. It was noted that the Otter pilot waited until 1800 to fuel his aircraft, when being told that the weather was good and he was to prepare for takeoff, to fuel his aircraft.

VX-6, in an attempt to get down to the eighty personnel which they claim they were allocated spaces for, has graciously offered to TAD numerous support personnel to MCB(SPECIAL) that they might not be counted against their quota. These include LTJG EICHHORN, AOCA BARONICK, HMC HAMES, DTA BEAL, HM1 MC DUFFIE, HM1 SMITTLE, AD3 ROONEY, PH3 SMITH, AG3 SEBELIN and AG3 FISOCKY. It is intended to send BEAL to Little America to help out CDR WHITNEY

Contact was made but twice during the day with the BEARDMORE group. They are having trouble with their generator and apparently their weather has not been good enough to work outside inasmuch as they stated they had not as yet put up their rubber gas tanks. CAPT CORDINER stated that he would try to get a flight into BEARDMORE tomorrow. Of course, such a flight is dependent upon the availability of aircraft and the weather and today was a typical day in that regard in that both R5Ds were down and three of the four R4Ds were down and only one Otter has, as yet, been made ready for flight.

VX-6 has decided to use the parking area fairly close to the foot of the hill alongside the camp to bring in their R4D and all ski-type aircraft.

The 150 diesel drums were taken off the hill to the fuel farm and initial arrangements made to wash them out and fill them with avgas; however no answer has been received from the Air Force as to whether or not they will make the drop at BEARDMORE.

A message was received stating that RADM DUFEK had decided to hold off Operation Magnet until December 1st which means that it will be here during the peak of operations rather than the lull being experienced now.

The GLACIER estimated arriving at Little America late tonight and thought she would complete her offloading by Thursday morning at which time she plans to get underway for New Zealand.

Notification was received of ENS BAKER's promotion to LTJG, to be effective November 6, 1956

CAPT CORDINER had originally appointed LT SPEED as investigating officer in connection with the Little America Storage of R4D parts and directed SPEED to hold a formal investigation. However, after some discussion, SPEED convinced CAPT CORDINER that this matter had far reaching ramifications, among them being the fact that the decision to make a temporary dump on the ice was the Staff's. When this decision boomeranged and everything had to be brought up from the ice within one day, that the piling of equipment at Little America commenced without any kind of sorting or order. Snows, quickly following, succeeded in covering the entire dump and, with the passage of the winter, the snow cover has merely increased. Then too, VX-6 is not even sure what all reached Little America, so an attempt to place the blame on MCB (Special) might well boomerang and hit the Staff and Squadron instead of the Battalion.

A visit to the VX-6 BOQ and barracks by LCDR CANHAM showed that a goodly percentage of the VX-6 personnel are just sitting idly by during the working day, principal workers being the thirty-six personnel being involved in the day and night maintenance crews.

Just before midnight, the new weasel threw a track and so our transportation is down to one Weasel, one D-8, one D-4 and the Sno-Cat borrowed from the Air Force.

Word was received that LT BERGSTROM departed New Zealand for Honolulu today and he was authorized to delay enroute at both Honolulu and his port of entry into the States and will report to Bethesda on or about November 30, 1956

Ham traffic was resumed last night with one phone patch going to LTJG TUCK. LCDR CANHAM issued an order that the amateur radio would be used for members of the POLE Advance Party, secondly for the remaining POLE Station construction personnel, thirdly for the balance of the wintering over and then for the recent arrivals. CDR SNAY acknowledged this priority.

It is believed that several of the reporters that went back to New Zealand will not return to McMurdo as the Middle East situation will certainly take headlines away from this project.

Arrangements were made to have several cakes baked for a brief celebration this coming Saturday night to commemorate the Marine Corps Birthday.

Wednesday, November 7, 1956

This was another day of warm sunshine with temperatures ranging from plus six to plus sixteen and winds were moderate with peaks at seventeen knots.

Word from the boys at LEVERETT GLACIER indicate that a storm is on the way as they have been having quite a blizzard with winds sufficient to blow down their antenna and the visibility has been very restrictive and estimated at a few feet. They have retrieved only approximately fifty percent of the items air dropped and they are having difficulty with one generator. Apparently, it has a bent crank shaft. The Sno-Cat is still inoperative.

It was decided to place the Admiral's Office directly behind the Officers' Head, this being the only place where there is sufficient ground to lay a foundation. Captain HAWKES approved of the location. The deck and ribs were laid and two additional places dozed for placing additional Atwell Huts. The Atwell Hut between Nimitz and Dufek Halls was completed, stove installed, and was ready for occupancy by evening.

