

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

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APRIL 1988



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## Antarctica

Navy vs. elements

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**"Hang on, baby, Friday's coming!" Members of a Marine Corps reconnaissance team demonstrate a special personnel insertion and extraction rig with an H-46 helicopter. Photo by PH1 Chuck Mussi.**

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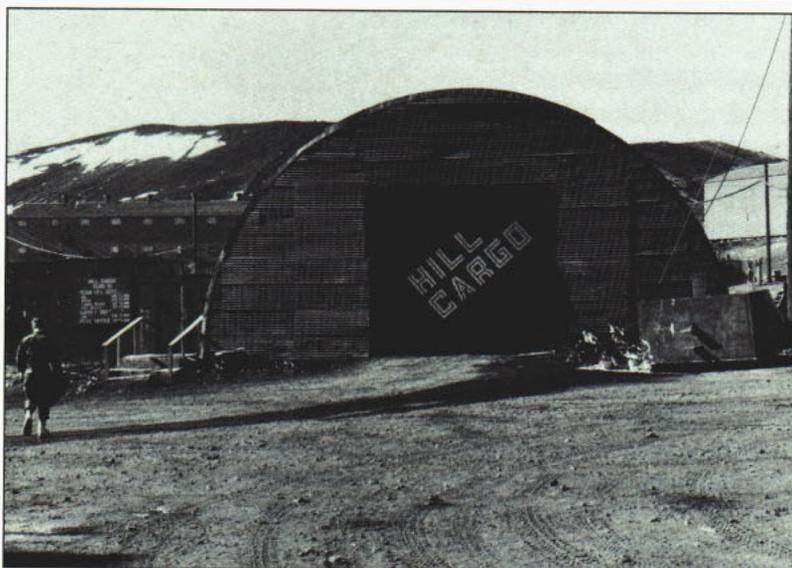


Photo by JO2 Mike McKinley

Welcome to McMurdo Station — Page 6

- |   |  |
|---|--|
| <p><b>4 Antarctica</b><br/>A land beyond the limits</p> <hr/> <p><b>6 McMurdo Station</b><br/>Life on the edge</p> <hr/> <p><b>12 A real adventure</b><br/>Survival training</p> <hr/> <p><b>14 Adm. Richard Byrd</b><br/>Father of antarctic exploration</p> <hr/> <p><b>16 'Crash!'</b><br/>Heroic corpsman saves lives</p> <hr/> <p><b>17 Scott's hut</b><br/>Historic site at McMurdo Station</p> | <p><b>18 Polar Air</b><br/>VXE 6 flies antarctic skies</p> <hr/> <p><b>26 Marble Point</b><br/>Watering hole for thirsty helos</p> <hr/> <p><b>29 Byrd Surface Camp</b><br/>Outpost in a remote land</p> <hr/> <p><b>32 LC-130 resurrection</b><br/>Frozen airplane flies again</p> <hr/> <p><b>33 Det. Christchurch</b><br/>Express service for the 'ice'</p> <hr/> <p><b>41 Rights &amp; Benefits, 4</b><br/>Medical and Dental Care</p> |
|---|--|

**2** Navy Currents / **34** Bearings / **40** Mail Buoy, Reunions

**Front Cover:** An LC-130 *Hercules* of VXE 6 wings its way on a mission over Antarctica. See story Page 18. Photo by JO2 Mike McKinley.

**Back Cover:** Homeward bound, an LC-130 passes above one of several scientists it carried to the frozen antarctic continent. See story Page 18. Photo by JO2 Mike McKinley.

# Navy Currents

## Navy women to VQs, not VPs

Recent civilian news media coverage of the secretary of the Navy's internal study on the progress of women in the Navy has resulted in some confusion concerning women's assignments to selected aviation squadrons.

Secretary James H. Webb Jr. announced Dec. 21 that he had approved a recommendation to open aircrew assignments with the Navy's two shore-based Fleet Air Reconnaissance (VQ) squadrons to women. News reports indicating that women would be assigned to duty aboard P-3 aircraft have led to speculation about women's assignments with Maritime Air Patrol (VP) squadrons.

Navy women will not be assigned to VP squadrons because VP aircraft have an offensive capability and combat mission, Navy officials said. The combat exclusion law, Title 10, U.S. Code, Section 6015, specifically precludes the assignment of women to combat units.

Aircrew positions aboard EP-3 aircraft in VQ squadrons were opened to women after SecNav approved a new definition of a combat mission. Under the new definition, VQ shore-based aircraft with only a reconnoiter mission and no offensive capability or active combat role were determined not to have a combat mission. As a result of SecNav's decision, more than 100 officer aircrew billets and more than 230 enlisted aircrew billets will be eligible for the permanent assignment of women. Navy women currently serve in VQ ground support billets. □

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## Transfers delayed

Many Navy people who have projected rotation dates in the third and fourth quarters of this fiscal year can expect transfer delays.

In order to adjust to congressionally-imposed funding cuts and remain within the fiscal 1988 permanent change of station budget, all PRDs of April through September will be extended between two and four months.

Exceptions are:

- People completing the prescribed DoD-area

tour overseas and those members required to fill overseas vacancies.

- Individuals going to training 20 weeks or longer, and those completing training greater than 20 weeks.
- People being assigned to new construction as well as those who already have orders in hand.
- Those undergoing nuclear power training.
- Members being assigned to joint duty.
- People being reassigned as a result of de-commissioning or those assigned to Navy detachments aboard Military Sealift Command Ships (12-month unaccompanied tours).
- Directed unaccompanied and isolated tours.

Additionally, officers with orders to aviation training commands to fill vacancies, those in selected critical training pipelines and officers rotating to or from command will not be affected. Enlisted men and women who are undergoing certain selected critical skills training en route to sea duty will not be affected.

The fiscal 1988 DoD Appropriation Act has forced a cut of about 25.1 million dollars in operational and training PCS moves. By extending PRDs, the Navy hopes to eliminate the "bow-wave" of PCS moves into fiscal 1989, while retaining some degree of flexibility in detailing and remaining within budget.

Should additional options become available through cost savings or other actions, people will be moved early, with priority given to those with the longest sea tour lengths. As individuals approach their PRDs, they are encouraged to maintain close communication with their detailers. For more information, see NavOp 003/88. □

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## More HIV testing

Navy people will again be tested for HIV antibodies. All active-duty Navy members were first tested two years ago.

The test is being repeated to track the incidence of AIDS, a disease with many unknown factors, said Naval Medical Command officials. The first test showed that 2.4 per 1,000 Navy people had been exposed to the AIDS virus.

This year, testing is to be completed before Oct.

30, 1988. Those who are deployed or who could deploy on short notice will be tested first, followed by:

- Those with orders to deploying units or shore stations outside the continental United States.
- Doctors, nurses, corpsmen, dentists and dental technicians, and others on active duty who provide health care.

- All remaining Navy people on active duty.

Commands are responsible for coordinating with local testing facilities and filling out roster forms. Individuals are responsible for having both their medical and dental records available when blood is drawn for the HIV test. Command testing won't be complete until test results have been documented in member's health records.

All HIV test results will be kept strictly confidential. Notification will be made in a "CO eyes only" letter.

NavOp 005/88 gives complete details on the 1988 HIV screening. □

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## College rewards

Sailors who earn college degrees on their own time will get some extra credit, starting with this September's advancement cycle.

Those taking the E-4, E-5 or E-6 exam who earned degrees after joining the Navy will get an extra two points added to their final multiple score for an associate degree and an extra four points for a bachelor's degree.

This credit only applies to sailors who completed degree work in their off-duty time.

The extra points, awarded in the new "degree completion" category, apply for one advancement only. For example, an E-3 with an associate degree taking the E-4 exam can receive two points. To receive extra points on future exams he or she must earn a bachelor's degree.

This award recognizes Navy people who take the initiative to get more education and enhance their careers, in addition to doing their normal military jobs.

The forthcoming Navy advancement manual, OpNavInst 1560 and future NavOps will have details on degree completion points. □

## Secretary Webb resigns

In his final message to the fleet, Secretary of the Navy James H. Webb Jr., said he sent his letter of resignation to President Ronald Reagan Feb. 22, because he could not support Navy department budget reductions mandated by the DoD.

"It has been a particular privilege and a special honor to have spent the last year with the Navy and Marine Corps. Your professionalism and sense of duty will hold a lasting place in my heart," he said.

William L. Ball III has been nominated to succeed Webb. Ball, 39, from Spartanburg, S.C., previously served on the White House staff as assistant for legislative affairs to the President. □

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## Jobs cut, promotions wait

In a recent message to the fleet, Chief of Naval Operations Adm. Carlisle A.H. Trost explained that the Navy was going to have to "tighten its belt," to meet congressionally mandated budget cuts.

"These necessary savings should be placed in the broader perspective of the many gains we have made in recent years to improve military pay, compensation and bonus programs," Trost said in NavOp 013/88, which announced where the Navy's belt would be tightened.

- An involuntary early separation program is in effect. Approximately 14,000 sailors with EAOSs prior to Sept. 30, 1988, must either reenlist or get out of the Navy on designated dates during April, 1988.

- A three-month time-in-rate requirement for advancement to paygrades, E-2 and E-3 has been added, effective Mar. 1, 1988. No "grandfathering" will be allowed.

- Officer promotions to lieutenant junior grade through captain will be delayed from April 1 to Sept. 1, 1988.

For more detailed information concerning the involuntary separation program, consult NavOp 018/88. □

# Antarctica:

## *a land beyond the limits*

Story by JO2 Mike McKinley

Antarctica is a land of extremes. It is the coldest, highest, driest, windiest continent on earth. It is covered by more than seven million cubic miles of ice, which have been accumulating for 13 million years. Only 4.5 percent of Antarctica remains ice-free. These areas are along the coast and in the Transantarctic Mountains, which extend from the Antarctic Peninsula well into the interior. The mountains reach heights of 16,000 feet. The average thickness of the ice sheet on this 5.5-million-square-mile continent is 7,500 feet. That 7,500 feet of ice elevation gives Antarctica the distinction of being the highest continent, in terms of mean altitude.

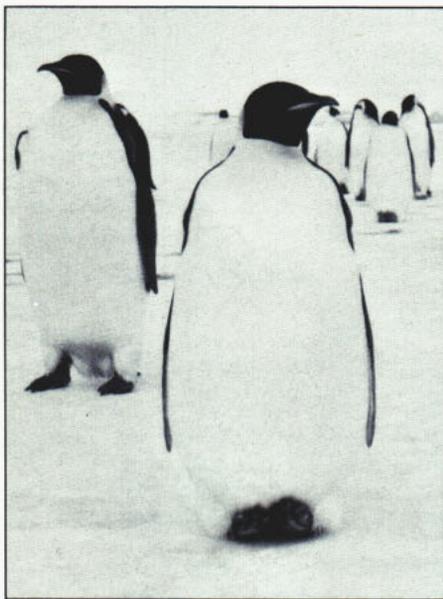
The ice sheet, running as deep as three miles at its thickest point, holds 90 percent of the world's fresh water. Yet Antarctica is the largest, driest desert on earth. There is almost no fresh water on the continent. What water that does exist is confined to glacial melt. The annual precipitation, in the form of snow, is less than two inches. The snow that does fall is blown about by the wind until it is compressed into ice.

The dryness of Antarctica poses a very real danger to individuals working outside. Often, because of the lack of moisture in the air, a person isn't aware — until it is too late — of just how cold it really is.

And "Antarctica" is spelled C-O-L-D. The coldest temperature ever recorded on earth was in the Antarctic: minus 129.6 degrees Fahr-

enheit, at the Soviet Union's Vostok Station. It's so cold that oil freezes into jelly, steel pipes shatter like glass if dropped, mercury freezes solid and tin disintegrates into granules.

Although the average annual temperature in the interior, away from the coast, is minus 70 degrees Fahrenheit, during the summer months



**Often living in colonies of a million or more, the penguin is the most noticeable resident of Antarctica.**

high temperatures may range from zero to 32 degrees above. A record thermometer reading of 52 degrees was registered at McMurdo Station last summer. But such high readings are not the norm, and, to make matters worse, there is usually a wind.

It is a rare day when the wind isn't

blowing in Antarctica, especially along its coasts, which are considered the windiest places on earth. Wind velocities in excess of 200 m.p.h. have been recorded at Antarctica's Commonwealth Bay. Such winds are known as "katabatic" winds and blow with hurricane force, whipping the snow into the atmosphere, causing near-zero visibility and adding a man-killing wind chill to already frigid temperatures.

Sir Douglas Mawson, an early 20th century antarctic explorer, described these terrible winds and their effects in his writings. "The actual experience is something else. Picture a snowdrift that blots out the world, that is hurled, actually screaming with energy, through space in a 100-m.p.h. wind when the temperature is below freezing. Then shroud these infuriated elements with polar night. A plunge into such a black-white, writhing storm is to stamp on the senses an indelible, awful impression seldom equaled in the whole gamut of natural experience. The world becomes a void — fierce, grisly, appalling; a fearful gloom in which the merciless blast is an incubus of vengeance that stabbed, froze, and buffeted intruders with the stinging drift that choked and blinded."

There are two seasons in Antarctica: summer and winter. During the summer, which lasts from September to February, the sun is a constant companion, circling the sky 24

Photo by PH3 Patrick Gilliland



Photo by PH3 Patrick Gilliland

hours a day. Only then can temperatures rise to that comfortable 32 degrees above zero. In winter, Antarctica is cloaked in darkness from March to August. Extremely high winds and minus 100 degree thermometer readings are regular occurrences during this bleak period. This is a time on the continent when life, tenuous at best, seems to adjourn altogether.

Life forms on the continent itself are limited. Although there is no life at all in the interior, lichens and mosses are found in the ice-free areas, and two types of flowering plants hold their own on the Antarctic Peninsula. Bacteria and yeasts have also been discovered only 183 miles from the South Pole.

Indigenous wildlife consists of 76 species of insects, many of them existing nowhere else in the world. The largest land animal is a 1½-inch carnivorous insect, which lies so close to the ground that the treacher-

ous antarctic winds pass completely over it. Other insects, most of them microscopic, can be found taking refuge in rock crevices or in banks of moss.

In contrast, animal life is abundant on the edge of the great sea-ice shelves surrounding Antarctica. Forming outward from the coast, the sea ice, which can get as thick as 10 feet, occupies a two- to eight-million-square mile belt around Antarctica that is 300 to 1,000 miles wide, depending upon the season. The ocean at the ice edge is rich in nutrients and in the summer supports a huge population of krill, fishes, whales, penguins, and seals, and the greatest gathering of sea birds in the world. These include albatrosses, fulmars, arctic terns, whalebirds, skuas and petrels.

Though Antarctica is a harsh and forbidding land, its size, geology and geography make it a fertile field for study and exploration. Scientists

**The stark, snow-free gullies and ravines of the "Labyrinth" in Antarctica's Wright Valley present an eerie, prehistoric appearance.**

from more than 20 countries are currently engaged in antarctic research in disciplines ranging from biology and oceanography to the study of magnetism and cosmic rays. And, under the agreement of the Antarctic Treaty of 1959, results of these and other studies are made available to scientists everywhere.

Under the United States Antarctic Research Program, funded by the National Science Foundation, nearly 300 scientists are involved in numerous research projects in the Antarctic. With logistical support provided by the U.S. Navy, U.S. scientists are attempting to learn the secrets of this vast wilderness of ice and snow. □

*McKinley is a staff writer for All Hands.*

# McMurdo Station

## Life on the edge

Story by JO2 Mike McKinley

**M**cMurdo Station is to Antarctica what 19th century San Francisco was to the American West — a main arrival point and staging area for adventurers heading into a wild country. Where San Francisco once supplied the needs of '49ers in their quest for gold, McMurdo supplies the needs of U.S. scientists in their quest for knowledge. But whereas San Francisco burgeoned into a modern metropolis, no longer on the edge of a frontier, McMurdo remains an outpost in the midst of an untamed wilderness, even in the 20th century.

"McMurdo is a frontier town on the edge of the world," said Lt. Cmdr. Timothy Sims, McMurdo Station's command chaplain. "Antarctic hands refer to it as 'The Hill' and those who live amid the perpetual dust as 'the Dirt People.' It's big, dirty, busy, rowdy and ugly," he said.

Taking Chaplain Sims' statement at face value, one would be inclined to think that McMurdo Station had all the appeal of a fever blister. McMurdo might seem to be the Lost City of the Rowdy and Unwashed, where a fun-filled night on the town would make the Visigoth's sacking of Rome look like a Halloween prank by mischievous boys.

But Sims wasn't being derogatory in making his statement. Not at all. He was simply putting McMurdo in proper perspective: that is, despite modern technology and all the creature comforts of life that do exist at McMurdo, there is still a rough edge on the town that the polished veneer of sophistication can't gloss over. Just being where it is, secluded on the border of five and a half million square miles of the least known and most isolated wilderness in the world, gives the town and its residents a frontier character that is lively, good-humored, and sometimes bizarre. McMurdo is a splash of color on the otherwise blank canvas of Antarctica.

Headquarters for *Operation Deepfreeze*, McMurdo is the summer home for roughly 900 U.S. military personnel who provide the logistic support for civilian scientists with the U.S. Antarctic Program, directed by the National Science Foundation. The vast majority of the support personnel are U.S. Navy sailors, Seabees and airmen whose ranks are augmented by soldiers of the U.S. and New Zealand armies. From September to mid-February, the men and women at McMurdo keep research stations and facilities operating, oversee communications and

air-traffic control, handle the movement of material and people, build runways and piers, and repair buildings and equipment. They also provide clean drinking water and fire-



fighting services, and handle the essential medical, dental, culinary and recreational needs for McMurdo residents.

The town is a bustling, weather-scarred community of wood, metal and canvas situated on Ross Island, a sanctuary separated from the harsh antarctic continent by the massive Ross Ice shelf. The station takes its name from McMurdo Sound, which was discovered during the 1841 British polar expedition led by Sir James Clark Ross. The Sound was named for Lt. Archibald McMurdo, an officer aboard one of the British ships, *Terror*.

McMurdo derives its moniker, "The Hill," from nearby Observation Hill, a 750-foot mound that dominates the landscape at the edge of town. Antarctica's only active vol-

cano, 12,000-foot Mount Erebus, also shares the island with McMurdo.

Having this geological beast as a neighbor may be a bit disconcerting to new arrivals on The Hill, but to the residents who have been there a spell, Erebus is looked upon as a benign old monster that just belches a little steam once in a while. A popular story that makes the rounds at McMurdo is of a helicopter pilot, who, some years ago, landed his chopper atop Erebus. Leaving the helo, the intrepid aviator — with considerable courage and a full bladder — walked over to the edge of the volcano's crater and . . . attempted to put the fire out. Failing in his courageous but inevitably futile attempt, the pilot returned to base and came close to getting written up — for putting his aircraft in danger!

McMurdo's architectural pedigree may best be defined as "mongrel." It is a cross-breed of M\*A\*S\*H, Dogpatch and inner-city housing projects. The station is a sprawl of long, rounded tents called Jamesways, 'vari-colored box-like wooden buildings, sheet metal Quonset huts, warehouses, barracks and work spaces, all linked together by an array of powerlines and water pipes. Many of the buildings are better known by name than number. There are such high-toned residences as the "Blue Lagoon Resort," the "Park Hilton Jamesway," the "Royal Society Inn," and "Club Mud." The only building at McMurdo that doesn't look like a fugitive from the zone inspector is the very chic and modern Swiss chalet that is the National Science Foundation headquarters. To compare that nifty facility to the rest of the buildings in town would be like comparing John Paul Jones to Tugboat Annie.

Journalist 2nd Class Mark Lytle, assigned to McMurdo's public affairs office, made the remark that when he first saw McMurdo he likened it to "an aging, badly scarred combat veteran." Yet this applied to outward appearances only, for he soon found that inside, the buildings are clean and modern. "I'm coming to appreciate the human ingenuity that has gone into making McMurdo a habitable home in the 'worst place in the world,'" said Lytle.

