

INTERVIEW WITH STANISLAUS A. ANTOS

MAY 26, 2000

Q. This is May 25, 2000. This is Raimund Goerler and I'm interviewing Major Stanislaus Antos in his home in Kenmore, New York, near Buffalo. And this interview is being sponsored by the National Science Foundation and the interview will be donated to the Ohio State University Archives and its Byrd Polar Research Center Archival Program. Major Antos, can you begin this interview by talking about how you became first a naval aviator and then a marine aviator and what led up to your becoming a pilot in Operation Deep Freeze, especially the kind of special training that you had to have.

A. Okay. I was getting training from the program and I was flying from places to places and landing on snow. And sometimes they cleaned the landing place by moving the snow ...

Q. This was in Alaska?

A. And sometimes they don't. We have Canada, we have parts of the United States and everything. When we're moving from one place to another, we will run into snow. So we have to be very careful to land on that snow and come in there slow, real nice, and then no problem whatsoever.

Q. You started off as a naval aviator and you switched to marine. How did that come about?

A. As soon as they were going to put me in the Navy, the Marines came over and talked to us. So most of us went to go to the Marines to fly and do anything. So we became Marines.

Q. What was so attractive about going to the Marines? How did they talk you into this?

A. Well, they're much better. The teaching is much better. And they don't slow down to do anything. If our people have to go ahead and walk around their airplanes and everything else, they have to go ahead and be very careful. They have weapons full. So no one comes and messes around. But the Navy, when I go by their airplane, some of them are sitting there and fell asleep against the airplane. And I would pick up the weapon and would go right back to the man who was in charge and I took him out there and showed him. And I said "Did you know they'll do that?" They'll do something with you.

Q. So you had it in mind when you enlisted in the Navy and then the Marines, that you wanted to make a living as a professional pilot, as a military pilot?

A. Yes.

Q. Okay. You volunteered for the US Navy Deep Freeze operation in the Antarctic. Do you remember why?

A. Oh yes, that's no problem. We had Marines with us, a lot of them.

Q. Marines in the Antarctic?

A. Yes.

Q. Okay.

A. And we flew, we fixed airplanes, everything, we had to go ahead and fill that up with fuel, oil, everything. And when it's come to go, we'd go. No matter what the weather, we'd go. And then after we got to the South Pole and land down there and leave everything over there, we'd come back. And coming back, if I can't see where we're going to land, we have a place real close for landing. And we have a friend over there whose got everything there and he tells me or whoever is there, "Come down now to 2000," because he sees us, where we're coming from. And then I go down to 1000, then I go to 7 and then during my turn, I go lower and lower. And then when I break out, I land. Right there. And when I land, on snow. There's no problem there. And then when I run out, I turn around and I park elsewhere.

Q. Okay. Are you describing the P2V7? Are we ahead of where we ... you left in November, 1956 from Ontario, California and flew to New Zealand. And you had a contingency of Marines and Navy personnel who were to land in Antarctica in a Neptune aircraft. What was that like, the Neptune aircraft?

A. The airplanes, most of us had P2V's. And the airplane is very big and heavy. In order to go ahead, fly and take off, you have to have everything right. Fuel, oil, everything. And you take off and you get to your destination. Because if you don't have everything, you don't get to your destination.

Q. Okay. So you volunteered for service and Operation Deep Freeze?

A. Yes.

Q. And this was because of your interest in helping the Marine Corp., your fellow Marines and also because of your previous experience in landing and flying in

- snow and very cold conditions?
- A. That's true.
- Q. Okay. So did you feel that you were adequately prepared for flying in Antarctica, which is a different kind of snow and environment?
- A. No, it's almost the same.
- Q. Okay. So you had a relatively easy transition then from flying in the Arctic to flying in the Antarctic?
- A. Correct.
- Q. Can you describe for the tape the difficulty of landing in Antarctica and what kind of special techniques you used to fashion runways for example?
- A. The same way. Coming down and I'm being moved, I'd go this way and I'd come down. And I come like this.
- Q. But you make special ...
- A. For the wind. Just before I touch down, I turn over and I land. And the wind is not going to touch me.
- Q. You made some kind of special markers on the runway?
- A. Yes. This is a lot of snow. So this is why we put these on the side.
- Q. Can you describe those?
- A. Well I would say ...
- Q. They were colored?
- A. Yes, they were colored. Beginning we had yellow and then halfway it's yellow with red over the top. And then as you're coming to the end, it goes more red. So I'm telling them or they're telling me that I better slow down and get off.

