



November 2013

Newsletter for the TALOA Alumni Association

www.taloo.org

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Or email: jeanenbob@caltel.com If you'd like items returned, please include a note along with a self-addressed, stamped envelope

Follow up...

Author David Reade asked the following [August 2013]: I wanted to know if any Transocean Air Line crews ever ran into typhoons and if they were asked to provide reconnaissance data on storms during their period flying for the TTPI?

David, the following is from Richard Thruelsen's book, Transocean, The Story of an Unusual Airline...

The Trust Territory planes' eastward flights to the Marshall Islands are flown through an area which is generally considered the spawning ground of many of the Pacific typhoons. Transocean crews on their regular runs serve as unofficial typhoon hunters in this region, radioing hourly reports on atmospheric conditions whenever any unusual weather situation is encountered. When these reports presage unusual storm conditions, the military typhoon-tracking crews go into action. A Transocean Trust Territory crew captained by Kosteff was the first to flash the warning on the typhoon which leveled the installations at Wake Island in 1952. By a coincidence, the Transocean installations at Wake, hundreds of miles to the north, were among the hardest hit by the storm.

Follow up...

We received an email from the son of one of the Indonesian cadets at TALOA Academy of Aeronautics. I found some interesting reading, again, in Richard Thruelsen's book...

One of Taloo Academy's most interesting projects was the training of a group of Indonesian flying cadets for the Indonesian Air Force. Transocean representatives discussed the program for more than a year with the Indonesian authorities before the contract for the training was granted.

"It took the Indonesian government a couple of months to screen their applicants – they wanted men who had some command of English, who had a good basic education, and who could pass the physical examination for flying. They told us that their biggest difficulty was finding men with good eyesight. When the Indonesian islands of Java and Sumatra were occupied by Japanese, most of these boys were youngsters; and as they had to do all their studying by candlelight, a great majority of



1951 TALOA
Academy of
Aeronautics cadet
Ignatius Dewanto,
courtesy of his son
Totok Dewanto

the young people in Indonesia have permanently impaired their eyesight-as far as flying goes, that is."

A group of 60 young men was finally chosen for the Taloo course, Transocean sent a DC-4 out to Jakarta, the Indonesian capital, and brought these students back in November, 1950. Because of the special problems involved, a separate school was set up for the group at Bakersfield.

"We had a special mess for them and we sent a hand-picked group from Oakland down to Bakersfield to run the operation. All of us were quite surprised at the aptitude these boys showed for both the flying and the technical courses. We soloed every one in the group, though not all of them (and this would be true of any group of American boys) had the natural ability we



consider necessary for pilots. But all of them were so face-conscious that the boys who were having trouble came to us and said that they didn't mind being washed out, but they didn't want to return to their country without having soloed. So we just gave these boys everything we had, and finally we closed our eyes and let them go around the field once and then washed them out. Most of those we washed out we made into navigators, radio operators, and aerial photographers.

"We finally graduated 45 of these boys as pilots and the Indonesian government then asked us to keep 20 of them for advanced training as instructors in heavy aircraft. They finished their course in April of 1952. I found that the best of the Indonesians are just as good as the best of the Americans. In fact, when I flew the foreign minister of Indonesia, Dr. Subardjo, down to Bakersfield for the graduation ceremonies, the boys put on an aerial show which was so good that I canceled all future activities in acrobatics. They were doing slow rolls over the field at 200 feet and doing a good job of it – but you can do that just so long."

During the latter part of their training the Indonesian cadets were sent on cross-country trips which took them to large cities in the West, and upon the completion of their schooling they were Transocean's guests on a complete tour of the United States. Nelson was delighted at the way the Indonesian cadets were accepted during their stay in this country.

"We were supported in our efforts down there in Kern County and Bakersfield by the most amazing demonstration of hospitality I've ever seen. Every weekend every boy was invited to someone's home and every weekend those who wanted to could go on a planned tour. We took them to Hollywood, we took them through the movies, and they saw the oil fields and cotton gins and ranches and the wheat country, so that at the end of the year those boys were better acquainted with the United States than a good many Americans. And while they came in speaking just a small amount of English, they left talking the language like a bunch of college boys.

