**Col. Pete Peterson**
**8 May 2000**

**Brian Shoemaker**
**Interviewer**

(Begin Tape 1 - Side A)

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BS: *This is an oral interview with Colonel Pete Peterson, taken as part of the Polar Oral History Project conducted by the American Polar Society and the Byrd Polar Archival Program of the Ohio State University on a grant provided by the National Science Foundation. The interview was conducted at the Marines Memorial Club in San Francisco, California, by Brian Shoemaker on the 8th of May, 2000.*

*Colonel Peterson, you participated in the Ronne Expedition after World War II. Can you explain your background and what led you to be selected as a member of the expedition?*

PP: I wanted to go on the expedition and I believe that the competition was not intense and that my qualifications were not compelling. There was a shortage of qualified candidates that were interested and had the requisite background.

BS: *Did you learn something about this from your childhood?*

PP: Yes I did. I do remember going to see the Byrd Expeditions leaving from Boston and I got to know Finn very indirectly at that time. And I thought it was interesting. I suppose you could

call . . . and I haven't thought too much about that. It was different. It was exciting, and I wanted to escape from routine. That was a fairly important motive, I would say.

BS: *Were you a Boy Scout?*

PP: No. That's an interesting thing. I have been more or less a loner all my life. And I was not in the Boy Scouts or anything like that. I didn't particularly care for it. I was not happy when I went to a young boys' summer camp for the parents to get rid of the kids, in effect, for the summer for a while. I had never had any activities with sports, so I guess you could say I was a loner. I would also say I'm a bit of a Forrest Gump. I haven't got the guts or the manlihood or something to demand a position, but things have come my way, which I more or less wanted or gently edged towards and I got what I wanted. And, so, I didn't particularly care to join the team to go to the Antarctic. It was just to go to the Antarctic - an experience in a remote, different part of the world. That intrigued me. For example, I would love today, to go on a outer space mission. I'd love that. And if someone told me, "We want to send you as far as it will go, then you'll die in the aircraft and you'll never come back, " I would say, "I'll do that," because it would be such a beautiful experience. And then, I'd have a quick suicide pill or something if I get pretty painful at the end. But, I wouldn't mind sacrificing my life. I'd love to sacrifice my life for a long trip like that - outer space - and doing maybe a little work. Contribute something - observations as they move - and then enjoy the perspective. That would be a wonderful experience for me.

BS: *Where are you from?*

PP: Well, I was born in Boston, Massachusetts. My parents lived in Boston. My father came from Sweden. My mother came from Taskent, which is the capital of Uzbechistan in Central Asia. So, in that sense, my mother would be, I guess, quite pure Caucasian. And my father, from Sweden, would typically be Caucasian. And after being born in Boston, I went to local schools in

the suburb where my parents lived called Belmont. And then, after that, I left my parents at age 14 and lived in an apartment house in Boston and went to a local school which was the Boston Latin School. And it turned out that that was a very, very exceptionally good school. And I value that highly. I think my best education in all my life came from there. They were a very strict, old fashioned school and they taught Latin, French, German, Greek, English and math. No history. You're supposed to pick up a history book, read it and pass whatever exams you had to. And that school has always, I think with only one exception in the last 50 years or something. It's the oldest school in the United States. It was founded in 1632.

BS: *What's the name of the school?*

PP: Boston Latin School. It's called Public Latin School of Boston. And Benjamin Franklin, people like that went there. And it's, of course, the highest SAT exams of any pre-college school and it's an excellent background. It's a classical background. Then I went to Harvard and I decided that I wanted to major in physics and I got a Bachelor of Arts degree majoring pretty much in physics. I think a classical background was very important and I would make a side remark that a lady who, I guess, came up through the public relations side of Lucent, which was a manufacturing company - the old Bell Telephone Laboratories.

(50)

She lately became President and Chief Executive Officer of Hewlett Packard and they asked her what her background was and she said, "Classical. Classical." So, she became the head of a technical company primarily because she contributed a perspective that the technical people didn't have and weren't able to contribute. And that's a bit of my schooling background.

So anyway, I went from Boston Latin School to Harvard and then I was called up and spent a little while at Harvard and then was transferred - oh, I joined the Marine Corps. It's

curious how I did that. I was going to join. I got a radio license - a radio operator's license and was going to join the Merchant Marine because the pay was high. It was, if you lived, you'd get $10,000 per round trip - USA to Bement, Russia, and back and that was a tremendous amount of money in those days. And I felt that I could use that. But, then I misread a line in the telephone book and I ended up not with the Merchant Marine, but with the US Marine Corps. And they made me such an attractive offer for schooling that I decided that - for college schooling - that I decided that was the deal. I had never previously thought of the Marine Corps before.

BS: *You hadn't finished college when the war rolled around?*

PP: I finished college when World War II was over, I finished college, yeah. Same place I started off with - Harvard. In between, I was sent to Cornell for a year or so. And I studied electrical engineering. At that time, it was called, actually, electronic engineering. I remember doing fairly well in that. The subject interested me. So, I had started at Harvard and due to the war, I was picked up by the Marine Corps during the war. Then I went to Cornell for a while to make a radar officer or something like that, I guess, out of me. But, it didn't take me long, once I was in the Marine Corps, to decide that the heroism in the Marine Corps, the challenge in the Marine Corps, was infantry. I've always felt that. And then, I do have a combat, eventually . . . I have a Marine Corps Infantry Officer Occupational Specialty Number and then now, it's become Combat Experience Infantry Officer Occupational Specialty Number - 0302. And I felt the Infantry was spiritually, by far, the most interesting. And the spiritual side was important, as it is for many people that get involved in physics.

So, I've gone through high school and college. I might say that after the expedition, I went to Harvard Business School and then later, I went to San Francisco State University, paid for by somebody else whose name I never knew. I was never told. They paid all expenses. I got a Master of Arts degree in Education and I worked, this is relatively recently, for a short time as a school teacher. I was certified in physics, geometry, algebra, social studies, technology, and

maybe one other subject. I forget. But, that was a very broad certification that I passed all those exams one after the other. And I taught in public schools and I concluded that it was hopeless, primarily because I couldn't maintain discipline in the classroom. This was not because I was weak, I felt, but because I would take a trouble-making student and, as a teacher, I would then simply refer him to the dean and the dean was supposed to correct the problem. And the dean could only say, on a very simple piece of paper, "Admonished, return to classroom." And the admonishment was nothing and return to classroom meant that the same problem would continue. There was no authority to really discipline the child and to return him to his parents or maybe expel him from the school. And then, of course, the schools are paid by the number of students that attend every day, so great pressure is to not have any student that is disciplined so he doesn't attend.

BS: *After the Ronne expedition?*

PP: This is well after the Ronne expedition. Well after. It was relatively recently. I was interested in that - in teaching - and then I decided in the public schools, it doesn't work and private schools, it's insufficient pay. And I did all that teaching as a side to my regular job, which was quite horrendous. It was well over 100 hours work a week.

BS: *What was your regular job?*

PP: My regular job would be in investment banking.

BS: *But, you taught on the side.*

PP: I went to school for a year and a half and got an ME and then I taught during the day and did the other stuff during the nights, week-ends and early in the morning. Because you really

couldn't do it, say, between 8 o'clock in the morning and 6 or 7 o'clock in the morning, because Eastern Time, people are wide awake then.

BS: *These were private students?*

(100)

PP: Pardon?

BS: *These were private students then?*

PP: No, I never taught private students. I only taught in public schools, and I felt that the disciplinary problem was a very serious one. Also, the manner of teaching would be not so much lecturing or knowing the subject, but being a bit of a showman. And you had to be a good showman. Private schools, you didn't need to have that skill. But, in public schools, to get the attention of people, you have to be a showman. And then I had very strong opinions that it would be better to have teachers really teach the subject and then have other people to handle almost electronically the teaching and then to have the subject matter not a lecture by the teacher, but film - audio-visual - produced by Hollywood or something - multi-media in San Francisco. Have large classes and small classes. In other words, the large classes sit down and look at a film on the screen and then in a small class that's maybe not more than 10 people, the teacher is intimate with the students. So, I wrote my conclusions and the people who had paid for my education felt they got their money's worth. I believe it was a consortium of large corporations. But, I was selected for that and told to go to school, get a degree and teach, and I did that. Very strange thing as I never knew who paid my bills.

BS: *Wonderful! So, how did you get wrapped up with the Ronne expedition?*

PP: Well, I heard about the expedition, and then I applied and I was accepted and I believe the competition wasn't fierce and that there was a strong preference for younger people who presumably could stand up to whatever difficulties might be encountered down there. And, I think we were all relatively young. We didn't have any old people really. So, youth was in my favor. My Harvard degree in physics was in my favor and a strong desire to participate was in my favor. And then perhaps an ability to go out and get some contracts. I went to Barthol Research Foundation of the Franklin Institute in the Swarthmore area, near Philadelphia, and got a contract from them to do cosmic radiation research, going from the northern hemisphere through the equator, into the southern hemisphere and very far south. And then, I also got the contracts for - I saw Irving Langmuer - a famous perhaps Nobel Prize Winner, I forget. But, he was a famous physicist with General Electric. And I went to see him and got materials for seeding the clouds to make precipitation.

BS: *So you seeded clouds down there.*

PP: Oh sure. We were using iodine.

BS: *And which company provided this?*

PP: General Electric, and Irving Langmue was either a full-time or part-time physicist with them. And I did a few other things, and that was just simply to get the contracts. And _____ gave us some money. If we did the work and came back with some results, we'd get some money. And we'd get some money up front and more money when the thing was over. So, that was useful.

BS: *Well, that's interesting. Now this was which year?*

PP: We left, I think, in 1946, so this would have been perhaps early '46 and late 1945. No, it would have been just early 1946.

BS: *OK. So, you had to prep for the expedition. Get the ship ready? Were you involved with any of that?*

PP: No. Not the ship itself.

BS: *The equipment for . . .*

PP: No, I had no prior experience with any of that stuff. But, then, once we went to sea, I was involved with fixing the electrical rudder control system, the steering, and to fix the radar several times. And to fix other things on the ship. There was no one else that was really technically qualified and I was not trained whatsoever, so I had to learn everything from scratch.

BS: *What kind of ship was the City of Beaumont?*

PP: Ocean going tugboat. About 1500 tons.

BS: *Donated by the Navy?*

PP: Lent by the Navy, yeah. And we had all the usual problems because it didn't have a recent inspection, so they simply said to us, "Well, you have to put it in drydock, lift it up, and so forth, and have everything inspected." And we said we couldn't possibly afford that. So, a lot of man hours was spent in getting a waiver for that requirement.

BS: *Did you get interviewed by Finn Ronne as part of the selection process?*

PP: Yes.

BS: *Your first impression?*

PP: Of him?

BS: *Yes.*

PP: Well, I guess that my first impression was lively, alert, had a small Scandinavian accent which I suppose bothered me because I wasn't used to dealing with people who had any accent whatsoever. And he was remarkably fit physically, possibly better physically than I was in doing tricks. By tricks, I mean oh, I can't even describe. Just squatting or something and jumping and turning around doing what are called pirouettes or something, which I wasn't really interested in. I passed the physical test in the Marine Corps running, push-ups, pull-ups, chin-ups, that sort of stuff and I felt that I was strong enough and I wasn't particularly interested in extra tricks, but he was very agile. His body was remarkably agile. And I guess I respected him for that and other things, but in that aspect, he got my respect.

But, I thought that he was a good entrepreneur, meaning. . . I do often deal with people like Finn Ronne. They are people that champion a cause and I am sort of disgusted with engineers, accountants, sales people, all of the specialty people who consider themselves very valuable and then you have crummy guy who's a champion for the cause and he is deficient in many ways, but he champions the thing and he gets it done and he makes a lot of mistakes. For example, I'm wandering off a little bit, but, I'm dealing now with a medical innovation and it concerns some outstanding medical research people, all, of course Ph.Ds and MDs, and so forth.

And then they are led by a crummy, I suppose - don't shut the machine off but please don't quote me on this - crummy, sort of despicable champion of the cause. And he's trying to raise money. Lots of money for the program, because if you have clinical tests of a new medicine, there's $100 million dollars involved at least. So, he's trying to raise that money. But, he's despicable at many things by my standards. But, on the other hand, I recognize that he is a champion for starting a company and getting the money to do the necessary clinical research in this novel medicine which is done by people at, I won't mention the name of the place, but it is an affiliate of Harvard University and it has all the prestige that you could expect. But, none of the people there, all the Ph.Ds and the MDs, have the skill to really champion and push the project through.

