

MAY 2011

Newsletter for the TALOA Alumni Association

www.taloo.org

Send photos & letters to: Jeane Kennedy Toynbee, Editor, PO Box 243, Copperopolis, CA

Or email to: jeanenbob@caltel.com

If you would like items returned, please include a note along with a self-addressed, stamped envelope

Jeane, In the January TALOA Newsletter, I see Miles Mackey asked about me. My maiden name was **Jennie Levy** but I am not Howard Levy's daughter. I was hired by Transocean in 1952 in Seattle to run the accounting department. When they closed the station in 1957, they transferred me to Oakland to work as an assistant to **Francis Jones**, the Comptroller. I worked there till we closed the doors in 1961.



Many of the TALOA group will remember me as the person who in the last days moved money around from all over the world to cover the payroll and pay bills when and if we had funds.....I loved working at the Oakland Airport and met my husband there. He was a Pan Am employee and we were married for over 49 years until his death on November 2nd, 2010. Hope this clears things up. I am sure Miles & I met way back when. Thanks for letting me clarify this. **Jennie Levy Cook** *****

As a former secretary/stewardess (1959-1960), I was laid off with compensation still owed to me. The promise to pay me the \$1200-\$1500 owed to me from the proceeds of liquidation of equipment never happened. My question: Is there any satisfaction available to receive due compensation? My name at the time was Geraldine A. Leiva. Thank you, Gerry Ann Van Guilder *****

*Webmaster Response: The year was 1960, I was 13 at the time, but I remember hearing of the many people who not only lost back wages, but who had stock in Transocean that, of course, became worthless. So many people lost so much, however, today when the stories of TAL are told, again and again I hear of the remarkable accomplishments of the company and the camaraderie of its employees. As testament to that, the TALOA Alumni Association is publishing a newsletter 52 years after TAL folded its wings! I have been personally involved as Editor for the last 14 issues as well as webmaster of www.taloo.org Through these avenues of communication I've discovered that Transocean Air Lines is admired not only by former employees, but recognized worldwide for its achievements. It has been an honor to represent the company my dad worked for over a 1/2 century ago. ******

Doing history research regarding my father during 1950-1952 while he was stationed on Wake Island working for

the CAA (FAA). Any leads, info would be greatly appreciated. I've been searching the web since 2008 looking for info photos etc. I was 6 months old when the island was evacuated after typhoon Olive. My father's name was Philip Maxted. He would have been 30 years old in 1952. Alan Maxted

*Webmaster Response: Hi Alan, The July 2008 edition of the TALOA Alumni Newsletter contains a few images along with a brief description of some interesting places on Wake Island. You can find this edition at: <http://www.taloo.org/files/JULY2008.pdf> ******

Hello Jeane, While doing Internet research tonight I chanced upon the TALOA newsletter that mentioned the death of **Lillian Bunbury**, who was my aunt. I am interested in obtaining any newsletter articles that may have mentioned her, however long ago that might have been. Are the newsletters all available online? (I only found 2 listed.). Also, in that April 2010 newsletter a woman named "Nancy" said that she lived in the same building as Lillian for 5 years (in San Francisco) and she knew that my cousin had moved Lillian to Kentucky a few years ago. I realize there must be some strict protocol that must be followed, but I surely would like to contact "Nancy" for she must have some great stories to tell me. You have my permission to forward this email to Nancy, should you have her email address with the sincere request that I seek nothing but "Aunt Lillian" info. I do have the contact information for that Kentucky cousin, but they have a serious health crisis with a child and I am reluctant to "bother" them for family stories...which makes the "Nancy" contact more important than normal. Thank you in advance for any assistance that you may provide. **Julienne DeMarsh**

Webmaster Response: Hi Julienne & Nancy, Nancy...in order to protect your privacy, I have blind-copied you on this email as it regards a request for contact. I'll let you decide if you'd like to pursue the matter.