The D-8 continued to clear away the parking mat area, actually that portion of it in which aircraft are now parked. This area has drifted in rather badly the last five or six days. In the evening, BICKNESE was continuing to doze in this same area, where VX-6 had assured us that all of the Jato and igniters had been picked up, and in the process threw up five Jato bottles and a few cans of igniters. Needless to say, the clearing of that area ceased as of that time although no damage was incurred to either vehicle or personnel.

VX-6 flight operations continued at their normal level. LT SPEED departed for Little America without the Otter and arrived there in good shape but stated that weather enroute was not satisfactory for an Otter flight

The Commanding Officer of the USS GLACIER requested an ice reconnaissance in the morning and by 1700M in the afternoon CDR JORDA got airborne in the R5D. He had been held up several hours because his crew members were not at the aircraft. It seems that someone forgot to tell them that there was a flight going and so they were in the rack. Although originally scheduled for a five hour flight, the R5D returned at the end of two and a half hours and sent a rather complete ice report to the GLACIER.

LCDR CURTISS had planned a flight test at 1330M and he, too, was delayed by lack of crew members and finally got airborne at 1700M. Some scene ð crew members not told of flight ð asleep in barracks!!!

Operations for tomorrow tentatively include a three hour helicopter photo reconnaissance and a flight to BEARDMORE-SCOTT Auxiliary Base with LCDR CURTIS' aircraft. LCDR CANHAM will make the trip to Beardmore also.

Word was received from Major Ellen that some fifteen Douglas Aircraft specialists will arrive at McMurdo on or about December 1 to effect repairs on the C-124 aircraft. In the interim, he requested that we attempt to install tiedowns on the monster and to keep all hands away from it. Tiedowns are impossible, as to insert a proper one would necessitate weakening the ice considerably. However, an attempt will be made to put in spoilers.

In view of the indicated fifteen civilians coming in on December 1st a special Housing Sitrep was sent out noting that McMurdo was full and that personnel coming aboard after the arrival of the C-124 on November 15th would have to bring their own sleeping

accommodations. As of November 15th, the camp's population will be some 300 people.

ENS BAKER accepted his appointment and signed his oath of acceptance for his new rank of Lieutenant Junior Grade.

Several additional phone patches were made by the ham radio for member of the Pole Station Advance Party.

A new malady has apparently begun to spread through camp D that of an inflammation of the inner ear which causes momentary vertigo. So far, HORNER and DOLLEMAN have been having this difficulty and both have fallen down several times. DR. TAYLOR does not believe it will reach any epidemic proportions.

Results were received from the Naval Examining Center and nine of the sixteen total that took the examinations were authorized for advancement. It is not understood why CLAY was not authorized for advancement as he achieved some fifteen points more than anyone else. The only explanation possible is that the CM2 rating is just about secure

CAPT HAWKES was taken on an inspection of the runway and noted that it was in fine shape.

VX-6 has elected to select their own movies and so the booklets of those we have were turned over to them while they made their selections.

Thursday, November 8, 1956

A relatively high overcast prevailed during most of the day with occasional six to seven tenths coverage at eight thousand feet. The temperatures remained warm with the range being plus four to plus sixteen; winds peaked at twenty-seven knots from the Southeast, but several times it appeared that hurricane force winds were enroute to the camp as it was noticed that the distant clouds showed extremely sharp angles and whipped up tops revealing high winds. .

The flight departed for BEARDMORE-SCOTT AUXILIARY BASE at 1017M. LCDR CURTIS and LCDR CANHAM were aboard R4D 17163. The flight to the auxiliary base took some six hours enroute as maximum ground speeds made were eighty-three knots, the effective headwinds running from thirty-five to forty-five knots. A light overcast prevailed all the way enroute, but did not lower below six thousand feet.

As the aircraft flew by Shackleton, Beardmore and the lesser glaciers, it was plain to see that much additional snow had fallen upon the mountainsides in the last week and a half.

The runway at the Auxiliary base has improved somewhat, due to the additional snow cover. The Atwell Hut and two tents are firmly erected and the group of eight eat, sleep, and work within the Atwell Hut itself. The antenna field is now doubly secured, having given way to high winds several times in the past three days.

All Hands, other than LT EICHHORN, were in good health and good spirits. LTJG EICHHORN returned with the aircraft as he had been suffering from cramps and diarrhea. Chief BARONICK is again the temporary Officer-in-Charge.