Now, this is late in life. This would be something that is taking place today, in the year 2000. But, when I met Finn, I felt there were some despicable things about him. He wasn't perfect, but he was championing something. And I respected him for that and instinctively I said, 'This man is trying to do something and it's a hard job. And he's not perfect. I'm a little smarter than him on a few things. And other people are smarter than him on other things, but he's getting the job done,' and I had a lot of respect for him in that sense. I suppose it would be the military thing. Patton made a lot of mistakes as a general in the Army. He slapped a guy in the face or something. I certainly can understand why he did that and in the Marine Corps, it would have been water off a duck's back. It wouldn't have meant a thing. But, the journalists and so forth, picked it up and gave him hell, but still, he got the job done. He moved the tanks forward and he pushed hard to get gasoline or whatever it is that drives the . . . diesel oil for the tanks, and got them to move. So that they knew where to move, but it was a problem to get the fuel and ammunition and he got everything done. He won the support of people, you know, the logistics people and the planning people and the technical maneuver people and all that. He got the job done. And similarly MacArthur. A lot of people criticized him, too, MacArthur. But, by golly, he landed the Marines at Encheng and that was a very, very important decision. And he may have a lot of ego, a lot of vanity and so forth, but it all seemed trivial to me because he was - the only

word I can find here is leading or champion a mission or a cause. And Finn had that quality. And I forgive him for his petty inefficiencies. . . deficiencies. And they were all petty.

(200)

BS: *OK. You're in Texas. You're on the City of Beaumont.*

PP: Yep.

BS: *OK. You're heading south.*

PP: OK.

BS: Tell us about that.

PP: *After that airplane crash, we got to sea. And I think we were pretty complete.*

BS: The airplane crash . . . loading . . .

PP: We had three airplanes and the most important one was a Beechcraft or C-46 - a twin-engine aircraft outfitted and this is very difficult to do and expensive, with trimetrigon photography. So, you take any old airplane, that's not too hard to get. But, you outfit it with this photography - that takes a lot of man hours to get it installed and probably a lot of dollars and we picked it up and the hoisting apparatus failed and it crashed down and we had to leave without it because the timing . . . we had to get down there. We had, you might say, weather time limits. We couldn't arrive too late.

BS: *Who provided the aircraft?*

PP: The Air Force. US Air Force.

BS: *Any particular individual?*

PP: Well, I tend to think, I'm sure that other people would know - Lassiter or Adams or Darlington. They were all pilots. They would know exactly, but I only associate it with General Curtis LeMay. He provided the critical aircraft with the trimetrigon photography which made it possible to get wonderful maps of an area that's maybe half the size of the USA. And, of course, we had ground control. We exactly fixed certain points and once we put them in the photograph, then the rest of the thing locked into that geography, longitude and latitude. So we got a good job done. I associate General Curtis LeMay with the drive behind that.

BS: *What were the other two aircraft?*

PP: Oh, single-engine aircrafts and I'm afraid I don't remember the name. If you told me, I might say yes or no, but . . .

BS: *So, they were both single-engine aircraft.*

PP: Airplane 2 and 3 were both single-engine aircraft. And they were OK. They were well treated and arrived and we put them ashore and they worked fine. We would put the dogs in the airplane and fly them out a long distance and then the dogs would do the local work.

BS: *You're on the ship. You're heading for Panama. You have the dogs with you then?*

PP: We had some dogs and they all got sick with dysentery and so forth. Not all, but a good portion of them got sick. We had to pick up new dogs which were not the best in Chile. That was a problem. We lost part of the dog population, perhaps because they weren't properly vaccinated. I don't know. And maybe the heat, going through the Tropics was something. But, we were at sea, so it couldn't have gotten too hot. And I was not in charge of the dogs and I didn't pay much attention to them, but I was sorry to see a lot of them died. We had very carefully selected suitable polar dogs on the ship and we lost a good portion of them.

BS: *OK. You went through the Panama Canal?*

PP: Yep. And we went through it in a small gala cut, I think it's called, and the steering system failed, so we went sharp, I guess you'd say, to the left, and crashed into the shore and then I had to work hard in fixing that up and finally we got it fixed and went back again. But, it was electronic push button steering.

BS: *So you crashed into the shore where?*

PP: Oh, after Gala and I don't know how to pronounce it - Cut.

BS: *Oh yes. Yes. In the Canal.*

(250)

PP: Yeah, in the Canal. That was a little embarrassing. But, we went through it. No particular problem otherwise. And then I think we probably spent a day or maybe two there, last minute picking up things. And then message handling, and so forth. And then we steamed south. Went by Peru and the other Pacific coast countries, or South America and then we went down to Chile.

And we went into Valparaiso and then we went to Punta Arenas, Chile, the southernmost big city. And then we went to the Antarctic.

BS: *OK. You stopped in Valparaiso and two ladies joined the operation.*

PP: Yes. Jenny Darlington and Mrs. Ronne. Edith Ronne.

BS: *Was that in the original plan?*

PP: Probably not. I'm not totally certain that they . . . the original plan was that Edith Ronne, Mrs. Ronne, would be with us all the time. I never, for a moment, I guess people would think the way I'm thinking . . . today people would think the way I'm thinking, they'd welcome a woman. There was a lot of concern about that. Didn't bother me at all because I felt that on the expedition, there was work for men, which could be carrying a 100 pound coal bag on your back and there was work for women, which was paperwork, you might say, and I was happy to have them. And also, I felt fairly strongly that they would add some stability to the operation. There was the risk, of course, well. . . but since they were married women, you weren't supposed to touch them if you weren't the woman's husband. And I think that was observed completely. The women did not make the _____ available to everybody. I think they held strictly to their husbands. So, that was not a problem, fortunately. But, otherwise, forgetting the sexual risk aspect, I thought that having women along was fine. It civilized the endeavor and their touch was very nice.

Now I believe the facts were that Jenny Darlington may have arrived in Chile, although I forget. But, Edith Ronne was on from Beaumont all the time and I think that maybe we had Jenny with us from Beaumont to Panama as a sort of a little vacation or something. Then she didn't leave the ship. She stayed with her husband, I guess because he wanted her and roughly half the crew, I guess, or a portion of the crew thought that would be a good idea. I felt it would

be a good idea. And some, of course, some guys whose names I won't mention, were appalled at the idea that a woman would weaken the heroism of the expedition. If it was all men, then men were all heroes, in a sense. And a woman would make it sissy and they felt that the presence of a woman would detract from the reputation of . . . the masculine reputation of the he-man reputation of the expedition. And some people expressed that very strongly. They did not want the women, but I was for the women, but I didn't go out of my way to campaign for them. I think Finn asked me how I felt about it and I said, "Take them. I think it's a good idea. I think we'd be better off with the women."

BS: *Um-hum. Now how did you learn your scientific responsibilities? Was there anyone that briefed you or trained you?*

PP: No, there wasn't anyone in the expedition that helped me. I was entirely on my own. And, in fact, I had to teach other people some things.

(300)

BS: *You just learned it from the book and the manual and experimentation?*

PP: Trial and error, yeah. That's how I fixed the radar and the steering system and the other electrical systems on the ship. If I could find an instruction manual, fine. Otherwise, I had to take it apart and figure out in my mind how it worked. But, I had an advantage there. I've always enjoyed technical things. I installed a dial telephone system which was very advanced, inside my house when there was hardly any dial systems available anywhere. It was deal with the operator. And then I went to Harvard and in the beginning, I made a lot of money. A lot more than I could have made working in a kitchen or something, by making thermocouples - high temperature thermocouples. And I made that in the Roche Metallurgical Laboratory and got paid for what I

produced and I could work at night and make a good income - far above what the average student working in a dormitory or kitchen or restaurant would make. So, I enjoyed doing, you might say, not inhuman, but doing mechanical things, electrical things. I enjoyed that. And I thought I had a good propensity for those things. They didn't frighten me and I wasn't discouraged from learning them.

BS: *So, you learned your scientific duties on your own.*

PP: You might say it's a hobby or something.

BS: *What were all your science duties?*

PP: Well, I forget everything, but let's see, it would be - I'm thinking what I wrote up. One was solar radiation and we had a heliometer which was a sun heat measuring device - black and white. And then we had a thermocouple on that and we noticed the difference between the white and the black and that's the measure of solar intensity. So, we measured the solar radiation. That's one thing. The next thing was cosmic radiation. We simply measured the intensity and then another thing would be atmospheric refraction. Another would be meteorology. I guess that was mostly my responsibility, but Fiske - Navy officer - helped me on that and he did a lot of that work. And magnetism and deviations in . . . day to day deviations in magnetic strength. And then there was a few other things. I'm not sure I can remember them all now. And I did them all. Conducted them, made the measurements and wrote them up. I didn't discover anything. And a lot of my writings, I didn't resolve. I reported the readings and other people worked them over.

BS: *Data.*

PP: Yeah.

BS: *And you mentioned your cosmic radiation, getting the money from Barthol. Did you run into Martin Pomerantz there?*

PP: The name is very familiar. I don't recall having seen a person with that name, I can't describe the face, and it seems to me that Swann, Dr. Swann - S-w-a-n-n - that was 50 years ago. I may be off in my memory. There was a Dr. Swann that was there. But, as I recall. Maybe Martin Pomerantz. I forget.

(350)

BS: *So, you were a data taker in a lot of disciplines, scientifically speaking. Did you get involved with the photography, the trimetrigon camera work?*

(350)

PP: No, I didn't. I didn't get involved with that and fortunately, to the best of my knowledge, it worked fine all the time and the people that worked it were not technically . . . they couldn't repair things. But, they operated it just fine and as far as I know, it worked very well all the time. Never had any faults in it. Nothing to be corrected. Nothing to be adjusted. Or nothing to be repaired, let's say. I think the Air Force did a great job in making that such that an air crew could work it that you didn't have to be an optical technician to work it. And I believe that the success rate was very high. I don't think we ever had any blank photos or anything. They worked all the time.

BS: *Good photography.*

PP: Yeah.

BS: *OK. You're on the ship. You've left Valparaiso, you're heading south. How was it going across the Drake? Rough weather?*

PP: Well, let me say, from Valparaiso to Punta Arenas was along side the coast and we went from a mild climate in Valparaiso to a cold, wet Seattle-like climate in Punta Arenas. And it was interesting for me to look at the rainy, green coast because we were fairly close to the coast at times. And that one time, we went through the inland passage that took us down into Punta Arenas and that was different from Peru which was very dry and desert. No trees on the coast whatsoever. Very desolate place when viewed from the sea. And we also made a lot of measurements of the temperature of the ocean and plankton samples and so forth, as we went south. So, I just want to . . . scientifically, I believe, that was valuable as we went from the equator, pretty far south, we measured the ocean temperature and with the Humble current, it's very important. There's a lot of interest in getting ocean temperature measurements - bathythermograph, it's called. Bathythermograph of the Pacific coast of South America - that's an interesting one. And, of course, plankton is a very important measurement. So, we did that.

Now, when we arrived in Punta Arenas . . . well, I might say, when we arrived in Valparaiso, we, of course, didn't have a Chilean flag, so we displayed a Texas flag and nobody really caught on to that. And then several people went to shore and we had to get them - I wouldn't say they were drunk or anything, but they got into trouble with the police for petty offenses on the street or something so we had to go and get them out of detention. So, typical type of sailor thing when you go ashore, one sailor's going to cause trouble. One marine caused endless trouble, as you know, in Okinawa. They had the rape of a little girl or something like that. Cost a billion dollars or something to get that one straightened out. So, we had the usual sailor went to shore and got into mischief and we had to bail them out. When we arrived in Punta Arenas, of course the climate was colder, and cloudy and so forth. But, I guess we didn't really

have any trouble and we had very cooperative people down there. Very helpful. And at that time, we picked up, I believe, Jorge Georges de Giorgio, a Chilean, and we took him with us.

BS: *What was his name?*

PP: Jorge. J--o-r-g-e. Jorge.

BS: *Jorge. And what was the last name?*

(400)

PP: Di Giorgio. I believe that's di Giorgio. Probably Italian. And I believe his father had made some money by something like this - going to one casino and picking up the chips for that casino at a cheap price and cashing them in at a much higher price at another casino. And anyway, he had a very nice life. Nice home and all that stuff in Valparaiso, Chile. And we took him in, perhaps as a concession to the Chileans that we had a Chilean on board with us. That may have been . . . there may have been a diplomatic thinking behind it, and if so, I think that was commendable. But, I don't know what the reasoning was. All I know was that he got on the ship. And he was with us all the time. Rather young and I don't think he was particularly trained in any science or anything, but was a competent helper for things and conducted himself well, as far as I'm concerned. And then there was the usual . . . some people went into cat houses or houses of prostitution and so forth and a lot of other little mischief ashore, but we managed to pull through that and then we took off. Left Punta Arenas. That's in the Strait of Magellan, so it's quite quiet, except that all the trees are bent from the wind. The trees don't grow straight. Then, when we hit the Drake Passage, it was horrendous. I would say 40 or possibly 45 foot crest to trough high waves. And strong wind, of course, and a lot of people were seasick. And it didn't bother me in any way and I was happy to sort of take their places as a helmsman, doing my turn steering. And

some people say I didn't steer perfectly. I'd let it wander off the direct course a little bit then bring it back again. Say the course was due south. I might waver 10 degrees or something. They kidded me for that, but it didn't bother me because I thought I did a creditable job and no one else was willing to do that shift anyway. They were sick or something, so I did it. And the ship was a bit of a mess. Things thrown all over the place as you get with a heavy storm. But, at no point did I really worry about floundering or anything like that. This ship stood up well. We had to head into the wind at times and since the wind was largely from the south, that wasn't hard to take. And then it became very quiet and silent as we got into the Antarctic. We lost the wind.