- Q. Cause your facing the end of the runway?
- A. Because if I go off of this, the aircraft could be damaged. So this way we just move over and come back , park and that's it.
- Q. So the shadings from yellow to red let you know how far along the runway you were, at what point you need to slow down and then put the aircraft in reverse to bring it to a halt.
- A. Yes.
- Q. Can you describe for the tape the P2V7? What does that stand for?
- A. ... aircraft are pretty good as long as people are taking care of it. And we don't have any people to work, go ahead and we work no matter where we are.
- Q. Okay. Was the P2V7 a newer aircraft?
- A. No, it's an old one.
- Q. Okay. And was it specially outfitted for duty in Operation Deep Freeze?
- A. Yes. Cause we not only had signs underneath the wheels, and if go someplace else, you don't have any snow, you just lift them up in flight. And then we got the wheels to go on.
- Q. Okay. So it was outfitted with skis underneath the wheels?
- A. Yes.
- Q. And was the P2V used for people transport? Was it used for equipment transport? Or both?
- A. Yes, both.
- Q. Both. Okay. Now you were the first to land a P2V7 at the South Pole. Were you specially selected to do this or how did it come about?

A. Well, I was fine. And I also had another person that was coming with me. And he was high up. And for take off and approach and landing, I took everything.

And other than that, they watched and I go real good, to take off, come back, land.

Q. Were you the most senior of the pilots in Operation Deep Freeze? This is a special honor, isn't it, being the first to land at the South Pole?

A. Oh yes.

Q. Was it on the basis of seniority? That's what I'm getting at. How did this come about?

A. The first one, got down by the ground first. That was a general that was up there. And they landed over there. And they got out and they put ...

Q. The flag?

A. Yea, yea. The flag over there. They stuck it in the ground. And then they had to start the engine and take off.

Q. This was before your P2V landed? Is that correct?

A. No, they had a different type.

Q. Oh okay.

A. And when they got back on the _____, they could start but they could not move. So they talked on their telephone and they picked them up from where we were and they sent another airplane over there. And it came down and landed and it brought with them a couple of mechanics to get the two engines going. And when it did they took off and the others took off. And the admiral was there.

Q. Admiral Dufek.

A. Yea.

- Q. Okay. You said earlier the general, do you mean the admiral?
- A. Yea.
- Q. Okay. The admiral landed first. Okay. And how did you get to land with a P2V?
- A. The same way, no problem.
- Q. Okay. So you followed these other two planes in?
- A. Oh yes. By the time they fixed it up, they put things on either side like this and they're supposed to land.
- Q. Okay.
- A. And the thing to do is when you run off, you turn around and you come back on your feet again and then when you come over here, you turn around and you park. And if you just go to the snow and don't make it and go over in your own movement, then you came over again.
- Q. You'd get stuck and froze in the snow. Okay. So the technique was to land and then circle around ...
- A. Just like this and come right back on your feet. And when you get to the far end over here, you just go ahead and turn like this and you turn around and you park.
- Q. So the plane is flattening out the snow, right?
- A. Correct.
- Q. Okay.
- A. It makes it hard and it's easy to go on.
- Q. Okay. To compact the runway?
- A. Yea.

