



THE OLD AND THE NEW JOIN FORCES IN AN ASSAULT ON THE POLE: HUSKIES WAIT TO BE AIRLIFTED TO THE BASE.

Pole Drops Intensified

Once Lieutenant Richard Bowens and his pole construction crew were landed, Colonel Horace Crosswell's principal question was, "How fast can you retrieve airdrops?"

The pole crew, conditioned for their work by rigorous training during the winter night, responded, "You drop it, we'll pick it up!"

So with two dozen men set to retrieve cargo as it plummeted downward from 95-ton Air Force Globemasters, drops began with piston-thrust regularity November 19.

Squadron Commander Lieutenant Colonel C. J. Ellen (then Major) (same gent who had flown air cover for his fellow North Carolinian, Lt. Col. Conrad Shim, to make the first pole landing), had his forces organized for what Antarctic IGY science director Dr. Larry Gould later described as "the most outstanding logistics undertaking in history."

Stoves, panels, wires, stoves, and sundry other items that had been segregated and prepared during the winter night were now strapped to pallets and slotted to the ice strip with factory-smooth efficiency.

Loadmasters, working around the clock, hoisted items ranging from a 17,985-pound tractor to cans of coffee into the cavernous bellies of Globemaster after Globemaster.

Payload after payload was raced to the pole and dropped by drummasters as fast as construction crews could retrieve it. When a couple of crates failed to open, Air Force T/Sgt. R. S. Patton successfully parachuted from one of the C-124's to discover the trouble.

A graph in McMurdo's messhall—which you might compare to a March of Dimes thermometer in the public square back home—registered the rate of ton-

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◆ THREE-WAY CONFERENCE: CTF-43, HAWKES, AND McCARTY.