Since Ross Island is composed entirely of volcanic rock and ash, during the summer McMurdo, is a dry, dusty burg. There is no such thing as a paved street or roadway in McMurdo. The roads are in a constant state of dusty agitation from trucks, forklifts, bulldozers, vans



Photo by JOE MIKE MCKINLEY

**With Scott's hut in the foreground, McMurdo Station is the staging base for inland research projects in Antarctica.**

# McMurdo Station

and snow machines going about their business. They churn up the fine gray particles into roiling clouds of choking dust that settle on anything in the vicinity. Just the act of walking encourages grimy, powdery clouds of dust to swirl about the ankles. Pedestrians, like Charlie Brown's soiled little buddy "Pig Pen" in the Charles Schulz comic strip, can't go anywhere without a dust cloud nipping at their heels. That's why the often begrimed, dust-harried citizens of McMurdo have been dubbed "the Dirt People" by those who spend their time on the clean, white snow and ice of the continent.

But, there are times when the dust is overtaken by other natural occurrences such as melting snow. At such times McMurdo thoroughfares can get pretty sloppy and gummy. It is because of this that McMurdo becomes "McMuddo" for some people.

The snow melt from the higher elevations around McMurdo also create Ross Island's main water artery, known to McMurdo residents as the Bean River. Compared to other "rivers," the Bean is a moist ditch, probably no more than six

inches deep and a foot wide. But though small in size, its thin ribbon of silt-gray rushing water has encouraged bridge building within the camp, as a convenience to pedestrians who don't want to slip while stepping over the rampaging Bean. And of course there is the local ordinance against diving or fishing from the bridges, clearly marked on the hand rails.

From September through February, the sun never sets in Antarctica. And for the men and women who work at McMurdo and nearby Williams Field, it seems like one long, six-month day. Although there are set working hours, nothing is 100 percent firm and the hours can be long and demanding.

But the biggest problem for some people is just getting used to continuous sunlight. "I'm still trying to get used to the 24-hour-daylight routine down here," said Legalman 1st Class Kevin Boylan of the McMurdo legal office, "and this is my second deployment. It's really strange," he added, "especially at night — or at least when it's supposed to be night. You know it's nighttime, but it's as

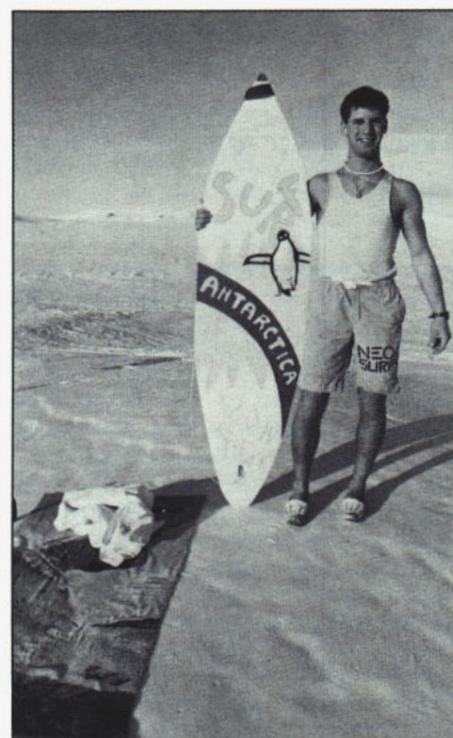


Photo by PHAN DIRK MEENAN

bright as it would be at noon. In the barracks I have heavy curtains I keep closed all the time," he said. "It's hard trying to get to sleep with sun shining through your window at midnight."

Boylan mentioned going to the "Acec Deucey" club one Saturday "night" with a couple of friends during his first deployment to McMurdo. "We were leaving the club at about 1 a.m.," said Boylan, "and when we stepped outside, the sun hit us square in the eyes and my first thought was 'My gosh, we've been in the club all night.' I wasn't sure if I should go to bed, go to work, or go back," he said with a laugh.

McMurdo is a mixed community of sailors, soldiers, civilian scientists and contract laborers. It is a place where the Texas drawl mingles with the British accent of New Zealand and where bearded scientists, in their distinguishing red parkas, rub

**When the ice runway begins to melt, you don't want to step in any puddles.**

Photo by PHAN CRAIG PETERSON



**PHAN Craig Peterson of the McMurdo photo unit, just can't get away from his favorite California pastime, even in minus 20-degree weather.**

elbows with clean-shaven military types in green. "The people here tend to be close-knit," said Aero-grapher's Mate 2nd Class Joan Hoefener, "despite the few who allow themselves to fall into the military-vs.-civilian syndrome. But you can make friends with anyone down here if you really want to."

Because of its isolation, everything is back to basics and relatively uncomplicated at McMurdo. According to Boylan, that includes the way most residents look at their neighbors. People are accepted for what they are. "You don't put on a

false front at McMurdo," said Boylan, "because everybody seems to know everybody else. You're not going to impress people here by trying to be someone you're not."

"One of the problems we have here is boredom," said Chaplain Sims. "When people are assigned to Antarctica it means assignment to an island and McMurdo Station. The Hill is all they ever see," he said. "The flight crews at Williams Field get to fly around on the continent and thus have the opportunity to get a little broader view of things. But for the people with the Naval Support Force and some of the Army people who work with us, McMurdo is it — this is all they see and it becomes drudgery and boredom." And according to Sims, this leads to

an alcohol problem for some Hill citizens, both military and civilian.

"I'm always hearing from the troops that there is nothing to do here but drink," said Sims, "but that is not true. All that means is that they are not paying attention to what is here and are not paying attention to themselves."

As in any "wet" town, clubs are popular social centers that provide a place to wind down after a long day and McMurdo's four watering holes do a brisk business. But that doesn't mean that McMurdo is the tippler capital of the world either. There are many other alternatives to fill leisure hours. As Chaplain Sims said,

**The National Science Foundation headquarters is an architectural gem among stones at McMurdo Station.**



Photo by JO2 Mike McKinley

# McMurdo Station

"There is something to do besides drink, for everybody, every night of the week."

In addition to the myriad activities offered by special services, there

**AC1 Deena Gasparro and AC1 Randy Walls relay weather information from McMurdo to a plane flying a mission on the continent.**

is a gym at McMurdo, a radio and TV station that provides 'round-the-clock entertainment, and a well-stocked library. There is also a new coffee house in the mess hall as an alternative to the club scene and video nights at the chapel, which present special programs such as the British Broadcasting Corporation's series on early antarctic exploration.

And of course there are cookouts, chili cook-offs and annual, much-looked-forward-to sporting events. One of these is the Penguin Bowl, McMurdo's Thanksgiving gridiron classic that pits the naval air squadron team at nearby Williams Field against a hard-charging "Hill" squad.

Holiday parties at McMurdo are fun-filled occasions, with the Halloween Bash being one of the most colorful. A description of last year's party appeared in the social column of the *McMurdo Sun Times*, the local newspaper:

"All the innocence of childhood, with a touch of the macabre and a dash of hilarity, was recaptured Saturday night when McMurdo residents turned out for the Halloween Bash.

"Under the shadows of ghostly silhouettes, freaks and geeks and bangers and bashers cut loose and got down.

"While a prize-winning 'Herbie' whirled around the dance floor, a fairy princess and a six-foot tongue lazily circled the room. Watching

**Navy Chaplain Timothy Sims**

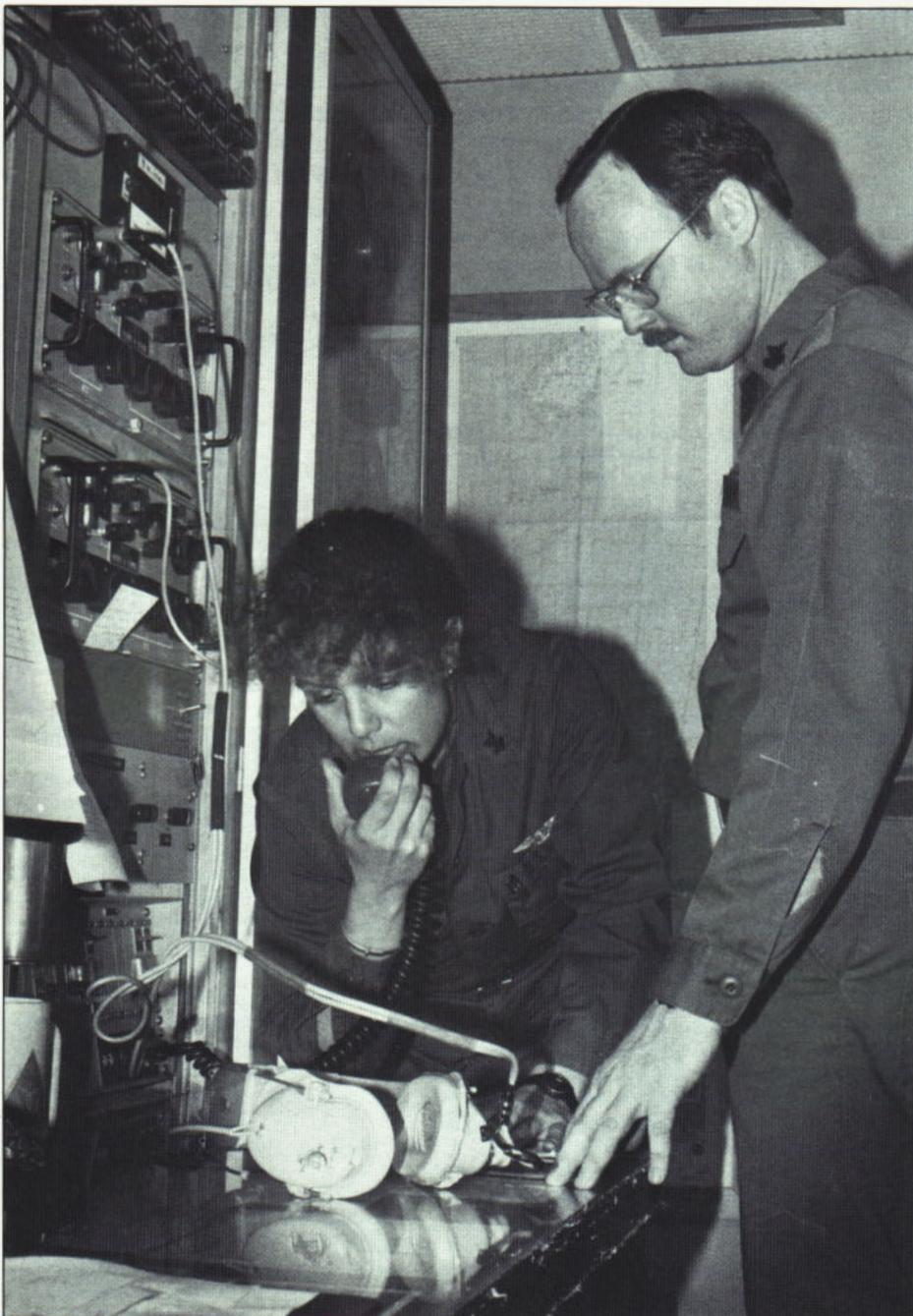


Photo by JO2 Mike McKinley



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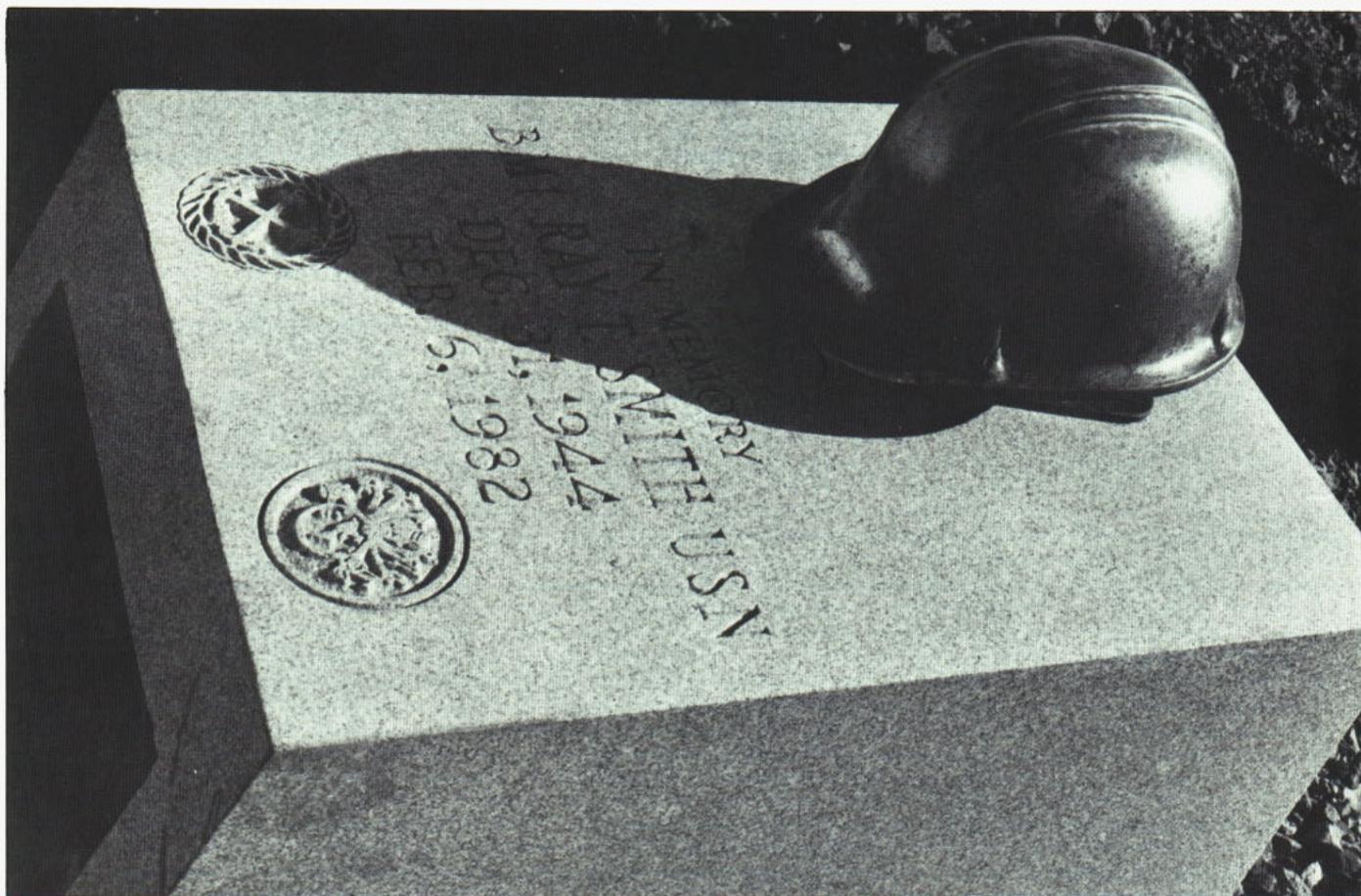


Photo by JO2 Mike McKinley

this, one could almost imagine he was in a mystical, magical, far-away land. Like maybe Los Angeles."

Such carefree events help relieve the pressures that can develop from the more serious side of duty there.

On Ross Island there are a number of crosses and monuments to people who met their deaths in this harsh land. "I think when people come down here," said Sims, "they have the illusion that they can have everything their own way, that somehow they are in control. But when you look out across that frozen sea ice and the Transantarctic Mountains on the continent, it becomes pretty clear that in a place like this, contrasts are stark and life is going to do what life is going to do. You are not in charge."

Unfortunately, the illusion of being in control of the environment

is sometimes shattered by tragedy. A graduate student was killed when his snow vehicle broke through bad ice on McMurdo Sound and he sank to his death in 2,000 feet of water. A Navy petty officer died when his tractor also went through the ice of the Sound. And in a more recent tragedy, last year, an LC-130 *Hercules*, carrying 13 people, crashed while attempting to land on a skiway, killing two Navy men and injuring 11 others. It is through such events that people at McMurdo are brought together through memorial services for their fallen comrades. "We all realize that Antarctica is a dangerous place," said Sims, "and it is during such times of remembrance that we are reminded that we can't afford to be lulled to sleep."

Though the frontier character is still very much in evidence at

**A golden hardhat on a granite memorial is a grim reminder that man does not control Antarctica.**

McMurdo Station, the trappings of civilization are creeping in slowly but surely. Life is getting quite comfortable. Some sailors, like Chaplain Sims, are sorry, in one respect, to see the blessings of technology come to McMurdo. "In a way, I think it is too bad that life is getting more 'cushy' here," said Sims. "I think Antarctica in the past has offered people an opportunity to do something they might not otherwise have done — face themselves. And now it's getting easier and easier not to do that."

This, then, is McMurdo Station: for now, a frontier town on the cutting edge. □

*McKinley is a staff writer for All Hands.*

# A real adventure

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*Braving antarctic winds, scaling icy glaciers, even eating galley leftovers, the members of snowcraft training school in Antarctica survived the most arduous test of all — survival training.*

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Story by JO1 Lynn Jenkins

The loud sounds of laughter and song echoed behind them as the group rode out of town on their way to a real Navy adventure.

Two days later, when the adventurers returned, the only sounds were their frozen parkas, which cracked with each weary step. But if you listened closely, you might have heard that one barely audible whisper — or perhaps it was more of a whimper.

"I survived survival training."

\* \* \*

The frozen sailors and scientists had just returned from antarctic survival training or the Snowcraft/Survival School, as it is officially known. The course is taught down on "the Ice" (as Antarctica is known to locals) by cold weather and mountain survival experts from both the United States and New Zealand antarctic research programs. Members of field expeditions, mostly American and Kiwi scientists, learn the basic techniques for surviving in a world where not only are the temper-

tures below zero, but so are the odds of finding a local convenience store.

Military people stationed in Antarctica may take the course too, if there is an opening and work schedules permit.

\* \* \*

Day one began at the bottom of a long and a very steep ice-covered hill. The first lesson: hard work is the only way up. Lesson number two: there are many ways down, most of them out-of-control, downhill slides.

The training plan required each student to demonstrate various methods for stopping a potentially dangerous slide. No problem — all the students had to do was purposefully send their bodies sliding toward the distant bottom, then, once momentum was gained, use their ice picks to dig in and stop the slide. Bright students that they were, they quickly discovered the farther you slide, the more effort required to climb up for the following lesson.

Because of the exertion in warm —

by antarctic standards — weather (27 degrees above zero), and the glare of the sun off the ice, the students were soaked with sweat and melted snow when the instructors called a welcome halt for lunch. Hungrily they dug into the brown bags provided by the galley crew. "I'll trade you one cold fried-egg sandwich for your piece of last night's chicken."

Although it was a short break, there's nothing like good food to revive lagging spirits, so it was with renewed good cheer that the students, shovels in hand, began to dig their way into Hotel Antarctica.

Rooms at this spacious inn come in three basic styles:

- The trench — a long narrow hole in the ground with bunks cut into its side.
- The snow mound — a large pile of snow packed down then hollowed out.
- And the igloo — blocks of ice pressed together to form a mounded shelter. (Only for the very ambitious.)



After breaking into threes and fours, one group decided to dig a trench while the other two groups opted for snow mounds. Within an hour the trench was finished and its new inhabitants settled in. The mounds took a bit longer. In fact,

four hours of continuous hard labor longer, but eventually these brave souls were also able to jump into their new homes and into dry long-johns. And none too soon. With the unpredictable suddenness characteristic of antarctic weather, the mer-

cury took a drop to well below zero.

But warm and snug in their shelters, well away from the antarctic wind, the students worried less about the weather than about dinner. "Are you sure that if we add boiling water to this mess it will turn into a pork chop?" Actually, as they soon discovered, with a little imagination, dehydrated food wasn't that bad, especially cheesecake, smothered in canned raspberries. And the generosity of a neighbor who smuggled in canned spaghetti was toasted well into the night.

After a surprisingly good night's sleep, the morning quickly went downhill, both figuratively and literally. First figuratively, as they crawled into clothing which had frozen overnight, then literally, as the instructors sent the students rappelling down the sides of glaciers and lowered them into crevasses from which they had to extract themselves.

Rappelling wasn't that hard, except for the first step. Once over the edge and securely held by safety lines, students began to enjoy the descent. Some even began imitating their favorite TV stuntman, swinging out farther and farther from the cliff as they descended.