The many small items that the group at BEARDMORE had requested were delivered along with several cases of beer, cartons of candy bars and personal odds and ends from various members in camp. HAINES is doing all the cooking and the group looks none the worse for it.

They were almost happy to see visitors after the week's absence of any flights. The next flight in will definitely bring the mechanic to repair the Sno-kitten that they might complete their retrieving.

The return flight to McMurdo took but three hours, finding even greater winds, but this time utilizing them as tail winds. The overcast remained, but McMurdo had at least fifteen miles visibility on the return.

The aircraft landing gear retracted normally on takeoff from McMurdo, but took some twenty minutes to get up after takeoff at the Beardmore-Scott Auxiliary Base. The plane touched down at McMurdo at 1957.

An additional Atwell Hut and portions of the third Atwell Hut and a Jamesway Hut were completed yesterday.

At the runway, most of the 150 drums were filled with avgas and stacked alongside the taxiway for loading into the C-124 although it is now uncertain as to whether or not the C-124 will make this drop.

The D-8 continued to work on the parking mat area but, in the evening, it was found that the torque converter engine, delivered to McMurdo as a replacement unit for the yellow D-8, is both shorter and narrower than the original one. As no modification kit was included and no instructions received, it is doubtful if this is the correct engine and so a priority message was released on the subject. The clearing of the parking mat and the cutting of the new taxiway, which would permit constant operations of three C-124s, were dependent on the availability of this second D-8.

It is now extremely doubtful that this work can be accomplished by the fourteenth of November, the date the C-124's tentatively planned to again deploy to McMurdo. Another fine example of the top echelon planning.

LCDR CANHAM contacted CDR JORDA, VX-6 Operations Officer, regarding proposed flights for the next day and was told that, as the weather forecast was for bad weather, they weren't going to schedule anything but, possibly, if the weather cleared in the afternoon, they might get an R4D flight either to Beardmore or to Little America.

Secondary infections from the colds that were sweeping the camp are now appearing and a large number of personnel have ear infections. Chief HESS is still on the sick list with a bad cold.

Friday, November 9th thru Sunday, November 11, 1956

This was a period of constant good weather with uninterrupted sunshine. The high of plus twenty was reached on Sunday and the low of zero on Friday evening.

The final rearranging of transient personnel into buildings so that individual commands could be grouped together as much as possible, was completed. All the Atwell Huts, as well as the Jamesways, with the exception of the one broken Jamesway, were placed in a finished status and readied for occupancy.

The maximum winds of twenty-seven knots did not interrupt flights and on Friday, LCDR CANHAM flew to Little America in the R4D which chaperoned the Otter to Little America.

On Saturday, the BEARDMORE AvGas flights commenced and in the following forty-eight hours, four fuel cache flights were made, bringing the total avgas available at BEARDMORE to 2800 gallons

LTJG EICHHORN's illness continues and his date of return to the Auxiliary base is indefinite.

Work continued on the snow skiway and the extension of the parking mat, although at a very slow pace as all the D-2's are broken down and the D-4 and D-8 must be used for many things besides their normal runway work.

The second Otter was finally completed and made ready for a test flight. The engine change on the R5D was accomplished and the aircraft is now ready for a bunch of slow time running on its new engine.

Work continued on the preparations for the POLE and it was definitely decided that WHITMER would not be going to the POLE due to his asthmatic condition.

The Marine Birthday Party Ball, held Saturday night, was well attended and all who came had a very fine time.

A helicopter flight was made to Butter Point to determine the elevation of the second plateau where the New Zealanders plan to put in their camp. This determination was made by the helicopter's altimeter. LTJG BOWERS also took a shovel and probed to determine the depth of permafrost. A report was then sent back to New Zealand.

Church Services were not held as Chaplain CONDIT was also at Little America on Sunday.

Monday, November 12, 1956

The hot sun continued and the thermometer failed to drop below plus fifteen, reaching a high of plus twenty-two. The winds were light and variable with a few gusts at eighteen knots from the North Northwest to the prevailing direction of the wind the past three or four days.

LCDR CANHAM returned from Little America at 0330M and returning with him were Chaplain CONDIT, Dave BOYER of National Geographic Magazine, young BARGER (the CAP Cadet), LT MEHAFFEY and the two supply department people coming to McMurdo to square away all pay records and accounts, hold pay day for the entire camp, hold a preliminary inventory of Ship's Store and all accountable items and assist in the initial phases of the POLE FLIGHTS.

