

## Highlights of Late Season Activities



(U.S. Navy Photo)

An LH-34D helicopter creates its own "snowstorm" while landing at Williams Field.

### Introduction

Described here are highlights of the scientific work done between early January and the departure of the last ships from Palmer Station on March 21, and of support operations during the period from January 25 to March 25, when *Glacier* and *Southwind* reverted to the operational control of the United States Coast Guard. Research and support activities during the earlier part of the 1967-1968 season have been summarized in previous issues of the *Antarctic Journal*,<sup>1</sup> and a complete review of the summer scientific program will appear in the next issue, along with articles on selected aspects of the logistic support effort, notably air operations and station construction.

During the period reviewed here, scientists and support personnel alike wound up their summer work. The icebreakers—after being relieved of the necessity of escorting cargo ships through the pack ice—were able to devote considerable time to supporting scientific projects and to logistic chores, particularly at Hallett and Palmer Stations. The helicopters of Air Development Squadron Six (VX-6) continued to aid scientists in the McMurdo Sound area until the final flights on February 20. Meanwhile, the squadron's Hercules aircraft completed the resupply of Byrd, Plateau, and South Pole Stations, and they supplied scientific parties in the field.

<sup>1</sup> Vol. II, no. 6, p. 231-235; vol. III, no. 1, p. 6-10, and no. 2, p. 38-49.

As the season drew to a close, the LC-130s flew summer personnel from the interior to McMurdo Station for further transportation to New Zealand by both Hercules and Super Constellations.

### Air-Supported Activities

On January 26, a party from McMurdo inspected Eights Station, which had been closed since November 1965. When the inspectors (among whom were Captain A. F. Farwell, deputy commander of Task Force 43, and Mr. Jerry Huffman, USARP Representative) stepped from the aircraft, they discovered the station to be buried under 8 to 10 feet of snow. Only radio masts and the top of a tractor were visible. The problem of finding an entrance was solved by the aircraft commander, Lt. Comdr. F. A. Prehn, in a slightly unorthodox manner. While walking about the area, he fell into the station through the aurora dome. Once inside, the inspecting party found the interior free of snow and the equipment in good repair, despite an apology left by the station's last leader: "Departed camp due to low fuel on plane—sorry to leave place in such a mess—couldn't help it."<sup>2</sup>



(U.S. Navy Photo)

Digging an entrance into Eights Station, which had been closed for a little more than two years.

As early as January 14, the first of the remote field parties had been flown back to McMurdo Station. Three scientists from Texas Technological College, led by Mr. J. R. Wilbanks, had spent two and a half months conducting detailed geological investigations in the Fosdick Mountains. A week later, a six-man New Zealand party was picked up in northern Victoria Land after it had devoted 70 days to a geological survey in the area around Rennick Glacier.

<sup>2</sup> Last entry in the station's log for the period from October 30, 1963, to November 14, 1965. This interesting document is now in the library of the U.S. Naval Support Force, Antarctica.