Julienne...I have been editor of the TALOA Alumni Newsletter for the past 12 editions or since July 2007. I have created those 12 editions as .pdf files and they are ALL available in our Archive section. Scroll down this page to see: <http://www.taloo.org/newsletters.html>

*I have so far scanned an additional 12 past issues from previous editors. My goal is to have them all available, its just time-consuming to do so. I'll publish your email note in the next newsletter and perhaps we'll get some further comment about your Aunt Lillian from our readers. Sincerely, Jeane Kennedy Toynbee (Capt. Frank Kennedy's daughter) ******

My name is Eric Winter. My uncle, [George Winter](#), was a station manager for Transocean Air Lines in Agana, Guam. I was born in 1968 and never had the opportunity to meet my uncle George. It is my understanding that he simply vanished in the early 1970s. I do remember hearing his voice on New Years Eve in a phone conversation in 1972. At this time I was only four years old and it is the only recollection I have of my uncle. I would like to ask a favor. If you have time could you tell me what happened to him or give me any insight as to his employment history with Transocean Airlines. Furthermore, is there anyone I could contact that remembers him or knows of his whereabouts? Thank you for your time, Eric Winter *****

This is Sharon Sheets-Allen. My father was [Merle D. Sheets](#) and he flew for Transocean. I was reading through your newsletter and noticed a lifetime member by the name of Claudia Turner Clark. (*Editor's note: That's actually Claudia Turner Cook*) I am hoping that it is the same Claudia that has a sister named Cindy and her folks were Claude and LouAnn...If it would be possible, would you please pass my email on to her, if it is the same Claudia Turner. I am emailing you because I did not see another contact on the website. Would it be possible for me to attend a reunion? I thought about it when my father passed, but did not follow up. Would you please let me know when and where the next one will be, if I am allowed to attend. Thank you very much. Sharon L. Sheets – Allen. Also, I will be going through my fathers flight records probably this summer. What sort of stuff would you be interested in, if I run across any papers or information. Sharon Sheets-Allen

Webmaster Response: Hi Sharon, I think we have the same Claudia you're looking for! I met both Claudia & Cindy over at their folks' house in Tokyo when my dad was flying there. Claudia & I are the same age.

I don't know if there will be any more reunions. With limited funds, the alumni voted to spend our funds mainly on the TALOA website and the alumni newsletter. However, I've added your email address to the newsletter notification list so you'll be able to read and be notified of any get-togethers. I've also blind-copied Claudia (Hi Claudia!) in on this email so she'll have your contact info. Stay in touch - the both of you! Jeane

Also, Sharon...I would be thrilled to have copies of any photos your dad may have taken during his TAL days. I would also like to include any stories he told in our newsletters. You may send me anything you think may be of interest. What I don't use for the website or newsletter I

Did you know...? Transocean Air Lines' website, www.taloea.org, receives over **4,000 visitors per month!** Who visits? Not only alumni, but researchers, aircraft buffs, authors, searching relatives, college professors, current aviators, flight attendants & mechanics, etc. Interest comes from around the world – Brazil, Russia, England, Australia, Germany, Japan, Ireland, and many more places.

Your donations keep TAL's website active and are greatly appreciated throughout the world. Your contributions are a testament to all the employees who were once this great airline.

Donations gratefully accepted by:
TALOA Treasurer Pat Stachon Kearns
701 Deer Park Rd
St. Helena, CA 94574

Help keep TAL SOARING!

*will take to the Oakland Aviation Museum to be stored there. You never know when some researcher may find just what they're looking for in some old records. ******

Hi Jeane, I was unable to pull up the latest newsletter to get the correct address for the treasurer. Please forward my check to the correct person.

If the alumni association has any items for sale, I would appreciate hearing about them. Thanks for the great effort you put into the organization. I appreciate all the stories.

I joined Transocean in 1959 as my first job as an aircraft dispatcher. I finished my career with the airlines in 1998 as a dispatcher for Saudi Arabian Airlines. Best regards, [Walter Blessing](#)

Editor's note: A hardcopy of our latest issue is on its way to Walter.

TALOANS...Run To The Closet Get Your Log Books...

Dear Ms Toynbee: I am leading a team that is currently working on what may well be the final book to be published on the Douglas C-54/DC-4. It will be published by Air-Britain, in England, and will follow lines established in recent books from that imprint. Thus it will include a detailed history of the origins and development of the type, usage histories of each of the operators, and full histories of every airplane.