It was found that Little America had not drifted in as badly as we at McMurdo were given to believe. The chicken wire tunnels, covered with burlap, had accumulated drifts up over their tops which made it a very cozy arrangement for personnel going from building to building as they never had to actually go outside. However, this situation contributed to the fact that over fifty percent of the people there rarely get out in the sunshine.

It was quite a sight to see the eight D-8 Tractors parked in the sunlight with scarcely a scratch on their paint as they had been used throughout the winter. One could not help thinking what one more D-8 would have meant to McMurdo.

The Advance trail party BYRD was progressing quite well, but had reached a point where they would have to ascend to the plateau and it is in this area that many heavily crevassed sections appear and so the next week will be the important one for this phase of their operation. If this party, led by MAJOR MOGENSEN, reaches the plateau, CWO YOUNG will immediately depart with his heavy tractor train (eighteen men, eight D-8's, sleeping and messing Wanigans and the first load of freight) to construct BYRD STATION. CDR FRAZIER is directing the operations of the tractor train from Little America.

Quite a few of the Little America personnel approached LCDR CANHAM requesting information on how they might get a transfer to McMurdo. While it was realized that perhaps a change of personnel might be beneficial for both stations, it is extremely doubtful if this could be accomplished due to the comparatively little time remaining and the fact that each man has been definitely cast in a role which would take someone else several weeks to grow into.

The winter at Little America had been, apparently, spent with relatively light work days as they could do very little on their tractor train and did not have an ice runway to construct.

The Officer's fitness reports were completed and CDR WHITNEY's approval obtained and the majority of the paperwork between the two stations, which had been pending, due to the long separation, was concluded and prepared for mailing.

Mr. HANESSIAN remained at Little America to further check into the constructions plans and the progress of the trail party to ensure that the IGY interests were fully represented. He contemplates returning to McMurdo within the next ten days.

At McMurdo, the R5D departed, flew to Little America and made a photo reconnaissance of the trail to BYRD STATION, dropped the film at Little America for developing, and returned to McMurdo.

Word was received that the Admiral will not return with the incoming aircraft but, on doctor's advice, will remain in Chirstchurch due to a bronchial condition.

Word was also received that four C-124's would be coming into McMurdo within the next forty-eight hours. As no mention was made as to their plans for turnaround, a message was immediately released repeating the fact that parking facilities were available for two C-124's only until the fifteenth and then only three. Work continued at the runway on clearing the parking mat area and the drag was also put to work during most of the twenty-four hours in an attempt to further smooth out the runway

Aerology made preparations to drop an additional grasshopper at the POLE tomorrow from an R5D.

Word was received from Beardmore that they now have 2800 gallons of AvGas safely cached in the fuel tanks, the Sno-kitten was running, and the majority of the initial airdrop material had been retrieved.

In the evening, VX-6 cancelled LTJG EICHHORN's TAD and told him that he would depart for Little America with the Otter tomorrow morning at 0800M. However, DR HARRIS overrode this decision and stated that he is still suffering from diarrhea and should remain at McMurdo until such time as this condition ceased. Be that as it may, it appears that Chief BARONICK will handle the BEARDMORE-SCOTT Auxiliary Base from now on out.

Word was received that three new Weasels are on their way inbound on the C-124 and it is hoped that one of the flights will bring the Pettibone and Caterpillar spares that we have requested.

DR TAYLOR experienced another heart attack.. However, he still states that it is not organic in nature and, with twelve hours rest, he will be all right again.

It was noted that a portion of the material packed for airdrop is now under water. Steps are being taken to immediately remove the POLE gear from this area as, with the warm temperatures, large puddles are appearing throughout the camp.

Several male seals were slaughtered and brought to camp for dog food and quite a few of the men spent the early evening hours in fishing through the ice just off Hut Point. They caught quite a few but only about one or two were of sufficient length to even think about frying.

Permission was obtained from VX-6 to retain the people assigned to the line crew rather than rotate them every two weeks. In this way, Chief DORE will not have to indoctrinate personnel continuously.

Progress continues on the arrangements for the BEARDMORE Station AvGas drop flights providing that the replacement material will arrive in McMurdo prior to December 10th.

Tuesday, November 13, 1956

This was another warm pleasant day but with more constant winds which blew at twenty knots most of the day with a few peaks at twenty-five knots. Temperatures held between plus twelve and plus twenty and the skies were relatively clear.

Additional puddles of water appear throughout camp regularly and the snows are rapidly leaving the camp area proper. With their departure, most of the power cable lines are reappearing and some of them in very embarrassing places and across roadways, etc. The problem of reburying the power lines has commenced and this will be a continuing effort for the next month.