Locating crevasses wasn't hard either, once the students knew what to look for. What was more difficult was avoiding them. Not only is it embarrassing, but also potentially very dangerous, to accidentally step into a crevasse, especially one that is 20 feet deep.

Finally the day was over. Cold, wet and tired, yet filled with a sense of wonder and satisfaction at their accomplishments, the students loaded onto a truck for the journey back home — back to the "good life" at McMurdo Station. □

*Jenkins is a photojournalist for All Hands.*

# Adm. Richard Byrd

*Father of modern Antarctic exploration*

Story by JO2 Mike McKinley

**S**tanding near the National Science Foundation headquarters at McMurdo Station is a bronze bust of Adm. Richard E. Byrd. The bust, sitting upon a black marble pedestal, was donated by the National Geographic Society and erected in 1965 as a memorial to America's most renowned antarctic explorer and one of the Navy's most famous heroes.

Between 1928 and 1956, Byrd led five expeditions to Antarctica. He was busy with the exploration of the Antarctic right up to his death in 1957.

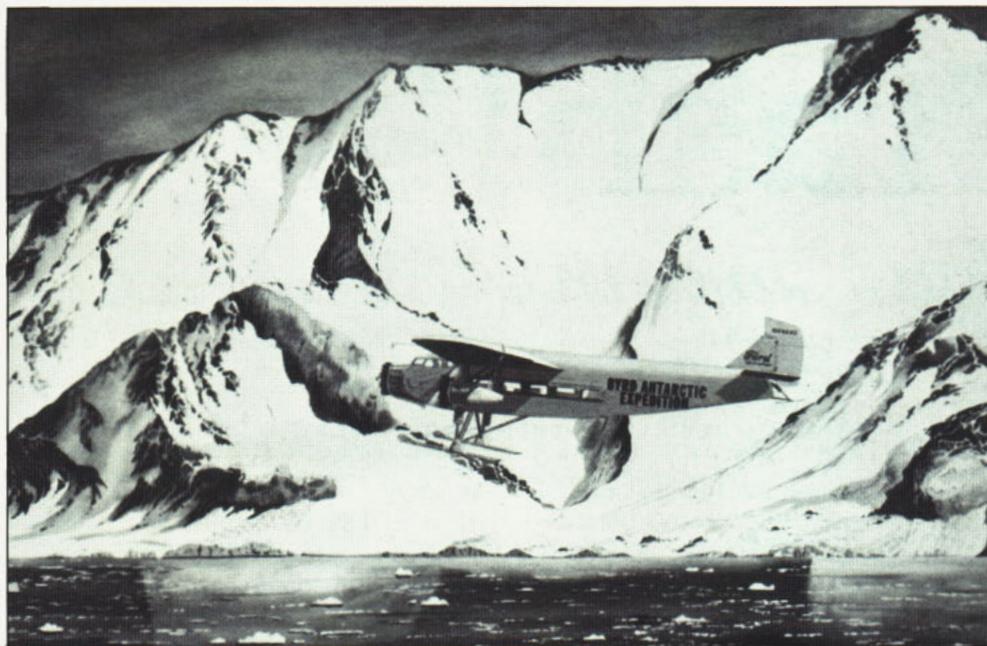
For his first expedition in 1928, Byrd arrived in Antarctica, his aircraft fully equipped with radio communication gear. Establishing his base of operations at Little America Station on the Ross Ice Shelf, he began his exploration of the continent. Byrd made a number of significant geographical discoveries during this expedition, including Antarctica's Rockefeller Mountains, Marie Byrd Land (named for his wife) and the Ford Ranges.

But it was on Nov. 29, 1929, that he and three companions made aviation and exploration history by becoming the first persons to fly over the South Pole. Byrd thus gained the

**Adm. Byrd checks his position with a sun compass aboard an aircraft over the South Pole.**



U.S. Navy Photo



The Ford trimotor plane, *Floyd Bennett*, carries Byrd and his three companions in the first flight over the South Pole.

Painting by Robert Carlin



National Archives Photo

Byrd, dressed in furs, with his dog "Igloo," outside a hut during his 1930 antarctic expedition.

distinction of also being the first man to have flown over *both* poles. On May 9, 1926, he and Machinist's Mate Chief Floyd Bennett, had flown over the North Pole during an Arctic expedition. Both men received the Medal of Honor for that feat.

The South Pole flyover, however,

may have been even more important, for it helped to prove the effectiveness of aircraft operations in the Antarctic and the advantages of radio communication. These two modern innovations changed the character of antarctic exploration. No longer would polar expeditions be perilous enterprises carried out by a handful of daring men. With modern technology, antarctic exploration would be safer and less difficult and the door opened to more widespread scientific research.

Byrd's second antarctic expedition, in 1935, undertook a number of significant geographical and scientific research projects. These included studies of meteors, cosmic rays, magnetism, and seismographies of the ice shelf.

It was also during this second antarctic adventure, that Byrd, wishing to discover the effects of solitude on the human mind and body, spent almost an entire antarctic winter alone at a weather station 125 miles south of his main base. While there, he almost died of carbon monoxide poisoning from fumes emitted from a faulty heater. Byrd, unaware of the cause of his illness, tried to keep his physical condition a secret from his men at the main camp since he didn't want them to risk their lives in a mid-winter rescue attempt. But Byrd's confused and often erratic

radio messages during his check-ins with his base gave him away and he was rescued. He recorded this experience in his book entitled *Alone*, published in 1938.

In his 1939 expedition to Antarctica, Byrd led five major exploring parties on the antarctic continent, where he surveyed the coast using seaplanes and ships. But in 1941 all explorations had to be aborted and the bases abandoned when World War II erupted and antarctic areas became fueling and supply bases for German raiders and submarines.

Following service in World War II, Byrd was appointed officer in charge of the Navy's *Operation Highjump*, the largest Antarctic expedition ever organized. In 1947, using 13 ships and more than 4,000 men, the expedition explored and mapped two million square miles of Antarctica, an area about two-thirds the size of the continental United States.

In 1955, Byrd initiated, directed and accompanied the Navy's *Operation Deepfreeze* to Antarctica as part of the International Geophysical Year of 1957. The IGY was a cooperative effort of 12 nations, joined together for antarctic research and exploration.

But that was to be Byrd's last antarctic venture, for in March 1957 he died, just three weeks after being awarded the Medal of Freedom for his lifetime of polar exploration. As one of the greatest antarctic explorers, he did leave behind a legacy of having done more than any other explorer in setting the tone for the modern-day, scientific exploration of Antarctica. □

McKinley is a staff writer for All Hands.

# 'Crash!'

## Heroic corpsman saves lives on the 'Ice'

Story by JO2 David Melancon

When U.S. Navy Hospital Corpsman 2nd Class Barney Card woke up Wednesday, Dec. 9, it was just like any other day at his small Antarctic field camp. He had no idea that he was about to become a hero.

At 8:30 that morning, a National Science Foundation LC-130 *Heracles* airplane, operated by a U.S. Navy crew from VXE 6, was on a routine resupply flight from McMurdo Station. It crashed while attempting to land near Card's isolated outpost 750 miles northwest of McMurdo Station.

Heroism didn't even cross Card's mind when he heard the shouts of "crash!" He grabbed his parka and gloves and jumped on a snowmobile to get down to the landing strip. All that could be seen was smoke and twisted metal. With two Navy civilians from the camp, Brad Honeycutt and Johnny Howard, Card ran to the cockpit of the plane.

The three searched for a way into the plane.

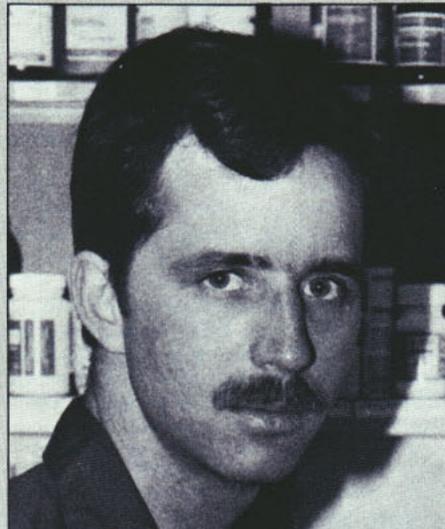
In the cockpit, the trapped crew members were also looking for a way out. There was no time to waste — fuel was leaking into the cockpit and electrical power could ignite it. The rescuers found a small hole in the cockpit fuselage, enlarged it, then one by one, the victims were carefully pulled out. Fires from JP-5 aircraft fuel burned all around the wreckage. The danger of explosion made the extrication harrowing.

"I was scared," said Card. "I knew that it could blow at any minute and I just wanted to get everyone away from the plane."

"One of the first people I remember seeing was Card," said one survivor. "He literally gave me the

shirt off his back — he also gave me his parka and gloves, and continued to work in just his thermal undershirt." After all the victims were removed from the wreckage, they were loaded onto sleds for the mile-long trek to shelter.

The sleds were only 15 feet from the wreckage when the first of sev-



HM2 Barney Card

eral explosions rocked the aircraft.

Back at the camp, Card used the barracks tent as a makeshift emergency room. "I assigned a person from camp to each one of the victims — to sit with them," said Card. "They kept an eye on them and let me know what was going on, and I could move from one to another."

"Petty Officer Card was evaluating injuries, trying to figure out who was the most serious and get them stabilized," said one survivor. "He would hover around one person, find out the extent of his injuries — do the minimum he needed to, then move on to the next person. The guy was just superb. He was like the calm in the eye of the storm."

While Card was administering emergency care, a medical evacuation flight with a surgeon and other corpsmen had been launched from McMurdo Station. Constant radio contact was kept during the operation between Card and McMurdo medical personnel.

Because of bad weather, it was approximately eight hours before the rescue flight arrived.

Two VXE 6 personnel had been killed instantly in the crash. Nine injured personnel were returned to McMurdo for evaluation. Four survivors were sent to New Zealand for further treatment.

"This was a situation that would have tasked a hospital emergency room," said Lt. David S. Kermode, a Navy doctor who cared for the survivors in McMurdo. "Card had nine cases — four of them serious. One would have died without him. He really kept his wits about him."

"The job was incredible," said Robert Johnson, a corpsman who was on the medevac flight. "We got there to find a really professional set-up. He is definitely a hero."

"I don't know if 'hero' can be used," said Card. "Everyone had a part in this — I can't say enough for the help given by the doctors and everyone involved. I've never seen a group mesh and work together as we did here at the McMurdo dispensary. I won't deny we all did a heck of a good job, but we're not heroes."

"All I can say is, that if I had been in that situation," said Johnson, "I hope that I would have acted like Barney Card." □

*Melancon is assigned to Naval Support Force, Antarctica.*



U.S. Navy Photo

# Scott's hut

Story by JO2 Mike McKinley

One of the most well-known historic sites in Antarctica, harking back to the early days of 20th century antarctic exploration, is located at McMurdo Station. It is a hut built by Robert Falcon Scott's first British expedition to Antarctica, in 1902. Although other huts still exist on Ross Island, erected by members of various expeditions that explored Antarctica, it is Scott's hut that beckons visitors at McMurdo. The hut's appeal in large measure rests upon the romance surrounding the exploits of Scott himself. The famous British naval officer and polar explorer led a daring but tragic 1910-1911 expedition to the South Pole, in which he and three others perished. The grim death of Scott and his comrades still captures the imagination.

Although locals stationed at McMurdo refer to the building simply as "Scott's hut," its given name is *Discovery* hut. It was so christened

by Scott during his second and last antarctic expedition, in honor of his ship *Discovery*.

Scott transported the hut in pieces from Australia in 1902. It was a spacious bungalow of the type used by settlers in the Australian outback. The hut did not serve as the expedition's living quarters. The men remained aboard *Discovery*, which was frozen into the ice about 200 yards away. The hut was used for drying furs, skinning birds and repairing awnings. It also doubled as a storeroom and as a workshop for pendulum gravity observations. In more carefree hours, the hut became the "Royal Terror Theater," (named for nearby Mount Terror.) The men gathered on a stage in the hut to perform presentations complete with floodlights and scenery sets.

Later British expeditions made more extensive use of the hut than Scott did. It became an important staging area for sledging parties

heading south from other camps on Ross Island, specifically camps at Cape Evans and Cape Royds. The hut was finally abandoned in 1917.

*Discovery* hut was cleared of ice in 1963 by volunteers from the New Zealand Antarctic Society and restored. Thanks to Antarctica's dry climate and a protective covering of snow and ice, the artifacts and equipment that were left behind by the explorers more than 75 years ago had been preserved. Many are now on display and include various items of cold-weather apparel of the period, camping equipment, sealskins, handmade snowshoes, and foodstuffs, including sides of mutton left by a 1917 expedition and dog biscuits for the huskies.

The U.S. Naval Support Force at McMurdo helps maintain the hut. On Sundays during the summer months the hut is open to visitors. □

*McKinley is assigned to All Hands.*

# Polar Air

Story and photos by JO2 Mike McKinley

**T**he LC-130 transport plane lands with a jolt and shudders as it swishes on its skis down the icy, snow-covered runway. The engines' roar increases momentarily as the props are reversed and you are gently pushed forward in your seat as the plane slows to taxi speed.

Settling back comfortably in your seat, you hear a friendly voice over the intercom. "Ladies and gentlemen — on behalf of the entire crew, I would like to welcome you to Williams Field, McMurdo Station, Antarctica, the last place on earth. The local time is 4 p.m. and the geological time is Pleistocene Epoch — the Ice Age.

"Please remain seated, with your seat belts firmly fastened, until the plane comes to a complete halt.

"For those of you who are terminating your flight here at McMurdo, we thank you for flying with us and hope you enjoy your stay. For those of you who have connecting flights to Byrd Station, Siple Station, the South Pole or various glaciers on the continent, our friendly agents at terminal operations will be on hand to assist you.

*"Again, we thank you for flying with VXE 6, the World's Southernmost Airline."*

\* \* \*

Although this end-of-trip welcoming speech is strictly a product of the imagination, the facts are all accurate. Antarctic Development Squadron 6 is a very real Navy "airline" that does indeed provide air services — practically the only air services — to Antarctica.

VXE 6 is the main air arm of *Operation Deep Freeze*. For five months, during Antarctica's summer, when the sun shines 24 hours a day from September to February, Navy men and women from VXE 6 are the primary air support for international scientific exploration and research on the continent.

Since its commissioning at Naval Air Station, Patuxent River, Md., in January 1955, VXE 6 has provided American scientists in Antarctica with logistical and reconnaissance support, including aerial photography, ice sensing and air sampling. VXE 6 is the essential supply and transportation link between the "outside world" and Antarctica,



bringing in fuel, supplies and mail for McMurdo and the outlying camps and stations. The squadron also shuttles military and civilian personnel to and from Christchurch, New Zealand, the advance staging area for antarctic operations.

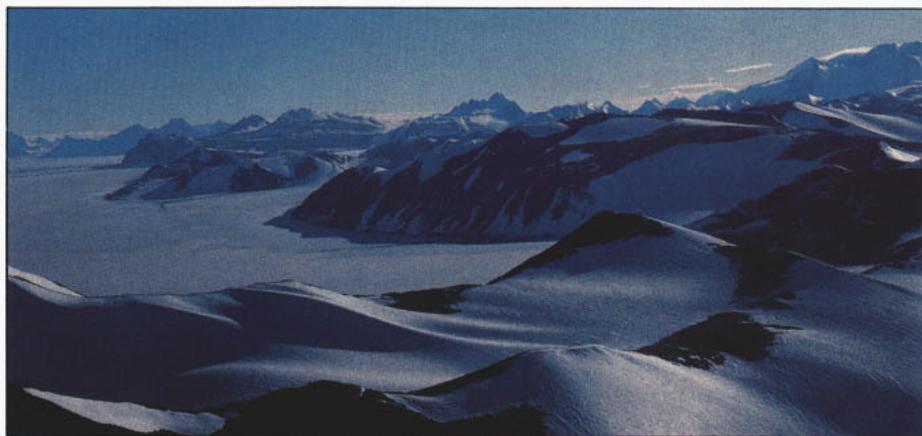
In the critical area of search and rescue, VXE 6 not only supplies aircraft but also a 12-man search-and-rescue team. All members of the team are thoroughly trained in first aid and polar survival skills.

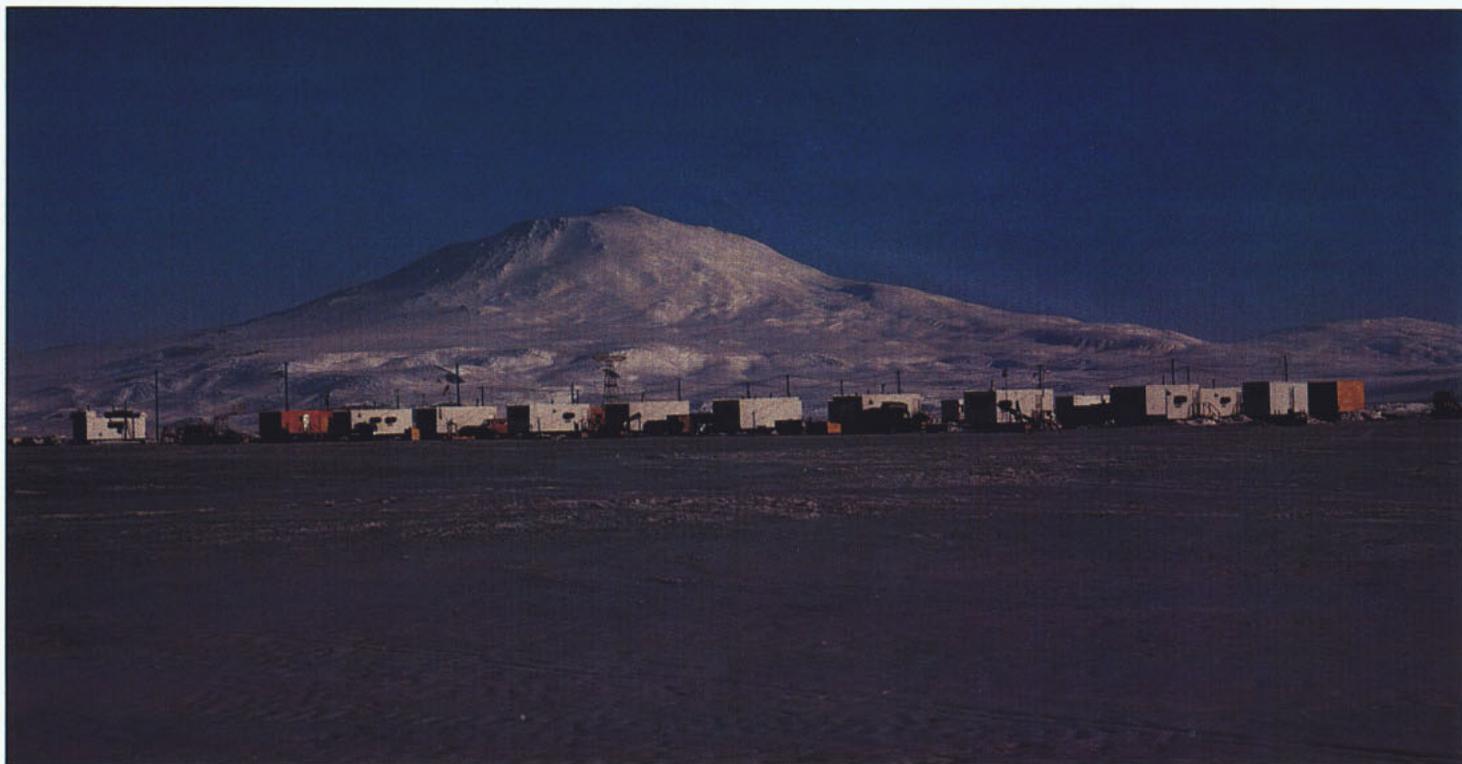
The squadron handles most medi-



cal evacuations. In one medevac last November, a VXE 6 air crew flying a ski-equipped LC-130 *Hercules*, set a new record for time and distance in a single antarctic flight. In a 17-hour, round-trip passage of over 4,000 miles, the crew (including a surgeon and corpsman), flew directly across

**An LC-130 pilot (above) surveys the icy, snow-covered mountains of Antarctica. The beautiful but harsh antarctic terrain (right) greets air crews flying over the continent.**





**The ice runway air facility near McMurdo Station is overshadowed by Ross Island's Mount Erebus.**

the continent, from McMurdo to the South African Antarctic Station of Sanae, to evacuate a seriously ill South African scientist.