BS: *In the Antarctic peninsula area.*

PP: Yes, well probably say 65 south or so. It turned to be quiet. They said screaming, furious 50s, screaming 60s and then as you get a little higher towards the 70s, it was quiet, silent 70s, they say. And, of course, we had to watch out for icebergs. That was . . . we had the radar and we had a search light.

(450)

And it always amazes me that the Titanic, which didn't have radar, should have had a search light and the iceberg shows up brilliantly in the night with a strong arc search light. And the arc search lights are very common. They're easy to maintain and they take a lot of power, but there's always power available on a ship. So, the Titanic should have swept the horizon, not with radar because they didn't have it, but should have swept it with a bright light. And they'd take turns so men don't get blinded by the light. And one looks . . . when the light is on, one looks and then the light is turned off. . . another man looks. And you can scan the horizon and you can see things far away in plenty of time to stop or turn. So, I was surprised that the Titanic didn't use that arc light, which it had. Arc lights were old stuff - carbon arc lights, and they worked very well.

I guess the passage was rough. Surprisingly rough for me. But, we weathered it quite well. And with some loss of manpower for seasickness, and then we came into a relatively quiet southern latitude and then we looked for and found the Marguerite Bay, which was our destination.

BS: *East Base?*

PP: That's East Base, yeah. And Stonington Island. And then we, you might say to use a landlubber's term, we parked the ship, dropped the anchor and so forth in the bay, and went ashore and occupied the base and fixed it up and carried things ashore, primarily to get the aircraft off and then a Weasel or a tracked vehicle, got that off. And we thought we were well established for the winter, which came upon us very quickly.

BS: *When you got there, the British were nearby.*

PP: Yes they were, yeah.

BS: *Were there any problems with them using East Base for storage or anything like before you arrived?*

PP: There were a lot of rumors of this and that and I'm afraid I didn't pay much attention to it. All I know is that we got a place to live and it was fine and the other guys were in a somewhat different location - quite close. And I saw no reason to be hostile to them. Finn Ronne was cool to them because they threatened the prestige or the aura or uniqueness of the expedition to have someone else there. But, that didn't bother me in any way. I was never terribly friendly with the people there. But, we got along with them fine. From my point of view, I got along with them

fine. And most did. But, there was some resentment that there would be a rival nationality group there.

(500)

BS: *How long had they been there?*

PP: I don't know. I would say at least several years ahead of us. Maybe much longer. It's part of the Falkland Islands Dependency Survey and I didn't see any problem with them and we could exchange film and something like that - movie film and so forth.

BS: *Did you know Bernie Stonehouse?*

PP: Oh sure. He was the meteorologist. Yeah. He was their meteorologist.

BS: *Bernie's still going down there. Went last year.*

PP: Oh really? OK.

BS: *Tourist. . . he's a grand old man of the Antarctic.*

PP: I'll bet, yep. Well, he knew the meteorology very well, and we would share observations and so forth.

BS: *Studied penguins too.*

PP: Yeah. Oh, he studied penguins too. Right, yeah. They were all over the place.

*BS: He was a very good friend of mine. Still is. OK. So, you set up camp. You got the planes off. Now, were the planes equipped with floats?*

PP: Um . . . this is something I'm surprised that I don't remember exactly. I always thought of them as skis, but they may have had floats. At the start, they may have had floats.

BS: *They didn't take off from the water then.*

PP: I don't remember having them taking off from the water. I only remember that they had skis and they took off from the snow. But they may have taken off from the water and for some reason, I didn't observe that and don't remember it.

BS: *Took off from the sea ice after it froze.*

PP: I suppose. Yes, oh yeah.

BS: *On a flat surface.*

PP: I didn't pay an awful lot of attention to then. All I know is they got them working and that was fine. They accomplished their mission.

BS: *Um-hum. OK. So, you got set up before the winter.*

PP: Oh yeah.

BS: *And you got snug in the quarters and . . .*

PP: Oh yeah, very comfortable.

BS: *Did anybody live on the hip?*

PP: I believe nobody lived on the ship whatsoever.

BS: *They all moved ashore.*

PP: Hassage was in charge of the diesel engines and the power was a very important job. And he shut everything down and I suspect that he may have started them up once a month or something so they wouldn't deteriorate and we had a lot of generators which were brought ashore from the ship. Not ships' generators, but independent generators that were taken off as cargo and I believe that he may have, although, again, I don't want to appear to be too narrow about this, but that wasn't my responsibility and I thought that Hassage was a very trustworthy person and he would have taken care of the diesel engines in the proper way, which might have included running them a little while every month or something.

(550)

We took a lot of coal bags ashore because coal can be stored a lot more safely than a liquid.

BS: *So you used coal for heat?*

PP: Yes, we used coal and also kerosene, oil, but coal bags, if you scatter them a little bit, there's no danger of them blowing up . . . or burning up. Whereas if you had one big tank and that caught fire somehow, then you'd have no more heat and you'd be in a fatal position. So coal,

separate coal bags can be quite good in that sense or perhaps two or three good tanks of fuel. Our fuel was mostly in drums and we tried to keep them separate so if one caught fire for some reason, they wouldn't all burn up. And also, I remember talking with J. Austin Jones, the head of City Services now called Citco which is owned by the Venezuelan Petroleum Company - it's an oil company called City Service and now it's called Citco, and I talked to J. Austin Jones, the chairman on 70 Pine Street, New York, and played my role to get him to provide fuel for us. Which he did.

BS: *So you got the fuel. You got the coal then, and oil from him?*

PP: We got the coal from somebody else, but we got oil from City Service and when we got to Punta Arenas, of course, there was no City Service place there, but they arranged for some swapping arrangement - fungible liquid, so they gave us . . . filled up all our tanks and gave us a few more barrels.

(End of Tape 1 - Side A)

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(Begin Tape 1 - Side B)

(000)

BS: *OK, you're there, you're established.*

PP: And I thought we were very lucky because the base was, I think injured by some Argentines and people that like who had visited, ransacked it a little bit, but it was a very solidly constructed thing and what remained was very useful for us and we just had to trim it up. There can be some

resentment and Finn would exprress it against the previous people that had been there - I think they were Argentines, although I forget. I believe . . . I can't imagine the British would have damaged anything. They would have wanted the American ____ to remain in case their burned up in a fire or something, so they would have been very protective. But, I think the Argentines, I'm not sure. I think it's a nice country, but I think that they went down there for a small visit and they ramshackled the place and then left it and they had no need to preserve it for their own future safety, I think. The British had a strong need to preserve it for their own future safety, I think. But, once we got set up and I thought we were quite comfortable, secure against the winds and so forth, and amply supplied with food and fuel and everything else . . . clothing. We were in good shape.

BS: *OK. Dogs. Where'd you keep the dogs?*

PP: Well, that's sort of interesting to me. They were always kept outside. Unless they were sick, they were not brought inside. And it would have been considered a violation to make a pet out of a dog, to bring him inside and cuddle him or play with him or something. They were all chained to a . . . they were put on a chain and they were tied down. The ends of the chain were tied down and the dogs slept in the snow and they would allow the snow to drift around them and that gave them some insulation. And then they would stick their nose up into the air. In other words, they seemed to be covered with the drift of the snow. They were always kept outside. And then you would walk by and throw meat at them and they'd sit down and eat the meat. And then if one dog got loose or was sick or something, they would be jealous as hell of his freedom and they would bark angrily at which ever dog was loose. When we put them on the sled, they seemed to behave very well. We didn't have to whip them as slaves or something. They seemed to enjoy the play of pulling the sled. That's my impression. Later on I became a generalist, but at that time, I wouldn't say I stuck my nose to the grindstone, but I wasn't interested much in the airplanes. People doing a good job on that. I wasn't needed ever for anything on the airplanes. There was nothing

technical for me to fix. I was supposed to be pretty good at fixing technical things and the dogs were handled by Dodson and a couple of other people and I think he handled them well. And they seemed to perform well and I didn't pay any attention. I didn't want to get involved with them.

BS: *I see.*

PP: The dogs were very useful, mainly because you can run them over the terrain and if you hit a crevasse, you'd take the dog team apart and carry the dogs one by one over the crevasse and reassemble them and you can't do that with a tractor if the crevasse is big, unless you had a bridge. Unless you could make a bridge, the tractor is not as good as a dog team. No. In fact, we would take the geologist, Nichols from Tufts University, and he would go with the dog team, far away from the base, flown there. They would land in what appeared to be a smooth place and they hoped it would be smooth and it turned out to be smooth. He would get off with the dogs and then he had a great deal of mobility for going up a mountain or something to get his rock samples.

BS: *So you'd fly the dogs forward to a temporary camp. A working camp.*

PP: To wherever they were needed. Well, we'd fly them to an area and we would either set up a camp there or we would just live off the sled that the dog team carried. We didn't sleep . . . there was no house on the sled, but the sled carried sleeping bags and a tent that could be erected. Yes, we used the dogs, you might say, for detail and the airplane was to cover the big distance. The airplane would fly maybe hundreds of miles, drop us off, then we'd have a dog team for the local work. And the dog team was very good. If it was along the coast, we would catch a seal or something and feed the dogs. If it was inland, we had to carry their food with us.

BS: *So, it was a combination of the modern and the old traditional dogs for efficiency.*

PP: Yeah. Oh, the dogs are very good in the snow. Very good. I would still use them if I went down there.

BS: *So, airplanes flew and the dogs worked.*

PP: That's right, yeah.

BS: *So, British used dogs?*

PP: Sure.

BS: *Same thing? Did you combine operations with them?*

(50)

PP: Not that I'm really aware of. I think Finn didn't want to do it and I think the British didn't particularly want to do it. They wanted to plant the flag there for geopolitical reasons, which I understood and I said, "Fine." They went up and put a flag there, "Falkland Islands Dependency Service." And I thought I saw that and that seemed reasonable to let them do it. And they did some work, but their research work was not as well organized as ours by far. And I believe that they essentially wanted to plant the flag there. And maybe make a claim if claims were ever to be honored, then they had a basis for a claim. They were not particularly like Shackleton. Shackleton was a very avid explorer. The British did not go very far. They didn't have the means for that, really. And I thought their ambition was fairly mild.

BS: *Get to camp and stay.*

PP: Stay there and keep the flag flying and do a little bit of scientific work. Stonehouse did a good job of meteorology, but he never went very far with that. Never very far in distance. We did. I felt we had to get the low level observations and the top of the plateau observations. That's why Dodson and I went up to the top of the plateau. Put a tent up there and made weather observations four times a day up there.

BS: *That brings up the trip that you and Dodson took to the plateau. Can you discuss that? Was that your first trip?*

PP: In a sense that was the first and only trip.

BS: *So, you climbed up?*

PP: We went up by foot, by dog team, and nobody got a ride, of course. The dogs carried the supplies and we all had to walk.

BS: *How many were with you? Just you and Dodson?*

PP: Myself and Bob Dodson remained up at the top there and I would say we had four or five people that carried us up - carried the tonnage, the cargo, on the dog sled. And the cargo would be some fuel and so forth. Food, lots of food for a couple of months. And a good tent, radio, a hand-crank radio and a battery radio and weather observations - anemometer, things like that that a meteorologist would want. I was the meteorologist.

BS: *How far from base?*

PP: I would guess, I can't remember the number. The main thing was it was high up. Maybe 6000 or 7000 feet high on the plateau. And I would guess it wasn't probably more than 30, 40 miles from base. Maybe between 20 and 40 miles away.

BS: *So, the two of you were left there alone. Were you going to stay the winter or were you just going to stay a while?*

PP: Well, we were going to stay for about as long as we could, until supplies gave out. And the supplies we were able to carry on the dog team probably were good for two, if you stretched them, at the most three months. But, we were not able to be resupplied from the aircraft. That was a big problem. The weather was consistently bad day after day after day. And it was very, seemed to be blizzards every minute up there. And the airplane just couldn't come and drop the stuff. We were hoping the airplane would drop us the stuff, and then we could stay there for a longer time. But, the airplane - the weather failed, not the airplane. The weather failed and we were getting short of supplies and we then radioed back that we were getting so short that we'd better come home. Just walk home. And it's downhill, so that shouldn't be too bad. Not very steep. Just gradually downhill and we could do that. Of course, the big problem was crevasses and there was no way to handle that. We didn't have bridges or anything like that. And if we had a dog team and every man was tied to the team for the sled, then if he fell in the crevasse, it wouldn't be a problem. But, when you have individuals and you fall in a crevasse, it's pretty difficult. A group of people could manage crevasses. One or two fell in, that's no big problem because they're on a rope or something. But, by yourself, it's a problem.