The final survey on housing was completed and new lists made ready to expedite the checking in of personnel arriving on the C-124s scheduled to commence this evening.

The first C-124 arrived with COL CROSSWELL and the other flight scheduled to arrive this evening, turned back due to mechanical difficulty. One new Weasel came aboard the C-124 with some additional radio equipment, CAPT CHAMBLER from the Royal New Zealand Army Signal Corps, LT SULLIVAN from the Task Force Staff, and LT ANDERSON FROM MCB(Special), Detachment BRAVO.

The parking mat has been extended to a point where we can actually handle three C-124s, however the taxiway has yet to be cut.

The ten wintering over personnel scheduled to arrive on the first aircraft were aboard the first one on departure alright, but it proved to be the aircraft that had to turn back for mechanical troubles and is not due in now until approximately 2100M tomorrow.

Also, during the day, a VX-6 R5D flew over the SOUTH POLE, dropped some aerological equipment with which to take a surface temperature reading, but did not stay in the area long enough to get a proper reading so they must return to the POLE tomorrow. CDR MIRABITO accompanied the flight.

An R4D, piloted by LCDR FRANKIEWICZ, chaperoned an Otter to Little America where it will remain with its pilots, LT STREICH and ENS AYGARN, for the remainder of the flying season.

With all this aircraft traffic taking the circuit of 6708KCS, Beardmore also came up on the circuit as did Little America Airways and Radio Little America itself, the latter to pass official traffic by voice. As a result, for several hours, there was a period of mass confusion when very few could get through at the times desired and so a message was sent to CDR WHITNEY requesting that this frequency be limited to McMurdo Air to Ground which would also include BEARDMORE and POLE flights as well as hops to New Zealand.

The installation of the TBW antennae fields was completed and checked out and the additional receivers came in on the C-124 and will be immediately installed. Still lacking, however, are the personnel to operate with these receivers.

An All Hands meeting was held in the evening to discuss the new Medical Bill and additional Social Security coverage and Veterans Administration coverage. The forms on hand are inadequate to fully complete all of the information gained and it is hoped that the balance of these forms arrive in the very near future as January 1, 1957 is the deadline date for the majority of the action to be taken on these items.

The eight personnel of the SOUTH POLE STATION Advance Party spent a goodly portion of the day erecting and striking their tents and checking all their personal and survival gear that will go with them on the first flight.

One of the bitter disappointments of the day was the lack of mail on the C-124. However, we were told that most of the personal mail was on the flight that had been turned around for mechanical difficulty.

The informal report on the examination of the prospective New Zealand Expedition site was readied and will be forwarded with the first outgoing C-124 to RADM DUFEEK.

Wednesday, November 14, 1956

This was a day of continued warm weather with partially overcast skies and increasing cloudiness toward the evening. Temperatures ranged from plus ten to plus twenty-one and winds were moderate at twenty-one knots.

In the early morning a C-124 arrived, bringing miscellaneous aircraft parts, radio gear and a few badly needed Caterpillar spare parts.

In the evening, the C-124 with the three Weasels finally made it and also brought a considerable amount of mail. Of the three Weasels, one was completely inoperative when it came off the aircraft as the clutch was completely out. A second has a badly slipping clutch. Reports are being compiled and will be submitted to the proper authorities regarding the condition of these supposedly ONEWO Weasels when arriving in the Antarctic.

In addition to the aircraft crew, there were several passengers on the evening plane and the population of the camp rose over the 230 mark.

Additional clearing was done at the runway and VX-6 aircraft made several flights; one R5D making a thrust at the POLE and several R4Ds for flight tests. The POLE FLIGHT was aborted due to poor weather and the forecast for tomorrow, the planned kickoff day for the Polar landing, is for poor weather. Work continues on readying the third Otter.

The SOUTH POLE STATION ADVANCE PARTY, consisting of LTJG BOWERS, LTJG TUCK, PHC BRISTOL, RM1 MONTGOMERY, RM2 POWELL, AG2 NOLEN, HM1 WOODY AND CM3 RANDALL made their final preparations for departure and

the Air Force and wintering over supply personnel spent the entire day in rigging chutes on the initial load to be dropped at the POLE.

An ice reconnaissance flight by helicopter was conducted by LCDR CANHAM, LT MC NEILL, and LCDR NASH. The ice edge is the same as it was a month ago, starting at Cape Royds, extending South Southwesterly to abeam of Blue Glacier, then curving Northwesterly and hooking into the mainland approximately a mile North of Ferrar Glacier. The condition of the ice has not improved and there are some wet cracks two miles Northeast of the alternate landing strip, but there is no signs of mass deterioration yet.