"We taught those lads a lot besides flying. We had an English course and a public-speaking class and every day every cadet had to make a two- or three- minute speech. Their speeches were recorded on a machine and played back and they criticized each other's accents. All of them were painfully shy and embarrassed at first and it was just amazing to watch them progress. When they graduated the people of Bakersfield threw a big banquet for them and for us. There were 400 Americans at this banquet and two of the Indonesian cadets made speeches. They did a terrific job. The Indonesian boys sang their own national anthem and when the Americans present wanted to sing 'The Star-Spangled Banner' they couldn't

find anyone who could play it on the piano, so one of the Indonesians sat down and played it beautifully.

"These boys will be a part of the Indonesian Air Force when they go back. If we in America could only get more exchange students we could gain a lot in the matter of understanding and friendship between countries. I think that's important because within a few years these boys will be among the leaders in their homeland and they'll either work in harmony with us or they'll be painfully neutral or they'll work against us."

The Transocean training plan for the Indonesian cadets was an independent venture and was not sponsored by any U. S. government agency. The Indonesian government paid Transocean for the training. When the course was completed the Indonesians, through their ambassador, asked Nelson to send the boys back in small groups – by that time they had such a investment in each individual they wanted to take no chance of losing them all in a single accident. Transocean is now discussing with the Indonesians the possibilities of establishing a flying school in their own country.

I received a copy of your newsletter from our former editor, Judy Porter. She suggested we might wish to use the article you have included here [August 2013 edition] about the pilot [Ignatius Dewanto] who shot down CAT/AAM pilot Allen Pope in Indonesia. Allen has given his permission for me to do so, but I want to make sure it's okay with you. In our last issue, we published an article about Allen, so this would be a good follow-up. Please let me know if it's okay that I use it. Many thanks -- Luann Grosscup, **Air America Log**, Editor



Thanks, Jeane, for your time and thoughtful hard work! So enjoyed the letter from dad [Captain Joe Stachon] to mom from Shanghai! Alex [Joe's grandson] studied abroad there, and has a real love for it as it currently is. I've sent the newsletter to my boys. Take care, Janet Stachon Farmer

Hi Janet, I especially appreciate kind words coming from my surrogate family! Your father has contributed greatly over the years to the newsletters and much of his writings are available for all to see on www.taloo.org

Hi Jeane, it's me again. It seems every time one of your news letters has a request for info on TAL experiences I have something to contribute. I'm not sure this little tale is what David Reade [Author looking for information on aircraft flying into typhoons - August 2013 edition] is looking for but it is something I'll never forget. I was on a flight into Guam, I think in Oct. of 1948, when we had to land in the midst of a typhoon in

the dark of night. There was no alternate available and we did not have enough fuel to go back to whence we came. Back in those days the only landing aid was GCA, or ground control approach. It is a system where a radar operator on the ground controls your approach by vocal communication until you can see the runway then they release you to visual controls, or "you're on your own". As I remember [Morgan Hughes](#), the co-pilot was in the left seat making his first GCA approach. I was in the jump seat and I think [Joe Stachon](#) was the captain sitting in the right seat. As I recall we were landing at Harmon Field. As we approached it was raining buckets and the wind was throwing the airplane around like a toy. It was pitch black with the landing lights reflecting on the clouds and rain.

Then the fun began. When the GCA operator released us to VFR we all looked up and what we saw was a row of B29's that we were about to land on. As I recall, Morgan said something like "Holy shit lets get outta here" and applied full power. What I have indelibly etched in my memory is the sight of those B29 tails whizzing by as we flew over all those parked B29's. I have no idea what went wrong, but I do know we made it safely the next try. I also have no idea whether or not Joe Stachon filed a report with anyone, if in fact he was the captain on that flight. If he was he might have a record of that incident in his log. John Foster

I am the daughter from one of the Indonesian cadets at TALOA Academy of Aeronautics, 1951. Just wondering whether there are photos of my father Iman Soekotjo or them that can be shared to me. Thank You, Indah Iman Soekotjo

Hello Indah, An article with photos on the TALOA Academy of Aeronautics appears on our website at: <http://www.taloea.org/academy.html>

I noticed that there are 2 unidentified cadets being congratulated - perhaps one of them is your father. Please let me know if that is the case.

Do you have any pictures of your father during that time period? If your father told any stories about his time at the TALOA Academy of Aeronautics I'd be happy to publish them. Regards, Jeane Kennedy Toynbee (Capt. Frank Kennedy's daughter)

Photos needed...