BS: *So, you and Bob Dodson, you were running low on food. How long had you been up there?*

PP: I forget. But I'd say one or two months at the most.

BS: *I see. And it was dark then.*

PP: It was dark all the time. Yes.

BS: *And so you started walking back to East Base?*

PP: Yes, and we had a very nice, clear night. The skies were brilliant and we walked back to the base and there was no . . . we knew the route. That was no problem. We had good compasses. I had a good British compass, very good one which I took from a Britisher.

(100)

Now here's a little dirty trick there. I noticed there was something defective in the compass and they had put in a steel screw on the compass and I knew that that wouldn't give a right reading. So, I said, "Oh, it's a bad one, but I'll take it for next to nothing." So, I bargained it and got the British compass. And I took the steel screw out and put a brass screw in it and it worked fine. It was a very superior compass to what we had.

BS: *Still got it?*

PP: No. I don't know what happened to it. I've gradually lost things. I've tried to hold onto them. I took a lot of good photographs and they were stolen in New York City. I parked my car in New York City and the contents were stolen and they were wonderful slides and I didn't have duplicates. And so I was very sad to miss that because I think I did an excellent job in photography. As you may know, I went to the Korean War and had a good Canon camera and

got, I think, the biggest *Life* magazine. I got 25 pictures, 8 pages, centerpiece, front page, all that kind of stuff from my photographs that I took in the Korean War, some right up in the front.

BS: *Right in combat.*

PP: Yeah. Right in frontline combat.

BS: *Were you a Colonel then?*

PP: No, no, no. At that time I was either a First Lieutenant or a Captain. And I was in charge of a platoon and a company and I went with the troops up the hill and called in . . . then I was relieved. Not because of failure to do anything, but OK, you've fought a long time. You've fought all night and all day, so now you send your men back. And I said, "Well I volunteered to stay up here and I know the terrain here very well and I'll talk in the artillery fire and tank fire." So I was a forward observer for artillery aircraft and tank fire and I just stayed there for the next couple of days. Tail retired, but I could call in the fire quite well. I was pretty good at that. At least I thought I was. Well, I was good at it. And I called in the tank fire sometimes, and that was very helpful. And then I called in the artillery and the aircraft. And then, I guess I got a Silver Star because I volunteered to stay up there so long, even though I was tired.

BS: *Congratulations.*

PP: Yeah.

BS: *Well, here you are, back starting down towards East Base.*

PP: And we figured we'd make it. We had enough food on our backs and clothing.

BS: *Middle of the winter night.*

PP: Middle of the winter night. When we first left, it was a brilliant clear, wonderful, beautiful sky. There were a lot of beautiful things I like to . . .

BS: *6000 feet up.*

PP: Yeah. Maybe more. I forget now. But, it was under 10,000. And then I was ahead at the time. We sort of took turns.

BS: *Were you roped? Were you roped together?*

PP: No, we weren't because we felt that if one person went down, he would drag the other with. And I don't know if that's right or wrong. Finn Ronne had criticism and he said we were careless maybe, but I think under the circumstances, we did not conceive of doing any better. I don't know whose right in that and I didn't argue with him. He can have his opinions. But, anyway, we decided not to be roped and I think the reason was that if you have 120 feet and if you allow 10 feet on each end, then you're down to 100 feet and crevasses are more than 100 feet. And if one went down, he's very likely to pull the other guy down. I don't know how I would have stopped if Bob Dodson went down. If he were roped with his stuff, he weighs a good 200 lbs.with the stuff on his back and I don't know how I could have stopped that. If he would have gone down, I would have been unalert for a second or two and then it would have been a very sharp pull as he got to the end of the rope and I would have gone down with him, so we decided not to do it. Now whether that's the right decision or not, that's debatable. That's the way it worked. Now, if you have 5 or 6 guys, it would be no problem. If you had a dog team with a sled and so forth, it

would be no problem. One guy just goes down, you don't . . . it's OK. You just pull him back up again. But, with two guys, we thought we couldn't do it.

(150)

BS: *So, you're not roped up and down you go and how did you get into the crevasse.*

PP: How did I get into the crevasse?

BS: *Um-hum.*

PP: Oh, the hole - of course, I couldn't see it. In the first place, it was . . . I believe there was no moon up, but it was a clear night and the starlight was quite good. And after a short while, your eye gets used to that. And you could see everything quite well. But, the crevasse was drifted over. Now, of course, if we had the time, we would have poked ahead with a poke and would have stuck it in and we might have noticed that it was not solid ice underneath or solid ground underneath. But, we didn't have time for that. I mean, that would have been very, very - would have taken days and we didn't have the supplies to do it. So, we just took our chances and went ahead, on skis, of course. And then I fell down.

BS: *So you fell in?*

PP: I fell down.

BS: *And you were lead?*

PP: I was ahead at the time and Dodson noticed that I fell and fortunately I didn't pull him down with me. And he was up top there and he shouted to me and I think I was knocked out at the time and I probably didn't say anything to him.

BS: *How deep down were you?*

PP: Well, he put his rope - the rope was 120 feet and he probably had 5, maximum 10 feet in his hand, so he went down with the rope 100 feet and didn't reach me. So, I was probably 120, possibly 130 feet down. And unfortunately it was a V, so I was wedged in there. And I was badly wedged. And I couldn't move.

BS: *Head down or up?*

PP: No, I think it would be more or less up, feet down. And my backpack slammed against me and I couldn't remove it. I was quite immobile.

BS: *You were over 100 feet down.*

PP: Yeah.

BS: *So, that knocked you out, just squeezing you.*

PP: Well, I think I probably hit my head on the side a few times and I think I was knocked out. I don't recall having a good talk with Bob Dodson. But, I guess he thought I was still alive and so he marked the site with trail flags and then he took compass bearings. He had a good compass too. He took compass bearings on the mountains, on the peaks, you might say. And he recorded that on a piece of paper. That was very important. By triangulation, you might say. And then he

went back to the base. Got back to the base and immediately convened a rescue mission and they all went up there. And fortunately his triangulation or compass bearings worked, and then he saw the trail flags which could not be seen from a distance, but triangulation brought him quite close and the trail flags identified the spot. So, then that was very important then. He said, "OK, we're here." We haven't lost this little hole in the big ice field - big field, snowfield. And then they took a British doctor, Dr. Butson - B-u-t-s-o-n, a British doctor. He was the physically smallest guy. That was the important thing. The fact that he was a physician was not important. The fact that he was the smallest guy. They put him on a rope and sent him down. And I don't know the length of the rope and all that stuff, but it would have been at least 100 feet. It would have been over 100 feet. So, he went down and found me and put a rope around me and they pulled me up. I think they had a lot of trouble disengaging me, but I wasn't fully awake at the time and didn't quite . . . I wasn't alert, you know. I was stunned and tired and all this. I was there for a couple of days, I guess. And then they pulled me out.

BS: *You were a couple of days in the crevasse?*

PP: I . . . a couple of days would have been 48 hours, so maybe I was there for 36 hours or something like that. I don't know. I can't remember. I was unconscious a good portion of the time, I believe. And then they pulled me up and put me on a sled and took me back. And then I recovered.

BS: *No bad injuries?*

PP: No, nothing ruptured, no broken bones, but I was partially paralyzed in different places. And then I recovered, and it took me a number of months to recover. Of course, had a lot of frostbite. There was no wind down there and it wasn't terribly cold. There was no wind chill factor, but nevertheless, I had a lot of black skin. I lost a lot of skin, but didn't lose a limb or anything.

BS: *How long before you were on your feet?*

PP: Couple of . . . oh, maybe three months. I lay in bed for three months before I was able to really get up and walk. Of course, there was no x-rays or anything like that available.

BS: *But, then you participated in field work afterwards.*

(200)

PP: Oh, yeah. I recovered quite completely, yeah. I must say that the people, and I can't name the people that came up. Bob Dodson came up and I forget who else came up. But, probably Dr. McLean who was a big guy and he couldn't have gone down the crevasse. And Dr. Butson, the British doctor who was a little guy and I think he was selected for that. He could go down. He was also a skilled surgeon, too. But, the main thing was he was little and he could go in there and not be caught in the crevasse himself and rope me up and the other guys pulled me up - pulled us both up. And then there were a couple of other people. I can't remember who they were. Probably never knew at the time. But, they had the courage to come up there. The odds were very, very slight. Very, very low that it would have been drifted over and they wouldn't have found anything. But, Dodson had made very good compass bearings with a good compass. Because a lot of compasses are pretty bad. But, he made good compass bearings and that brought him quite close to the spot.

BS: *You know Bob went back this year with a tourist group.*

PP: Yes, I know. Oh, he's taken an on-going interest.

BS: *Still kicking around.*

PP: And he's in the San Francisco area today.

BS: *Oh, he is?*

PP: Yeah. I haven't talked to him yet, but I got a telephone call on my answering machine. He gave me a couple of numbers to call him up. He's within 50 miles of here, maybe less.

BS: *Going to get together.*

PP: Yeah.

BS: *Good. Good.*

PP: And he'll also get together with McLean before he goes back East.

BS: *Perhaps I could meet him, too. I can see him back East, though.*

PP: Well, have you met him before?

BS: *No. Talked to him on the phone.*

PP: Well, and you'll be here for a couple of days. Well, I will . . .

BS: *I'll be pretty busy.*

PP: If you've got a facsimile machine, I'll give you his telephone numbers and they're not ones I would have remembered. I'll have to go home and read them. Incidentally, we did have . . . this was a long time ago, but we did have a facsimile machine. The *New York Times* gave us a facsimile machine.

BS: *A facsimile machine.*

PP: Yes, it's an electromechanical facsimile machine and we sent weather maps to them every day to New Orleans, to the US Department of Weather Bureau, then called Weather Bureau, in New Orleans. And we sent them with a rhombic antenna. I was involved with a lot of calculations for this, but we set up a very good rhombic antenna and we had excellent communication. Very reliable. Rhombic means that it's highly focused - to New Orleans and it carried personal messages plus news and weather reports and so forth.

BS: *OK. You recuperated. The spring field work began.*

PP: Yep.

BS: *What was the focus of the spring field work?*

PP: Well, it was the light. The main focus was light. It wasn't particularly, I didn't sense that it was particularly warm or anything. I guess it was warmer. But, the main thing was the light. We had light. And the geological work that . . . I guess the main focus was on geology then. You could go out and look at the rocks, whereas if it's pitch black it's harder to look at the rocks and you waste a lot of batteries if you have to look at them with a flashlight.

BS: *And map making.*

PP: And map making. Oh sure, absolutely. Trimetrigon photography. That was the time for that, yeah.

BS: *So, where did you head? What direction did you go?*

PP: Well, we went south and over the Weddell Sea. That would be southeast.

BS: *So, you went across the base of the peninsula?*

PP: Oh yeah. That was no . . . yes, we went across the peninsula few times. That was no trouble. And then we went south and then we went primarily southeast over the Weddell Sea and then we also went southwest and they named a little mountain after me - stuff like that.

(250)

And the Weddell Sea was a sea and it wasn't land, so we mapped the sea which was not as exciting as mapping more land and if we went southeast, we didn't have lots of mountains to name after people. If we went southwest, we had a lot of mountains to name after people.

BS: *You mapped the coastline, in other words.*

PP: We mapped the coastline of the peninsula quite well, and then we went to the mainland and went east and west. When we went east, it was still sea - a big bay, and when we went west, it was land - mountainous land.

BS: *I see. So, you crossed the peninsula, went south along the Weddell Sea and then went east.*

PP: Into the Weddell Sea.

BS: *Ronne Ice Shelf?*

PP: Exactly. Ronne Ice Shelf.

BS: *And then you went south into the mountains, more or less.*

PP: Yep.

BS: *Down the base of the peninsula.*

PP: Yep. _____ far to the base of the peninsula, to the mainland and went, then, east.

BS: *What was the modus operandi? It was pretty long traverse from the maps that I see, particularly out along the Ronne Ice Shelf.*

PP: Well, I believe, although I'm not too sure about these things, but I would assume or maybe even recall having heard that the pilots would fly quite far south with some drums of fuel and deposit them and then if they went south away from the base, and the interesting portion was south and then drop the fuel. Landed and left a few barrels of fuel there. And then they would leapfrog from that and go further. So, I would say that they went the radius of the aircraft which I guess - and this is just a guess, would have been probably 500 miles. They could go 500 miles down and come back 500 miles at least. And then, when they got that far, they would stop and pick up the fuel and go further. So, I would assume that they probably could have gone 1000 miles from the base. Again, I didn't know. Captain Finn Ronne and Lassiter - Captain Lassiter,

the Air Force pilot and Harry Darlington, the Navy pilot, they were working this. And it seemed to be doing well and I didn't pay much attention to it.