The squadron has flown a number of aircraft types over the years, including P-2V *Neptunes*, C-54 *Sky-masters*, Douglas C-47s, and UH-34 *Seahorse* helicopters. Today, because of the advanced technology of the aircraft and the expanded mission requirements of VXE 6, the squadron flies only two types of aircraft, the ski-equipped Lockheed C-130 *Hercules* turbo-prop transport and Bell UH-1N *Huey* helicopter. With these versatile and dependable aircraft, VXE 6 pilots and crews, operating from the helo pads at McMurdo Station or the LC-130 skiway at nearby Williams Field, are capable of carrying scientists and support personnel (with all their gear), to project sites nearly anywhere in Antarctica.

Both aircraft are considered "workhorses," well-suited to their jobs. The LC-130s are designed for long-range air support and have a maximum gross weight of 155,000 pounds, but on the average carry only about 25,000-pound cargo loads, depending on the mission, the ice and snow conditions and type of runway. Glacier and ice field landings are common for these stout, silver aircraft with the orange tails. The crew is made up of a pilot, co-pilot, navigator, flight engineer and two loadmasters.

The bright orange *Hueys* are the short-distance haulers for the hard-to-get-to, rough-terrain sites in the Antarctic. Their normal operating range is 100 nautical miles from the fuel cache. Again, depending on the mission (particularly those below 10,000 feet), *Hueys* can generally be committed to a 2,000-pound payload. A helo crew is made up of a pilot, co-pilot and crew chief.

Keeping these aircraft ready to meet the squadron's commitments

in Antarctica are some of the most aggressive, dedicated and skilled maintenance personnel in the Navy, working under some of the most trying conditions in the world. What they refer to in Antarctica as a "minor" problem may be a 12-hour engine change, performed outdoors, in blowing snow, with temperatures often reaching 20 degrees below zero. The "major" work is taken care of in Christchurch. But, no matter how difficult, the job gets done and everything stays on schedule.

Although deployed to Antarctica, VXE 6 is homeported at Pt. Mugu, Calif. The squadron operates from two airfields, one in Christchurch, where a maintenance hangar and supply depot are located, and Williams Field at McMurdo. The airfield at McMurdo has one "annual-ice" runway and two permanent-ice skiways. The runway is built on the frozen sea-ice and is used in the early part of the summer season (late September through mid- December). Then the thinning ice leads to a de-



**Spreading a wake of blowing snow, a ski-equipped LC-130 taxis for takeoff after leaving scientists at a remote antarctic camp.**

teriorating runway surface and all flight ops are shifted to the skiways built on the permanent ice at nearby Williams Field. All the support gear, materials, and buildings are sledged about 10 miles across the ice to Williams by *Delta III* transports and bulldozers.

Williams Field, referred to by old Antarctica hands simply as "Willy," is unlike any other airport; the field has no hangars or fuel tanks. Fuel is kept in huge rubber bladders on top of the ice. The bladders are mobile, and, if necessary, can be loaded on LC-130s and transported to outlying fields.

The tower at Willy, with its great red and white checkered radar dome, also is mobile. Resting upon skids, it can be towed a considerable distance. Each year, that tower makes the trip from the ice runway to Willy in mid-December, and then back

again at the onset of winter.

At the beginning of each summer season, VXE 6 is augmented by U.S. Air Force C-141 *Starlifters* of the Military Airlift Command and LC-130s of the Royal New Zealand Air Force. Together, they move people, equipment and supplies from Christchurch to McMurdo. This joint transportation effort lasts until mid-October, just before the transition from the ice runway to Willy Field.

Lt. Cmdr. Bradley Lanzer, an LC-130 aircraft commander, found that the operations at McMurdo are set apart from all other air transport missions by one unique and sometimes frightening aspect — landing a large transport on ice. "You've got to be gentle with a large aircraft, loaded up to the maximum weight, on skis," Lanzer said. "Takeoff and landing techniques are totally alien when you're working on ice."

According to Maj. Jim Cutler, chief of exercises at Travis Air Force Base, Calif., your problems don't end

once you get the aircraft safely down. "Once an aircraft hits the ice, it's usually off the ground again within 90 minutes," said Cutler. Maximum time on the ice is 3 hours and 15 minutes.

"The problem with staying on the ice too long is the possibility of sinking. The heat from the aircraft itself can sink the plane a few inches when it lands," Cutler remarked. He added that a plane would have to stay in one place for a long time before it would sink out of sight. "The ice where the landing strip is located is about 10 feet thick and open water is about five to 10 miles from the runway."

By about mid-December, when rising temperatures cause the ice runway and passages from ice to land to deteriorate, the ski runway at Willy must be used. Since Air Force C-141s are not ski-equipped, they can no longer be used when the ice runway is not operational. From this time on, nearly all air missions in Antarctica are flown by the

# Polar Air

**Cmdr. Rector (left), pilot and CO of VXE 6, and co-pilot, Lt. Cmdr. Monty Williams (right) study a chart. Navigator, Lt.j.g. John Breckheimer, (far right) uses a sextant to get a position fix.**

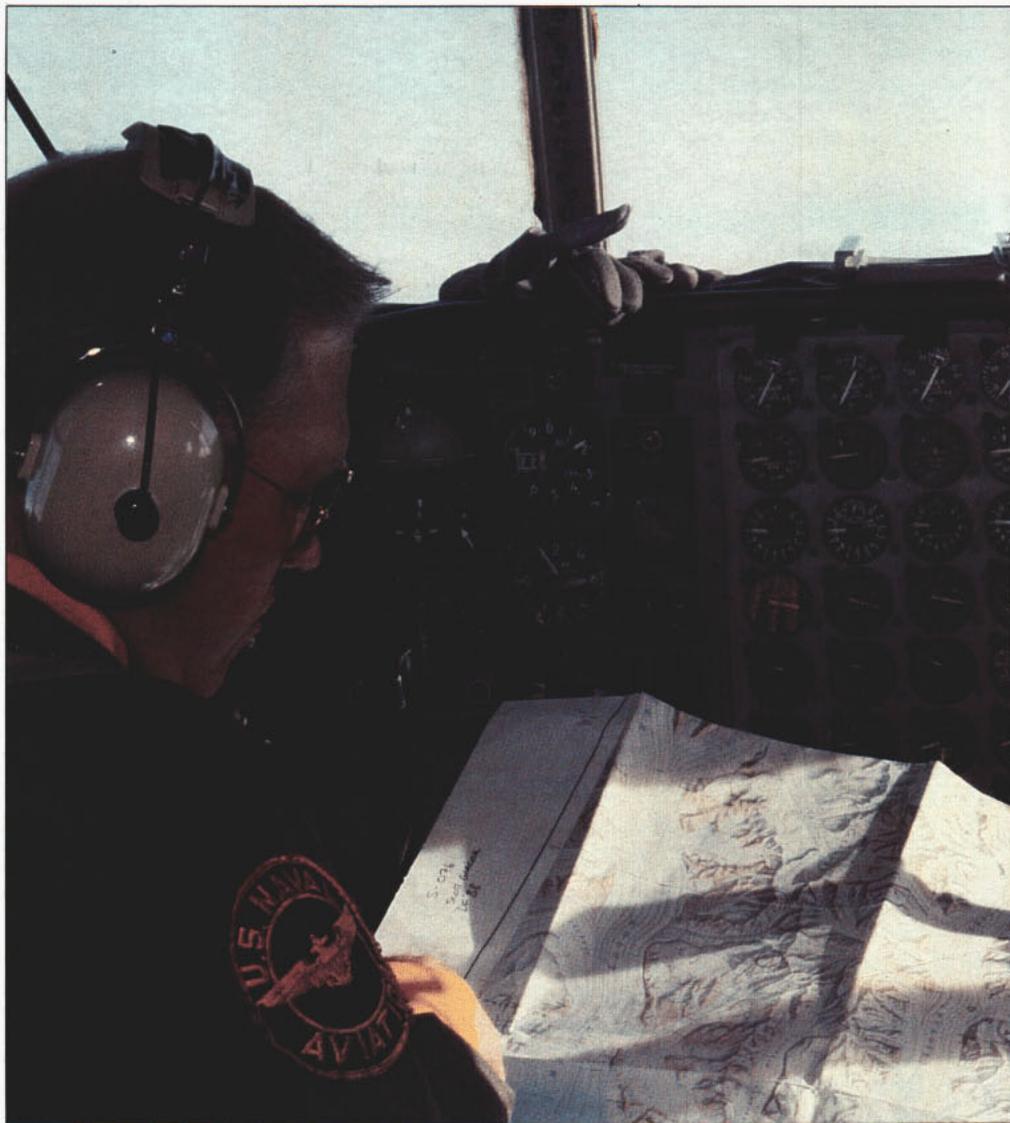
LC-130s and helos of VXE 6.

During the operational season, the ice runway is preferred over the ski-way at Willy Field. Lt.j.g. Don Cline, VXE 6 scheduling officer, said that the ice runway is favored because "a plane landing on the ice runway can land on wheels. Whereas landing at Willy must be accomplished with skis. A plane landing on skis has a maximum cargo payload of 8,000 pounds less than one that lands on wheels."

But whether one lands on ice or snow, polar flight operations have a distinct quality all their own. Lt. Cmdr. Lanzer explained some of the differences in flying at Antarctica. "The weather here changes more rapidly than any other place I know," said Lanzer, "and everywhere we fly is remote." As an example, every round trip to the Amundsen-Scott South Pole Station carries an LC-130 and its crew over 1,650 miles of rugged, snow-covered mountains, treacherous ice fields and glaciers laced with crevasses.

With such dangerous flying conditions, good communications are vital. But comms are a problem, too. "Communications with other stations on the continent are by high-frequency radios," explained Lanzer, "and when sunspot activity or atmospheric aren't just right, we aren't able to talk to people to find out what the weather is where we might be flying."

And then there are the infamous "whiteouts." Lanzer, who has spent three seasons on the ice, described the potentially deadly visual phenomenon. "It's a polar weather condition caused by heavy cloud cover over the snow, in which the light coming from above is approximately equal to the light reflected from



below. There are no shadows and the horizon becomes invisible," he said. Blowing snow can also cause whiteouts. Lanzer noted that this can be "extremely disorienting, especially if you break out of a layer and you are close to the deck — you have no picture of where you are."

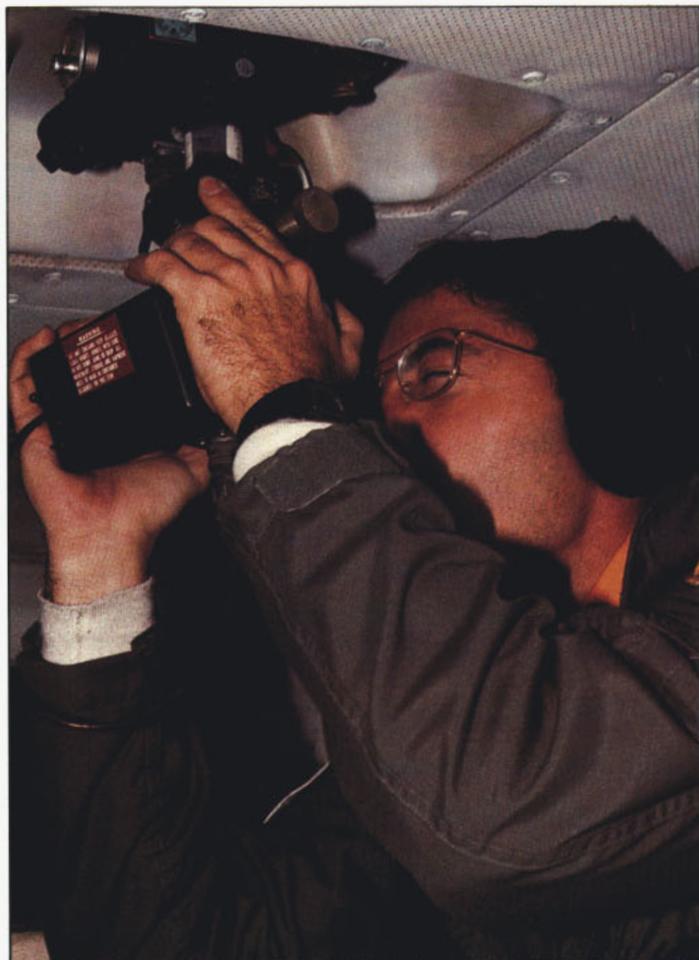
Lanzer emphasized that all LC-130 pilots practice whiteout landings. They must requalify each year. Although the training is done in good weather, instruments are used to simulate an actual whiteout landing. "I know pilots with up to 5,000 hours of flying time under their belts," said Lanzer, "who have never performed or practiced a whiteout landing before — until they come down here. It's something that is not done anywhere else."

Landings, Lanzer said, are particu-

larly challenging, especially when flying out to the continent and doing a remote open-field "put-in" of a science camp. This is when LC-130s try to land adjacent to the massive antarctic glaciers to offload or on-load passengers and cargo. Pilots try to steer clear of the glaciers, because of the crevasses. In order to do this safely, pilots follow a set of safety procedures developed over years of polar flying.

"Safety is always our prime concern," Lanzer emphasized.

Lanzer explained that in an open-field put-in, "We first fly over the area to reconnoiter. We make high- and low-level runs and take photos. We get pictures from up-sun and down sun." Upon returning to McMurdo, the film is developed and analyzed. "Then," said Lanzer, "if



we like what we see, we load up the passengers and cargo and fly back to the site and perform a ski drag. Ski drags are a hoot!"

A ski drag is essentially a high-speed taxi on the main ski mounts. The aircraft touches down on the main mounts and the pilot taxis the aircraft along the snow at about 95 knots for about a minute before lifting off. The aircraft is flown back around so the pilot can observe the drags, see the condition of the snow and make sure there aren't any crevasses where the skis were dragged. Another ski drag is then made, parallel to the first.

Following the second drag and lift-off, the pilot makes a final circle to check the area. When satisfied that the space between the two drags is free of crevasses, he will bring the

plane in for a pinpoint landing exactly on one of the drags. "You have to land exactly on the same place you touched down before," said Lanzer. Once on the glacier, the off-load or on-load of personnel and equipment takes place as quickly as possible. It is an all-hands evolution for scientists and LC-130 crews and is usually completed in one hour or less.

Helicopter pilots and crews also face stern challenges in antarctic aviation. "The most obvious problems," said UH-1N helicopter commander, Lt. Daniel Keohane, "are the hostile climate and adverse temperatures. They make operating here a little less carefree than in an area with a more temperate climate." He said that the extreme weather means nothing can be taken for granted.

"You're always concerned about the simple things," he said, "such as whether the helo's engine oil is going to be warm enough or whether various drive shafts are going to rotate freely and not be frozen.

"Just landing a helo, especially on snow or ice, is different from the surfaces you find elsewhere," Keohane said. In the Antarctic, there is a "squat check" before each landing. The pilot will land lightly on the skids and the crew chief, looking through the open side door, will tell him if the skids set well and the ice is thick enough to bear the weight of the helo. "There have been times," said Keohane, "when a helo has had an entire skid or both skids on a snow bridge over a crevasse. These snow bridges are false surfaces and cannot hold much weight."

Adding to this, crew chief Aviation Structural Mechanic (Hydraulics) 3rd Class Bradley Peterson mentioned poor visibility. "Sometimes we land at a site to offload scientists and there is so much blowing snow that as soon as our passengers walk 20 feet from the helo, we can barely see them," he said.

High winds can also make it difficult to offload cargo and passengers. "If there is a high wind and we land in a rocky area and slip on a rock," stated Peterson, "the wind, combined with that of the helo's main rotor, can knock us down and send cargo all over the place."

Safety is continually stressed. And both Keohane and Peterson agree that they have to really be on their toes when flying with civilian scientists, who aren't familiar with aircraft operations. "Sometimes," said Peterson, "scientists get excited when we land them at a project site and without thinking, they start running around outside the helo oblivious to the rotors. There have actually been times when I have had to physically restrain people or pull them to the ground because they were walking up an incline right into the helo's main rotor."

Crew safety is also of utmost concern in polar flying. Keohane said, "We have an unwritten rule down here, that if you are assigned to go someplace and you feel it is not wise, due to weather, winds, turbulence, altitude or landing zone, no one is going to second-guess you on that. Safety of crew and passengers is paramount."

Keohane added that helo unit crews at McMurdo have had to stay out overnight on the continent due to changing weather. Crews would rather spend a night on the ice than take a chance on not making it back at all. "This is one of the judgment calls that a crew chief or aircraft commander is trained to make," said

**An LC-130 (right) takes on a pallet of gear for delivery to a remote science camp on the continent. A VXE 6 helo (lower left) leaves Marble Point Air Facility for a science support mission. Antarctica (far right) as seen by aircrews at a scientific camp near Beardmore Glacier.**

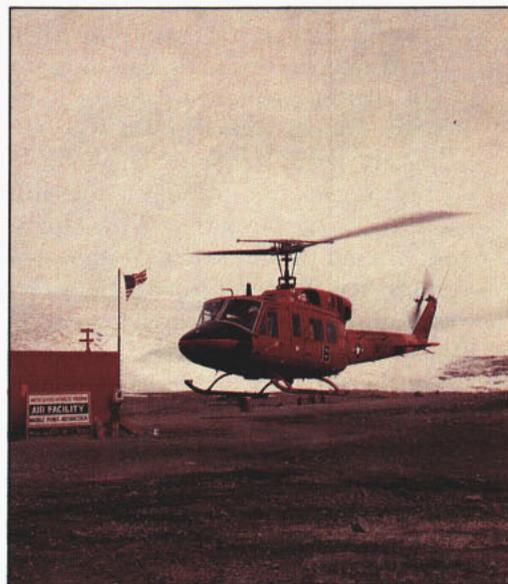
Keohane, "and if you're 100 miles away from your base in inclement weather, you get paid to make those calls."

If a helo must land and spend the night, the crew can survive the harsh environment in relative comfort. Aside from wearing their cold weather clothing whenever leaving the confines of McMurdo, the crew of each helo maintains on board a survival bag containing gear for three men for five days. This includes a radio, tent, stove, fuel, sleeping bags and body protection. Similar survival aids are also carried on the LC-130s and every air crew member, whether serving on board a helo or LC-130, has been trained in polar survival techniques.

For Keohane, his whole antarctic experience has been, as he expressed it, "Great! I've seen places down here that would rival the Grand Canyon in scale. Yet, more important than the rugged, beautiful scenery," he added, "the education for a pilot down here is tremendous. To venture a guess, I would say that a flight hour down here, in the conditions we have to operate in, is worth two flight hours anyplace else."

Thus, for the men and women of VXE 6, the task of providing that vital air support for the U.S. scientific research effort in Antarctica is not an easy one. But with the courage and dedication that have become the squadron's hallmarks, VXE 6 continues to meet the challenges of the Antarctic. □

*McKinley is assigned to All Hands.*





# Marble Point

*Lonely watering hole for thirsty helos*

Story by JO1 Dan Simon

With a glacier in the backyard and icebergs floating off the front porch, Antarctica's loneliest helo gas station doesn't sound like much of a duty assignment, but the residents like it — even if the only way they get visitors is by helicopter.

This two-person helicopter refueling station is the only gas stop on the Antarctic continent for the helicopters supporting the remote field camps the United States operates here.

Being banished to such a site might seem like one of those threats military movies find so popular — "One more screw-up and you're being transferred to a gas station in Antarctica!"

After all, the place is remote, desolate and rocky. The only neighbors are the skua birds that nest nearby. Marble Point's two residents swear the birds make coordinated attacks on local humans who stray too close to their territory. Fortunately, the attacks, while messy, aren't usually dangerous.

Aerographer's Mate 3rd Class Steve Ake insists he's seen the birds team up to drive people away.

"One would come in for a run at me," he recalled, "while the other would hover overhead as if it was directing the strike."