Hello, Thank you for your very interesting and informative web site. I lived on Kwajalein in the Trust Territory in the 1960s. Nowadays, I am nostalgic, so I am building models of aircraft that called there. I'd like to make a TALOA PBY. I am looking for photographs of the PBYs (there are a few interesting ones on your web site), and advice from anyone who remembers them. I wonder if you could pass this along to anyone you think

might be interested in assisting me. Best regards, Jonathan Clapp, Pelham, MA

Hi Jeane, I am just wondering how the world has been taking care of you nowadays. I enjoyed reading all topics thoroughly at the website of alumni Transocean Air Lines. This time I picked the "The Emperor Pilot" by Claudia Cook Turner. I visited the National Library to look for some more information on this particular flight. Fortunately, two major newspapers included the interview notes with [Captain Claude R Turner](#) which are attached with this mail. Should you please pass on this information to Ms. Turner. I hope my translation is good enough to understand the interview notes. Please do not hesitate to ask questions regarding these notes. I may gather more information regarding Captain Turner if Ms. Turner is interested. I need to know more about [Captain Frank Kennedy](#), too. Best Regards, Masao Suzuki

The attachment:

朝日新聞 1953年8月23日 夕刊

(1953, August 23 Evening Post of Asahi Newspaper)

札幌を午後零時20分の日航機「シチー・オブ・トウキョウ」でご出発、同二時二十分羽田空港へお着きなつた。

クロード・R・ターナー機長(34才)の話「好天候にめぐまれ、ずっと一万フィートぐらいを順調に飛んだ。両陛下は松島の上空辺りで操縦室に入ってこられ、五分間ほど立ったまま操縦の模様を御覧になった。二時間ばかりの飛行だったが、一国の元首を乗せたのは初めてで、うれしい。」

From Captain Claude・R・Turner: "Thanks to good weather over en-route, we kept maintaining approximately 1000 feet AGL without any troubles. Both the Emperor and Empress visited the flight deck over the Matsushima islands area and spent about 5 minutes for observation of the flight deck operation without taking seats. Although it's just about 2 hours of flying, for me it was first time to welcome the head of state onboard with me and it is a certainly pleasure."

佐々木喜久子(24 スチュワーデス)の話「両陛下ともはじめての飛行にしては大変落ち着いた様子でした。機内での昼食は宮内庁の人たちがサンドウィッチなどを作ってだされ、私たちはマイクを通じて途中のご案内をしてきました。東京の上を二回回って皇居の上を飛んだ時には両陛下とも興味深そうに下の方を御覧になっておられた」

Stewardess: [Miss Kikuko Sasaki](#), "Both Emperor and Empress looked like they felt easy, although it was the first time of flying. On serving, the members of the Imperial Household Agency had prepared some sandwiches to offer for lunch, and for on our part, we made special PAs (Passenger Announcement) to guide them en-route. In addition, it seemed us that they were so much interesting in looking over the view of the Imperial Palace from the window of aircraft when we made the circles around twice over the Palace."

読売新聞 1953年8月23日 夕刊

(1953, August 23, Evening Post of Yomiuri Newspaper)

クロード・R・Turner談「非常にスムーズな空の旅だった。松島上空で両陛下が操縦室にお出でになり、約5分ほど景色を御覧になったが天皇陛下の方がとりわけ熱心で、正副操縦席の中間にまで進

まれ、いろいろ質問された。お二人とも心ゆくばかり夏空の旅のダイゴ味を御満喫になったことと思う。」

From Captain Claude・R・Turner: "It was a certainly smooth air travel. Over the Matsushima islands area, both the Emperor and empress visited the flight deck to take the views of outside for approximately five minutes. Especially, the Emperor was enthusiastic to ask variety kinds of questions by leaning forward the space in between PIC and co-pilot. I think they were thrilled very much the summer sky trip from the bottom of their hearts."

Another email from Masao Suzuki...