At 1700, LCDR CANHAM took COL CROSSWELL to the auxiliary landing strip for his inspection. It was mutually agreed that the distance from the base and the resultant logistic support problem, would preclude any constant usage of this strip, although its surface is relatively smoother than that of the main runway.

The Air Force established their office in the parachute loft and their small office space in the library was again turned over to the press correspondents.

Captain CHAMBLER is now working full time with CDR SNAY on the installation of our new radio equipment just received, but communications continues to be in quite a snarl and messages are backing up.

LCDR FRANKIEWICZ continues to park his R4D at the foot of the hill with no tiedowns. This is a very dangerous procedure should we have anything over forty-five knots of wind.

After some investigation, it was learned that the Air Force chefs at Weadons are willing to change some fresh fruit and vegetables for American flour and shortening and the first shipment of food from McMurdo went out with the evening aircraft.

Thursday, November 15, 1956

HOT! The low was plus fifteen with a peak of twenty-two, even though we had almost a complete overcast for several hours during the day. The winds were virtually calm over half of the day with occasional breezes to eighteen knots.

A communications blackout continued. It has been over forty-eight hours since contact has been made with either BEARDMORE or LITTLE AMERICA. Traffic was passed late in the afternoon with Balboa, but very little was exchanged before the blackout again resumed.

In the morning, the C-124 finally arrived, returning our ten men from New Zealand. They really had a ball and all came off the aircraft wearing tams. Most of them were hardly recognizable as they were clean shaven, beards having been shorn for the most part on their first day of arrival in Christchurch. Four of the men are now engaged and hope to be married on the return trip through New Zealand.

The aircraft brought in a total of fifty-two people and the base population now stands at 291

Amongst the passengers on the morning flight were two additional hospital corpsmen and a dental technician. The technician will be sent to Little America on the first available air transportation and one of the two corpsmen will also go to Little America following the completion of the R4D flights into the SOUTH POLE from McMurdo.

The press returned in full force, less Hartigan from NBC. An additional press representative from Time Magazine arrived (who is writing an extensive article for the December 31 issue which will feature Dr. SIPLE on the cover) and a Mr. O'NEIL from the Christchurch Press.

During the afternoon, the Air Force completed its offices in the Parachute Loft and a PA box was installed, hooking it into our main camp system. They also assigned their working details personnel to our various units; three to the line maintenance crew, one to the MAA detail, one messcook and a rated cook to the galley. They are going to rotate the messcooks and the MAA daily - - not a very satisfactory arrangement, but it will be better than not receiving their support at all.

Arrangements were completed to move the press from the Library Building into the Atwell Hut adjacent to the Administration Building. The Carpenters had to place legs on several wooden tables, but this was completed by the end of the day and the first thing in the morning all press media will move into the other building.

KEMP will be set up with his Barber's gear in the smaller office in the Library and the one large office remaining, formerly that of the 18th AF, will be used by LTs ANDERSON and CAVENDISH.

Additional absentee ballots were received although, of course, the elections are over.

In the afternoon, a communications meeting was held in an attempt to eliminate some of the confusion now existing on air to ground frequencies. VX-6 was represented by CAPT CORDINER, CDR WARD and LT HANSEN; The Staff was represented by CDR SNAY and LT SULLIVAN and the local command was represented by LCDR CANHAM and LTJG BAKER. All of the previously named people were in agreement with the contents of a message prepared from CTU3.3.2 to CTG 43.3 with the exception of CAPT CORDINER who had not as yet expressed an opinion. Following approximately a half hour discussion, an agreement was reached in which all concurred and the message was released to CDR WHITNEY.

During the supper hour for the Air Force, they ran out of roast beef in the galley and hot dogs were served up in its place. The hot water system had gone on the blink for approximately one half hour resulting in no silverware, dishes etc. and no coffee. COL CROSWELL was very much disturbed and rightly so. Should this occur again for the group eating last, we will have to rotate, by the week, the relative positions of those who eat first and last.

Sufficient parts were received to repair the D-4 and so all haste is being made on that. Originally, the Air Force proposed flights commencing at noon, however due to the communications blackout, there was a delay until midnight and as the blackout continued, an additional delay was imposed. Meanwhile, all the Advance Party of Pole Station Personnel stand by in a ready status.

The D-8 is two thirds of the way through the second taxiway and, if the delay in flights continues, this taxiway will be completed prior to the departure of the first aircraft.