- Q. Okay. When Byrd was making his runways, they were using shovels to pound it, literally pound the runway.
- A. Byrd almost died.
- Q. Okay. Major Antos, I'd like for you to turn your attention and describe the kinds of duties you had in Antarctica.
- A. Well everyone of us has to go ahead and go from one place to another. And when you go to it, you go ahead and open the door and go in to see if they're sleeping. And if you're going there to the door, and it's full of snow in front of it, you can't go in. So you're moving out first and then you open it.
- Q. You're talking about visiting the huts, the Janeway huts?
- A. Oh yea, yea. And you have to do that because if they have to leave, they have to go up over the top and then slide on the snow.
- Q. Cause the doors are frozen shut. What kinds of responsibilities did you have in Antarctica? Did you supply scientists in the field? Did you move scientists out to the field? Give me a sense of your duties.
- A. The sons, whatever they are, came down there to work. And they would make a big dick in the snow. And once they go down in to it, they start moving the snow and checking it and everything else. And the more they cut more, deeper, they find a different kind of snow, not easy to work on.
- Q. What were your duties as a pilot?
- A. I flew.
- Q. You flew scientists, supplies, is that correct?
- A. Everything, yes.

Q. To various stations?

A. Yes. Not only that but we also take off with the smaller airplanes and work where we live. And we can move and land all over the place over there because we have skis underneath the airplane and wheels underneath the airplane also. So if it's snow, they moved the wheel up and they'd go ahead and go down, they would turn, go back on the move again, and then when he turns around, he stops on this skis.

Q. Okay. It was your responsibility to establish living quarters and bringing supplies to each area as you needed. Were you based in McMurdo or where were you based at?

A. Well, we were all in Africa, not Africa, Antarctica. And we had all the foods there. And every now and then we'd have a ship that comes over and when it does that, the admiral wants to go to it. So if it comes to me, I'd put him in and go down and I'd land right close to this creature over there. And I'd turn around and stop and the admiral went down to the ship.

Q. This is Admiral Dufek?

A. Yes.

Q. Okay.

A. He went there 20 minutes, 25 minutes. Then he came, then we took off and took him back.

Q. Okay. Did you get a chance to know Admiral Dufek at all?

A. Oh yea.

Q. Any thoughts about Dufek?

A. He's wonderful. He came into our place where we lived and of course there were all kinds of places. And he came in and he said "You give haircuts?" And I said "Yes, I do." He said "Will you do mine?" I said "Yes, sir." So they put the garbage can over there with a piece of wood on top. He sat down there and I gave him a real good ...

Q. How did you get into the hair cutting business?

A. My father cut our hair. I learned to do scissor cutting. So if he wanted to, I did it.

Q. So you were a barber as well as a pilot?

A. Oh yea.

Q. Okay. Very good. Do you have any other observations about Admiral Dufek?

A. Well he's great. Every now and then he wanted to see things from the small airplane. And I did. I took him up and we were over the water and we had a mountain on the left side, the same side, and we were going that way. And I was looking through the window and I said "Sir, if you look through the window, you'll see ..."

Q. Is this Mt. Arabeth?

A. No.

Q. Gold.

A. Yea and it's straight down to the water. And you can't go down ... cause if you do and slip you go right down into the water and anything comes on you, you're gone. And he looked at it and said "Yes and somebody we'll come back over here and we'll get it out." He was a real good man.

- Q. Okay. Major Antos, you remembered vividly Mt. Arabeth. Would you comment on that?
- A. Yea. Mt. Arabeth has a long volcano on it. And across the water we have another volcano. And then if it blows, we know that it blew.
- Q. You circled the Volcano with your plane and observed the manner in which the center of the volcano heaved up and down, so you saw this?
- A. Yes.
- Q. Okay. And this was in one of your small airplanes?
- A. Most of the time we did smaller airplanes, but we do use the bigger ones.
- Q. What was the advantage to using the smaller planes?
- A. Well, no matter where you are, you can go ahead and put the power on and just come down like a bird coming down to land.
- Q. Okay. So shorter landing strips with the smaller airplane?
- A. Oh yes. Very small.
- Q. Okay. Anything else you want to say about Mt. Arabeth?
- A. It's a nice place. Very nice. It goes out and then we can go down and look around and start picking stuff up that came from there. And sometimes you'll pick up things that no one ever saw before.
- Q. Do you recall any other original flights of exploration?
- A. Well, not where we live but across the portion and a little to the right. It's real low and it looks like it's got water in there. And on the sides it goes up. On this side now, we have volcanoes. On this side it's nothing. So we would land real close over there and go around this water and see what's in there. And it's

difficult to go ahead and put your hands and walk into it. And if someone is lucky, and puts something in there and pull it out, and gets something, well that's good. But if they don't it's not good.