BS: *Adams?*

PP: Yeah. He was a pilot. And then Jimmy Robertson was an aircraft mechanic and he may have gone with them a few times in case they needed mechanical repair. In other words, they could land, and he'd get out and fix something. Because, with skis, there's lots of areas to land down there. You take a chance, but with the skis they could land and stop the aircraft and a mechanic could get out and repair something. If he couldn't repair it aloft, he could repair it on the ground. So, I think they took him on a number of cases and he wasn't terribly heavy. Lassiter was fairly large. Robertson was pretty small and thin, so he didn't add much weight to it. So, you could say they leapfrogged, which would be very common and very typical.

BS: *But, there was also a field traverse along those same routes, was there not?*

PP: Oh, you mean we landed people and they . . . We landed people . . . field traverse, if you mean that we would do exploring. I didn't think too much of exploring. What I thought of it, the aircraft explored with a camera and we had the obligation of landing at certain places. None aircraft people had the obligation of landing, of being dropped at a certain place and making a precise point - latitude and longitude from the start.

(300)

BS: *Control point.*

PP: Control point. So, it was a control point and just a point.

BS: *So, it was really exploration by air.*

PP: That's right. And then the land geological people, Nichols, would come in. If they were near a mountain or a rock outcrop, they would work on the rock outcrop in detail. But it you talk about a long traverse, over the Weddell Sea, there's very little to see. And I can't imagine that we ever did any long land traverses. So, I would say it would be control points and geology, usually with a dog team or something. And a man would be left there and picked up later and I don't think we made any long land traverses.

BS: *So, the modus operandi was you'd fly out with the aircraft, establish control points and then you'd map with your trimetrigon photography for mapping purposes.*

PP: Yep. And I believe we never developed the film. It was all developed later.

BS: *You didn't have a . . .*

PP: We didn't have the means to develop them, no.

BS: *OK. Then, they'd fly all this back. Now, how about the dogs? Did anybody go out and do geological work with them?*

PP: Oh, absolutely.

BS: *No long traverses though. The modus operand with them, I understand, was to fly the dog team out, a couple of guys would go with them, and in a local area from a point where you landed them. Then you'd meet the aircraft back there. Do I understand that right?*

PP: Either meet them where they left you off or where you got to at the end. The radio was fairly good and also in the summer, when there was light, they could see us from the aircraft. And, we may not return to where we started. We'd get picked up at the end of the trip or something. I don't know how long those trips were. I never went on a geological trip.

BS: *I see. Did you go help establish any of the control points?*

PP: Yeah. But, not the geological work.

BS: *Do you know of any other instance before your time where dogs were put in by plane for field work and then taken out again?*

PP: I haven't studied that and I don't know, but I would assume that they were done. I don't think that we were the first people to do that, although we may have been the first to do that. We certainly, I think, did it far more than anyone else had ever done it before.

BS: *They had planes and dogs in '39 that worked together in the field, but I don't recall them flying the dogs out. The dogs went and the plane supplied them as they went along. So, this has been a very interesting period in history because, today, we fly field parties out and we don't use dogs, we use snowmobiles to drag the dogsleds. But, it's the modus operandi to do work in the field today, all over the continent. So, this was an historic event, really, I think. But, at least we're noting it here. Someone else can check it out. OK. So, you were busy . . . what were you busy with in the summer? You were flying out doing some of the . . .*

PP: Oh, of course, solar radiation, which didn't exist in the winter.

BS: *And that was all done in the main base or did you do it anywhere else in the field?*

PP: Oh, we did it in some other places, but essentially the main base, yeah. I didn't make any long distance trips just for solar radiation.

BS: *Did you happen to measure any of the ultraviolet radiation at the time?*

PP: I believe that I had no mechanism for filtering ultraviolet radiation and just measuring that to the exclusion of other things. Ultraviolet radiation, I would say was strong down there, but no, I didn't have anything that would enable me to measure just that.

BS: *Did you tape these observations? Were they all on tape or did you just take numerical readings?*

PP: Numerical.

BS: *And you wrote them down.*

PP: I would, yeah, wrote down the numbers. I tried . . . it seems to me that I never had a voice recorder to record anything. It would have been good, perhaps, to have one if it worked in that cold weather.

BS: *But nothing where you could take a tape of a reading of the solar radiation like you would do today and run it back through a machine to see what was . . .*

PP: No, it all had to be manually recorded with a pencil and paper or a ballpoint pen and paper, what the reading was. And now, in the case of solar radiation, we had a continuous graph. There

was a needle arm graph and some other things we could have a graphing - paper moving. But, what I'm trying to think about is . . .

BS: *But, no spectroscopic separation . . .*

PP: No, we did some scientific work, but we . . . I guess since you go over that . . . I came in a little late, I think. And it took a lot of time to get this stuff. A lot of time talking with people to get anything. And I wasn't able to get all the instruments I wish I could have gotten for a broad scientific program. And then the emphasis on Finn Ronne was mostly geographic, understandably. And once he got that solved with the trimetrigon photography system on an aircraft and the spare parts and all that, then I think he felt that he was well equipped to go. And, of course, there was the weather, the timing. We couldn't have added another couple of months, which I would have needed, to try to get more equipment.

(400)

Then, it seems to me that I didn't record very many verbal observations. In other words, I recorded numbers. Now, I'm not terribly number oriented to the exclusion of other things, but it seems there wasn't much to say about the weather. I didn't tell them it was cold as hell in a strong blizzard, but I put down the velocity of the wind and the visibility and things like that, I recorded that quite accurately. But, I didn't have much verbal remarks to say. Perhaps, if I were a physician and a man was sick, I could have made a lot of observations. His toenails were black, or something like that. A lot of little things like that. His fever was such and such. I would have made a lot of observations as physicians often do. But, now that I think about it, I didn't write a verbal text of what I was doing. It was mostly numbers.

BS: *Did you keep a diary down there?*

PP: Nope. Never kept a diary, no.

BS: *How about the cosmic radiation? Did that go back to Barthol?*

PP: Yes, it did. I didn't participate in the end results of that. All I did, I was able to give them data, read from a machine. And what they used the data for, I don't know. I never, was not asked to hang around and help them resolve the data. But, I gave them a paper, I think, of all they wanted. And I didn't participate in any scientific work. Our obligation was to write this up and to deliver it before we scattered and once I did that, I was not called back to do anything. However, I did have a 3 month period of research in the Library of Congress and I did some further writing up there. And I got things in pretty good order - neat and legible and footnoted and all that.

BS: *Was anybody before you, did anyone ever make cosmic radiation measurements?*

PP: No. Well. I'm afraid I can't . . . I would imagine no. And the equipment we had was extremely difficult to operate and very poorly constructed for field work. I faulted them for that, but there wasn't time to correct it.

BS: *I understand. You had a time frame to get away to get down there and get through the ice and get the base going.*

PP: Yeah.

BS: *And that drove a lot of things.*

PP: Oh yes.

BS: *Ionospheric measurements? Did you make any of those? Balloons?*

PP: Oh, there was no problem sending up balloons for meteorology. But, no ionospheric measurements which we could have done by radio, but no, we didn't do that. I believe we failed. We never attempted to do that.

BS: *And, how did you launch regular routine meteorological measurements with balloons?*

PP: Balloons. Four times a day, every 6 hours, yeah.

BS: *How did you make your hydrogen?*

PP: Oh, from bottles. Six foot tall or 5-1/2 foot tall steel tanks.

(450)

BS: *So, you took tanks of hydrogen down.*

PP: Yep. It was a little bit arduous to do that, but we did it. And with the wind blowing and all that stuff, it's always a problem, but we did it.

BS: *So, twice a day . . . once a day.*

PP: Four times a day, yeah.

BS: *Four times a day, throughout the whole period.*

PP: Yep. I may have had one or two breaks, but we tried to do it all the time.

BS: *If you were in the field, I assume someone else, I assume, would launch them.*

PP: Yeah, Fiske.

BS: *Fisk?*

PP: F-i-s-k-e.

BS: *And so, what other scientific work was done?*

PP: I'm afraid I can't think of much else at this time. Ionosphere was something I've forgotten about and at the time, I wish we had done it. I tried to do it, but we just couldn't get the equipment.

BS: *Did you . . . did they get radio reports out like Byrd did to newspapers?*

PP: Yep. *New York Times.*

BS: *New York Times was a sponsoring . . .*

PP: They gave us some money. I forget how much it was. It may have been a measly $25,000, or something, but at that time, it was very useful and we gave them reports.

BS: *Who did the reports?*

PP: Oh, I suppose it would be Jackie, Edith or Jackie Ronne. She would write that stuff up.

BS: *And so, Jackie Ronne sent that out.*

PP: Yes. Kelsey sent it out. She wrote it up. Kelsey was the radio man, and he would send it either by hand - by manual Morse code, or by taped Morse code. In other words, he'd type it up and as he typed it up, letter by letter, it would punch holes in the tape and then that machine would go through and send out Morse code signals and then the Morse code signals would be converted to text automatically at the other end. I'm just describing how it worked, but it was by radio and it was essentially, digital in the sense of dots and dashes, but not in the modern sense.

BS: *Did you have radio contact with the home front, families back home? Could people talk to them?*

PP: Not officially, but Kelsey would find an amateur and then if the amateurs wanted to - they were very happy to, "I made radio contact with the South Pole," or Antarctic expedition.

(500)

And then, it would be connected by telephone to the family member. In other words, it would go from one of us to an amateur in let's say, Arkansas, and then he'd pick up a telephone and connect with somebody in Missouri, or something.

BS: *And you'd pay for the telephone call.*

PP: Well, we took a telephone call, but I don't know who paid for it. I guess the amateur just donated that free.

BS: *Did you talk to anyone back home?*

PP: Nope.

BS: *You weren't married then?*

PP: No, I wasn't married, no.

BS: *OK. So, you didn't have contact. How about Jenny Darlington? What was her job?*

PP: I liked Jenny. I'm biased towards her, in a way. She was pleasant to talk to. And that was a very important contribution, in my view. Like Bob Hope, to me, was very important for the morale of the troops. He could come up to see the troops and we had a lot of fun with him. He was a damn good, I don't know if you call him a comedian or what, but he was a damn good solo performer or something. And he helped the morale of the troops a lot, in my view. Now, Jenny, of course, in a different sense, but her presence to me was good. Now, what she did, I don't know. I really don't know. I believe that she never handled public relations with the *New York Times* or news reports with the *New York Times*. I'm not aware that she did any scientific work, so I really don't know what she did. Now I don't want to depreciate her. I was happy that she was there. She was cheerful and that in itself is a contribution. A cheerful person is a contribution. And she dressed well. Not elegantly. You don't dress elegantly down there, but she kept her appearance up. Never got sloppy about that. And to me, she had a very cheerful personality. And I thought that was valuable. Now, on a two-man expedition, you couldn't afford that. But, maybe we had 23 people. I forget the number. Whatever it was, we could afford a person like that. If I

said I don't know what she did, that doesn't mean she didn't do anything. She probably did something. She may have helped the pilots out or something, but I . . . maps or something. But, I didn't deal with her on that.

BS: *Her husband flew though.*

PP: Yep.

BS: *He was busy flying.*

(550)

PP: Yep. However, I don't think he ever flew the two-engined aircraft. That was provided by the US Air Force and I think they wanted US Air Force officers to fly it. Lassiter and Adams flew it.

BS: *British had an aircraft down there and crashed it.*

PP: Yes and I forget what the name of it . . . what kind. It was a single engine plane. I forget what . . . one of things that I never could remember. If I knew the name of it, I never knew what the brand name was or anything. I don't even know a brand name for our single engine aircraft. The two engined aircraft was a Beechcraft C-46, and I don't want to appear lazy in remembering something, but I just wasn't paying a lot of attention to it. It was a program that was working well. I kept my nose to my grindstone. Normally, I'm a generalist and I like to look at anything and everything, but in this particular case, I was young, I guess and the other guys seemed to be working well and they didn't particularly need my help except once in a while on fixing something. And I just let it go.

(End of Tape 1 - Side B)

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(Begin Tape 2 - Side A)

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BS: *This is Tape 2 of Col. Pete Peterson's oral interview of 8 May 2000.*

PP: I appreciated Jenny Darlington anyway. Her contribution was cheerfulness, in my opinion. And that was valuable. And if I don't know what she did, that was more my deficiency than trying to say she was useless or anything.

BS: *The British aircraft crash. We had to set up an air search helping them. Who found their aircraft? Do you know?*

PP: No. I don't remember. It would have been Lassiter or Adams, probably. It could have been Darlington, but I just don't know.