Skua attacks are a minor hazard. The main danger to Marble Point residents appears to be the cooking. Neither member of the current two-person team claims to know the first thing about the subject.

McMurdo Station airlifted a turkey to them for Thanksgiving. Careful radio instructions between Marble and McMurdo were necessary before the bird could be cooked.

They weren't careful enough.

"They told us to remove the stuff inside the turkey before we cooked it," Ake remembered, with a grimace. "When I tried to find the opening in the top of it, I couldn't, so we cooked it anyway."

Luckily for those visiting Marble Point, antarctic tradition calls for the visitor to prepare dinner rather than the hosts — it's safer that way.

Ake and the other member of the team, Construction Electrician 2nd Class Lynda Gilbertson, receive so few visitors that the occasional guest who can stay is peppered with



questions, stories and — requests for recipes.

Both residents agree however, that duty at Marble Point is anything but a punishment. Privacy and space — items in short supply at other antarctic camps — are abundant at Marble. Provisions are generous, and the living conditions are comfortable, just as long as you don't mind a trip to the nearest glacier to gather snow for fresh water. But "privacy and space" aren't necessarily exciting.

Days at Marble Point range from dull to monotonous. A helo buzzing overhead sends the duo outside in expectation of another customer, another fleeting contact with civilization. A busy day will see about a dozen helicopter visits. In between, Ake takes weather observations and Gilbertson checks the fuel bladders and pumps.



Photo by JO2 Mike McKinley



Photo by JO1 Dan Simon

**A VXE 6 helo (above) is made ready to take on fuel. Marble Point Air Facility (left) from the rocky beach of the Bay of Sails.**

While visitors are rare, some are more memorable than others, particularly when they're unexpected and unannounced.

"We were sitting around watching TV one night when we thought we heard a knock on our door," Ake recalled. "But we hadn't heard a helo come in, so we ignored it. You don't have neighbors within walking distance of Marble Point."

There was another knock.

"We thought we were hearing things. There couldn't be anybody at the door."

It turned out there could. A New Zealand research team was camping nearby to count skuas and had decided to drop in on the humans. (Ake

# Marble Point



Photo by JO2 Mike McKinley

AG3 Ake and CE2 Gilbertson (left) stand by to start fuel pumps and help off-load a helo (below) bringing in supplies. The sign (bottom) is no joke except for the price and service.



Photo by JO1 Dan Simon

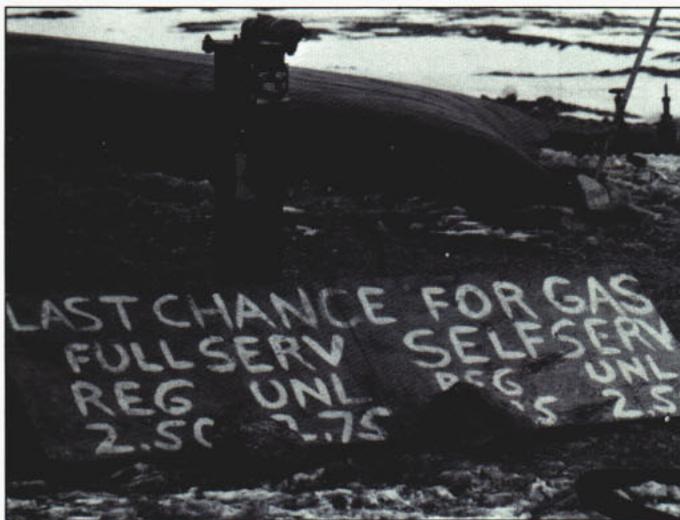


Photo by PHAN Dirk Meenen

doesn't say who cooked.)

While the facility's isolation may lead to boredom for its residents, its location greatly increases the range of the helos used to support field parties on the continent.

The UH-1N Huey helicopters flown by Antarctic Development Squadron 6 only have a cruising range of about 200 miles. Since it's a 120-mile round trip from McMurdo Station to the continent, a re-fueling point is needed.

The facility is manned from the beginning of the austral summer

season—in September—until sometime in March. Marble Point is supplied each year by a series of bulldozer-drawn traverses over the 60 miles of ice separating the facility from McMurdo. The traverses bring more than 30,000 gallons of diesel fuel for generators and for "Christine," the facility's bulldozer.

Ake keeps up a running commentary. He's only had one other person to talk to for any length of time in the past month and he's not passing up the chance for conversation. He's already pumped the visitor for every

recipe he knows, with instructions to keep it simple.

"I can't follow a recipe if you tell me to use exact amounts," he drawled. "I visualize myself making the food while you give me the instructions. This way I can understand what's going on."

A few days later, Ake's back in McMurdo. The food's an improvement, but he'd still rather be back at Marble. □

*Simon is assigned to the Public Affairs Office, U.S. Naval Support Force, Antarctica*

# Byrd Surface Camp

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## *Remote outpost in a remote land*

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Story and photos by JO2 Mike McKinley

Duty at Byrd Surface Camp is considered the most remote seasonal duty assignment in Antarctica. Located on the antarctic continent, 922 miles from the relative comforts and amenities of McMurdo, the camp is surrounded by a cold, flat, desolate

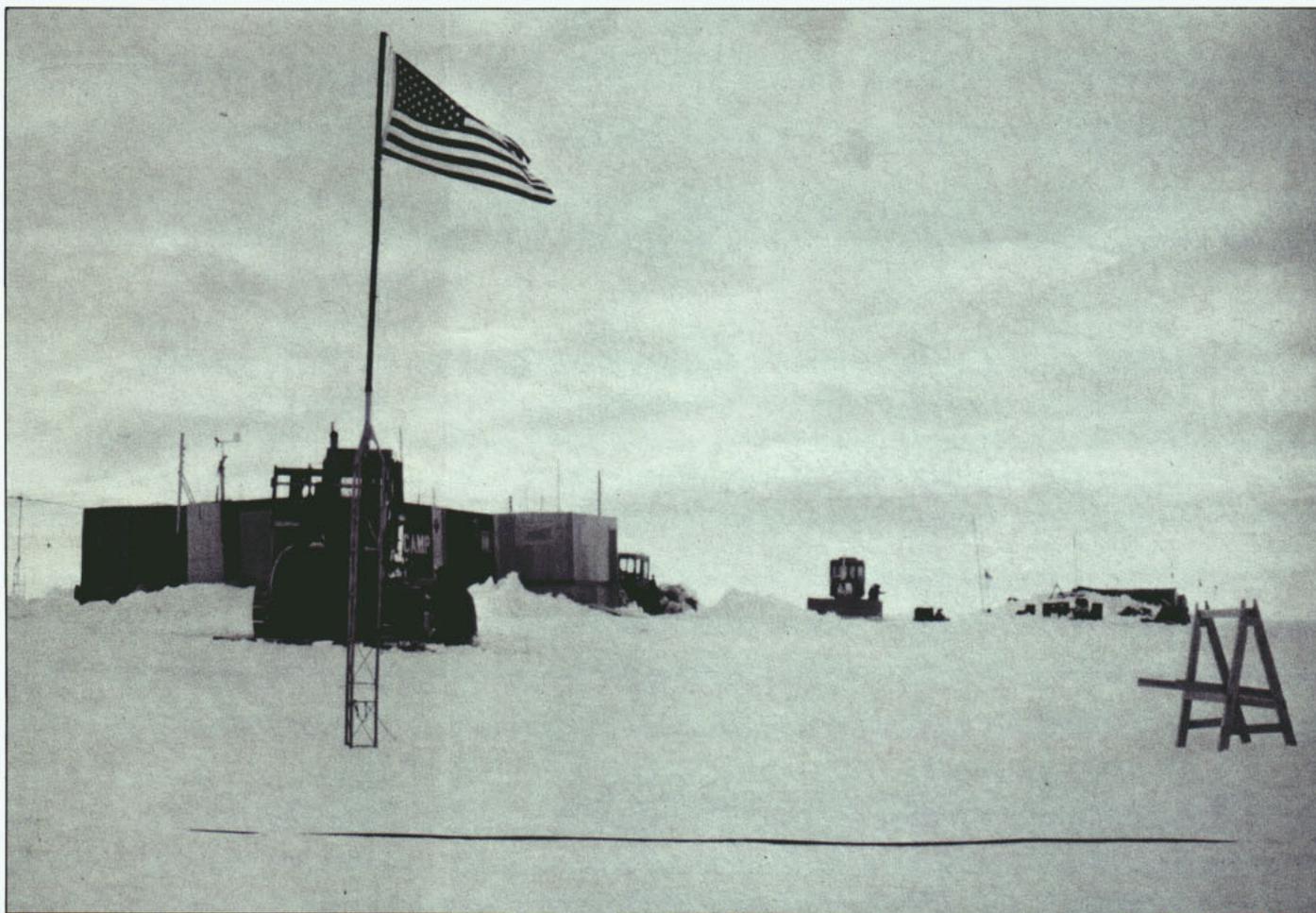
wasteland of ice and snow for as far as the eye can see. The only contact with the outside world is the radio link to McMurdo.

Byrd is the fuel stop and weather station for LC-130 *Hercules* aircraft flying between McMurdo and the

U.S. station at Siple, on the antarctic peninsula 631 miles away.

Built on the site of the former Byrd Station, a large scientific facility

**Byrd Surface Camp sits atop what was once a scientific research station built beneath the snow.**



# Byrd Surface Camp

named for Adm. Richard E. Byrd, the camp is like a small shantytown sitting atop a man-made plateau. Flat-roofed, box-like wooden structures provide the simple but comfortable living and operational quarters for

the seven enlisted people living there. The long, quonset-like Jamesway tents double as storage spaces and in an emergency, living spaces.

The front yard "ornaments" include huge, tan fuel bladders and red

pumps, with black hoses snaking their way off the plateau to the skiway on the flats below the camp. The 10,000-foot skiway is set off by markers resembling Burma Shave signs. But instead of a slogan, each marker advertises the distance to the end of the skiway. Bulldozers maintain the skiway and keep it as smooth as possible.

Byrd is strictly a summer station, since there are no winter flight ops. Aside from two aerographer's mates and a corpsman, most of the billets call for Seabee ratings. More specialized ratings are sent to Byrd on a temporary basis whenever electrical or mechanical problems arise that cannot be taken care of by the permanent crew. During this past summer, there was a very special project at Byrd and the population at the camp nearly doubled.

In addition to the residents' normal duties of weather forecasting, aircraft refueling and general camp maintenance, they were tasked with digging out two old D-8 bulldozers that had been used there since 1957 and were left behind when Byrd Station was closed in 1972. The D-8s, once dug out of the snow, will be sent back to the States as museum pieces representing early construction efforts in Antarctica.

There are no regular 9-to-5 working hours at Byrd. Whether it is refueling aircraft, working on the D-8 dig out or general camp and equipment maintenance, there is always someone working during the 24 hours of sunlight each day.

According to Equipment Operator 1st Class Bill Van Pragg, petty-officer-in-charge of the camp, there is a lot of harmony within the group of people working there. "Being at Byrd is really a family affair," he said, "you learn to work as a team and become a close-knit group."

**Bundled against the cold, EN1 Paul Enigk performs maintenance on a camp generator.**



Although the camp may look crude, the living conditions are as comfortable as they can be, considering the location. Generators supply heat and electricity to the main building, where the residents live. This building contains a comfortable lounge with a VCR, sleeping quarters, a well-stocked kitchen and reefer, radio room and work spaces in available nooks and crannies. The only minor inconvenience is the need for keeping huge barrels filled with snow to provide the water for the kitchen sink, bathroom and laundry facilities. A Jamesway tent houses a gymnasium and is a storage space for a weight set, cross-country skis, and other recreational equipment. The large tent also serves as a temporary shelter for the crews

when they first arrive at the beginning of the summer to dig out the camp after the long, hard antarctic winter.

Van Pragg said that the temperatures during the early part of the season reached minus 78 degrees with 30- to 35-knot winds. "I've actually had my eyes frosted shut when moisture from my breathing collected on my eyelids," said Van Pragg. "In weather like that, you stay outside 10 to 15 minutes at a time.

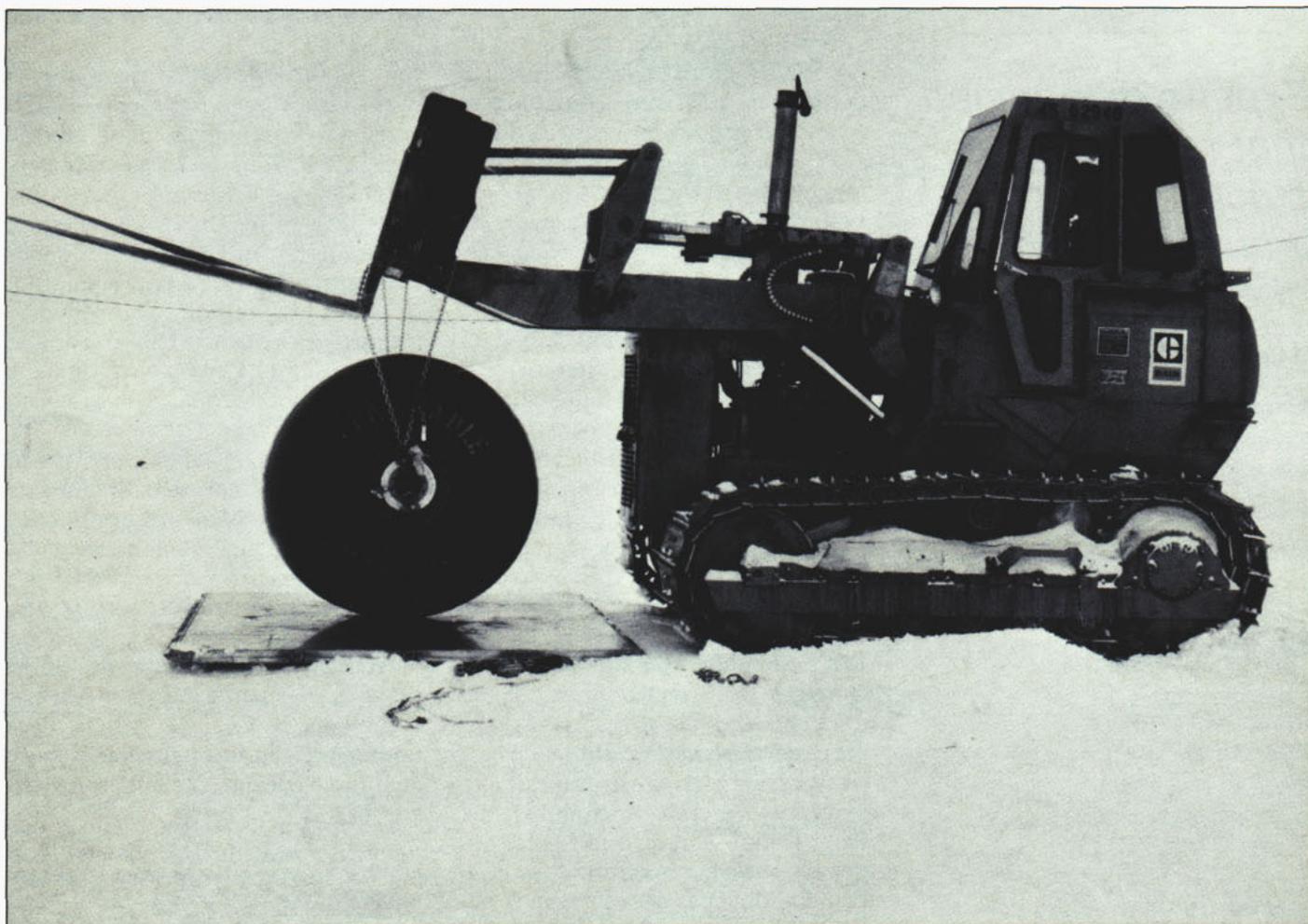
"One of the positive things we discover, being out here," said Van Pragg, "is that we are on our own and have to make our own decisions. If something breaks, we have to put it back together the best we can. If we don't have the part, we try to fix the old one and make it work. Other-

wise," he added, "we have to radio back to McMurdo and try to get a new part sent out by the next available aircraft."

Electronics Technician 1st Class Ron Hoadley, who was working temporarily at Byrd, summed up his duty at the camp and Antarctica in general by saying, "duty down here is exciting. In Antarctica, especially at remote camps such as Byrd, you feel that you are living a life that Indiana Jones can only dream about." □

*McKinley is a staff writer for All Hands.*

**Fuel is flown to Byrd in rubberized barrels, like the one being lifted by the dozer below.**



# D-59

## LC-130 resurrection

Story by Jacquelyn Randall

After spending 17 years in its tomb of ice and snow, an LC-130 *Hercules* transport plane was successfully flown to its home base in McMurdo, 720 miles away. In January, the plane was repaired and reassembled onsite in Antarctica by employees of the Naval Aviation Depot of Marine Corps Air Station, Cherry Point, N.C.

The aircraft, which belongs to the National Science Foundation, had crashed in 1971 after dropping off scientists to perform research on the eastern coast of Antarctica. Upon takeoff, one of the plane's propulsion system bottles broke loose on the left side of the plane's fuselage. The bottle shot upward and hit the number two engine, forcing a nose-down landing. The plane was damaged extensively. At that time, it was determined that repairing the aircraft would be too expensive.

Over the years, drifting snow had buried the aircraft, except for a three-foot section of the tail fin.

But the economics of aircraft procurement caused the National Science Foundation to take a closer look at the buried LC-130. In January 1987, the plane was dug out and its damages were reevaluated. Experts determined that repairing the stricken *Hercules* would be cost-effective, considering the price of a replacement aircraft. According to Dr. Peter Wilkniss, director of polar programs for the National Science Foundation, the cost of recovery and

modernization of the plane would be approximately \$10 million, compared with \$38 million to purchase a new one.

A field repair team left from the Naval Aviation Depot at Cherry Point on Nov. 14, 1987, set up their base camp, known as "D-59," on Dec. 1 and immediately started work on the aircraft. By the time the crew left D-59, they had replaced all four of the aircraft's engines, two main landing gear systems, struts and small components. The LC-130 was flown from the crash site Jan. 10, 1988, by a five-member Navy crew headed by Cmdr. Jack Rector, commanding officer of the Navy's Antarctic Development Squadron, to McMurdo Station. Rector likened the recovery of the plane to the rising phoenix of Egyptian mythology. "I think that's what we're going to name the airplane," he said.

Once the salvaged aircraft was in the air, it was escorted by another LC-130 back to McMurdo, with both aircraft flying low to maintain visual contact. On arrival at McMurdo, Rector said of the salvaged plane, "she flies great."

From McMurdo, the aircraft was flown to a repair facility in Christchurch, New Zealand, where it is undergoing additional work before being put back into service in Antarctica. □

*Randall is with the NADep Public Affairs Office. JO2 Mike McKinley contributed to this article.*

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***Experts determined that repairing the stricken Hercules would be cost-effective, considering the price of a replacement aircraft.***

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# Det. Christchurch

## *Express service for the 'Ice'*

Story by JO2 Mike McKinley

You won't find any U.S. Marines guarding the entrance to the small Navy complex located just outside International Airport at Christchurch, New Zealand. Instead, there are two large, wooden penguins, one on either side of the base's main thoroughfare. They act as the sentinels and form a welcoming committee for visitors to the facility. It's very appropriate for those entering Det. Christchurch to be greeted by penguins, because this is the official jumping-off point for anyone going to Antarctica.

Officially known as U.S. Naval Support Force, Detachment Christchurch, this unit plays an important role in the Navy's support of the U.S. antarctic program. Working in tandem with air units of the Navy's Antarctic Development Squadron 6 and the U.S. Air Force 61st Military Airlift Wing, Det. Christchurch has the sometimes Herculean task of seeing that cargo and people are made ready for the flights to the "Ice." The unit also stages cargo for

Military Sealift Command ships that supply McMurdo once each year in January or early February.

In addition, Det. Christchurch is responsible for vehicles and supplies used by U.S. forces in New Zealand and for mail going to Antarctica and the U.S. Embassy in Wellington, New Zealand.

The base at Christchurch is made up of transient barracks, a restaurant-style cafeteria, officer and enlisted clubs and Navy exchange facilities.