Q. Did you fly scientists out into the field or you mentioned flying Admiral Dufek. Did you also fly scientists out into the field for study?

A. Yes. We had several of them that came over and then we would pick the two up and land on the top. And just left them there.

Q. On the top of what?

A. On the hill, a huge hill. And they were supposed to look around over there and determine what it's like over there. And they were supposed to stay three days or four days.

Q. Do you recall any scientists in particular?

A. Well those two scientists I took over there and put them down. And then three or four days later I went up there and I picked them up and brought them back.

Q. How did they survive out in the cold?

A. They did alright.

Q. Tents and stoves and things like that.

A. Yea.

Q. Okay. Now you wintered over in Antarctica and remained there until 1958. Do you have any recollections of wintering over, what the experience was like?

A. Oh yes.

Q. What was it like?

- A. It's very difficult to walk from where you live, going down to the place where we normally work on vehicles on the airplane. And we'd try to go down there. You can only go a portion. I used to go with my friend over there and the wind was so strong and the snow so strong, that we were backing out and not walking with our face over there. So we went back. And after about two hours we tried again. And this time we went all the way down to the place where we work inside, to fix all engines and everything, and we just went in there, look around fast, shut everything and went back. And then about three days later when all that snow stopped, the people had to go down there and throw all the snow off.
- Q. What was daily life like in Antarctica that you remember?
- A. Well, you get up early in the morning, get cleaned up and you go to get something to eat. And that road over here on the right side, there's a place where you meet and where they fix all the food. And we would all go down there to eat. And then we'd come back. And some people don't go over there. But most of them do that cause there was people fixing beautiful food.
- Q. How did you entertain yourselves in Antarctica?
- A. Well, all I have to do is to find people where they're supposed to go. That's it.
- Q. Was ham radio important to you?
- A. No, we didn't have anything with _____. We weren't listening to anything because you can't pick anything like that.
- Q. Okay. Other people we've interviewed talked about the importance of ham radio and being able to talk to family in the United States.

- A. Yes, you could do that. You'd go down to the end where the people live and everything else. We have two people over there that go ahead and they shoot everything. I made a lot of articles from leather.
- Q. You made articles from leather. Was this a hobby?
- A. Oh no, yea. Yes because I'm a creature with skills. The leather was taken off and the leather was taken to a building that was not being used. In that place there was a man over there that had died. And he was in a box. So we took the leather and stretched it on the floor, slightly off the floor. And pretty soon it began to get dry and pretty soon it's wonderful.
- Q. You mentioned someone had died in Antarctica?
- A. Oh yea. Yes. He was killed. He was in an airplane ...
- Q. He did in an airplane crash?
- A. Yea. The airplane has this time on top that turns. It picks you up and moves.
- Q. Oh yea, the helicopter blade.
- A. Yea. And they took off like this, back and coming this way. And then it was so cold that they could not even determine the altitude from the ground to where they are. And they hit the ground, I was real close and I ran right back and I told the priest.
- Q. Okay. This was the accident that injured Pritovitch, Enderson and Scarborough.
- A. Yea.
- Q. And Nelson Cole was the person that died in the helicopter crash.
- A. Yea. He was married too.