BS: *One of our planes.*

PP: Yeah. I didn't participate in that and they were doing the airplanes and didn't ask me to come along and do anything. And I was just hoping that they would find it. Hoping that they could resurrect it and bring it back. Because the more airplanes, the better. Airplanes were very useful and they're always very expensive. In the Marine Corps, I know . . . I've been quite active in the Marine Corps about aircraft and I know they're terribly, terribly expensive. I remember once when I was secretary of the Marine Corps Equipment Board, we were able to say we had the F-4

Phantom Jet made in St. Louis. And I remember going to the Air Force Academy in Colorado Springs, and we gave a Marine Corps presentation and at the end, we wanted to be modest about it and said, "Now, if you want to fly the world's fastest operational aircraft, you can join the Marine Corps." And there was a colonel or something, whatever it is, down at the other end, "If you want to sign up." And that's all we said. And the Air Force was terribly embarrassed that they let us in to tell the Air Force people what the Marine Corps did, as an instruction, sort of - classroom. And then a lot of them signed up for the Marine Corps. Because, you know, you can do that. You can graduate from the Academy and pick your choice because they want to fly that fast aircraft. And it's a wonderful aircraft - F-4. At the time, it was marvelous. I'm very enthusiastic about airplanes, but I respect them highly and I'll go out of the way to make sure there's an aircraft available in the Marine Corps or an expedition or whatever it is, but I just didn't get much involved with it. Even though I had a pilot's license, I didn't particularly want to bother with that thing.

BS: *So, you're nearing the end of the summer. Was the plan to leave at the end of the summer?*

PP: Oh yeah. At the proper time, we'll leave. Now, one of the things we did was to throw lampblack out on the snow and have the sun melt it to melt our way out. So, we took a Weasel, which is a tracked vehicle . . .

BS: *This was on the sea ice, you mean.*

PP: Yeah. And we drove over the sea ice which was strong enough, and we threw lampblack or carbon black on the ice and then the sun would get warm and it would drill or melt a pathway. That helped. There was some argument about could we have ever gotten out by ourselves and it never occurred to me that we couldn't have gotten out. But, since there were these Navy icebreakers there, we were very happy to let them clear the way for us and take advantage of

that. I believe we would have had no trouble whatsoever. We didn't need them, but if they're there, we were wise to use them as opposed to telling them to go home and wait a little longer and so forth. And then have a higher risk. We were very happy to welcome the icebreakers there, you know, for contacts and so forth.

BS: *How did you leave the camp? Were the British still there?*

PP: Oh yes, yeah.

BS: *And you left it boarded up?*

PP: Yeah. We boarded it up and we expected them not to bother it and I don't know if it would be correct to say we gave them the key, but I assume we gave them a key and we locked it up. Again, I'm married to a South American, so I don't want to say anything against the South Americans, but I guess we felt that maybe visitors from miscellaneous South American countries and if they visited they might make a mess. Whereas the British, we thought were very disciplined about these things and they had a base there. And they had the strong desire to preserve that as an emergency for themselves. And for anyone else that's trapped in that part of the world. So, the British, I think, were very keen about preserving it. The visiting South Americans were less keen about preserving it.

(50)

I don't want to show any prejudice here, but I believe that that's what the situation was. And we locked it up and I think that if we had a key, I'm sure we would have given it to the British. I don't know that for a fact. But, the idea would be that we trusted them to preserve everything for

whoever might need it. But, they didn't particularly want to occupy it for . . . they had their own base, which was fine and they didn't want to stretch out into another base.

BS: *Which icebreakers were those that were there?*

PP: I think, I'm afraid I've lost the memory on that. I think it was the *Edisto.*

BS: *Just one.*

PP: There was a second. I think . . . I'm afraid I don't know.

BS: *Burton Island?*

PP: Burton Island sounds very familiar. Whether that was there or whether that was off in the distance, I don't remember. The *Edisto* was one I could see and the *Burton Island* may have been over the horizon someplace, talking by radio and so forth.

BS: *OK. Then, you finished the field work. Summer wound down. You all came back to the base. Closed it up and got on the ship and headed out.*

PP: Headed out, yeah. Also, we had an obligation to spend a year there, so we had to wait until the year was over.

BS: *Just to do a year.*

PP: You might say our contractual obligation was that we would do a year's work down there.

BS: *Particularly the meteorology.*

PP: Yeah. Meteorology and anything else. So, we . . . I think we had some obligation to spend a year there. That may have been a factor.

BS: *And so the ship left. Where did it make landfall when it left the Antarctic?*

PP: Well, I would assume it must have been only Punta Arenas, Chile, so Mrs. Darlington, who was pregnant, could get off and go to an Argentine hospital for the delivery of a child. I believe she ended up getting on a good airplane, fast airplane or something, quickly getting on an airplane and delivering her child in the USA, but I forget where she delivered her child. But, she was pregnant.

BS: *How pregnant was she? I mean . . .*

PP: Such that there was some urgency in getting her to a hospital which would be in Argentina, or the USA, if there was time. I don't know where the baby was born, so she got off our ship at Punta Arenas and took a local airplane up to Buenos Aires and then, I don't know where she delivered the child. Either there or in the States. I don't know.

BS: *So you went to Ushuaia. Argentina?*

PP: We went to Punta Arenas, which is Chile.

BS: *Oh, I see.*

PP: And she got off there. Now, I believe that she didn't get on an icebreaker, but my memory is such that I forget how she left the group. But, she did leave the group to deliver her child. And I believe she got off at Punta Arenas, but it's possible that she took an icebreaker out, if the icebreaker would have gotten there quicker. I think it's unlikely that she went on an icebreaker, but I'm afraid I can't remember was she with us on that northbound trip? The northbound trip was not as bad as the southbound trip as far as weather goes. The sea was calmer.

BS: *Calm Drake.*

PP: Yeah.

BS: *So, the urgency was to get her back as soon as . . .*

PP: To meet the year's requirement and then to get out at the first opportunity because if we waited until the last opportunity, it might freeze over again. We might, we'll let's say,we might be locked more tightly in the ice if we waited too long. So, we had to pick a good . . . when the ice was sufficiently broken up by the lampblack and so forth, then we should go. First, was the year; second was the lampblack and the third was more or less of all equal importance, Mrs. Darlington. Now I never was that intimate with anyone as to how pregnant she was and I'm not sure I even knew for sure.

BS: *Jackie Ronne didn't get pregnant down there?*

PP: No.

BS: *OK. And so the ship went . . . did you go back home all the way with the ship?*

PP: All the way to New York, yeah.

BS: *So, the ship went back to New York City.*

PP: To New York City, yeah.

BS: *So, it stopped there and was it turned back over to the Navy or ?*

PP: I would assume so. I would assume so, yeah. We rented it, you might say, fora dollar or something for the expedition and then we went to New York, I think, some prestige or something rather than getting off at some little port like Beaumont, Texas, so we went to New York, and had a small celebration there, and then everyone was free to go.

(100)

But, I think Captain Ronne said, "I want nobody to leave the ship until he's written up what he's supposed to write up." So, a lot of people, including myself, stuck on the ship for a while until we finished writing up what we had to write up. I think he also trusted me to finish up later whatever I didn't finish at the time. But, I got the basic information. The most valuable stuff. And then I did some interpretation of it on the ship, in New York.

BS: *Are you in contact with any of the other members today?*

PP: Not much. No. Mostly just Bob Dodson, yeah.

BS: *Mostly Bob Dodson. The doctor down in Monterey?*

PP: Oh, I see him too, with my wife.

BS: *Jackie?*

PP: No, I've never seen Jackie again. I've never seen Jackie after I returned, no. Never have. Not that I can remember and if I did see her, it would have been very short. I was not very close to Jackie. There was no mutual dislike. There was no dislike on my part, just . . .

BS: *She's the most charming person. Very nice.*

PP: I understand she's very charming, but I didn't achieve mutual charm with her. And I don't have any explanation for that. The fact that I didn't get too intimate with her didn't bother me. I did get more intimate with Mrs. Darlington, perhaps because Mrs. Darlington, although she was a married woman, she was more free in the hierarchy, whereas Jackie was tied to Finn in the hierarchical relationship. And I never was terribly close to Finn, although I think he knew that I supported him almost all of the time, primarily because I respected his work as the champion of the expedition, as the guy who got things done, and a man who endured well ruthless criticism from many people who I thought were not qualified to criticize. And there was a generation gap. Finn, of course, was somewhat older than us. He might have been fatherly age and we might have been late young 20-year-old people, but I resented . . . First, I left my parents at an early age and had some squabbles or something, and I became financially independent. Not wealthy, of course, but I managed to sneak, to get by on my own at age 14 and up. And I had a work ethic or something like that to me. And I also realized that I have a major deficiency and that I was more like Forrest Gump or something - a guy who didn't have much self-ambition. He didn't push for getting promoted here or there. Just sort of came his way. I have never aggressively pushed for anything in my life and I worry about that. I could say I don't have any balls or something like that because I haven't pushed hard enough, but . . .

BS: *You made Colonel in the Marine Corps.*

PP: Well, yes. And I was a combat officer in charge of troops, leading them into combat and that I did and I think I did it well. I was in a sense, popular. They decided to give me a Silver Star or something. But, and that popularity may have been due to the fact that I always squared with the troops. As a physicist, I couldn't deceive them in any way. And I didn't believe in trickery. I believed in telling them what the situation is. What they had to do. I remember one case I was somewhat criticized for, I said, "We're going to cross a river at about midnight and we're going to attack at the first light of dawn and walk in between and climb up a mountain in between and we're going to have a real good surprise and that will be very important and we can't do anything wrong. Nothing can rattle on your body and I want everyone to take their boots and stockings off and cross the river barefooted and then put them back in again. I don't want everyone to have wet boots at 1 o'clock, 2 o'clock, 3 o'clock, 4 o'clock in the morning. I think you'll feel bad, so take your boots off when we cross the river. And the chance of getting caught in the river is almost negligible, so we can afford to do that." And some people thought that was sissy or something. But, I think that's maybe a trivial thing maybe I shouldn't have said, but in any case, then when we got to the other side, we saddled up, as it were, and we did a very good job of taking the top of the hill - Sin Tan Nee, it's called, overlooking the _____ reservoir, and so forth. And it was a crucial thing and the division and the regiment and so forth had expected that to be taken and we got to the top OK.

(150)

And that was a job well done, you might say. But, I was very meticulous about a lot of little details in order to put the chances in our favor.

BS: *Were you in - I think this brings up a good point - were you in the Marines when you went with Finn Ronne? Were you seconded?*

PP: No, no. I have only been a reservist. And I went up in World War II and they called me up in the Korean War and I didn't resist it. You know I could have maybe made some argument about resisting it, but it never occurred to me to resist it. And then I served a third time, and then I want to say I enjoyed the Marine Corps particularly. I learned a lot from it. It was a very valuable experience. And I was able to, I think, make a good contribution wherever I was.

BS: *But you stayed in the Reserves.*

PP: I always stayed in the Reserves. I never became a _____

*BS:* When did you retire from the Reserves?

PP: Well, I retired from the Reserves I guess at age 60 or something like that, whatever the maximum age was. And I was in charge of a volunteer unit here in San Francisco, Commanding Officer of that and that was, I guess, very popular. And I thought I had a good career. Of course, I came out of it whole. I wasn't injured. Didn't lose a limb or anything like that. And they spent a lot of money training me. They paid me to go to college for a while. And after the war was over, the GI Bill was very important for me. And then I was given a promotion from time to time and I dealt at one time with a Marine Corps book that explained the Marine Corps mission to legislative committees in order to get funding. So, I was at a very high level in that sense.

BS: *When did you first join the Marines?*

PP: Very shortly after Pearl Harbor.

BS: *How old were you?*

PP: Seventeen, I guess. Minimum age.

BS: *So, you were enlisted at first?*

PP: I was enlisted, yeah.

BS: *Throughout World War II?*

PP: Yep..

BS: *When did you get your commission?*

PP: Oh, within World War II.

BS: *Oh, you did. Battlefield commission?*

PP: Did you say Battlefield commission? No, I got an academic commission or something.

BS: *I see.*

PP: Now, I didn't have a college degree at the time, but today, I guess, you don't get commissions until you get a college degree, but I got a commission based on some college and so forth.

BS: *I see.*

PP: And I got a commission in the Marine Corps.

BS: *I see. So you ended the war as a First Lieutenant?*

PP: As a Second Lieutenant. Yeah. The war was over. I got out of the war. I was trained to land at Chickasacke Beach on the Canto plain south of Tokyo and it would have been, of course, very difficult. The beach was quite good from the Marine Corps standpoint - the Chickasacke Beach on the Canto plain south of Tokyo was a perfect place to land, but if you attack the Japanese on their homeland, it was expected that they would have fought very hard. Harder than giving up an island or something. So, it would have been tough, but then they dropped the atomic bomb, and that was the end of that and they were told, OK the bomb's over. It looks like we're going to have peace, so we're probably not going to land at Chickasacke Beach. So, the atomic bomb, in that sense, saved my life. It also saved a lot of Japanese lives. I mean, they lost a couple 100 thousand, perhaps, due to the bomb, but it would have been millions if there was a landing there.

BS: *Did you see combat anywhere else?*

PP: No. Well, no. I didn't see combat until the Korean War and I saw a lot of combat.

BS: *How long were you in Korea?*

PP: Oh, I forget. I guess it was about 2-1/2 years.