After "Folded Wings" was published I had some correspondence with Arue Szura about amendment to the fleet list if a second edition was to be published. As we know that has never occurred, yet interest in Transocean remains high.

One thing that would be of great assistance is if former flight crew still have log books if they could pass on some

information as to the first and last time they flew specific aircraft. In many cases we have acquisition and disposal dates, but these do not always agree with operational records.

Finally, and I am planning to do this one day, but has anyone been through the Orvis Nelson archive in the University of Wyoming? By all accounts it is a massive collection, and I am certain contains a number of most interesting items.

Any help that the TALOA Alumni could give would be most appreciated, and recognized. Sincerely, John M. Davis. PO Box 8795, Wichita, KS 67208

Webmaster Response: Hi John, I have my father's log books and will go through them and scan any pages where C54/DC-4s are listed. My husband also has his father's log books and will do the same. His father was a flight engineer in the Air Force. It wasn't until we had been married for a number of years that my husband started comparing our father's log books and realized they had logged time in the same planes. Kind of interesting. I will also include your note in our next TALOA Alumni newsletter and hopefully others will scan their log books as well. So...stand by...scans will be coming, Jeane

Jeane: Thank you - sounds great, and hopefully the TALOA Alumni newsletter will generate more information. It amazes me at how much information concerning the non-skeds is yet unknown, and the interesting characters that made that world. Again, much appreciate your help and assistance. Sincerely, John ****

When I was 8yrs old, I was one of the passengers on a Transocean flight from Hamburg to Bradley Field, Connecticut. This was June 17th, 1949. The plane was a DC-4 N90405. I wondered who were the pilots or crew members? Thank you, Chet Reinys

Webmaster Response: Hi Chet, What a wonderful story. Do you have any photos of you about that age? I'd like to include your email in our next newsletter and a photo always helps. Perhaps former Transocean crew members will check their log books and see if they were on your flight. So...please stand by...

Hi Jeane, thank you for the reply, I am enclosing a picture of my brother Bruno age 10 and me, Chester age 8 (aka Butch Cassidy and the Sundance Kid). We were passengers 7 and 8.

I just want to thank those pilots and say those Transocean pilots were the best and bravest. We flew against headwinds over the Atlantic with 50ft waves visible and everyone was scared but those brave pilots got us to Bradley Field in one piece. The flight # was 6/hanx/8 on June 17th 1944.

I also am enclosing a picture of the DC4 N90405. I found it on line. TWA must of bought it in 1949. Transocean was a big outfit then. Jeane, thanks for taking the time to do this, if they are no longer with us, may the pilots rest in



peace. They have wings of their own now. Chester Kazys Reinys, 70yrs old. *****



Subject: Flights for Displaced Persons to U.S. 1949 - I am doing genealogy research and came across two instances of relatives who were Lithuanian displaced persons (DPs) in Germany who flew to the U.S. instead of coming here by boat. One flight was on 30 June 1949. The second was on 1 July 1949 (the following day). The manifest for the 1 July 1949 flight has Transocean as the airline and the flight was "Youth Argosy"; No. 27. It also lists the departure location as "Wentorf" or "Hamburg". I Googled "Youth Argosy" and it appears it was a program for transporting American students to Europe for tourism during the summer. I'm interested in the aircraft models used, the route the flight might have taken, as well as any other information regarding the DPs transported for the IRO and the extent of the effort. I saw your website entry regarding 25,000 DPs flown to South America but did not see anything about refugees being flown to the U.S.

Attached is an image (*Ed: see following page*) showing the 1 July 1949 aircraft manifest which lists it as "Youth Argosy Flight 27" carrying refugees to the U.S. Both of my relatives listed on this manifest are still living. Maybe this added detail regarding the manifest will help someone find more information about this IRO program with Transocean. Tom Sadauskas.

THE INTERNATIONAL REFUGEE ORGANIZATION

F-6-2538
Appendix 1 to
Provisional Order No.25
No. 8 1/23, 27th June 49/K.