- Q. Anything else you want to say about daily life? What about food, you mentioned food, what about vitamins?
- A. The vitamins, when the ships came by, we would get some food, especially meats, all kinds. And we had good food.
- Q. You said beets or meats?
- A. Meats. And those people that worked with food, they were good.
- Q. Okay.
- A. It was so good that in the evening one of us would go over to the people that were making breads and we'd go down there and get one or two from them. And then we would bring them there, cut them all up, and we would sit there and eat them.
- Q. Okay. Major Antos, on the subject of food, was there a concern about vitamins?
- A. Oh yes. There were vitamins that we'd get on the different foods that they had. And sometimes they'd have in bottles that was just like it.
- Q. But they used vitamin supplements?
- A. Yea.
- Q. Do you think people were getting a sufficient supply of vitamins?
- A. Oh yes. As long as they're working and everything else, they're wonderful. And if they don't work ... when the sun goes down and everything else, everything is dark. And in the dark we still worked.
- Q. Okay. If we can turn to reflection, what do you think were the high points of your career in the Antarctica?
- A. Getting to your destination and bringing people down that need ... if they were sick we'd have to take them back to doctors we had.

- Q. Okay. Do you have any disappointments about your time in Antarctica?
- A. No, I don't.
- Q. Okay. Do you have any recollections of the people you encountered in your work in Antarctica?
- A. Oh yes. Quite a few.
- Q. Any specifics?
- A. Well most of them are very good. I know one there.
- Q. Only one you say that was negative?
- A. Yes.
- Q. I'm getting the tape warning light so we need to change the tape and go over to the other side. Let's just pause and we'll do that. This is Major Stanislaus Antos on May 25, 2000. We had ended the side 1 by beginning to talk about the people who were important to you, who you remembered in Antarctica. You remembered a particular person and incident in Antarctica.
- A. Yes.
- Q. Would you comment on that?
- A. Well we had all kinds of people over there. And some extremely good and some of them are not very good. There was one that was not right to be there.
- Q. You also rescued somebody from a crevasse?
- A. Oh yes, yes.
- Q. How did that come about? How did he come into the crevasse?
- A. I and _____ Milwaukee out of the snow and we had ropes going from me to him. And we were walking.

- Q. You were a pilot though. Why were you walking? Walking for a specific purpose? Some kind of an assignments?
- A. Correct. So we were walking together and there was about twenty feet between us. And while we were walking the distance, the hole fell before him. And he dropped into a hole. And I grabbed the rope and I held it real tight and the one that I was holding I put it into the snow and I wrapped it around him. And then I crawled up to the one and I grabbed ahold of it and I began to pull him out until he could get his hands on top. And when he got on top, he rolled over and he was happy.
- Q. Do you recall what work assignment it was that caused the two of you to be walking and then fall into a crevasse?
- A. Yes because a lot of people move anywhere they want to. And we have places to stick like this. Don't come this way. And so we were walking that way and we got him out.
- Q. Were you exploring the area to identify where crevasses were?
- A. Yes because there were people that were many years before us. And they disappeared. They were living in the same place. And the only way we knew that he disappeared was they found the hole. And no one was with him.
- Q. So you are saying other people had been lost in the crevasse?
- A. Yes.
- Q. Okay. Did you have any interactions or observations of the scientists? You said earlier that you helped to transport scientists into the field.

A. Yes, we had them over there. A lot of them were digging in the snow and getting things out of the snow. And when they finished one place, it began going like that from the hole to get more stuff.

Q. Okay, so they were digging glacial pits?

A. Yea. And they were working there five days. When they finished they had quite a bit of stuff. Then they got out of there.

Q. Do you recall what area this was?

A. Yes. And then they covered the holes that they opened. And the name of the people I don't know. Cause I saw them working.

Q. Okay. Do you have any observations of the military and civilian scientists? There have been books and articles written on the subject that basically there were some clashes between civilian scientists and military personnel. Can you give me a sense of how they got along from your observations?

A. Well they came down and what they did, they put them in the small airplane that we had and we took them down and landed there and he got out. And I said "How long are you going to be here?" And they said "At least five days." So I took off and I made a statement and then on the fourth day, at the end of the day, I took off over there and I landed. They came out, they found some stuff and took it back.

