



NEWSLETTER FOR THE TALOA ALUMNI ASSOCIATION

DECEMBER 2015

Send photos & letters to: Jeane Kennedy Toynbee, Editor PO Box 243, Copperopolis CA 95228
Or email to: jeanenbob@caltel.com To have items returned, include a note along with a self-addressed, stamped envelope

I am a TALOA Kid. My father, [George P Gracy](#), worked maintenance in Oakland, Guam and Okinawa in the 50s until the end. After TALOA he worked for Slick, Air America, Transamerica, Holiday, and SFO. I sent a previous story [Feb 2008] about our years on Guam and the unbelievable childhood at the BPM camp. This is the next part of the story.



After Guam, we moved to Okinawa, Naha Airport. My brother and I lived at the Ryukyu Grand Hotel while my dad worked and played (He was a gambler, drinker, and loved the women). Mom was in Ohio with my new born sister (She was born on Guam). We lived in the hotel for 6 months, having full reign over the property and making frequent trips to Naha to buy toys. You had to use USA dollars at that time until they started to convert to yen.

I would get to go to the airport quite frequently and would play all day long inside the 377s. Then I would get to “help” when my father would taxi the planes from various points to point.

One of the things I remember was my dad hiring crews of Okinawans to polish the 377s with turtle wax. They would shine and twinkle in the bright sun light as he would taxi them back to the loading pad.

Mom returned and we moved to Kadena Heights for a more normal life. Frequent trips to various military installations (PX, movies, swimming pool, and of course - school) filled many days. We did lots of sightseeing and holiday celebrations while in Okinawa. The Okinawans seem to celebrate everything.

As a kid, I got anything I wanted from the Okinawans as all they wanted to do was “speak” English and learn about the USA. Can you imagine! Living in Guam followed by Okinawa then Japan and the Philippines? What a way to grown up!!! George E Gracy

I can see a post from [Leith Swanson](#) referring to [Rolland Swanson](#) and Air Jordan. I have very little

TALOA Alumni Newsletter

January 2011

My father, Rolland Swanson, was hired by Orvis Nelson in the early 50's to help manage Transocean operations in Kabul. I was about 5 years old at the time and my sister, Linda, was 7. We were inoculated at the Transocean Oakland hangar and my Mom, Doris, my sister, and I began our trip to Kabul via New York, London, Rome, and Cairo. When we arrived in Cairo, a cable awaited informing my Dad that he would not be going to Kabul but would be involved with Air Jordan operations in Amman and Beirut. We ended up living in Beirut from about 1954-1957. As I recall, my Dad and Stan Kochenderfer managed the Beirut Air Jordan office and then started their own aviation company, International Aviation Development Corporation around 1958. Do you have any historical documentation or photos of Air Jordan in Amman and Beirut in the 1954-1957 time frame? Thanks for your consideration and help, Leith Swanson

knowledge of the Air Jordan operation but worked with Stan Kochenderfer from 1969 to 1983. Leith’s dad would make periodic visits to Malta (I was Admin Director there for a while) and met Rollie a few times. If Leith wants any details of the IADCOM/ATC Inc/Diamond Leasing activity in Malta, Libya and Egypt I may be able to help. Regards, Peter

Hi Peter, Thank you for taking the time to respond to Leigh Swanson’s email in our January 2011 newsletter.

I’m sure Leigh would appreciate any information you may be able to provide. Have you read our webpage: http://www.taloe.org/AirDji_Jord.html ? We would very much appreciate any comments or additions

N90806 DC6-B, Hilo HI, 2/15/53. L to R: Grady Lee Barnett (station agent), Stanley Kochenderfer (dispatcher), Douglas T. Cole (station mgr, Honolulu), Frances Brenda Reilly (stewardess), Carol Bargones (stewardess), Jim Henderson (engineer), John Hoenninger (Navigator), Leonard Nowell (co-pilot), Robert Judd (captain)



you could make to that period of Transocean's history, including any photos you may have. Sincerely, Jeane Kennedy (Capt Frank Kennedy's daughter) & Editor, TALOA Alumni Newsletter

air transportation for all Egyptian interior oil activities. Along with the increased lack of availability of AVGAS for the piston engine aircraft and the negative attitude of the then Malta Government headed by Prime Minister



More from Peter...

Stan Died in 1999. He and the family left Malta in the early 1980s to return to the US. His wife Jane died in 2010 in Portland. Many of the active members of management and staff have died (I was 77 last Thursday) or memories of the remaining few have faded into oblivion.

The entire conglomerate of Stan's companies ceased to operate in 1985 shortly after a serious flying incident in Egypt resulted in the Egyptian Government buying Dash 8s and training ex air force pilots to provide



Don Mintoff it was time to "close the doors".