Hi Jeane from Tokyo Japan, Thanks much for your response. Let me explain what I have been doing in these days. I have been researching the history of Japanese aviation development before and after WWII. So far I have identified the huge amount of contribution from TAL and TALOA Academy to build up Japan Airlines. I have read the articles on your father, [Capt. Frank Kennedy](#) who, I think, continued to work for Japan Air Lines after TAL's bankruptcy on July 11, 1960. Am I reading correct? He worked at Moses Late for B727 training for JAL's crew. Further to this, you mentioned that you went to school at ASIJ until 1965. It is sorry to say that the publications on JAL's history does not mentioned in depth the individuals such your father and Capt. Claude Turner. I have not been successful to identify the TAL resources available for JAL after TAL closed its operations, which should provide much more clear picture on TAL people's devotion and contribution to build the Japanese civil aviation during 1950s and 1960s.

I will be pleased if I have some brief biography on Capt. Frank Kennedy and Capt. Claude Turner as well. Should you please help on these of these points interests. Best Regards, Suzuki

The following is edited from my father's journal...

IASCO

When I left the Navy in March of 1946, I started to work for a young company which was just starting up at Oakland Airport. At that time it was called



ONAT Company after one of its founders, Orvis Nelson. He was one of 6 United Airline pilots that came up with the idea for the airline. The name ONAT was the initials of **Orvis Nelson Air Transport**. The company furnished crews for military transport planes (C-54s) which were basically the same as DC-4s. They flew from Travis Air Force Base, California, to military bases throughout the

Pacific. Maintenance of the planes was done by Matson Shipping Company which occupied hanger number 4 at Oakland Airport, also in California. After incoming planes off-loaded their passengers at Travis, they were ferried on to Oakland to be serviced for their next flight. I then test-flew these planes.¹

I was hired as assistant maintenance manager. My duties were not very well defined but with 10 departures a week – all early morning – I was soon working 7 days a week directing the work to the planes which were the best prospects for the next morning's departures. I started at a salary of \$250 per month. Airline captains then made \$800, copilots \$400, and 2nd copilots \$250. After 6 months, I got a raise to \$300. That position lasted for about one year. I was lucky to get one day off a month and could expect calls anytime day or night when at home. We lived then on San Juan Street in Oakland, one block above Foothill Blvd. near 38th St. I was 29 when I started working for ONAT.

Before the first year was up the company's name was changed to Transocean Air Lines. We had invested our life savings in it - \$1000 – and I changed jobs to that of 2nd copilot. My salary had been raised to \$300 but when I started flying it went back to \$250. I was a 2nd copilot.

The 15 years with Transocean that followed were very eventful – a trip around the world with a month stopover in France, Bordeaux and Paris; a summer of hauling pilgrims to Mecca (an historical first by air); the start of Philippine Air Lines (international Manila to San Francisco); the start of Japan Air Lines, both international and domestic; transporting fishermen to & from Alaska; and a year in the arctic while living in Fairbanks, Alaska. I will come back to these later. This is the story of how IASCO was started.

Transocean started Japan Air Lines (JAL). We furnished the people, they furnished the equipment and students. Some of their pilots were experienced but not in airline work. The plan was always understood that, as their people – pilots, crews, and ground personnel – were able, they would take over and we would leave.

Beginning about 1959, Transocean began having financial problems and our checks were at first late and then later and then finally it became almost impossible to get any check. There was always a little friction between our pilots and the Japanese we were teaching to take our place. Most of our pilots were from our Air Force and Navy and after just having fought a nasty war against

¹ Coincidentally, one of these C-54s test-flown by Frank Kennedy was also flown by Robert E. Toynbee as a flight engineer in the US Army Air Force. Thirty two years later, these men's children, Bob Toynbee & Jeane Kennedy, met & married. It wasn't until after both men had died that this piece of information was learned by reading & comparing the log books of both men.

them, some from both sides found it hard to accept their former enemies as bosom buddies.

The management of JAL wanted to try the pilots from another airline but in order to try out the switch before making a complete commitment, they gave half of the contract to United Airlines. This was about 1958 or 1959. We never knew exactly why, but JAL dropped the United pilots after a short period and acted as if they would never want any other than our Transocean pilots to run the show.