Q. When you were at base, you stayed with the other pilots?

A. Yes.

Q. Okay. So there were quarters for flight crews?

A. Yes.

- Q. And these quarters for flight crews were separate from the quarters for scientists and for other military personnel?
- A. That's true.
- Q. Okay. Was there much mingling between civilian scientists and military personnel?
- A. Very little.
- Q. Okay. So each sort of stayed with their own group?
- A. Yea.
- Q. Okay. Does that also go for divisions within the military, say enlisted personnel and officers?
- A. Yea, we had them over there. And very few ...
- Q. Okay. Let me ask a question. I understand, Major Antos, that you had some personal difficulties in Antarctica, that your face froze over several times. Talk about how that came about.
- A. Oh yes.
- Q. Your nose froze over several times? Nine times?
- A. Oh yes.
- Q. And what did you do in those circumstances?
- A. Well when I got to the place where I lived, I'd go out to run my machine that we have and pretty soon everything goes off.
- Q. So you literally had to thaw it out? Was it painful?
- A. Yea.
- Q. You said you got a terrible infection from that process?

- A. Yea.
- Q. This was just from being outside, so there weren't any kind of masks or anything that you used?
- A. No. If it's very cold we'll put something across ... but sometimes you work in one place and then all of a sudden the nose is not working, there's ice on your face, a wonderful ...
- Q. Okay. Let's talk about that. Major Antos, you mentioned to me before the tape was on that the religion was very important to you and to many of the people in Antarctica. Would you comment?
- A. We had a wonderful priest. And this is what he looks like.
- Q. That was Father Darkowsky?
- A. Yea. And this is what he looks like. And this is in a small building with covers on it.
- Q. So it looks like it was a Janeway?
- A. Yea.
- Q. Chapel in a Janeway?
- A. Yea. And we here we had two ... well he ask me to go ahead and put ... I made candles.
- Q. You made candles for the church?
- A. For the church. And we had two in there. And then on the sides like this for people to come in. So I had to go in there and put the heat on, both of them over here. And I put everything that he was going to use over here on them to be

- warm. If it doesn't then of course it's not going to work for him. ... how to make these things that you see up here. You see that?
- Q. Oh yea, the angels in flight. Is that what I'm looking at?
- A. Yes. And he was running off. So I went ahead and I made a couple of these containers. I went ahead and made these over here.
- Q. How often were religious services held?
- A. Every day. Every morning.
- Q. Okay.
- A. And Sundays and if you can get on an airplane, he would go with us. And when we get there, he right away has mass. And it's done on the ground, moving from one place to another. And he goes over there right away to the boxes and he puts it on the top of the vehicle. So he was _____ and they all went around by him. And he had everything done.
- Q. How well attended were the daily services?
- A. It was very good.
- Q. Well can you give us a sense of numbers?
- A. There was quite a few and after a while I went to talk to them and they went.
- Q. Okay. Well you had numbers of 50, 60 or more or less?
- A. I would say that they would come over here and that would be between 45 and 55.
- Q. Okay. And were these military people, scientists, Navy, what sort of groups attended these?
- A. Some were Navy but most of us Marines.
- Q. Oh. Okay. Very good.

- A. And in order for him to go ahead I have to go ahead and put the _____ inside.
And the I would go over to it. So it was one or two of the ... yea.
- Q. You had to make efforts to keep the wine from freezing?
- A. Yea.
- Q. Colonel Antos, in this period at the very beginning of regular service in Antarctica and at this point many of the people in Antarctica are improvising to satisfy their daily needs. Can you give us some examples of that?
- A. Oh sure. If it's daylight to go and have ... well eating bread. And they don't drive. But they're real good.
- Q. You mean the bread didn't rise so they had to do something to it to make them rise?
- A. Yea.
- Q. What did you have to do to make them rise?
- A. Well the place where they ate ...
- Q. Yea, the mess hall.
- A. It's all one. The food is there. And they get up real early and they make everything. So they are very good people.
- Q. Did they have to adjust, for example in the bread, the ingredients to compensate for the conditions? More yeast, less yeast, more salt, less salt, sugar?
- A. Yea. Some of the chefs have come real close. A wonderful man. Taking them to the ... and then he can get on the aircraft. And then he would be there about fifteen minutes and he'd come back with two hands full.
- Q. So he got supplies from the ship?