BLIGHT "YOUTH ARGOSY" No. 27 - ex Hamburg 1st July 1949

Transocean Air Lines Wentorf nr. Hamburg/Germany															
1	2	3	4	5	6	7	8	9	10	11	12	13	14		
ML	E.C.	CM/1	Names		Iro	Ma-	Country		Sponsor		14				
No.	No.	No.	Family	First	sta-	ri-	Country	Sex	Age	Occupation	indivd.	and for			
					tus	Rel.	tal-	Sex	Age	Occupation	Agency	Destination in U.S.A.			
							Stat.								
41)	34331	752124	KARCZYNSKI	Josef	C	Polish	R.C.	M	m	29	Poland	Farmer	NCWC	Rahway, N.J.R.F.D.2	
42)	34331	752124	KARCZYNSKI	Stanislawa	C	Polish	R.C.	M	f	26	Poland	Wife	NCWC	Rahway, N.J.R.F.D.2	
43)	34331	752124	KARCZYNSKI	Stefan	C	Polish	R.C.	S	m	2	Germany	Child	NCWC	Rahway, N.J.R.F.D.2	
692)	22321	265314	STASIUKIEWICZ	Mare	C	Lithuan.	R.C.	Wid.f	53	Lithuan.	Farmer	NCWC	55 Market St.	New Britain, Conn.	
693)	22321	265314	STASIUKIEWICZ	Kazimeras	C	Lith.	R.C.	S	m	19	Lithuan.	Minor	NCWC	55 Market St.	New Britain, Conn.
694)	22321	265314	STASIUKIEWICZ	Birute	C	Lithuan.	R.C.	S	f	13	Lithuan.	Student	NCWC	55 Market St.	New Britain, Conn.
614)	26633	375770	KUROPATKA	Wincenty	C	Polish	R.C.	S	m	40	Poland	Butcher	NCWC	60 15th St.	Brooklyn, N.Y.
626)	29919	375801	PARTYKA	Julian	C	Polish	R.C.	S	m	49	Poland	Reg. Soldier	NCWC	230 Catherine Str.	Phila. 47 Penna.
627)	29905	376008	TOJCIECHOWSKI	Jozef	C	Polish	R.C.	M	m	43	Poland	Businessman	NCWC	230 Catherine Str.	Phila. 47 Penna.
648)	40705	375726	BUDZIACH	Czeslaw	C	Polish	R.C.	S	m	34	Poland	Farmer	A. Piler- czyk	West Altgelt St.	Chicago Ill.
A.				10											

Webmaster Response: Hi Tom, You'll find information about Transocean's Atlantic - European Division on this webpage: <http://www.taloea.org/AED.html>
I'm including your email inquiry in our next newsletter so perhaps we'll get some more information from our readers. So...please stand by...

I did some more Google research. I found the attached 1949 newspaper article indicating that Transocean would be flying American college students for touring Europe during the summer as part of the Youth Argosy program and then using the same planes to fly DPs back to the U.S. That way, they had return passengers for the U.S. Hope someone out there knows more about the extent of this effort. Tom

Editor: newspaper article appears on page 6.

Thanks again for all your hard work keeping the organization going. Bob Harder *****

Finally realized I hadn't sent my dues in. Really enjoy the TALOA Newsletter and seeing the names of people I worked with 50 years ago. Always good to see a note from M.J.Ekstrand. We were both at Air Jordan and later in Berlin with IAI. Warren Vest *****

I'm writing to inform you of the death of my mother, Donna Ryan Ferrell on March 22, 2011. She was very proud of her years with TALOA and would appreciate being mentioned in your next issue. Thank you, Cassandra Williams. *****

Readers...Can You Help?...

Hi, I think my dad, Donnaca (Dunk) Kennedy, was a mechanic on Wake with Transocean in the 50's (He grew up in Ireland but has an American passport). Do you have any records that confirm this? Any pictures or anyone who

knew him would be great. Regards, Ciaran Kennedy ***

History of Aviation in Bermuda Book

Editor: I received the following message from the author...