JAL was, however, very concerned about the shaky financial condition of Transocean and discretely suggested to one of our captains living in Japan that we form our own company and take over the operating contract. The captain they approached with this plan was one of my best friends, Bob Hench. This was an extremely touchy situation. If we did not take action, Transocean and we, along with them, would be out in the cold. If we did what the Japanese suggested, it would be under-cutting our parent company and smacked of disloyalty. Our group consisted of about 50 captains, navigators, and flight engineers. Bob contacted 5 or 6 captains and we met at his house in Palo Alto, California, to decide what to do. After mulling this over for a week or two, we decided not to be secretive about it. We hired a lawyer to form a corporation and we asked for an appointment with Orvis Nelson. Five of us met in his office – Bob Hench, Rand Reid, Cec Halinan, Roy Minson and myself. We didn't know what to expect. Most of us hadn't been paid for several pay periods. Orvis wanted to believe that he could get the company back on its financial feet and here we were telling him we planned to take over his most lucrative and dependable contract.

JAL was angry because they had promptly paid Transocean for our services and yet we had not been paid by Transocean. We half expected a big hassle in Orvis' office but he was convinced that Transocean would lose the contract anyway so he was not opposed to our plan.

The next weeks were very busy as we arranged financing. Each of us put in 1 or 2 thousand dollars, elected a board of directors and a president. I was one of 7 on the board. We elected Bob Hench as president. It was the start of the multi-million dollar company, IASCO – **I**nternational **A**ir **S**ervice **C**ompany. It was started to save our jobs – to rescue the JAL contract. We gave it a healthy, honorable start.

JAL contracted one year at a time. After trying the United pilots for one contract period, JAL never went back to any other pilot group but ours. Although they told us we could expect to always have a position with them, we really never believed them.

From the time Transocean began in 1946, I never felt any job security. Orvis was always traveling around the

world looking for work for the company and rumors about pending contracts were the main topic of conversation when crews got together. Many times we never knew if we would still have a job when we got back to Oakland – our home base.

After IASCO was well established Bob Hench, who was living in Tokyo, asked me to move the family and live in Japan as he felt he needed me there as an assistant, an instructor and check pilot. It was a major decision for my wife, Nene. We had to change our whole way of life. The girls would have to go to school there and we would have to learn to live in a radically different society.

Bob made it easier for us by arranging for our first few weeks to be spent in their large house in Tokyo while they were visiting his wife, Betty's, family in Sweden. Their 2 maids stayed on and took care of us as if we were their employers. By the time the Henchs returned, we had found and rented a house for ourselves in Setagaya Ku, Tokyo.

As president of IASCO, Bob Hench had pressure from both sides – the pilot group and Japan Air Lines. He was a perfectionist and wanted to do well at everything he undertook. Before all of our crews moved to Tokyo, those pilots flying trans-Pacific were still domiciled in San Francisco. On their trips though Tokyo they only had 24 hours to rest, do their shopping and get all the information they could about company business. They wanted to get all the info from the top man, Bob Hench. If each one couldn't see him in person, they kept him on the phone for hours. Each had the little problems that needed his attention. Because of this situation, I tried to take up as little of his time as possible.

After we had lived in Tokyo about a year, I was spending some time with students on the northern island of Hokaido where air traffic was light. I would spend 3 or 4 days at a time, then return to Tokyo for a few days off. I returned one evening after most of the airline offices were closed. The driver was waiting to take me home. I stopped by the large operations room to check in and get my mail and saw that Bob was still at his IASCO desk. At that time we operated from one of about 100 desks in a large room called the Operations Center. I talked with Bob a few minutes and he seemed relaxed and unhurried – the attitude a person might have after completing a task or making a decision. I have wished so many times that I had taken the time to spend a few more minutes with him.

The following morning I got a call from Earl Demoe, IASCO's chief pilot. Bob was dead. He had gone to the parking lot, run a plastic hose from his car's exhaust through a window, started the motor and sat there, ending his life. It was a few days before Christmas. He had done no Christmas shopping. We found that he had bought the plastic hose several days before. This showed

that he had been planning the suicide for sometime. His lovely wife, Betty, and their 3 children had been very dear and close to Bob. They were devastated. It was a sad holiday season for all of us in Tokyo.

After Bob's death a contest started over who would head the company and eventually over control and ownership of it. I began plans to leave Tokyo. It was only then that I was given a chance to check out in the Boeing 727. It was just pure joy to fly this plane and I forgot the politics of company control and enjoyed flying. Not for long. I was soon offered an instructor's position and since the pay was more, I took it. Most airlines have instructors who are paid less and are not in the line-pilots group. JAL chose instructors from the senior pilots, paid them more, and gave them line trips often enough to stay current on the routes.