Det. Christchurch is staffed mostly by U.S. Navy personnel, but members of both U.S. and New Zealand armies and air forces serve there also, as do some civilians.

During the summer season, when the Naval Support Force and scientists are deployed to New Zealand or Antarctica, the detachment consists of about 275 members and they must all work long hours to make sure passengers and cargo are ready for delivery to the Antarctic.

During the winter months, the de-

tachment size is cut to around 40 people. The Det.'s winter missions are to maintain base facilities, prepare for the following summer season and serve as the sole communications link between the personnel wintering over in Antarctica and the outside world.

Flights to the Ice are very limited during the antarctic winter, since the continent is cloaked in darkness for six months and weather conditions are extremely bad. There are only two mid-winter flights from Christchurch to Antarctica. These take place in June, when supplies and mail are air-dropped at McMurdo and the South Pole for personnel wintering over there.

During their free time, Christchurch personnel and transients, who are waiting to go to the Ice, volunteer their talents to support local community projects. Thousands of dollars and hundreds of hours of work have been contributed by the detachment and other volunteers to help children's homes and orphanages in and around Christchurch.

The efforts of Detachment Christchurch often go unnoticed, overshadowed by the activities of the units in the Antarctic. But without the hard work and dedication of the detachment, to ensure a smooth flow of essential cargo and personnel to Antarctica, those same activities on the Ice would be greatly impaired. □

*McKinley is a staff writer for All Hands.*

**SK3 Richard Wince (left) and Cpl. George Dougherty of the Royal New Zealand Army prepare cargo for shipment to the Ice.**

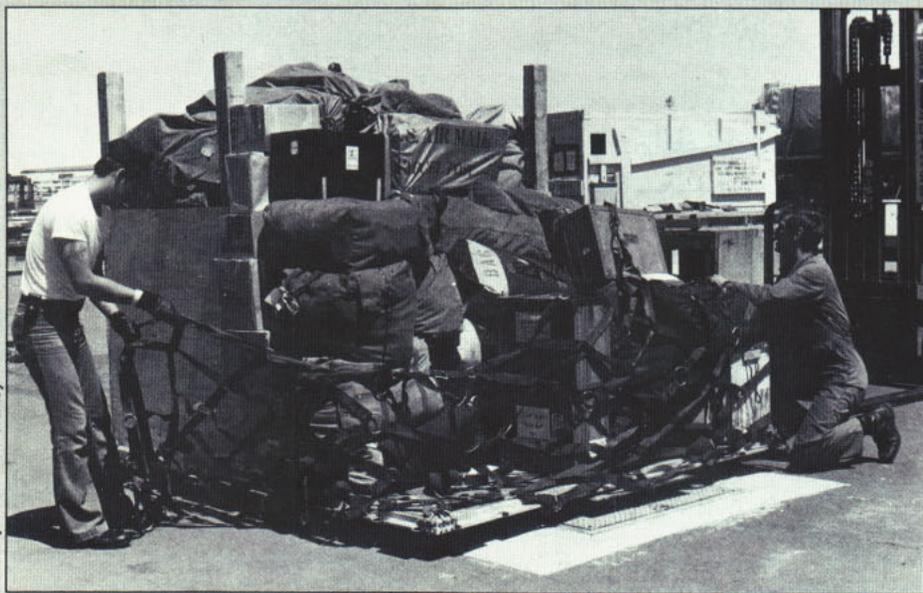


Photo by JO2 Mike McKinley

# Bearings

## Contractor products get closer look

The Navy has developed a new program that evaluates the quality of Navy contractor products.

The Navywide program, called the Product Deficiency Reporting and Evaluation Program, combines source data from all the naval systems commands and brings together the many aspects of Navy procurement and contracting. The system provides the Navy with a comprehensive means of improving quality

and material management, maintaining mission capability and reducing costs and personal jeopardy to Navy people.

The new program will help identify and eliminate poor-quality material and encourage good workmanship among Navy contractors.

"Recent events have brought home the importance of the American Navy to the security of our country and the free world," said W.J.

Willoughby Jr., director, reliability, maintainability and quality assurance for the assistant secretary of the Navy for shipbuilding and logistics.

"Realizing the essential part the Navy contractors play in the success of the fleet, as well as the need for an objective and well-coordinated Navywide system for evaluating the quality of Navy contractor products, the Navy has established PDREP." ■

## Navy 'converts' sought from clergy ranks

The Navy has established a program to attract clergy from underrepresented faiths to serve as Navy chaplains. Included in the program will be those from Catholic, Jewish and Orthodox faiths.

Initiated last spring with a visit by these priests to Naval Air Station Jacksonville, the clergy orientation visit program aims to improve the ratio of clergy to congregations in the Navy.

That ratio is also low in the civilian ministry. For example, on the average, nationwide, one priest

serves 930 Catholics. But in the Navy, it is estimated that there is one Catholic priest for every 2,100 Catholic service members. To minister to the 30 percent of Navy personnel who are Catholic, an additional 160 Catholic priests are needed.

Civilian rabbis, priests or other ministers are nominated to participate in the new program by one of six Navy Recruiting Area chaplains. Those nominated will gain "hands-on" experience with ministry opportunities in the Navy. These new

chaplains will be selected from throughout the United States.

The Navy, Marine Corps and Coast Guard Chaplain Corps are aiming toward an end strength of 1,166 chaplains.

In addition to orientations at NAS Jacksonville and Pensacola, other sites for these clergy visits include Naval Training Centers in Orlando, Fla., and San Diego; Naval Bases at Charleston, S.C., Seattle, Norfolk, and San Francisco; and the Naval Education and Training Center in Newport, R.I. ■

## Chief makes hobby out of Navy rating badges

When people think of collecting military memorabilia, they think of unit patches, books, photos and uniforms.

But for Aircrew Survival Equipmentman Chief Steven Hedington, collecting Navy rating badges is something very interesting and more than just a hobby.

Hedington, a reservist assigned to Strike Fighter Squadron 303 at Naval Air Station Lemoore, Calif., has been collecting a variety of rating badges

for the past five years.

"Navy enlisted ranks have the little rating symbol which makes them very different from other services," Hedington said. "I only collect first class ratings because I was a first class when I began the collection."

Hedington has more than 400 different rating badges. The material used in their construction includes cotton, wool, melton, polyester and double-knit.

Chevrons in the beginning were

either made of felt or wool and were sewn on individually, whereas today they are embroidered on, all in one piece.

Hedington's oldest patch is a 1913 Carpenter's Mate rating badge, which he picked up at a gun show. He said, "I get most of my badges from collectors whom I've met at gun shows, or who are in the Navy." ■

—Story by PH2 Lou Rosales, Public Affairs Office, NAS Lemoore, Calif.

## Iowa gets wound up over motors

Can you imagine a U.S. battleship without the use of one of its 16-inch guns? That's the situation USS *Iowa* (BB 61) and its crew found themselves in recently.

But once the problem was found, it was *Iowa's* electrician's mates, not the gunner's mates, who did all the trouble-shooting.

The problem was a motor that ran the high-pressure air compressor in gun turret number three. The compressor is essential because it provides the turret with counter-recoil pressure. With this mission-essential piece of equipment down, the gun turret was inoperable.

Once the compressor was taken to the power shop, the motor had to be

placed in the "burn-out" oven at 900 degrees Fahrenheit for 12 hours to burn off old varnish.

"The varnish was originally meant to act as an insulator," said Electrician's Mate 2nd Class Bruce Bunnell. "It also acts to solidify and bind copper wires together inside the motor. We bake it to loosen the old wires and make them easier to pull out."

After the old copper windings were removed and the motor allowed to cool down to about 100 degrees, it was given a coat of the insulating varnish. After that dried, the new copper windings were placed in the motor housing. Then the entire motor was dipped into varnish for

re-coating and put back in the oven to harden. The entire process was repeated twice.

Using this method, Bunnell and Electrician's Mate (SW) 2nd Class Randy Frakes worked around the clock, alternating every 12 hours for three solid days, to complete the job.

"Messages were sent to the other ships in the operating area and we offered our services for their downed equipment, too," Bunnell said. "I like this work because I can actually see the results. The equipment won't work if I don't do my job." ■

—Story by JOSN Wesley Burton, USS *Iowa*.

## Airdale is 'cracked up' over eggshells

Aviation Structural Mechanic 1st Class Stuart Povick is one person who hunts for things most people would leave behind or toss out. Old playing cards, thumbtacks and pieces of aircraft safety wire are some of his treasures. He uses such discards to make pieces of handiwork that have become the envy of many.

Povick, assigned to Patuxent River's Naval Air Test Center Force Warfare Aircraft Test Directorate, has developed a hobby of making aircraft out of eggshells and assorted odds and ends. He's made F/A-18 *Hornets*, AV-8 *Harriers*, P-3 *Orions*, an assortment of biplanes and triplanes, the *Challenger* spacecraft and even the *Goodyear* blimp.

"I started it as a joke and tried making a P-3," Povick said. "I just branched out from there."

Povick's made his models while serving aboard ship and at shore in-



Photo by PH2 Mark Powell

stallations around the world. Povick plans to retire from the Navy in about five years and is thinking of turning his hobby into a full-time business.

"I'll probably try it for a year, just to see if I can make a go of it," Povick

AM1 Stuart Povick holds two of his eggshell aircraft.

said. Meanwhile, he continues to make his airplanes out of other people's throw-aways. ■

—Story by Mike Kolenick, Public Affairs Office, NAS Patuxent River, Md.

# Bearings

## 'Underwater' runners complete half-marathon

Twenty-five crew members of the *Trident* submarine USS *Georgia* (SSBN 729) recently completed a half-marathon — underwater!

The submariners of *Georgia's* gold crew were looking for a unique way to improve on the traditional ways to help pass the time, such as card playing, movies and board games. So, through innovative planning and willingness to overcome obstacles that are found on a submarine, the crew came up with the marathon idea.

Besides the 25 men who completed the mini-marathon, 10 others finished a 10 kilometer run, which is equivalent to slightly more than six miles. Runners trained for the event by running around the second-level missile compartment. Eighteen laps around the compartment is equivalent to one mile and 236 laps were required to complete the half-marathon, which is 13.1 miles.

The track the runners used is actually a passageway where the missile tubes are located and only wide

enough for one runner at a time. When one runner wanted to pass another, the slower runner had to step between two missile tubes to allow him to pass.

In conjunction with the event, race participants received a total of \$1,060 in pledges, which were donated to charity. Additionally, the event will be recognized and included in a future edition of the *Guinness Book of World Records*. ■

—Story by Rick Leton, ComSubForPac

## One-of-a-kind photographer

It's a photographer! No, it's a corpsman! Well, he may not be a Superman, but he is a photographer, and Hospital Corpsman 2nd Class Jeffrey Roth is the Navy's only one of his kind in Guam.

Roth attended a special seven-month school at the Naval School of Health Sciences at Bethesda, Md. "We learned color, black-and-white photography and portraits, in addition to public relations," Roth said. "We do everything from shooting, to developing, to printing."

Roth has been in the Navy almost nine years and has spent only his last year as a medical photographer assigned to the naval hospital in Guam.

He entered the medical photography field because he wanted a skill that he could use outside the Navy, something he could make a living at. "I was interested in photography and this way I could learn a skill and get paid for it," Roth said.

Roth's assignment means he does a lot of things besides take pictures. Since the billet is an independent one, he has the burden of doing

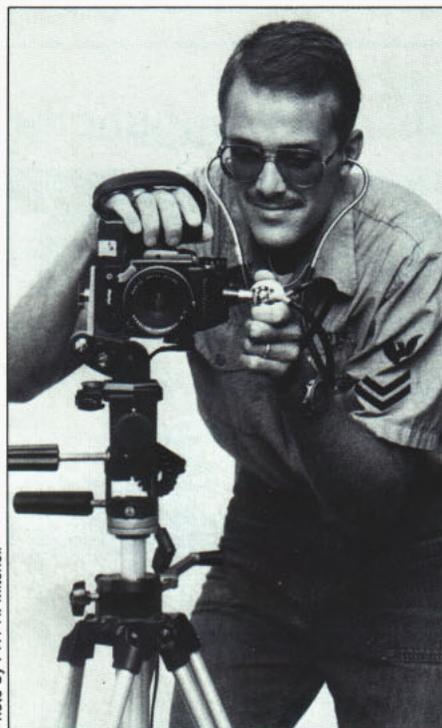


Photo by PH1 R. Mitchell

**HM2 Roth shows that he really is a medical photographer.**

everything relating to photography to support the hospital and commanding officer. In addition to docu-

mentary photography for various medical and legal purposes, Roth maintains a photo lab, tends to budgets and supplies, and shoots portraits, awards ceremonies and special events at the hospital. He's on-call 24 hours a day.

Much of Roth's work is used for training, such as the photographs taken of surgical procedures or autopsies. In addition, he is called upon for what he refers to as "medical-legals," or photographs of abuse victims that may be used in court.

Because his job is independent duty, Roth feels he is a more well-rounded worker, since he's responsible for all areas of his assignment and not just one specific area. "Here, I do everything," Roth said. "I get to know everyone really well and there is a lot of variety. But it is harder in a way because you have no place to hide if something goes wrong. I feel it makes you a lot better at what you do." ■

—Story by JO2 Katie Dean, ComNav-Marianas

## Top recruiters reveal secrets to success

Recruiting is a job many Navy members prefer to avoid. "I have a billet open in recruiting—" might top the "Most Dreaded Words From a Detailer" list, if such a list was compiled.

And yet, recruiting new people into the Navy is essential.

Fortunately for the Navy, there are those who not only accept the challenge of recruiting duty, but excel at it.

The Enlisted Recruiter of the Year for 1987, Torpedoman's Mate 1st Class Trodd I. Prudhome, was described as a "recruiting superstar" by his commanding officer. Prudhome is assigned to Navy Recruiting District Houston. An eight-year Navy veteran, he earned a promotion to petty officer 1st class last year through the Freeman Plan, an incentive program for recruiters based on a

point system. He has earned a promotion from the CNO to chief petty officer for his selection as the Enlisted Recruiter of the Year, but must first complete three years' time in grade.

"I knew recruiting duty was supposed to be good for a person's career, but I never thought I could reach such heights," Prudhome said.

He credits his recruiting success to using techniques he learned at the enlisted recruiters' school, citing use of the telephone and follow-ups on referrals. But equally important was human relations. "I found if you are honest and sincere about helping the young people you meet, they'll trust you to help them make their career choices," Prudhome said.

The top Officer Recruiter for 1987, Lt.j.g. Jennifer R. Lovell, is assigned to NRD San Francisco. Responsible

for officer recruiting in northern California and western Nevada, Lovell built up a waiting list of applicants. Out of 48 selectees for officer programs, 46 were commissioned. Lovell also did well in recruiting minorities for the Navy.

"I feel that I have an advantage in that I speak fluent Spanish as well as English," explained Lovell, who was born in Central America. "When they look at me it makes them realize that they can make it also." She also attributed her success to teamwork with enlisted recruiters and education specialists at schools.

In addition to awards to individual recruiters, NRD New Orleans was named Navy Recruiting District of the Year. NRD Chicago was named "Big Six" District of the Year. ■

—Story by JOC Robin Barnette, All Hands.

## Tour highlights missile launchers, ice cream

USS *Mount Whitney* (LCC 20), flagship for Commander, 2nd Fleet/Striking Fleet Atlantic, hosted 50 Portuguese orphans and underprivileged children during its port visit to Lisbon.

The children attend the Casa Pia de Lisboa school, a government-sponsored school with more than 3,000 students. About 700 of these children are permanent residents.

The kids were split up into groups and were given tours of the ship by Journalist 1st Class Al McGilvray, Lt. Cmdr. J.L. Holloway and Signalman 2nd Class Griff Hamilton. The tours included a visit to the main deck, demonstration of the gun mounts and missile launchers and a view from the pilot house.

When the tours were completed,



Photo by PH2 Mike Mower

cake and ice cream were served on the mess decks. As the children departed *Mount Whitney* they were given white hats, candy bars, a photo of *Mount Whitney* and a specially

prepared welcome aboard pamphlet written in Portuguese. ■

—Story by Lt. Cmdr. J.L. Holloway, USS *Mount Whitney*

# Bearings

## Education program works for former dropout

Six years ago, Mark I. Field, now 23, was a high school dropout making his living as an ice cream vendor on Manhattan's city streets.

Today, Field is a student at the Community College of Rhode Island with a 3.6 grade point average, president of the Phi Theta Kappa honor society and a candidate for national president of that society, all thanks to the Navy's Enlisted Education Advancement Program.

Field, now a Storekeeper 2nd Class, joined the Navy in 1982 when he was just 17 years old. "I needed to get out of New York and get the ball

rolling in my life," he said.

"I had a lot of problems at first," Field recalled. "There I was, right out of the streets of New York and into all this regimentation. But I stuck it out and that was the beginning of my complete turnaround."

Field was impressed with the leadership qualities of Navy personnel, but he knew that his lack of education was going to be a barrier to overcome.

In 1985, Field reenlisted and received orders to a research submarine, and was with the crew that helped recover fragments of the

space shuttle *Challenger* from the floor of the Atlantic.

Field applied for and received approval to participate in the EEAP. The program allows active-duty Navy people to attend college full-time and receive full pay.

"I'll receive my degree in business management, which I will take right back to the Navy," Field said. "So I'm officially still in the Navy."

For more information on EEAP, consult CNETInst 1560.7A. ■

—Story by JO2(SW) Gary Ross, All Hands

## Weekend tied in knots for Marines, scouts

Brian Oakleaf's forehead wrinkled in concentration as his tiny fingers patiently twisted the rope into a bowline knot.

Marine Sgt. Thomas Rogers, who had been encouraging Brian, nodded his approval and Brian smiled.

The two were part of Webelos Wood, a scouting excursion for Scouts and dads, at Rancho Las Flores at Camp Pendleton, Calif.

Unfortunately, Brian's dad was deployed at the time of the Webelos Wood. However, Lance Cpl. Mark Holmes, a CH-46 *Sea Knight* mechanic at Training Management Element 32, was filling in.

"He's sort of like a surrogate father," said Barbara Oakleaf, Brian's mother. "I was glad to hear that a Marine was willing to give up a weekend to assist my son. Since moms aren't allowed to go on these father/son outings, I was glad that Brian was afforded the opportunity to go."

"Our troop had a couple of boys who didn't have dads available to go,

so I asked the Marines in my unit to help out," said Gunnery Sgt. Jerry Smith, a scout leader and TME 32's senior monitor. "Marines have stepped in on numerous occasions to help the troop."

Holmes reached the Star Scout rank during his scouting career and was glad to assist. "Although I never reached Eagle scout within the required age limits, I felt by helping in this way, I could help a young man achieve another milestone in his scouting career," Holmes said.

The scouts enjoyed the weekend excursion, but to some the experience was also a step back in time. "I had to brush up on my knots," Holmes said. "I didn't realize how long it had been since I'd last done them."

"Throughout the traditional weekend of camping, knot-tying and archery skills, the boys enjoyed what they'd spent months preparing for," Smith said.

"There have been other boys in the group who were accompanied by

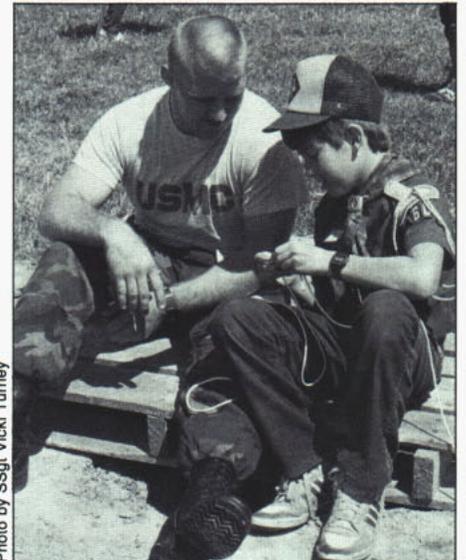


Photo by SSgt. Vicki Turney

Lance Cpl. Holmes watches Brian Oakleaf demonstrate some of his knot-tying abilities.

surrogate fathers," Mrs. Oakleaf said, "but it was really nice to know that even though some fathers weren't available, the boys still got the chance to go." ■

—Story by Staff Sgt. Vicki Turney, MCAS Tustin, Calif.

