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Little America, Aerial Exploration in the Antarctic the Flight to the South Pole

Rear Admiral USN Richard E. Byrd
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Rear Admiral USN Richard E. Byrd : Little America, Aerial Exploration in the Antarctic the Flight to the South Pole before purchasing it in order to gage whether or not it would be worth my time, and all praised Little America, Aerial Exploration in the Antarctic the Flight to the South Pole:

0 of 0 people found the following review helpful. A classic title for one's travel and exploration collectionBy Robert FisherA few weeks ago, while going through my books, I came across Cold by Laurence M. Gould, second in command of Richard E. Byrd's 1928-1930 Antarctic expedition. I've had it for years and finally read it. This sparked an interest in polar exploration and not surprisingly, I decided to read what Admiral Byrd himself had to say. I enjoyed Little America; one comes away impressed with the efforts of the men in one of the world's harshest regions as well as the difficulties Byrd had in raising money for the expedition. We also see how thorough preparations paid off. If you like stories of adventure and expedition, Little America is well worth your while.1 of 1 people found the following review helpful. Five StarsBy T. DoughertyMuch better (and more humbly written) than expected.0 of 0 people found the following review helpful. Five StarsBy StephenThank you

Rear Admiral Richard E. Byrd left the States on October 13, 1928, aboard the C.A. Larsen, headed for New Zealand. The Bolling, City of New York, and James Clark Ross, all loaded with the necessary planes, dogs, men and equipment, and had been dispatched previously. When all of the ships reached New Zealand, they condensed the load

to only two ships, the *Bolling* and the *City of New York*. The expedition ultimately would reach the Ross Ice Shelf on December 28, 1928. Days of laborious unloading supplies and building shelters followed the Expedition's arrival in Antarctica, resulting in a complete village that Byrd named "Little America." Aside from an administration building and bunk house, the complex included three radio antenna towers, a mess hall, hangers for the airplanes, storage sheds and a machine shop that contained the first generator of electricity in Antarctica.