I suffered through instructor's duty in Japan. I had a plane assigned to me for 3 or 4 days and would take it with three students to the northern island of Japan, Hokaido. The area around Tokyo had too much air traffic for training. I would have a 4-hour flight each day and was expected to give a one-hour briefing lecture at the blackboard before the flight and the same after the flight. The students were from the entire range of experience - beginning co-pilots, those coming from DC6 or DC7s, or 727 captains preparing for their 6-month checks. It was a challenging job. I worked hard in study and preparation - of the plane and for the needs of each student. I had a good relationship with the students and had the satisfaction of knowing I was doing a good job.

Japanese instructors were also in the program and I learned from students that there was much shouting, insulting and slapping of hands, even giving them a hard swat. I soon learned that the students were requesting that they be assigned to me. That gave me a lot of satisfaction, along with the fact that I was using less time to get them through.

I was also designated as examiner for JCAB - Japan Civil Aeronautics Board and gave 6-months checks to all pilots of Japan Air Lines. A 6-month check is given all airline pilots and is designed to keep up their skill in all phases of plane handling and judgment in emergencies.

The Boeing 727 has an extra seat in the control cabin (cockpit) directly behind the left pilot's seat. On check flights, where the 727 was to be added to a pilot's license, an examiner from the JCAB would take this seat. Before the flight he would give me a list of maneuvers he wanted the pilot to perform and then just sit back and watch. On routine 6-month check flights, the examiner did not ride with us - leaving the approval or disapproval up to me. I had a good relationship with the training department and with the JCAB.

I said I suffered through the stay in Chitose, the training field of Hokaido. It was mostly from my off duty-time boredom. I stayed at a nice hotel but it was 30 miles away in Tomakamai and the ride to and from on mostly gravel roads was a miserable one.

I was usually the only Caucasian at the hotel. There was no TV in the rooms at that time - one set in the lobby, but everything in Japanese. I took a small radio, but the only English language station I could get was a Russian propoganda station from Vladivostok. In their newscasts - and most of the broadcast was news - every opportunity was used to tell how horrible the rulers of the United States were and how bad were their motives. It was very depressing.

When I had the first training period, we were scheduled to take off at 0730. I had to get up early, make the 30 mile trip to the airport, and be there by 0630 to conduct the briefing. The hotel restaurant did not open that early and I had to order a "box breakfast" and eat it, without coffee, on the way to the airport. YUK. Usually breakfast was an apple and a scrambled egg and ham with an egg sandwich.

The drivers of the cabs worked long hours and more than once fell asleep on these trips. On one occasion, I gave a loud yell as we started drifting across the road into oncoming traffic. Other times I called out as the driver's head drooped forward. Needless to say, I did not lean back and relax on these long rides.

Almost all of my time was spent in flight instructing with a shift to simulator instructing every few weeks. That was a real test for me. It could be the most boring job. The only antidote was to build up an enthusiasm and stay ahead of the students.

Was wondering if you had any information on [Virgil Simmons](#). He was an FAA examiner for TALOA and checked me for my ATR in the 50s. Thank you, [Lou Sylvestri](#)

Editor: Unfortunately Lou did not leave an email address & I have no contact information for him so regretfully I cannot answer his question.

Transocean Lockheed L1049G Constellation N1927H

Dear Jeane, I trust this finds you well, after a nice summer, for us we now face the Autumn and Winter with a bit of confidence.

My reason for this mail is as per the heading, in my idle moments I was trawling through the "Connie" bible and found a very interesting small piece on this TAL ship. Apparently late in 1958- no exact date known, she flew from Tokyo to Oakland with one single stop en route, it did not say where, maybe Guam or HNL. In any event she flew on to Oak, the elapsed time was 15 hours and 23 minutes, a distance of 5500 statute miles flown, it

had a jet-stream helping it along but it arrived at Oak 11 HOURS ahead of schedule.

I would love to be able to fill in the blanks, i.e., was it a ferry flight, where was the e/r stopover and of course the date of this amazing piece of flying. Just maybe some old crew member or his family may have the log and can help. I have no hope of filling in the missing pieces, so I thought of you. The life of this Connie was interesting to put it mildly, I will write the history for you - with the great assistance of Peter Marson's book he is THE Constellation guru. I am close to getting a photo of N1927H organized and will send this on to you, maybe the piece might be worthy of inclusion in the TALOA Newsletter if you think anybody might be interested.