## Suggestion 'pays off' for Navy chief

Boiler Technician Chief Michael W. Wyman wants to be sure. "I want to be able to tell people that I know for a fact that their valve is going to work."

Wyman, leading chief of the valve shop aboard USS *Puget Sound* (AD 38), was referring to his latest invention, a steam reducer/regulator test rig. Wyman designed and built the test rig in the fall of 1986, a creation that saved *Puget Sound* \$18,000 in just its first year of use.

The concept behind the test rig is to check steam reducers and regulators after they are overhauled and

before they are replaced in ships. Prior to the use of Wyman's invention, approximately one of every four reducer and regulator valves was returned to the valve shop for more repairs after being overhauled and installed.

Now things are different. Since the implementation of the test rig, which stands three feet tall and weighs nearly 200 pounds, the valve shop boasts a 100 percent success rate.

"We used to hope for the best when we repaired other ships' valves," Wyman said. "Now with

the test rig, we are a lot more confident. Our goal is to make ships feel they've had the best valve overhaul they could possibly get."

*Puget Sound's* Commanding Officer, Capt. T.J. Colavito, presented Wyman with a check for \$1,259 for his money-saving idea. Additional awards are also possible. Wyman's suggestion has been approved for possible use by the fleet Navywide.

"Anything we can do to make our repairs more reliable pays off in the end," Wyman said. ■

—Story by JOSN Teri Parker, USS *Puget Sound*

## Exercise more, diet less

Napoleon reportedly said, "An army marches on its stomach." But an Army, Navy, Air Force or Marine Corps isn't going to march, sail, fly or fight very well if that stomach gets too large.

Showing concern for the relation of weight and appearance to readiness and morale, Chief of Naval Operations Adm. Carlisle A.H. Trost has called for stricter enforcement of the Navy's weight standards. The military has always been weight-conscious, but the pressure on overweight people in uniform to shape up or ship (or march) out has recently intensified.

Does that mean a lot more people will be on diets? Navy dietician Lt. Denise Weber, who helps Navy people stay in fighting trim, hopes not.

"If someone is on a diet, he will eventually be off the diet," Weber said. "To be effective, changes in eating and exercise must be permanent and must reflect a change in outlook.

"Because I was once overweight, I

can really identify with the group I work with," Weber said.

Weber warns against quick-loss fad diets. "Unfortunately, I know of no magic foods that will help burn fat," Weber said. "Grapefruit tastes good, is low in calories and is high in vitamin C. However, it won't burn off the cheesecake."

Here are some tips on how you can lose weight effectively:

- Don't try to lose weight too fast. One to two pounds per week is realistic.

- Eat less, exercise more. "Diet alone is not nearly as effective as diet and exercise together," Weber said. Exercise and a moderate diet encourage your body to burn more fat and less muscle. If you rely on a low-calorie diet alone, you could be losing muscle mass. Endurance activities that don't require fast speeds are best. Jogging, brisk walking, racquet sports, swimming and aerobic dancing are good exercises.

- Eat a variety of foods. Choose fruits and vegetables, whole-grain

bread and cereals, lean meat and poultry without the skin, peas and cooked dry beans, and fish and low-fat dairy products more often. High on the list of items to choose less often are sweets, snack foods, cream and whole-milk products, fried foods, fats and alcohol.

- Control your alcohol intake. Beer contains 150 calories per 12-ounce can or bottle. Wine contains 100 to 160 calories per four-ounce serving, depending on sweetness. Hard liquor contains 80 to 100 calories per ounce, and mixed drinks have added calories from the mixers.

Finally, learn more about nutrition. Remember, May is Navy Health and Fitness Month, so a variety of nutritional information materials will be available from Navy dieticians, in commissaries and dining facilities, and in many civilian grocery stores. A paperback calorie-counter booklet is also a good investment. ■

—Story by Evelyn D. Harris, American Forces Information Service

# Mail Buoy

## Hitler's Moat

A civilian friend of mine with NATO in Lisbon, Portugal, sent me a copy of your excellent article, "Crossing Hitler's Moat," which appeared in the August 1987 *All Hands*.

In March 1945, I was a private with the 280th Combat Engineers Battalion, which built the approaches to a pontoon bridge built across the Rhine River near Wesel for the March 25th crossing. In our trucks we crossed the pontoon bridge that night while under constant and determined *Luftwaffe* attack. I was amazed at seeing the U.S. Navy barrage balloons guarding the banks of the Rhine to deter, with their cables, German dive bombers from knocking out the bridge by having a too-easy shot at the pontoon bridge. I was 18 at the time.

As a history major later at Colby College, Waterville, Maine, and a writer of business and professional management articles myself, I thought the article quite thorough and very interesting about an unusual World War II activity.

— Maurice F. Ronayne  
Alexandria, Va.

## Yes, MSOs have magtails

The article in your January 1988 issue "Avenger comes on line," was very good to see. However, it struck home one point: so many people in the Navy are unaware of the capabilities in the mine countermeasures community.

There was a paragraph that mentioned the limits of the oceangoing minesweepers — not being able to sweep for magnetic mines. Remembering my two-year tour in USS *Conquest* (MSO 488), where I served as the operations officer, assistant navigator and command duty officer in port, the days of preparing for the Mine Readiness Certification Inspection (somewhat comparable to steel-hulled OPPEs) always revolved around the minesweeping generators and their ability to pulse that large charge of electricity into the water.

Yes, there are "magtails" on MSOs, and the sailors that crew these old vessels are proud of all their minesweeping achievements. If nothing else, the more information that can be released to the Navy community at large, in an act of education on the mine warfare capabilities, the better off we would be.

All sailors who have done tours in any

mine countermeasures vessel are acutely aware of their responsibilities to educate people at their follow-on duty station. Your assistance in clearing this matter would be greatly appreciated. "Yes, Virginia, there really is a 'magtail' on an MSO," to use a paraphrased line.

— H. Bradley McCracken, QMC  
Navy ROTC Unit, MIT

## Reunions

• **VMF (N) U.S. Marine Corps Night Fighter Squadron, World War II**—Reunion April 11-14, 1988, San Diego. Contact R. Stub Haggas, 49 Cambridge Road, Whitesboro, N.Y. 13492; telephone (315) 768-7777.

• **USS Halford (DD 480)**—Reunion April 14-17, 1988, San Diego. Contact R.G. Williams, 7345 50th Ave, N.E., Seattle, Wash. 98115.

• **USS Slater (DE 766)**—Reunion April 21-24, 1988, Tampa, Fla. Contact C. Lewis, P.O. Box 246, Wrens, Ga. 30833.

• **Princess Anne High School NJROTC Unit**—Reunion April 23, 1988, Virginia Beach, Va. Contact the Naval Science Instructor at (804) 473-5000.

• **24th NCB, World War II**—Reunion April 29-May 1, 1988, Richmond, Va. Contact Ken Welch, Road 7, Box 392, Fulton, N.Y. 13069; telephone (315) 598-1910.

• **USS Trenton (CL 11)**—Reunion May 11-13, 1988, Milford, Iowa. Contact F.L. Morton, Route 3, Milford, Iowa 51351; telephone (712) 332-7292.

• **USS Long Island (CVE 1)**—Reunion May 20-22, 1988, Chicago. Contact Hayon Rees, Box 161, Ogden Dunes, Portage, Ind. 46368; telephone (219) 762-3582.

• **USS Franklin D. Roosevelt (CVA 42)**—Reunion May 20-22, 1988, Corpus Christi, Texas. Contact John P. Lyons, 4213 Harry St., Corpus Christi, Texas 78412; telephone (512) 992-7976.

• **LST 395 and Flotilla 5**—Reunion May 25-29, 1988, San Diego. Contact Frank A. Gaeta, 8956 Harness St., Apt. H7, Spring Valley, Calif. 92077; telephone (619) 461-5809.

• **USS Block Island (CVE 106)**—Reunion May 25-29, 1988. Contact USS *Block Island* Association, 2525 W. Armour Terrace, Minneapolis, Minn. 55418.

• **USS Ticonderoga (CV/CVA/CVS 14)**—Reunion May 25-29, 1988, Tampa, Fla. Contact Elton L. Whitney, 1012 8th Way, New Port Richey, Fla. 34652; (813) 847-3078.

• **USS Portland (CA 33)**—Reunion May 26-29, 1988. Contact USS *Portland*, P.O. Box 515191, Dallas, Texas 75251-5191; telephone (214) 341-7152.

• **USS Bernadou, USS Cole, USS Dallas, USS DuPont and USS Ellis**—Reunion May 27-29, 1988, Colorado Springs, Colo. Contact Harry W. Hughes, 18 Lansdowne Lane, Carmel, Ind. 46032.

• **VPB-52 "Black Cats"**—Reunion Apr. 29-May 1, 1988, Williamsburg, Va. Contact Saul Frishberg, 1021 Jeffrey Drive, Southampton, Pa. 18966; telephone (215) 457-6829.

• **USS Gearing (DD 710)**—Reunion May 1988. Contact Leo Dougherty, 26 Mobile Parkway, Newark, N.Y. 14513; telephone (315) 946-5897.

• **Yangtze River Patrol Association**—Reunion May 23-26, 1988, Seattle. Contact Roy Ferguson, 145 NE Fatima Terrace, Port St. Lucie, Fla. 34983; telephone (305) 878-3422.

• **USS LCI (L) 445**—Reunion May 27-29, 1988, San Francisco. Contact Bob Stover, Western Temporary Services, Inc., 301 Lennon Lane, Walnut Creek, Calif. 94598-9280; telephone (415) 930-5300.

• **USS Torrance (AKA 76)**—Reunion May 1988. Contact Thomas Britt Jr., 168 Cherokee Drive, Greenwood, S.C. 29646.

• **U.S. Asiatic Fleet (four-stacker) Destroyers**—Reunion June 23-26, 1988, Post Falls, Idaho. Contact Betty Holt 37 N. Turkey Trot Lane, Dadeville, Ala. 36853; telephone (204) 825-6995.

• **USS Intrepid (CVS 11)**—Reunion Aug. 13, 1988 on board *Intrepid*, New York. Contact Robert MacLachlan, 57 Schooleys Mt. Road, Long Valley, N.J. 07853; telephone (201) 876-9231.

• **USS Gainard (DD 706)**—Reunion Aug. 24-28, 1988, Norfolk. Contact Grover Brewer Jr., 1359 Eagle Ave., Norfolk, Va. 23518.

• **USS Phelps (DD 360)**—Reunion Sept. 1, 1988, Chicago. Contact Harold Placetie, 3336 Roanoke, Port Arthur, Texas 77642; telephone (409) 962-1348.

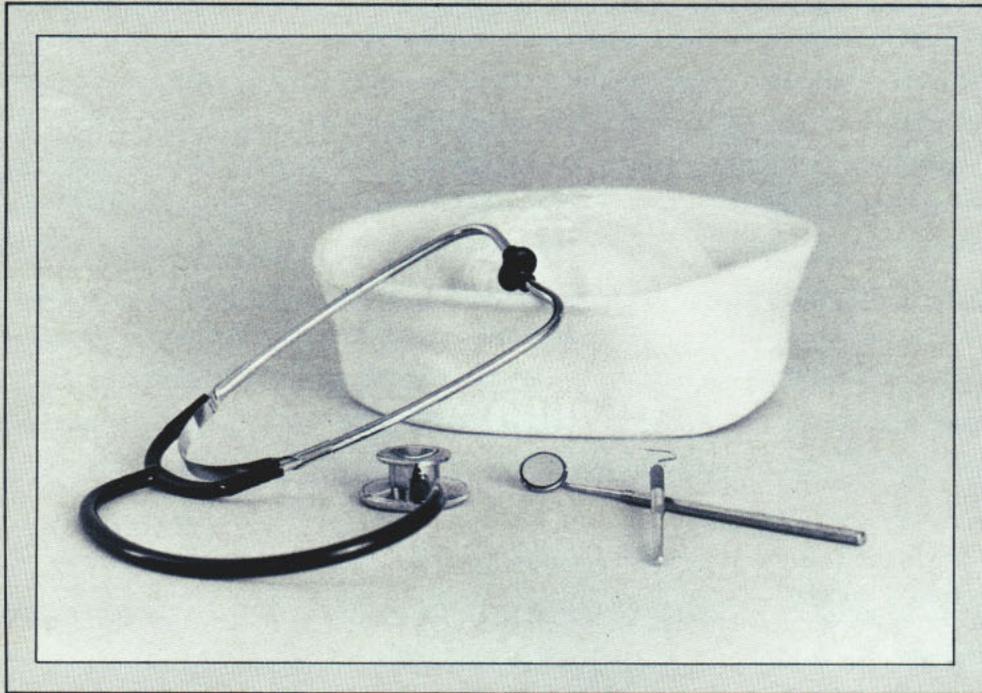
• **USS Wainwright (CG 28), Vietnam**—Reunion planned. Contact J.C. Carlson, 325 W. 19th St., Holland, Mich. 49423.

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## Navy Rights & Benefits

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# Medical and Dental Care

## Medical and Dental Care

*Two of the most important benefits the Navy provides sailors and their families are medical and dental care. Through the Uniformed Services Health Benefits Program, active-duty members, retirees and their families receive quality care that they otherwise could not enjoy except at great cost. Naval hospitals and clinics, as well as other military treatment facilities, provide most of this care. In other situations, the Navy arranges for care through civilian providers. This article reviews the health care programs available.*

### Health benefits advisor

Almost every medical treatment facility has a health benefits advisor. These advisors are there to provide information and guidance on your health care benefits and how to obtain the care you need.

Health benefits advisors have access to information concerning all aspects of your health care benefits. They can help you apply for benefits under the Civilian Health and Medical Program of the Uniformed Services. However, health benefits advisors aren't responsible for CHAMPUS policies and procedures and have no authority to make benefit determinations, or to obligate government funds. They are there to provide information and assistance to you. For a handy reference, ask your health benefits advisor for the new booklet, *Your Navy/Marine Corps medical benefits*.

**Active-duty members** receive the major portion of their health care through Uniformed Services Medical Treatment Facilities that are operated by the Navy, Army and Air Force. They may also utilize the services of 10 former U.S. Public Health Service facilities that are designated as Uniformed Services Treatment Facilities (see Table 1 for names, addresses and telephone numbers), as well as two hospitals still operated by the U.S. Coast Guard. Entry into the system is usually through sick call, by ap-

pointment to a general medical clinic, or through the emergency room (in the event of a serious injury or life-threatening illness).

Under the Non-Naval Medical and Dental Care Program, active-duty, active-duty-for-training and inactive-duty-for-training members may receive emergency and pre-authorized care from civilian sources. All claims for care are processed by an

### Civilian claims

Active duty Navy, Marine Corps, Army and Air Force members who obtain emergency medical or dental care from a civilian provider in the 50 United States, the District of Columbia, Puerto Rico and the U.S. Virgin Islands can process their claims through:

Commanding Officer  
Naval Medical Clinic  
Box 121  
Pearl Harbor, Hawaii 96860  
Telephone: (C) (808) 471-9541

Office of Medical Affairs or Office of Dental Affairs. Table 2 lists OMAs and ODAs, and the states they serve.

Because the government is responsible for all medically necessary care for each member performing active-duty and inactive-duty training, there is little need to expand upon the benefits that may be rendered. However, if a person receives care

under the Non-Naval Medical and Dental Care Program and payment is denied, an appeal process is built into the system. If a claim is denied by an OMA or ODA, the party denied payment may appeal the decision through the OMA or ODA. If the denial is upheld, the party may appeal to the regional medical command, and then to Commander, Naval Medical Command (MedCom-333), Washington, D.C. 20372-5120.

**Dependent Care** — If eligibility as a dependent is established, the Uniformed Services Health Benefits Program provides for medical and dental treatment worldwide on a space-available basis at all uniformed services medical treatment facilities, on an as-needed basis at designated uniformed services treatment facilities, or through CHAMPUS.

### CHAMPUS (Basic Program)

CHAMPUS is a cost-sharing program designed to supplement medical treatment facilities when care is not available through a USMTF or from a USTF, or when eligible beneficiaries live too far from such a facility to get the care they need.

CHAMPUS pays only for medically necessary care and services that are provided at an appropriate level of care. Claims for services that don't meet this definition may be denied. That is why it is important to check with your health benefits advisor before seeking non-emer-

## Medical and Dental Care

**Table 1. Uniformed Services Treatment Facilities**

The following former U.S. Public Health Service facilities operate as "designated USTFs" for the purpose of rendering medical and dental care to active-duty members and all CHAMPUS-eligible individuals.

**(1) Sisters of Charity of the Incarnate Word Health Care System, 6400 Lawndale, Houston, Texas 77058 (713) 928-2931 operates the following facilities:**

- (a) St. John Hospital, 2050 Space Park Dr., Nassau Bay, Texas 77058, telephone (713) 333-5503. Inpatient and outpatient services.
- (b) St. Mary's Hospital Outpatient Clinic, 404 St. Mary's Boulevard, Galveston, Texas 77550, telephone (409) 763-5301. Outpatient services only.
- (c) St. Joseph Hospital Ambulatory Care Center, 1919 La Branch, Houston, Texas 77002, telephone (713) 757-1000. Outpatient services only.
- (d) St. Mary's Hospital Ambulatory Care Center, 3600 Gates Boulevard, Port Arthur, Texas 77640 (409) 985-7431. Outpatient services only.

**(2) Inpatient and Outpatient Services**

- (a) Wyman Park Health System, Inc., 3100 Wyman Park Drive, Baltimore, Md. 21211, telephone (301) 338-3693.
- (b) Alston-Brighton Aid and Health Group, Inc., Brighton Marine Public Health Center, 77 Warren St., Boston, Mass. 02135, telephone (617) 782-3400.
- (c) Bayley Seton Hospital, Bay Street and Vanderbilt Ave., Staten Island, N.Y. 10304, telephone (718) 390-5547 or 6007.
- (d) Pacific Medical Center, 1200 12th Ave. South, Seattle, Wash. 98144, telephone (206) 326-4100.

**(3) Outpatient Services Only**

- (a) Coastal Health Service, 331 Veranda St., Portland, Maine 04103 (207) 774-5805.
- (b) Lutheran Medical Center, Downtown Health Care Services, 1313 Superior Ave., Cleveland, Ohio 44113, telephone (216) 363-2065.

gency care in the civilian community.

Each year on Oct. 1, CHAMPUS establishes an allowable charge for every service and supply that a civilian source provides. Using this charge, CHAMPUS will pay the lower of either:

1. the actual billed amount, or
2. the allowable charge for the service, in a given state.

**Eligibility under CHAMPUS —**

The active-duty member is never entitled to CHAMPUS benefits. Those covered are:

- Husbands, wives and unmarried children of active-duty service members.

- Retirees, their husbands or wives and unmarried children.

- Unremarried husbands and wives and unmarried children of service members who died on active duty.

- Husbands, wives and unmarried children of reservists who are ordered to active duty for more than 30 days. They are only covered during the reservist's tour.

- An unremarried former spouse of a member or former member who does not have medical coverage under an employer-sponsored health plan, and who:

- On the date of the final decree of divorce, dissolution, or annulment, had been married to the member or former member at least 20 years, during which period the member or former member performed at least 20 years of service creditable in determining that member's or former member's eligibility for retired pay, or equivalent pay.

- Had been married to the member or former member at least 20 years, at least 15 of which were during the period the member or

## Medical and Dental Care

former member performed service creditable in determining the person's eligibility for retired or retainer pay, or equivalent pay. The former spouse's sponsor must have performed at least 20 years of service creditable in determining the sponsor's eligibility for retired or retainer pay, or equivalent pay.

Eligibility for such former spouses continues until remarriage if the final decree of divorce, dissolution or annulment occurred before April 1, 1985. Eligibility terminates either: two years from the date of the final decree of divorce, dissolution or annulment; or April 1, 1988, for such former spouses whose final decree on or after April 1, 1985, whichever is later. Contact your health benefits advisor for more details.

To use CHAMPUS benefits, you must have an ID card issued by the uniformed services. The card says on the back if you are covered by CHAMPUS. Children under 10 can use either parent's ID card.