BS: *Up in the North?*

PP: Yes. And I had a mentor, General Thomas and he was a great guy. He said, "The turtle gets ahead by sticking his neck out," and so I was a bit of an iconoclast from time to time. But, I told him I wanted to get combat and he said, " OK. Here's the orders." So, he put me out as an Infantry Officer Replacement. And then he's been my mentor ever since. And he got me all the jobs I ever had in the Marine Corps. I was very lucky about that. He seemed to like me and it worked out fine.

(200)

BS: *Know Chesty Polar?*

PP: Oh, I certainly did, yeah. I never served under him, but I certainly know him, yeah. Talked to him and I respect him and I suppose you could say - I don't want to make a comparison between . . . I don't want to make a general comparison between Finn Ronne and Chesty Polar, but Chesty Polar had a lot of things that you could complain about as you could MacArthur and Patton and a lot of other people, but he was a Marine Corps ideal and he was very heroic and he was very competent. He had a loud mouth, but he was very competent and he never exaggerated anything. I mean, he spoke the truth, you might say. I respected him.

BS: *Were you in Viet Nam, I guess was my question.*

PP: No.

BS: *So, anyway, you went into civilian life after the Ronne expedition. You went back to the university, you say?*

PP: I went to Harvard Business School, yeah.

BS: *Returned to Harvard Business School in that was 1948?*

PP: 1948 or '49, yeah.

BS: *And how long were you there?*

PP: Well, I graduated in 1950.

BS: *Um-hum. And you became an investment banker.*

PP: Yes.

BS: *Right afterwards or worked your way into it?*

PP: Well, not exactly. I . . . let's see. After I had gotten out of the . . . I'm sort of confused on the sequence here, but after I got out of the Harvard Business School, I went to work for General Electric in their Systems and Methods Group, which probably would have been a predecessor to computerization. And then I . . . let me put it this way, before I went on the Antarctic expedition, I worked for United Airlines and I was, I took my knowledge of dial telephony and we made, before the computer was invented, and we set up a pseudo computer system for reservations for United Airlines between Boston, Cleveland, Chicago and then back triangularly to New York. And I was working in the United Airlines Engineering Department in the home office in Chicago and we had a very good system for making reservations which was very important for filling the seats and so forth because previously we had to assume how many people would go and how many people would return, so we ended up with a lot of empty seats. So, then that same knowledge I was able to use in General Electric and then I was called up from General Electric

for the Korean War and I then left General Electric and went to the Korean War. Then, when I came back, I went directly into investment banking with Kidder-Peabody, 17 Wall Street, and I was in the underwriting department - a corporate finance department. And I worked for a guy called "The Silver Fox" - he had silver hair, very foxy and a man whom I respected very highly, Lewis Mil_____. And that was good experience for me. Then I was financing a company, Ultra Chemical in New Jersey, and I guess I did a good job on that and J. Peter Grace acquired the company, probably based on my analysis of it, and then he asked me if I would come and work for him. And I didn't like him particularly, but I liked Andrew Shay who was the highest paid man in the company. And Andrew B.Shay hired me. He was the President of Panagra Airline, President of the Grace Bank, President of a whole lot of other things and Grace was a company that was founded in Peru. It's not basically an American company.

BS: *This is the Grace who . . . Grace Industries? W. L. Grace?*

PP: W. L. Grace is a billion dollar company that was founded in Peru. And as they grew, they went to the States. But, I was then hired as the Director of Industrial Development, based in Lima, Peru, for the entire enterprise.

(250)

And I enjoyed that very much. And I got to like Peru, although initially I was disappointed with the country. But, I got to like it very much.

BS: *Your wife is from Peru?*

PP: Yep. And I have a house, we have a house down there and the kids went to school there and so forth.

BS: *You still go back?*

PP: Oh yeah, sure. We still maintain the house, yeah.

BS: *What do you think of Peru today with Fujimori and company?*

PP: That's probably an important question. It deals with Finn Ronne, it deals with MacArthur and it deals with Patton. Fujimori has made a lot of mistakes. He's arrogant and all that stuff. But, he accomplished things that I think other people couldn't have done. Namely, he stopped the . . . Fujimori himself. I did make a connection between that and Finn Ronne because - totally different people - but, he did a lot of. . . he took a lot of shortcuts and as I was told in the Marine Corps, the turtle gets ahead by sticking his neck out. So, Fujimori stuck his neck out on many things, but he rescued the country from a terrible insurrection and I think he's doing a fair job on the economic side. I think the new contender is probably better trained as an economist - formally trained as an economist in school and that will be helpful and needed and that's all right. Fujimori has cleaned things up and now another guy can come in and he's a native . . . he claims he's a native Indian and has a lot of nativeness about him - Indian native type thing - and he's winning some votes from that standpoint. Ethnic standpoint, you might say. But, he's also a very accomplished, well-trained economist and that, I think, is a desirable thing for the country at this stage. The insurrection having been suppressed and there's a fair amount of democracy in the country and he will now enhance the democracy which Fujimori didn't feel he could do because of the desire - his need for power to accomplish things.

BS: *Is the standard of living going up?*

PP: I don't whether it is statistically. But, I would say what's happening in Peru is that poverty has stricken Indians who find subsistence living very difficult and moving into the cities. And if you look at it from a city standpoint, they are swamped with untrained Indians and it's creating a lot of trouble and they live in a mess, in a hovel and so forth. So in that sense, it would like it's coming down, but I think living in a hovel in a city is probably better for them than living on subsistence farming in very difficult land for which they don't have the technology and the capital to work properly. And the subsistence living in the Third World has nothing to modernize it, to make it work properly. I think it could work better with some technology and some management and better capital and so forth, access to capital. I'm very much involved with that. I've worked - I'll tell you a who's who and you can look that over. I've worked in . . . I've lived in every continent for at least a year and I've been in Africa, Kenya, which is a very nice country. I've been in Asia - half a dozen countries there. And Europe and South America.

(300)

And I've done a lot of work on setting investment banking up in Third World countries which I think is very important. Investment banking is nothing more than getting some private capital from people. Little people, small amounts of money, lots of them, or lots and lots of money from a few people, and applying it to development projects. And I like that. I like that very much. Right now, I'm involved primarily with working for a US company in Boston, Massachusetts, and helping them develop their corporation, which means making mergers and acquisitions, backing high technology and I've gone into such things which would be very exotic such as stochastic resonance.

BS: *I've heard of stochastic, but I don't remember what it was.*

PP: Nobody has any idea what it is, but it's basically signal to noise ratio enhancement. Now, that could be very valuable. It could be very valuable for neurological systems in the body and for all kinds of communication and signaling and so forth.

BS: *What's the name of the company?*

PP: Well, I guess I'd better not mention that here, but it's listed. Half of the corporation is owned by a family. The other half is listed on the American Stock Exchange. It's been in business for 50 years. They've been profitable practically all the time and they're listed as one of the best small businesses in the US. And they have acquired companies. I've been instrumental in doing that. And then they have gone into some high technology now and then. And it's a company that's growing pretty nicely. And it's not a dot com company. And though I don't want to say there's anything wrong with that. I mean a dot com is OK, but . . .

BS: *I'm real careful about investing.*

PP: You have to be careful about investing there, yeah. And my role there is to find new technologies for them to invest in, profitably. They're definitely a for-profit company and I find acquisitions and I could tell you a lot more about what I do. I'm innovative. I think I have great skill in talking with people who don't want to be talked to, such as, "Dear Mr. So-and-So, would you please sell your company to my employer?" "Go to Hell." And I work on that and the last time I got a hang up and everything else and I wrote him a very nice letter and then he was completely turned over. Then, I'm now dealing with the Chairman, he was a former Chairman, now I'm dealing with the current Chairman and got invited to talk acquisition.

BS: *I'm going to ask you a final question about the Antarctic here. Would you do it all over again?*

PP: At this age . . . probably . . .

BS: *No, I mean looking back. Was it worthwhile?*

PP: Oh, oh. There's no question about it. I'm glad I did it. It was a wonderful experience. It was an experience in an innovative project. Some high technology, but not distinguished for that. It was distinguished for high innovation, high risk and I enjoyed that very much. And we all worked hard and we accomplished something. I was surprised at the bitching, because I'm not accustomed to bitching. Maybe the Marine Corps took it out of me, but I think early in life I had a quiet habit of not bitching about things. Taking what I have and doing the best I can for it and that was a very important trait. It did serve me well in the Marine Corps.

(350)

I learned from everybody - crotchety, fussy old bosses, officers, sergeants, drill sergeants, generals, whatever it is. Some are wonderful easy people and some of them are very hard people, but I never bitched. And that was very important. It made life easy for me in the Antarctic. It made life very easy for me on the expedition. Some risk and so forth, but psychologically and spiritually, and loyalty, very easy because I consider myself very loyal to Finn. I respected what he did. I think some of the things he did could be criticized. I understood that, but overall, as a leader, as a champion of a project, he played a very important role and that had taught me how to deal with entrepreneurs who are far from perfect, but are championing something. I'm very much involved with a man who's championing a cure for cancer and he's a crazy guy. College degree and all that, but makes a lot of mistakes. But, he is putting resources together based on technology done by somebody else. He's making it into a business and clinical trials which cost 100 million dollars. He's getting that done and that's very hard to do those things.

BS: *So, Ronne was a get-it-done guy.*

PP: Yeah, that's right and that's fine with me. I like that kind of guy. It made it easy for me to work well to . . . I think I have no enemies on the expedition and some guys may regard me as placid or something. Not talkative, too much. But, I supported him and I would support his wife although there wasn't an occasion to do that. She didn't need much support. And the management of an expedition like that, you see it in the military all the time. Whose in charge of a single ship which can be quite isolated? Or whose in charge of a platoon or a company that's off in a corner somewhere? And with difficult times on Wake Island or Midway - something like that. The guy that's in charge of that, he's going to do things that can be criticized, but his nose is to the mission and he accomplishes the mission.

BS: *In a way, it's a lot tougher than the military because there's no formal chain of command.*

PP: That's right, yeah.

BS: *No mandatory loyalty, so to speak.*

PP: But, with my background, I gave him mandatory command. But, others did not. And that bothered me. Now, in civilian life, I've been in charge of a few things. I've been, as you'll see, an officer, a chairman, and so forth, of different companies, and I know that it's tough to get universal support, but you have a mission to accomplish and I suppose I would probably say that the guy who ran Sunbeam very badly, but was charming to Wall Street because he fired people so easily, that's too ruthless. That's too bad. I couldn't support that at all. A guy like Kirshner of IBM who left a few people off and who screwed up on the pension funds for older and younger people now.

I think he's still doing a good job, but he's got caught in a trap which he wasn't smart enough, not to avoid, but to handle properly. He didn't handle the pensions properly. And also, the issue here is loyalty down. And if a leader doesn't have loyalty down, I guess I would say I don't support him. But, if he has a good mesh of loyalty down and a certain mesh of loyalty up, he gets my support. So, the leadership issue is an important one. And I was disappointed that so many people - some of the people on the expedition didn't appreciate that and they were bitching about him.

BS: *How was Ike Schlossback?*

PP: Ike Schlossback, yeah, came from New Jersey. I would say he supported Finn.

BS: *He was a military officer.*

PP: But, he didn't assume a second in charge role. He was a bit reticent about asserting authority.

BS: *And he was second in charge, right?*

PP: Pardon?

BS: *He was to be second in charge, was he not, titularly?*

PP: I'm afraid I'm going to have to say I don't know. I respected him as a man who had wisdom and was fair - fair minded, more so perhaps than Finn. Would not get dogmatic. Was very concerned about how people would feel about things. I respected him as a good officer and also, he seemed to now polar conditions quite well. I respected his knowledge. I respected his soundness of judgment. Those were almost sufficient in themselves - his knowledge, his intellect, his soundness of judgment, his fairness. That gave me high respect for him. I was somewhat disappointed that he didn't fulfill a role of what amounts in the military to Executive Officer. In civilian life, you have a Chief Executive Officer and a Chief Operating Officer or something second and both fulfill separate, important roles. And Finn didn't have that.

BS: *You mean Ike.*

PP: Finn didn't have that in Ike. And Ike didn't display it, and I think in any operation, you need a decision maker - an ultimate decision maker. Sometimes he makes decisions which may be unpopular. They can't be popular all the time for everybody all the time. And then you need an Executive Officer or someone else who can keep the show right and you certainly need a first sergeant. And then you also need, in civilian life, a planning officer. I think that's a very important role. Someone in charge of planning. That could be the chairman. He doesn't do the detail work, but he does the vision for planning.

BS: *You mean like a Chairman of a Board.*

PP: Yes, a good Chairman really should be a planning officer. He has a vision for the future. What to do. Where to put money at risk and he takes responsibility. OK, we'll invest in that and it better damn well come out, but I'm not going to manage it in detail. Some other people will try to achieve it, but I hope to inspire them with a vision and having done that, they'll do the rest of it themselves.