Ladies and Gentlemen: We thought it was about time we sent you all an update on the book project which has now come to completion. After more than five years of joint efforts, we have at last finished the text of this important book. The pictures have been chosen and the captions written and the finished text was sent to the publishers in Bermuda in December 2010. The book, which we hope will be entitled "Wings over Bermuda - 100 years of aviation in the West Atlantic" will be published as part of a major series of Bermuda history books by the National Museum of Bermuda (some of you will know that this is the new name for the Bermuda Maritime Museum).

Unfortunately, the Museum has other book projects and a restricted budget at this time so our book is currently in the "holding pattern" awaiting clearance from the Museum hierarchy. Museum Director Dr. Edward Harris assures us that the book will get published but is not able to give a publishing date at this time. Most of you receiving this email have provided information, photographs, documents, advice and support for this project for which we are very grateful. As soon as we have any further news on the publication then we will of course let you know.

If any of you kind folks have discovered any Bermuda aviation facts/photographs/documents etc. that would interest us then there may still be time to add them to the book.

We sincerely hope that the Museum can expedite the publication of the book but until we hear from Dr Harris there is little we can do to push from this distance.

Thanks again for all your support and interest, we will get in touch once positive news arrives. Best regards, Tom Singfield & Ewan Partridge *****

A Tribute to Donna Ferrelle

Dear Jeane, In response to your letter, I have enclosed the article from the Sacramento Housing Alliance which owned the building in which Donna lived for over 20 years.

As a TAL employee she worked out of Oakland, flying to Guam & Japan, bring the wounded home.

She had 3 daughters, including a set of twins, 5 grandchildren and 7 great-grandchildren. Donna is also survived by twin sisters, both living in Sacramento, CA.

Donna certainly enjoyed life to the fullest in each and every aspect of it and everyone who knew her was amazed at her energy and the extent of her interests. She will be sadly missed by her family and many friends. Thank you for your condolences and interest. Sincerely, Marian Parker & Marilyn Bennett.



Donna Ferrelle, 88years old

WALKING THE DOG

A woman was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes. Everybody got off the plane except one lady who was blind. A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight. He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "*Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?*" The blind lady said, "*No*

thanks, but maybe 'Buddy' would like to stretch his legs."

Picture this: All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a guide dog for the blind! Even worse, the pilot was wearing sunglasses! People scattered. They not only tried to change planes, but they were trying to change airlines!

True story... sent to us by [Miles Mackey](#).



If you'd like to keep receiving your copy of the TALOA Newsletter, please send your **2011 TALOA Alumni Association** dues in the amount of **\$20.00** to:

Pat Stachon Kearns, Treasurer
701 Deer Park Rd
St. Helena CA 94574

LIFETIME memberships are available for a one time only payment of **\$100**
Include an email address with your payment to begin receiving notification of the full color online version of your association's newsletters.

Student Group Travel Abroad Now Aided by Youth Argosy

Many students who want to go abroad will be glad to learn of some good news for a change. The log jam preventing economical transportation has been broken at long last and accommodations for this summer can still be had.

Student members of Youth Argosy and affiliated organizations will go abroad this summer on a larger scale than ever before. This will be the top year for the student movement since the war and probably will establish an all-time record. The student organizations affiliated with Youth Argosy that will make these trips have sprung up independently on many campuses. Some are student cooperatives; some are led by professors; a few of these have engaged the services of travel agents to plan itineraries and secure foreign accommodations for them. The part that Youth Argosy plays in this, aside from its own programs, is to secure in sufficient quantity the transoceanic transportation which is needed.

The size of this transportation problem is tremendous for there are more than 12,000 students who would like to travel abroad this summer. Many of the have found nothing but disappointment in their search for transportation accommodation. What ships there are, are already filled, booked to capacity for accommodations at all price levels. Most students have considered air transportation to be out of the question in view of the ticket cost and their limited funds. The war and current world conditions are responsible for

a shortage in shipping space and this has been aggravated by a greater demand than ever from the American public to travel abroad.

Monroe Smith founded Youth Argosy many months ago in the hope that this cooperative, non-profit organization would benefit student travelers of all ages with limited funds to secure at least a share of the limited transportation available. The success of this new organization was very limited at first and Youth Argosy now, with the more than 4,000 accommodations secured, still feels it has accomplished only part of the job it set out to do.