- A. Yea. And then he got on the airplane, I came back and he had more.
- Q. Okay. Major Antos, you stayed in Antarctica from '56 to '58. Can you give me some thoughts about your experience there? For example, was it an enhancement to your career?
- A. I think it's wonderful and it's tough to ... we had to go ahead and put ... we had rubber like this going at least 35 feet long. We cleaned the inside. And we went put one, two, three, four, five behind to put it down to the snow. And there's two guys going with us. As he comes down right away he stops, he drops one, he goes a little farther and another one, another one, another one.
- Q. These are rubber hoses?
- A. Rubber houses, yea.
- Q. Oh houses.
- A. And then he had to come back and do the same thing. And in no time at all it was all put together. And over there we had great rubbers, three of them, monstrosities. And put them one like here, one like here, one like here, a big one. And that's where the fuel is coming, down there. And it comes from the hill. On the hill there's a huge monster that has full of fuel. So the fuel was going down and everything is being filled. As soon as it's filled, they turn it over there and turn it in the beginning.
- Q. They built supply depots with rubber hoses, is that correct?
- A. Yes. So from that they have two big thick wheels and they would pick up the fuel and drive it to the airplane and fill it up. The next one would do the same thing.
- Q. Okay.

A. So everything gets full. So when they're ready to go, they're ready to go because they're full.

Q. Okay.

A. And they told us it would take us six weeks before we do that. We got together one day and everything was done. It's the truth.

Q. So it was six weeks.

A. It was six weeks. We did everything. Because at the end we had these monstrous things to get the fuel in, into the truck, and then into the airplane.

Q. Okay. In general, do you think that your three years in Antarctica was a boost to your career?

A. It was a boost.

Q. How so?

A. Wonderful.

Q. How did your experience in Antarctica, as a pilot, impact the remainder of your career?

A. Wonderful cause I flew all around anyway.

Q. Okay. You say that it broadened the range of your experience?

A. Oh yes. Every day we had a flight from where we were down to the _____. But they went ahead and put places through _____ everything. Right over there. And then they put a thing all around it and then going down from the snow down. They started to go ahead and go down and get the fuel, the snow off. And then they went ahead and had water cause it went to two huge monstrous things, so that it would be water. No matter how bad the weather is, they lived over there.

- Q. Okay.
- A. We used to go there, I used to go there every second or third day.
- Q. Go to where?
- A. To the farthest place away.
- Q. Okay.
- A. And the priest was going with me too. He would have mass right away.
- Q. Okay. After you left Antarctica, did you maintain your interest in Antarctica?
- A. Oh yes.
- Q. How so?
- A. Well it was the best place to be there. It was tough and rough but it was fun to do. I'm Polish, I can go anyplace and work anyplace.
- Q. You became a member of the American Polar Society, joined the American Polar Society?
- A. You mean for the people that had been there?
- Q. Yea.
- A. Oh yes.
- Q. Okay. And you left Antarctica in 1958. Where did you go from there? You had another five years of service before you retired in 1953.
- A. Let me think for a little bit. I came back out of there. It's not a problem because it was much harder and more difficult to come back into the country because if anything was going on in the country, you better fight.
- Q. What did you do after your service in Antarctica? It ended in 1958. And then in 1963 you retired from the Marines. Do you recall where you were stationed?

- A. Yea. Well when I got out, I went to work for Western Airlines. I was a flight instructor and for Delta, 20 years.
- Q. But you don't remember what immediately followed your service in Antarctica?
- A. Oh yes.
- Q. Your mother died in 1959. What was your last service in the Marines?
- A. Well ...
- Q. You were flying Marine refueling planes?
- A. Yes.
- Q. Okay. And that was how your career in the Marines ended?
- A. Yea. I left in 1963.
- Q. You retired from the Marines in 1963.
- A. Yea.
- Q. Okay. Anything else that you wished I would have asked?
- A. Whatever you want.
- Q. Okay. Major Antos, that brings us to the end of our interview. I appreciate your cooperation and you will receive a copy of this tape and my transcribed notes. And certainly appreciate your cooperation and participation in this program. Thank you very much.
- A. You're welcome.