Air Atlantique took over some of the Malta staff for a short period but finally withdrew taking the engine overhaul shop and all the DC3/6 related tooling and parts back to its base in Coventry (England). Best Regards, Peter

The TAL activity in Jordan was short lived and as a result Stan Rollie and others formed International Aviation Development Corporation with offices in Walnut Creek & Oakland. They formed Libyan Aviation

Company (LAVCO) based in Tripoli providing Air Support to the expanding oil exploration activity in Libya in the later 1960's. but soon discovered that servicing and repairs to the aircraft (then Beech 18's and DC3's) was a minefield of problems both logistically and localized. An



Early Lavco DC3's had yellow fin

alternative engineering support method became an urgent requirement. Somewhere close and "offshore" was needed. Finally Malta (some 100 miles from Libya) was

Stan Kochenderfer's Pyramid Airlines YS11 on the ramp at Luqa, Malta International Airport pending return to Cairo after servicing at MIACO

chosen and MIACO (Malta International Aviation Company) was formed using ex Royal Air Force trained technicians. Workshops were set up to cover ALL aspects of servicing and the facility became an official FAA approved repair station. I came onto the scene in 1969 at the invitation of Michael McCarthy (Paddy, the Irish connection). Poor labour relations had resulted in a strike which caused a delay in preparing a DC6 for a VIP operation for the "Black Prince", a relative of King Idris the then ruler of Libya.

I took up the post of Administrative Director and was tasked with sorting out the labour dispute and writing up job descriptions in a manner that suited the company production activity and the local labour force mentality. MIACO continued to grow as the IADCOM activity and fleet diversified into supporting operations for other IADCOM owned organizations in Egypt, Central Africa and the Gulf states. Regards, Peter

Dear TALOA, Hi! My name is Ian San Gabriel. I'm from Manila, Philippines. I'm currently doing a research on Philippine Airlines. During the course of my research I saw Transocean's involvement with Philippine Airlines. I will be extremely grateful if anyone from your group would be able to provide any information or photographs of the said partnership between the two.



Hoping for a favorable response from TALOA. Thank you very much.

Sincerely, Ian San Gabriel

Hi Ian, Yes, the role that Transocean played in the development of Philippine Air Lines is well documented on our website: The Manila Connection: <http://www.taloea.org/manila.html>, as well as the story of a very famous figure in Philippine history: Colonel Soriano and the Trip Around the World:

<http://www.taloea.org/soriano.html>

I will publish your note in our next edition of the TALOA Alumni Newsletter and perhaps we'll have some reader comments or stories to pass along to you.

Thank you, Taloea, for your quick response. It really means a lot for my research. I saw the articles and I'm wondering if I may used the images and was also wondering if you have higher resolution images of the Nelson tower shot and the TALOA terminal? Helping out the guys at PAL do research for their 75th next year.

With regards to publishing it on your newsletter, a big yes and thank you again. The information and hoping additional photos will aid me on my research. I will gladly wait and thank you for your help. Thanks. Sincerely, Ian

Letters to our Treasurer, Pat Stachon Kearns

Dear Pat, Just a note to you and Jeane Kennedy for always doing such a lot of work on the TALOA newsletter. Thank you. I also enjoy the pictures because sometimes it helps to know who it is. Even though I'm a lifetime member, I'm sending you an extra \$100 for all



the good work you do and can't have you run short of money. Thanks again, Florence Morjig

Hello Florence, Jeane Kennedy and myself would like to thank you for your generous gift to the TALOA Alumni Association and we are happy to hear you are enjoying the newsletters. Your gift helps to keep

us flying!

With regards, Pat Stachon Kearns, TALOA Treasurer

Dear Friends,

I wanted to let you know my new book from the Naval Institute Press, *The Three Musketeers of the Army Air Forces: From Hitler's Fortress Europa to Hiroshima and Nagasaki*, starts shipping later this week. The book tells the personal and professional life stories of the key men that flew the B-29 "Enola Gay"-- Col Paul Tibbets, Maj. Tom Ferebee, and Capt. Dutch Van Kirk. The three opened up American strategic air warfare in Europe in 1942 and they closed it out three years later in August, 1945. It would be difficult to find another individual bomber crew who had as much impact on World War Two than did The Three Musketeers.

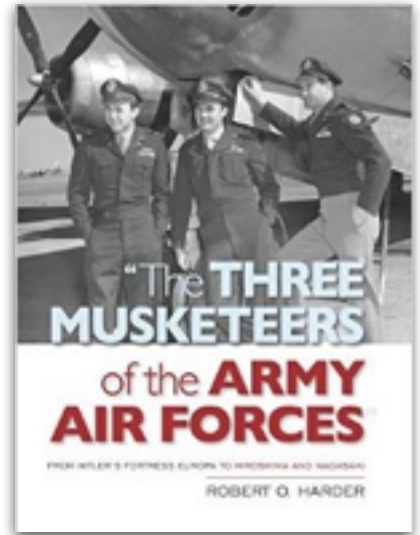
I'm pleased to report I've been getting featured support from the press and the pre-publication reviews

are very good. It is available on Kindle and hardcover print, copies can be ordered online or from any book store.

Here is the link to my website, which has lots of additional information, photos, and early reviews, as well as links to Amazon and other electronic retailers:

www.robertoharder.com

For anyone even mildly interested in these world-changing events, the book would make a great Christmas present! Cheers! *Bob Harder*



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ADDRESS

CORRECTION

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