I would be very grateful if you can help with this, in any event I will be back to you. Best regards, Donal Goggin, Sussa, Ballinskelligs, Co. Kerry, Ireland

Hi Donal, I checked my father's log books and he flew 27H a lot, however, his last flight in 1958 was Feb. 28th from HNL to OAK. Prior to that, on Feb. 18th he flew 27H from AWK to TYO, and before that on Feb. 1st from AWK to HNL. There are lots of entries before those dates but nothing later. I hope someone checks their log books and lets us know!

Hi Jeane, this is just to confirm that I have today sent you "stuff" about TAL as promised. You might let me know if they are of any interest at all and if you would like me to do something with the 749 Constellation fleet list, etc. I have mentioned in my letter that somebody qualified as an accountant should really write a book on TAL. The more I read about this aspect of things the more I think that it needs a forensic examination, as I suggested a person studying for maybe an MBA should do this as his/her dissertation. Alas it is now ancient history and of no great interest to anyone. We will stay in touch more nevertheless. Let me know what you think of the little package. As usual, Donal J.

Readers...What an interesting project idea! Anyone up for performing a forensic examination of TAL?

Since I always seem to late sending this, I'm sending two years of dues. I always love reading the newsletter. Being a flight attendant for Transocean was a great adventure. Sincerely, Gail Norris Fisher

Gail...We'd LOVE to hear some of those adventure stories!!

Subject: Births on Wake Island

Hi, I'm curious if there is a way to know or track down children born on Wake Island? I was born December 1st 1963 to Jose and Maria Rimorin. I've read there was one female birth in the 1970's name unknown. Any information or leads would be appreciated. Thanks, Andy Rimorin

Hi Andy, Since the atoll was formally annexed by the United States at the end of the 19th century and is administered by the U.S. Department of the Interior's Office of Insular Affairs, I would start there in order to find out who maintains birth records for Wake Island.

Good luck, Jeane Kennedy Toynbee, (Capt. Frank Kennedy's daughter)

Subject = Transocean Stock Certificates

My wife found two stock certificates that belonged to her mother after she passed away. Do these have any value? Paul Martinelli

Hi Paul, As stock certificates, no. But perhaps as memorabilia they might. I suggest you try EBay.com or a general search using "Transocean Air Lines Stock Certificates". Keep us informed - many of us have those certificates as well!

Thanks for getting back to me. If nothing else the certificates are a part of history. I think the Transocean story is fascinating. I knew nothing about the company until I did some research. I'm so impressed that you folks still get together for reunions. It must have been a great company to be a part of. I don't think you were treated well by the power that be of the time. I wish you were still flying. All the best, Paul Martinelli

Please let us know if you'd still like to receive the TALOA Alumni Newsletter.. Our records indicate the following are not current on their dues and will be deleted from our roster unless we hear from you. Could be our roster is in error -!?! - Please let us know:

William F Dell, Boyd D & Claire Mesecher, Judy Porter, Gail & Edward Fisher, John Foster, Bill Gower, Henry & Dang Thai Holt, Donnaca Kennedy Corryolus, Yasuko Zimmermann, Faith Glenn, Eunice Hoenninger, Clifford Howell, Laurie L. Hudson, Sigvard N. Sivertsen.

Dues of \$20 each year or \$100 for a Lifetime membership are payable to:

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Thanks for sharing your work for so many years. I've not had the opportunity to visit your site before but I'm glad my latest little mystery brought me there. I'm not so much an airline or aircraft image collector as an image collector. What I enjoy is finding aircraft photos in the large lots of 35mm slides I used to buy and see if I can uncover their history.

Last night I found a few Kodachrome slides dated March, 1953 with notes like "Japan Air Park, Tokyo" and "Plane from J. to U.S.A.". The 2nd photo was taken at night and has some camera shake due to the lack of

light. Not a super great photo but interesting. I was able to see the "N" number (N 75416) and started trying to track it down. I also started looking for the airline (one I wasn't familiar with) but I could only read the abbreviation on the tail "TALOA" and I definitely wasn't familiar with that. I finally figured out TALOA was Transocean and then found a reference to its Registration number as a lease from Trans Caribbean in 1956 at your site.