MC CORMICK, BU2, is suffering from a strange infection of no apparent cause but nevertheless it is there, localized in a small area on his back. Should this continue, he will be unable to go to the POLE.

Friday, November 16, 1956

All aircraft flights were postponed in the early morning due to the continuation of the communications blackout and a forecast by CDR MIRABITO that a blizzard would hit McMurdo within the next eight to ten hours. The storm failed to materialize and McMurdo enjoyed beautiful weather all day. In fact, some have taken to wearing just their T-shirts, as temperatures ranged from plus 15 to plus 25. Winds were calm throughout the majority of the day and, in the late evening, they peaked up to 19 knots.

The Mechanics turned to with gusto to return the second D-4 to operation. After working some fourteen hours, making excellent progress, they learned that they were still missing one very vital part which had not been sent from New Zealand. Therefore, all work came to a halt and the D-4 will again be taken from the garage and the D-8 placed back in and an attempt made to get it ready.

Showers were secured during the afternoon and evening due to the breakdown of the Cary-lift and water had to be brought all the way from the Power House to the Mess Hall by some heretofore unused POL hose. By keeping several Mechanics on the Cary-lift, it was back in operation late in the evening.

Good progress was made on the cutting of an additional taxiway at the runway and it should be completed on Sunday the 18th. This will enable three C-124s to operate from the field with no difficulty insofar as moving parked aircraft is concerned. An inspection of the area about the wounded C-124 was made and there is a definite depression occurring on the starboard side. Air Force representatives were informed and there will have to be a movement of the aircraft within the next four or five days.

Other general cleanup work around the parking area and taxiway was continued and, with the assignment of three additional Air Force personnel, Chief DOREŃs crew has finally risen to a number which permits two adequate shifts of twelve hours each.

The main street, Burke Boulevard, was leveled out by the D-8 shortly after supper and, although an electrician accompanied the driver in all his passes, the inevitable happened and cables containing the fire alarm system power lines ripped out. The decision was made to put them on an overhead rigging so the cleanup continued and the street is now fairly level.

Additional electrical troubles were encountered early in the evening when a short occurred in the main power cables near the Air Operations Building. The electricity was shut off for a period of some four hours along the row of buildings on the West side of Burke Boulevard.

Public relations took over a good bit of time during the day and letters were written to several people back in the Christchurch area that had been particularly hospitable to our group of ten during our recent R&R tour. In addition, LCDR CANHAM held several lengthy conferences with five of our personnel who intend to marry New Zealand girls on the first of February, the five being AC1 SWARTWOOD, BU2 HISEY, AB2 OLIVER, CD3 BICKNESE and AD3 TYLER.

The communications blackout began to lift in the afternoon, but reception was extremely faulty and most messages were sent two or three times.

The new survival film was shown to all the Pole Station personnel and a liberal sprinkling of personnel from the other units aboard. The first viewing of the NBC television film, 'Race Against the Night' was presented in the Mess Hall and will be shown again tomorrow night.

Choir practice was attended by mostly personnel that would be going to the SOUTH POLE or going back to Little America and, while this Sunday's services will be well supported by a choir, the following week's will be without vocal support.

Saturday, November 18, 1956

Skies were clear in the early morning but, by noon, five tenths coverage was overhead and, during the evening, this amount increased to approximately seven tenths. The storm forecast by CDR MIRABITO had struck at the BEARDMORE Station and was slow in reaching McMurdo. BEARDMORE reported losing their antennae field again and undergoing the strongest blizzard to date. However, they fared well inside the Atwell Hut and the latest report had them outside dragging the runway with the Sno-kitten and stating that it worked fine.

Temperatures were again high with plus twenty-eight to plus sixteen registered. Winds were variable at twenty-one knots.

An R4D with LCDR FRANKIEWICZ departed for BEARDMORE, weather notwithstanding and, although many times enroute, BEARDMORE reported less than a sixteenth of a mile visibility, the aircraft continued. On reaching the approximate area of the base, they were unable to see it and returned to McMurdo.

All of the news correspondents were moved into their Atwell Hut and the office in the Library turned over to Lieutenants ANDERSON and CAVENDISH with the small room returning to KEMP for barbering purposes.

A message was picked up on the Hotel Foxtrot broadcast stating that LT FLIPPEN was in Bethesda and had undergone a sub-total gastrectomy. He will be hospitalized for approximately eight weeks and on limited duty for an additional six months. Best wishes

for his recovery were immediately sent. He is one of the finest officers on the Staff of the Task Force and has been of great assistance to McMurdo. It is hoped that his recovery will be rapid and complete.