BS: *So, Ike actually created an extra burden for Finn because he wasn't a good back-up.*

PP: Yeah, I think I'd agree with that, yeah. Yep.

BS: *It's interesting.*

PP: Finn didn't have a number 2.

BS: *You've brought these aspects out about the Ronne expedition because no one else . . .*

PP: Well, you hit the nail on the jackpot. Ike would appear to be, I guess from a resume or something, a highly competent guy. I liked him very much, for example, and I think other people did. But, he didn't give Finn the Number 2 back-up. There was no treachery. It was pacifist.

BS: *Ike was . . . anyone you speak to who served with Ike in the Antarctic, '33 and '39, very charming man. They think a lot of him as a friend. And popular. Obviously popular.*

PP: You could say easy to get along with, yeah.

BS: *Popular to a point where people would look to him rather than to Finn. That's a guess. I'm asking that question. Because I've seen it in other organizations.*

PP: Yes, they would and then he either wouldn't say, frankly I would prefer to go to the left, if Finn wants to go to the right, we should do what the leader wants, even though I think going to the left is better. Up or down or left or right or blue or green or something. That's one approach. The other would be, I'm going to talk with Finn and try to convince him to do something else.

Another approach would have been, I'm going to advise Finn on these things. Another thing would be, once Finn's made a decision, I'll back it fully. I won't compromise my integrity and my intelligence, my wisdom, but I'll back that perhaps on the basis that a decision has been made for the sake of coherence of the enterprise, mission fulfillment, we must do that decision until it's been proven wrong or until it's obvious that we have to change it. He didn't do that. And I wish he had done that. Now, of course, I've matured a lot since the expedition.

BS: *I understand, but in retrospect, it's probably as important.*

PP: Now, let me say a little bit bragging or something - in life, for example, I recently went to Saudi Arabia. I'm one of the very few Americans who have gone to the Saudi Arabian Oil Company and given them serious heartfelt in-depth advice on what their strategy should be. This, you can record it, but don't publicize it. I, for example have said, "You should take whatever surplus oil you have and burn it up and make electricity and make aluminum and other materials, chlorine, that take a lot of electricity and export that. You should do that as an added source of wealth and most important of all, to stimulate the spirit of the enterprise. The enterprise is a little bit lethargic." The Americans found the oil there and did an heroic job, an inspired job of convincing the king to let those infidels or foreigners or strangers come in a get the oil out and give the king some money for that and make some money for themselves. And the king said, "OK, come in here and we'll let you put up a compound and you can do any damn thing you want to do. There, but don't go outside the compound and get drunk or anything like that." And the American Standard Oil Company of California, right here just down the street just a couple of hours - they went over and did the job.

BS: *I understand very well.*

PP: They went over and did the job. Then, after that, they've become big and almost necessarily regimented and but to me, spiritually lethargic, even though they're quite good technically.

They're very good technically. And I said, "If something goes wrong, there's a marvelous spirit of solving the problem. If there's an accident, it's solved beautifully. Beautifully is the word for it."

BS: *Saudis.*

PP: The Saudis. Saudis with Americans because the two work very well together mainly because the requirements are that a Saudi must learn English. With Americans, they're not going to learn Arabic. And so there's no problem with the language. Every Saudi I ever saw there speaks - was educated in the US or an English speaking country - London or United Kingdom or New Zealand, or Australia. And so the language is not a problem. But, the spirit of overcoming an obstacle, once the obstacle besets them, is marvelous. But, they're not looking for new things and I said you've got to get a spirit of entrepreneurial solvency, meaning that you can do some things by yourself that are new and different. One of the things that you can do is to burn up some oil because you have a tremendous surplus of oil and, at a cheap rate, much cheaper than what you sell it for, and that can be done OK with the World Trade Organization. It has to be done in a certain way. But it can be done OK. And then make aluminum cheap, and so forth, and get into those markets in addition to oil and energy. Even though oil and energy are the biggest ones. You should do that.

BS: *They're making aluminum to buy, I mean ingots to buy.*

PP: They're making what?

(500)

BS: *Ingots - aluminum.*

PP: Oh yeah. Some of the places are beginning to realize if the oil is cheap, you can make electricity cheap and cheap electricity is the heart and soul of aluminum. And chlorine and other things. And then I also said you should have an electronic market place for the crude oil exports and maybe you should bring OPEC into that and then you should have - this is a much bigger term - financial hegemony. In other words, Saudis are not too good at doing nitty gritty work and they hate like hell, mopping a floor or something like that. They don't want to do that. And that's OK. But, they're pretty good at handling money, even might be some apparent exceptions to that, but they're quite good at handling money and they're very good at making sound investments. Of course, they also waste a lot of money on luxury, but I'm forgetting that. And I said with the money that you have - it's about 100 million dollars every 10 hours. 100 million dollars every 10 hours. You should learn to do investment banking and deal making as opposed to brokerage. And you should be on top of a strategy of businesses in the world. That's something you could aim at. And you have some very capable people in that area. You could do that. You don't need to be in Wall Street to do that. And so they invited me and my wife, first class, to come over there and put me up in a luxurious luxury home with lots of servants and so forth, to advise them on that. Now, then I've also talked with the Chairman, not the present one but the previous one, of IBM and used my methods of getting through to him and then was invited for a breakfast meeting and then I got him to agree to sell his biomedical systems division which was on the front page of his annual report for that year. But, he agreed to sell it, primarily because of the spiritual side that it would be more successful if it wasn't subordinate to . . .

(End of Tape 2 - Side A)

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(Begin Tape 2 - Side B)

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BS: *Could you state that again, that the Marine Corps allowed you to go on this?*

PP: The Marine Corps helped me very much to go on this expedition. They didn't introduce me to Finn or anything like that. But, once I decided I'd do it, my Marine Corps experience made my work more effective, my loyalty better, my ability to contribute something better and my harmony, my spiritual harmony - I was not upset with anything and I didn't waste any time bitching about anybody. But, yet I'm one of the first people in a corporate life that can find things wrong with a corporation and look for change. The Marine Corps also taught me the turtle gets ahead by sticking his head out and There are a whole lot of other ways it could be put on that. But, I was not afraid to stick my neck out. But, I learned how to do it politely and with respect for the person who I was criticizing. That came later in life.

BS: *But, you know you also said that you see through the pettiness that's unimportant and that you don't get focused on it like others do.*

PP: Well, they use "mission critical" here in San Francisco. If it's "mission critical," it's highest priority and I don't have any problem with that. If it's not "mission critical," it can be sloppy and so forth, there can be a lot of complaints about it.

BS: *How did . . . you just mentioned how the Marine Corps made it possible to function on the Ronne expedition. How did your experience on the Ronne expedition help you possibly in later life.?*

PP: It introduced me to the idea that in any group there are going to be some that would be troublemakers, would be hesitant to give support for something, would be narrowly critical.

That's one fault of being critical. Wouldn't see the bigger picture. And the other would be hostily, emotionally critical because they resented the boss for some reason. And they didn't think they were getting all they should have gotten or something. I am very ungreedy. I am very unambitious in a certain sense. I don't try to grab things for myself. I guess I learned it in the military. Service to, you might say the country, or service to an objective as opposed to what am I going to get? And I want to get mine. . . lots of it and I want to get it quick and immediate. And I want to give as little as possible. Now, that's much the essence of capitalism which is a very important subject to me. Capitalism could be considered to be very greedy and everything else, but the nice aspect about capitalism to me is, for example, you take 10 men from a community and you tell them to dig an irrigation ditch and it's going to take them a year to do that. And during that year, they produce not a damn thing for the community. You've got to support them. You've got to, in effect, make savings. You've got to feed them. Take care of them as they dig the ditch. When the ditch is done, it's very useful. You dig a ditch off the Narrow River or something and you've got 25 acres irrigated and productive. That's to me ethical capitalism. That's very wholesome. But, there's also the question of etiquette, mine before anyone else gets theirs. And that can be destructive. It's called greed, I suppose. And I do not believe in greed in the sense of trying to use it. And I think it can be very destructive and I can see the world changing now where capitalism, if it doesn't reform better, it's going to have an immense problem. It may very well be the problem that will start a third war. And the Islamic people, and I've had a lot of experience with that. My mother was probably Islamic, coming from Uzbeckistan which is 99% Islamic, and then I worked with the Islamic Development Bank and then I've work for the Saudi Arabian Oil Company and I've worked in Indonesia which is a non-Arab Islamic country. And I see the seeds of division and that the sort of anti-capitalism people might unfairly attack capitalism and cause a very great deal of problems. And I'm worried about that.

Now, Seattle was a confused mess and it didn't succeed replication in Washington, but there is an undercurrent - I guess there always has been, of poor people against rich people. And

the rich people don't know how to behave properly. For example, my wife and I went down to Sao Paolo, Brazil, and she's come to me to Saudi Arabia and Sao Paolo and places like that. We were shocked at the arrogance of, you might say rich people, typically college educated people, which is a hard thing for poor people to get - the way they drive their cars and so forth, and then we see magnificent apartment buildings in downtown Sao Paolo with a pillbox outside and two men, each one looking opposite directions to cover the whole spectrum, against assaults on the inhabitants of the property of that apartment building and police the street which would be 5th Avenue or something like that. And, we see . . .

BS: *Armed?*

PP: We see a problem.

BS: *Are they armed? Those men armed?*

PP: Oh, absolutely. With machine guns.

BS: *Private.*

PP: Definitely private guards armed with machine guns, sub-machine guns, to protect the building, or protect the occupants and the building. And then, of course, the closer we get to an International Monetary Fund, the International Bank for Reconstruction and Development called the World Bank, people like that, that the cronie capitalism impoverishes a class of people and I see that as a problem that should be addressed. I've written on that.

BS: Cronie capitalism.

PP: Oh, sure.

BS: *I read an article recently in a foreign affairs magazine on that.*

PP: Well, to a certain extent I've said that if I were to start an investment bank in, let's say, Nairobi, Kenya, or Katmandu, Nepal, I would have to deal with those who have money in the first instance. But, shortly thereafter, there's no reason why I can't get small amounts of money from large numbers of people. That has been done. It was done in Brazil, eminently successfully. And it's been done in Bolivia, eminently successfully. I'd sit in downtown La Paz, which is maybe 10,000 feet high, and then in the a___plano where the airport is - it's 14,000 feet high. The people have formed their own public utilities on a stock sale basis and it worked. I respected that. I went to see those people out of curiosity.

BS: *Is there a division between the upper class and the lower class, so to speak, in Bolivia?*

PP: Oh, sure. I guess it's everywhere in the world.

BS: *Arrogance, that type of thing?*

PP: Everywhere in the world. Pardon?

BS: *Like the arrogance you're talking about.*

PP: There's a certain amount of arrogance, yes. Now, if you get wealthy enough, then you can become holy by giving money to charity and so forth and so on. I'm getting off the beaten track here, but I believe that Mrs. Clinton was a very unethical person in her youth. But, now she's acquired a certain amount of power and she's trying to become a cleansed act. But, the people on

the way up can be ruthless. And I would say, it's not the people necessarily at the very top - you might say the old money. But, the nouveau riche or the people on the way up who can be ruthless. And I see that all over the world. All over the world. I don't know any country that doesn't have that.

BS: *That's dangerous.*

PP: I fear it's going to be dangerous, yeah. Like Samuel Huntington said, the clash of civilizations. He didn't say the clash of classes, economic classes, but, I believe when he talked about the clash of civilizations, the civilizations were based upon . . . well, for example, the Islamic people for the most part, I wouldn't want to call them non-capitalists, but there's an awful lot of feeling for no justice, no peace. And they see a lot of injustice and they don't want to peacefully accept it. And I don't want to say the Islamic people will be another world crusade of Christian versus Islamic people for conquest or something. But, I do see revolutions there. Now, my experience in this group taught me, to my surprise, that when I got into a group, there were people that were personally trying to feather their nest without subordinating themselves to the mission that they were supposed to have offered their loyalty to - namely a good expedition.

(100)

And the expedition did some scientific work and some geological work and some geographic work - mapping, you might say. And then they didn't seem to realize that that was the purpose of it. And that the treatment of people was not so bad in any way at any time that they could revolt against that. In other words, the mission was worthy of dedication and the price of dedication was not severe. But, they were uncooperative. You might say, troublemakers and this bothered me. That was a good - I wouldn't say good, but it was an instructive experience.

BS: *Price of dedication - it's not severe. I've not heard that.*

PP: Yeah.

BS: *The price of dedication can be severe.*

PP: And if it's too severe, then you'll revolt. But, I didn't see any cause for revolt. As far as I was concerned, Finn did things about right and I might have differed with him on a few things, but it wasn't worth differing on. But, we got there and we pretty much accomplished the mission and we got safe. Nobody was, no loss of life, no injury, no equipment lost. We didn't lose an airplane after that first problem in Beaumont, Texas.

BS: *Well, why don't we end it with that?*

PP: OK.

BS: *I think that's pretty good.*

PP: OK.

(End of Tape 2 - Side B)

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**End of Interview**