The many difficulties that lay in their path were not overcome quickly or easily. Their success resulted from unrelenting work on the part of many people, and was finally brought about by an entirely new approach to the travel problem. The way it worked out was like this. Youth Argosy has arranged for air transport in Douglas 4-engined Skymasters, big roomy planes equipped with comfortable, reclining seats, to take students to Europe in June and July. The same planes will bring back Displaced Persons from the crowded camps of Europe to be admitted to the United States. In the fall, the student groups

(Continued on page 5)

Youth Argosy Plans Tours

(Continued from page 3)

will return by ship, Cunard Line vessels, outfitted in "austerity" fashion. There will be nothing luxurious about these ships but there will be plenty of shipmates, members of other student groups, with whom to swap yarns and experiences concerning their momentous summer. This is plain down-to-earth transportation, no frills. Hot meals and snacks will be served by the airlines and catereria-style buffets on the ships. Just prior to flight take-off, Youth Argosy will give all travelers a series of orientation talks so that even these novices will know what to expect and how to conduct themselves while abroad. On the ship's voyage home, discussions evaluating their summer's experiences will be led by educational leaders and a recreational program has been planned. The cost per passenger for all of this is at the low figure of \$340 per individual for the round trip.

A Select Few

For those select few who will accompany Monroe and Isabel Smith on the pioneer Round-the-World goodwill flights, there will be two months of adventure, friendship and study of the places visited. Two Douglas Skymasters will be devoted to these flights. These flights will originate from Bradley Field, Windsor Locks, Conn. They will travel west to Denver, San Francisco, Honolulu, Midway, Manila, Tokyo, Shanghai, Hong Kong,

Bangkok, Rangoon, Calcutta, Bombay and Karachi; then into the Middle East for landings and tours at Teheran, Bagdad, Israel, Cairo and Athens. From there, at a more leisurely pace, the trip will be continued to cover the cities of Europe; Rome, Geneva, Paris, Munich, Copenhagen and others will be visited.

Monroe Smith, founder of American Youth Hostels some sixteen years ago,

Most of these travelers will be members of organizations affiliated with Youth Argosy. These organizations are being created all the time by groups of convivial students with mutual interests on campuses throughout the land. Those groups having a basically sincere desire to do some serious studying and learning while traveling are welcomed by Youth Argosy to partake of their facilities. Individuals or members of groups that are interested will find a wealth of information about foreign travel by writing to Youth Argosy, Northfield, Mass. This is the national headquarters for this cooperative, non-profit organization. For the past several weeks at their office there, they have been processing daily hundreds of letters and requests concerning student travel. There are still accommodations to be had and they are rapidly being taken up.

For further information contact Southeastern Coperative League, 353 Courtland St., N. E., Atlanta, Ga.

BOY BORN IN PLANE 10,000 FEET HIGH

Premature Delivery in
Pacific Airliner

In years to come, when the son of Mr. and Mrs. Hugh Palen is asked to give his birthplace, he will raise eyebrows by saying:

"I was born 10,000 feet in the air—579 miles east of Honolulu."

That is where, at 10:04 p. m. Monday, Mrs. Lillian Palen, 26, of Honolulu, brought her young son into the world and increased the plane's passenger list from 54 to 55 while in flight.

EXPECTED NEXT MONTH.

Mrs. Palen, her sister, Mrs. Bernice Ben, and the latter's child had departed on a Transocean Air Lines plane from Oakland at noon after



NEW ROLE FOR THEM—Transocean Air Lines Stewardesses Lorraine Mikosch, left, and Alyce Martinez made crewman's bunk into delivery room on airliner as Mrs. Hugh Palen gave birth to son. A doctor in Honolulu radioed instructions, attending the funeral of their father, Frank Palen, in Richmond.

Mrs. Palen, whose child was not expected until next month, had been cleared by a doctor for the flight. At the point of no return for the plane, she began labor. Walter J. Lawton, 69 Jackson Way, Walnut Creek, the pilot, radioed the Honolulu airport.

There, Dr. Robert P. C. Ho took the radio microphone. His instructions crackled over the Pacific to the plane, where the stewardesses took charge of Mrs. Palen.