Word was received that the Admiral would be returning tomorrow morning with the C-124. Accompanying him will be Mr. HARTIGAN, Mr. GOODALE, and YN1 WILDER, his yeoman.

We were requested to get off the Hotel Broadcast as soon as possible and to reactivate the Irirangi/McMurdo circuit. Word was sent back to the Task force that we would secure Hotel broadcast at 190001Z Ð noon tomorrow. Attempted tests on voice communications with Musik Point were unsuccessful. Additional tests will be conducted each succeeding day.

Cold weather clothing was sent back to New Zealand for CDR JONES, the CNO Communications representative who, apparently, will travel to McMurdo on the next C-124.

The NBC-TV film was again shown to the DEEPFREEZE I WINTERING GROUP. It was fairly well done, although, as usual, tending to be over-dramatic.

Dr. SIPLE addressed the "All Hands" meeting and gave a very interesting talk on the international aspects of the South Pole Station and some of the problems involved in the initial stages. He officially extended to the group RADM BYRD's best wishes and thanks for the job that had been performed to date. He also stated that RADM BYRD tentatively planned to depart the United States on the twenty-seventh of November, arriving in New Zealand on the Second of December.

Sunday, November 19th

"MIRABITO's Blizzard" continued to heckle the McMurdo area with overcast skies and blowing snow and winds peaking at fifty knots in camp and very close to sixty knots at the runway.

The C-124, bearing RADM DUFEK, arrived at McMurdo at 0650M; the pilot, CAPT BEARSKIN, executed one of the neatest crosswind landings that had been viewed by any of the many naval aviator spectators watching him come in. At the time of landing, there was a thirty-five knot direct crosswind and the C-124 did an approximate twenty-five degree crab just prior to touchdown. Using a slightly longer rollout, it was noted that the C-124 did not experience any great bumps or irregularities along the runway. Returning with the Admiral were his Yeoman WILDER, Mr. GOODALE from the IGY and Mr. HARTIGAN from NBC.

The aircraft brought with it, several crates of lettuce, tomatoes, radishes, small spring onions and eggs and oranges as well as forty-five gallons of fresh milk. Additional portions of the same items were procured for Little America and will be set aside here until it is no longer practicable to store them. If a plane is not ready for Little America departure, the food will be consumed locally.

RADM DUFEK was feeling considerably better and appeared to have completely regained his health.

VX-6's R5D was scheduled some five times during the day for departure, but the strong winds and low blowing scud clouds caused cancellation each time. In spite of the strong winds, the temperatures crept above the freezing mark for the first time, reaching an official figure of plus thirty-three. The low as plus nineteen. During the peak of the storm, the damaged C-124 slipped off of its wooden pilings and is once again resting on its nose. Air Force personnel made a routine inspection and did not think that much additional damage had been done. They desire to have it moved into its new position (some hundred feet ahead of where it is now) by November 25th.

A message received from Little America indicates that they are not thinking in possible terms of building a substitute BYRD STATION by airdrop if the trail does not work out, a situation which now appears to be quite likely.

The BEARDMORE group reported all its items retrieved now from the airdrop and 2700 gallons of AvGas left. The Sno-kitten is running and they have been able to drag the airstrip and state that it has been improved some sixty percent.

The Officer-CPO meeting in the evening discussed the coming week's principle items of work which included a camp cleanup, installation of the torque converter engine in the second D-8 and the initial completion of all the runway facilities.

Message authority from BuPers was received to have LTJG TUCK report to the Commanding Officer, Mobile Construction Battalion (Special) for duty involving flying as a technical observer, such orders to terminate on June 30, 1957 or earlier.

Due to the rather high winds, the camp was comparatively quiet throughout the afternoon. Church services were very well attended in the morning with over a half dozen personnel forced to stand in the rear of the Chapel due to the lack of chairs.

A taped High Fidelity musical program was held in the Library from 1200M to 1700M and the Library was well filled.

KEMP cut hair from 0700M to 2300M and had at least another dozen customers requesting his services.

Monday, November 19, 1956

Continued warm weather with temperatures ranging from plus nineteen to plus twenty-eight.

Winds in the morning were quite strong and delayed the departure of the R5D weather reconnaissance flight to the Pole. After finally becoming airborne at 0935, the R5D proceeded but twenty-five minutes on course when it lost its No. 2 engine and returned to base. Within twenty-two minutes following its landing, a C-124 crew had manned their aircraft and were airborne as a substitute weather flight. They found conditions to be extremely favorable and so the entire operation was thrown into high gear with the