If you are eligible for Medicare (Part A) and are a retiree, survivor or family member of a retiree, you are not eligible for CHAMPUS. Remember, even if you are not eligible for Medicare on your own, you may be eligible through your husband, wife or parent. If so, you are not covered by CHAMPUS.

**DEERS** — You must be enrolled in the Defense Enrollment Eligibility Reporting System in order to receive non-emergency care in service hospitals or to have claims for civilian health care processed by CHAMPUS. Both active-duty and retired military sponsors, and all family members, must be entered in the DEERS network. If you're not signed up with DEERS, contact the nearest military personnel office and find out how to do so.

**Table 2. Offices of Medical Affairs and Offices of Dental Affairs**

1. For the 48 contiguous United States, the District of Columbia, and Alaska, six regions have been given the responsibility for medical cognizance of the sick and injured, claims processing and adjudication of preauthorized non-naval care, and before or after-the-fact approval or disapproval of requests for non-emergency medical, dental, or maternity care within their areas of responsibility. The areas and the OMA and ODA serving the areas are:

a. **Northeast Region.** The states of Connecticut, Delaware, Illinois, Indiana, Iowa, Kentucky, Maine, Massachusetts, Michigan, Minnesota, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and Wisconsin are served by 1 ODA, 1 OMA:

(1) Responsibility for dental matters for all states in the Northeast Region is vested in:

Commander  
Naval Medical Command, Northeast Region  
Office of Dental Affairs  
Naval Hospital  
Great Lakes, Ill. 60088-5400  
Telephone: (A) 792-3842 (C) (312)688-3942

(2) Responsibility for medical matters for all states in the Northeast Region is vested in:

Commander  
Naval Medical Command, Northeast Region  
Office of Medical Affairs  
Naval Hospital  
Great Lakes, Ill. 60088-5400  
Telephone: (A) 792-3950 (C) (312) 688-3950

b. **National Capital Region.** For the states of Maryland and West Virginia; the Virginia counties of Arlington, Fairfax, Loudoun, and Prince William; the Virginia cities of Alexandria, Falls Church, and Fairfax; and the District of Columbia, medical and dental responsibilities are vested in:

Commander  
Naval Medical Command, National Capital Region  
Office of Medical Affairs  
Bethesda, Md. 20814-5000  
Telephone: (A) 295-5322 (C) (301) 295-5322

c. **Mid-Atlantic Region.** For the states of North Carolina, South Carolina, and all areas of Virginia south and west of Prince William and Loudoun counties, medical and dental responsibilities are vested in:

Commander  
Naval Medical Command, Mid-Atlantic Region  
6500 Hampton Boulevard  
Norfolk, Va. 23502-1297  
Telephone: (A) 565-1074/1075 (C) (804) 445-1074/1075

# Medical and Dental Care

**Table 2. (continued) Offices of Medical Affairs and Offices of Dental Affairs**

d. **Southeast Region.** For the states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee, and Texas, medical and dental responsibilities are vested in:

Commanding Officer  
Naval Medical Clinic  
Code OMA  
New Orleans, La. 70142-5300  
Telephone: (A) 485-2406 (C) (504) 361-2406

e. **Southwest Region.** For the states of Arizona, Nevada, and New Mexico, the California counties of Kern, San Bernardino, San Luis Obispo, Santa Barbara, and all other counties of California south of those, medical and dental responsibilities are vested in:

Commander  
Naval Medical Command, Southwest Region  
Office of Medical Affairs  
San Diego, Calif. 92134-7000  
Telephone: (A) 987-2611 (C) (619) 233-2611

f. **Northwest Region.** The states of Alaska, Colorado, Idaho, Kansas, Montana, Nebraska, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming; and the California counties of Inyo, Kings, Tulare, and all other counties of California north thereof are served by 1 ODA and 2 OMAs:

(1) Responsibility for dental matters for all states in the Northwest Region is vested in:

Commander  
Naval Medical Command, Northwest Region  
Office of Dental Affairs  
Oakland, Calif. 94627-5025  
Telephone: (A) 855-6200 (C) (415) 633-6200

(2) For the states of Colorado, Kansas, and Utah, and the California counties of Inyo, Kings, Tulare, and all other counties of California north thereof, medical responsibilities are vested in:

Commander  
Naval Medical Command, Northwest Region  
Oakland, Calif. 94627-5025  
Attn: Office of Medical Affairs  
Telephone: (A) 855-5705 (C) (415) 633-5705

(3) For the states of Alaska, Idaho, Montana, Nebraska, North Dakota, Oregon, South Dakota, Washington, and Wyoming, medical responsibilities are vested in:

Commanding Officer  
Naval Medical Clinic  
Naval Station  
Seattle, Wash. 98115-5004  
Attn: Office of Medical Affairs  
Telephone: (A) 941-3823 (C) (206) 526-3823

**Participating provider** — Not every civilian source of health care participates in CHAMPUS. "Participate" means that a provider of care submits a claim for you directly to the CHAMPUS contractor on CHAMPUS claim forms. These forms contain a statement to the effect that the provider agrees to accept as full payment the allowable charge as determined by CHAMPUS. Other than your cost-share obligations and deductible (for outpatient care), a participating provider can't collect any additional amount from either the government or you.

When a provider does not "participate" and charges are in excess of those determined by CHAMPUS to be allowable, you are liable not only for your share of the allowable charge, but also any amount in excess. Participation is voluntary — a civilian source of care is not bound to accept every CHAMPUS beneficiary. Before you receive any care, make sure the provider participates in CHAMPUS. Providers may agree to participate on a claim-by-claim basis. While unable to refer you to a specific source of care, your health benefits advisor can provide you with a list of local physicians who have participated in the CHAMPUS program.

## CHAMPUS outpatient cost-sharing

If you are on active duty and your dependent receives outpatient care, you pay the first \$50 each fiscal year (a maximum deductible of \$100 if two or more dependents are receiving benefits) plus 20 percent of the CHAMPUS-determined allowable charge. For other beneficiaries (re-

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## Medical and Dental Care

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tirees, their dependents, etc.), CHAMPUS pays 75 percent of the allowable charge after the same deductible has been met. If services and supplies are not covered by CHAMPUS, the charges for these are paid by the beneficiary directly to the provider.

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### Non-availability statements

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If you live within the "catchment area" of a military medical treatment facility (determined by the zip code of your place of residence), you must seek non-emergency inpatient care from that medical facility before receiving care in the civilian community. If the military medical facility can't provide the care you require, the health benefits advisor will issue you a non-availability statement to send with your CHAMPUS claim. This is very important because the CHAMPUS contractor will deny your claim without this statement. Please be sure to see your health benefits advisor prior to receiving non-emergency inpatient care from a civilian provider if you live within the zip code catchment area of a military medical treatment facility.

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### CHAMPUS inpatient cost-sharing

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Dependents of active-duty service members pay \$7.85 a day or \$25 for the entire hospital stay, whichever is greater. The daily rate may change each year.

When there are less than 60 days between successive admissions, CHAMPUS considers it as one confinement in computing charges, with two exceptions:

- Successive inpatient admis-

sions related to a single maternity episode are counted as one confinement, regardless of the number of days that elapse between admissions.

- A maternity admission and an admission related to an injury are considered separate admissions and cost-shared accordingly.

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### CHAMPUS maternity cost-sharing

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A maternity care episode starts when a woman becomes pregnant and continues through the end of the 42nd day following the termination of the pregnancy. Special maternity care cost-sharing provisions cover this period of time only. Thereafter, regular cost-sharing rules apply.

When an expectant mother plans to have her baby at a civilian hospital or similar facility, CHAMPUS will generally share the cost on an inpatient basis. If she resides within the zip code catchment area of a uniformed services medical treatment facility or uniformed services treatment facility, a non-availability statement must first be obtained for claims to be paid. If an expectant mother intends to have a home delivery, the entire maternity episode is cost-shared on an outpatient basis, including any inpatient admissions which may occur in connection with the pregnancy. The key to how the episode is cost-shared by CHAMPUS is based upon the intent of the delivery site. Expectant mothers are encouraged to obtain a non-availability statement as soon as their pregnancy is established if they live within the zip code catchment area of one of the prescribed military medical treatment facilities. Obtaining this statement will protect the expectant

mother from the charges connected with unforeseen inpatient care in a civilian hospital.

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### CHAMPUS pre-authorization

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Before CHAMPUS will share the cost of certain services and supplies, prior approval from CHAMPUS must be obtained in writing before the care is received. This pre-authorization protects you financially in those areas of CHAMPUS with program limitations.

All benefits under the Program for the Handicapped require pre-authorization.

Adjunctive dental care, hospitalization for a medical or surgical condition in excess of 90 days, and inpatient mental health services in excess of 60 days require pre-authorization.

For all pre-authorization, except dental care, send applications to Benefit Authorization Branch, OCHAMPUS, Aurora, Colo. 80045-6900.

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### CHAMPUS double coverage

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Double coverage occurs when beneficiaries have any other coverage from health insurance or a health plan which they are entitled to by law, such as a worker's compensation or employer-sponsored plan, group coverage or privately purchased insurance.

Public Law 97-377 requires that if there is any other duplicate coverage, the other plan must pay first. Exceptions to this are maternal and child health programs, Indian health programs, CHAMPUS-specific supplemental plans and financial supplemental plans.

When the dependent of an active-duty member is entitled to Medi-

## Medical and Dental Care

care, that program's benefits must be used before CHAMPUS payment can be considered.

CHAMPUS benefits are not available for services or supplies provided by employers in connection with work-related illness or injury. In such cases, you must apply for benefits under applicable worker's compensation laws. When worker's compensation is involved, CHAMPUS will consider benefits for payment only after other benefits available are exhausted. Documentation must show this is the case and there is no option to waive other benefits in favor of CHAMPUS.

Many military-oriented groups offer supplemental insurance that pays the deductible and the patient's cost-share (based on CHAMPUS allowable charges). Your health benefits advisor can provide further information.

### CHAMPUS basic program benefits

In many aspects, the CHAMPUS basic program is similar to private medical insurance. It covers medically necessary inpatient and outpatient services, durable medical equipment, medical supplies, prescription drugs and mental health services. Benefits fall into three categories:

- Institutional benefits — services and supplies provided by hospitals or skilled nursing, residential treatment and certain special treatment facilities.

- Professional benefits — services rendered by physicians, dentists, clinical psychologists, podiatrists, certified nurses, midwives and other CHAMPUS authorized providers.

- Other benefits — ambulance services, prescription drugs, medical supplies and durable medical equipment such as wheelchairs, etc.

### Program for the handicapped

The second part of CHAMPUS is a special program to assist active-duty members with handicapped dependents who can't obtain state-funded services because they don't meet residency requirements. Only the seriously physically handicapped or moderately to severely retarded qualify for assistance. Dependents of active-duty members and those receiving care in the program at the time of a sponsor's death are eligible only if the sponsor was receiving hostile-fire pay at the time of death and the dependent was enrolled.

Before an individual receives benefits, he or she must meet certain general criteria. The condition must be expected to last for at least 12 months. Because of the condition, the impaired individual can't engage in activities of daily living expected of individuals in the same age group.

CHAMPUS then determines whether the situation warrants participation in the Program for the Handicapped.

Benefits include diagnostic services, rehabilitation, training, special education, institutional care, durable medical equipment, certain transportation costs to and from the places of treatment and hearing aids in certain cases. Benefits don't include payment for custodial care, dental care or alterations to living spaces or motor vehicles.

Under the Program for the Handicapped, the beneficiary pays a portion of the costs of each month's care according to a sliding scale (ranges from \$25 to \$250) based on paygrade.

CHAMPUS then pays its share up to a maximum of \$1,000 per month for the first family member. The sponsor pays any additional amount. If additional family members are placed into the program, the cost share for the family remains as if only one family member were in the program.

### Filing a CHAMPUS claim

The two basic categories for submitting claims under the basic program are institutional and non-institutional. Non-institutional claims (care from civilian providers such as physicians, pharmacies or ambulance companies) account for about 70 percent of all claims.

Because of errors, CHAMPUS returns three out of every 10 claims. This slows payment to you and to the providers submitting claims. CHAMPUS personnel can't fill in items that are omitted; they must mail the claim back for completion if they are unable to complete the form by phone.

### CHAMPUS forms

For claims involving services or supplies provided by civilian hospitals or institutions in the United States, the form UB-82 is used. Non-institutional services or supplies can be claimed on CHAMPUS Form 500 for outpatient care.

For CHAMPUS Form 500, fill out the "Patient/Sponsor" section, items 1 through 18, and be sure to sign the form.

Block 14 of the CHAMPUS Form 500 requires other insurance information. CHAMPUS-specific supplemental insurance should be entered in this block, but has no impact on

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## Medical and Dental Care

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your CHAMPUS coverage. Indicate "yes" and fill out the remaining portion of the block. Be sure to indicate in the "Type of Coverage" Section 14a, "other" and write in "CHAMPUS Supplemental" in 14d.

Block 18 of the CHAMPUS Form 500 requires a signature. For dependents 17 years of age or less, the sponsor or other responsible family member can sign. All patients 18 years of age or older, unless incapacitated, must sign the form. The signature block information is a major cause of rejection for CHAMPUS claims. A common error is made when the sponsor signs for his/her spouse.

If you received care from a participating provider, the provider completes and sends the form to the CHAMPUS contractor who handles claims for that area. If you use a non-participating provider, the government sends its share of the charge directly to you after you submit a claim. Payment of the entire cost then becomes your responsibility.

When a non-participating provider is involved, fill out Section I, attach legible copies of itemized paid or unpaid bills or itemized receipts to the form, and mail to the contractor serving the area where care is rendered.

Identify, by name and dosage, drugs and injections dispensed or administered by providers. Bills or receipts for prescription drugs must show the name and address of pharmacy, prescription numbers, dates prescriptions were filled, drug name, dosage, strength, name of patient, amount charged, name and address of prescribing physician and the diagnosis.

After you meet your annual outpatient deductible, CHAMPUS will indicate the deductible amount on the

Explanation of Benefits form that is sent to the beneficiary. If a beneficiary receives care in different areas of the country, causing claims to be paid by two different contractors, it is advisable to send a copy of the Explanation of Benefits to the other contractor to show the deductible has been paid. This will avoid the payment of two deductibles.

Submit all claims to the appropriate CHAMPUS contractor no later than Dec. 31 of the calendar year immediately following the calendar year in which care was received. For example, a claim during calendar year 1987 must be filed no later than Dec. 31, 1988.

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### CHAMPUS appeals and hearings procedures

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You and certain providers of care are entitled to appeal CHAMPUS claim decisions. This administrative process doesn't replace a beneficiary's right to initiate legal action. However, a court rarely agrees to consider such a case until all other remedies have been exhausted.

Your health benefits advisor has details on how to appeal a CHAMPUS claim decision.

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### Dependent dental plan

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Dependents of active-duty service members can receive basic diagnostic and preventive dental services for a small monthly deduction from the military person's pay under the Dependents Dental Plan. The dental services are provided by participating civilian dentists.

The deductions are \$3.93 per month if one dependent is enrolled, and \$7.86 per month if two or more dependents are enrolled in the program. The monthly deductions are

low because the government covers the majority of the cost.

In addition to basic services covered by the plan, certain restorative services can be obtained with 80 percent coverage — the military member pays only 20 percent of the cost. Such services include fillings, repairs to dentures, and stainless steel or plastic crowns for baby teeth. Services not covered by the plan must be paid in full by the military member.

Your health benefits advisor can answer questions concerning these dental benefits.

**CHAMPVA** — Through the Civilian Health and Medical Program of the Veterans Administration — the VA shares the medical bills of families and survivors of certain veterans. Once a person's eligibility is decided by the VA, benefits are cost-shared the same way that CHAMPUS covers families of retirees.

CHAMPVA policies are not determined by CHAMPUS. CHAMPUS only processes claims for CHAMPVA.

For more information on CHAMPVA, contact your local health benefits advisor or VA office.

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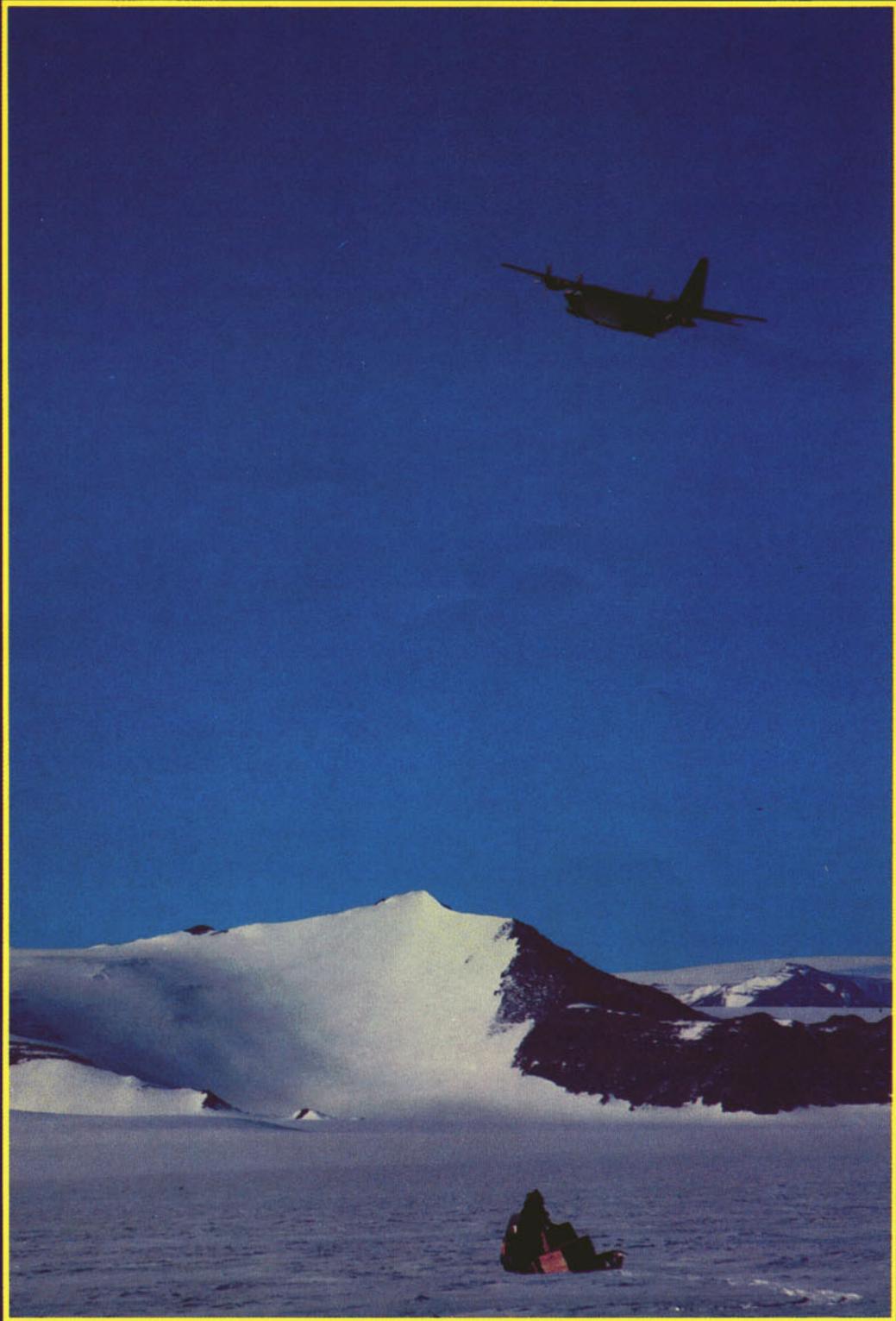
### Supplemental insurance

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Retirees and active-duty families who reside a distance from a uniformed services medical treatment facility or uniformed services treatment facility should certainly consider buying supplemental insurance. The beneficiary's share of medical bills can be financially devastating, especially if a family is living on a fixed income. The health benefits advisor has a list of supplemental insurance carriers that is available upon request. □



Like portly gentlemen discussing the events of the day, two Emperor penguins meet on Antarctica's Ross Ice Shelf. Photo by PH3 Patrick Gilliland.



**Flying antarctic skies • Page 18**