Stewardesses Alyce Martinez, 2788 Park Blvd., Oakland, and Lorraine Mikosch, 1509 Minturn St., Alameda, turned a crewman's bunk into a delivery room. Following the doctor's radioed advice, they brought the Palen baby into the world high above it. The child was a month and a half premature.

When the plane landed in Honolulu 12 hours after departing from Oakland, Mrs. Palen and her new son were taken to a hospital where

their condition was reported "fine." It was the third child for the Palens. The father is a chauffeur in Honolulu.



MRS. HUGH PALEN
Mother in Plane Birth

An Answer for Val

← Here's a newspaper clipping sent in by *Sherry Waterman Parker* to answer this question from our last issue:

Jeane...Hi again...in looking over your latest post, it brought back some memories from the mid 50's. Do you by any chance know the names of 2 stewardesses, I recall, who delivered a baby enroute to HNL on a Connie, about 1956 or so. I think one had a French surname, something like, "Laxxxxx"?? LaPier maybe???? Just curious. TIA!! **Val Barrett** PS....sorry to hear about Joe, hope he's recovering well....
Webmaster response: Hi Val, We've been very successful in getting answers for people who have emailed us with their questions so I'm hoping someone will respond to your latest inquiry. So...stand by... **Readers?** *****



TALOA Alumni Newsletter

Jeane Kennedy Toynbee, Editor
PO Box 243, Copperopolis CA 95228

Postage
Here

ADDRESS

CORRECTION

REQUESTED



Alumni Association Members

Lifetime Members: Robert & Barbara Allardyce, Val Bednekoff, Betty Bountis Anderson, Trenton W. Barber, Val G. Barrett, Clifford G. Berg, Jane Bountis Berthet, Augie Blasquez, Linda Bountis, Jean Bountis, Chiseko Chapin, Richard "Chic" Collins, Sarah Collins, Jennie Cook, Claudia Turner Cook, Verna Cravens, Judy Grohs Cubillo, Joseph & Susan Delazerda, George E. Dijeau, Helen Dillard, Billie Downing, Martha-Jane Ekstrand, Janet T. Farmer, Raymond Foster, Mike A. Gambino, M. C. "Manny" Garcia, Derrel T. Gibbins, Bob Glattly, Francis R. Grinnon, Dorothy Guinther, Earl S. Holmquist, Lee & Marion Jenkins, Carol Johnson, Marion Johnson, Billie Joiner, Stu & Elva Jones, Pat Stachon Kearns, William & Billie Keating, Kathy Kennedy, Colm J. Kennedy, Barbara & Robert Kilian, Mildred Kosteff, Ed & Gun Landwehr, Lorraine Landwehr, Rita Lang, Gene Longo, David McQueen, Florence Morjig, Mrs. Orvis Nelson, Barbara Nemer, Ralph & Eileen Padilla, Gordon Palmquist, Sheldon Paul Purdy, Dr. Charles Quarles, Catalina Quintero, Mary Richter, Jose & Maria Rimorin, Janis Roach, Eddie Robeson, Douglas & Pamela Rogers, Charles W. & Tokuko Smith, Joseph Stachon, Robert & Inger Stearns, Richard & Jean Stuber, Arue Szura, Elaine Yuen & Carl Timm, Jeane Kennedy & Bob Toynbee, Sam Vail, Holly Nelson & Dick Veale, Tom Von Eckardt, Jeff Ward, Richard & Margaret Werling, Laverne Witteveen

2010 Members: John Benterou, Walter & Mary Blessing, William F Dell, Ramona Finlason, John Foster, Anne & Charles Gobel, Bill Gower, Harold Green, Delores Hamm, Robert & Doris Ann Harder, Rosemary Baumgartner Jones, Katharine Graham Kohler, Charles Mac Quarrie, Mckee Mhoon, Erik Moberg, Sherry Waterman Parker, Judy Porter, Bernald Smith, Rick Stachon, Warren & Ingrid Vest, Janet Whitaker, Ron Winiker, Robert V. Withrow, Paul & Yasuko Zimmermann