I also found photos at the EdCoatesCollection site and they really helped nail it down for me and gave the history I needed on that side. His photo of the plane in Oakland and in Trans Caribbean colors in 1956 also explains the apparent error of sorts in the aircraft listing area. Since it's apparent TALOA was leasing 75416 since at least March of 1953, it's likely the lease ended in 1956 and the aircraft had been repainted and prepared in Oakland for return. As you know, TALOA's HQ and hangars were in Oakland as well. So, instead of the lease beginning in 1956 as stated, that's most likely the year it ended and it began sometime prior to March of 1953.

The attached scan of the slide isn't at the level for a collection like yours but I thought you might like to see it



in any case. Adding the aircraft information to your site would be great if you get the chance sometime.

Best Regards, John Kinsworthy, Ebay; morethanimages, Flower Mound, TX 75028

Thank you, John, for the interesting information. I have made the corrections & additions to our webpage "Aircraft Operated by Transocean Air Lines" located at <http://www.taloe.org/aircraft.html>. It's the interest & dedication of readers such as yourself that keep improving the TALOA website!

I would like to write to the Newsletter editor or give her a phone call. I have an 8x10 photograph which might be of interest to members. Both my late husband Ralph Beck (who died five months ago at the age of 91) and I were employees of Transocean when we met in the 50s. I now live in Hawaii. I can't believe its sixty years ago!!! He was the chief dispatcher in Honolulu,

and I was a flight attendant stationed in Oakland. Brenda Reilly Beck

Hi Brenda, I am the editor of the TALOA Alumni Newsletter so you now have my email address and here's my snail mail address: Jeane Kennedy Toyne, PO Box 243, Copperopolis CA 95228. We would very much be interested in your photo as well as any memories you may have of the Transocean days.

Aircraft Stories of Interest...

This one sent in by Ron Winiker

Fighter jet in cornfield...1970

While assigned to the 71st FIS at Malmstrom AFB, Montana, it's pilot ejected during an in-flight emergency. The pilot somehow got himself into a flat spin – considered generally unrecoverable in an F-106 and he did what the flight handbook said to do – get out of it, i.e., eject.

After the pilot did just that, 58-0787 recovered itself from this "unrecoverable" situation. In a vain attempt to break the spin, the pilot had lowered half flaps, rolled in takeoff trim, and throttled the engine back to an approach power setting.

After the ejection, the aircraft recovered from the spin on its own, and established a wings level low rate descent under reduced power to the ground. Ground effect broke its rate of descent, and it settled into a near-perfect gentle belly landing in a farmer's snow-covered cornfield.

When the local sheriff came upon the scene, the engine was still running. The aircraft was situated on a slight incline, and was creeping forward slowly under the thrust of its still running engine, as the snow compressed to ice under it. Concerned about where it might be headed, the sheriff didn't think he could wait for the recovery team to get there from Malmstrom which was about 50 miles away; so he got himself connected to the aircraft's squadron for engine shut down instructions before he entered the cockpit to secure the engine.

The photos that accompany this article show pretty much what the sheriff beheld on that fateful day. A depot team from McClellan AFB recovered the aircraft and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787, now famously known as the "Cornfield Bomber", was transferred to the 49st FIS, where it finished out its operational service life. Pilots of the 49st FIS would occasionally run into ex-71st FIS guys at William Tell and rag them unmercifully about the "emergency" so dire that the plane landed itself.

58-0787 is now on permanent display in its 49st FIS markings at the USAF Museum at Wright Patterson AFB, where its story is told in the exhibit.



While the 49st FIS Eagle jocks are reportedly glad to



see their squadron immortalized in this way for millions



to see, they would prefer to see it made more clear that it was the 71st, and not one of theirs, who jumped out of this perfectly good aircraft.

This is further indication that the Air Force has a perfect record.... They Have Never Left One Up There!

Deadline Tokyo

By John Lannom

Gene Cohan was a successful manager of Transocean's aviation activities in Japan in 1959 when I went to work for him (although Larry Bovat ran the inter island military flights). Gene was great to work for and I missed him when he departed for the ZI 1960. Gene had at his disposal a very fine 4-door DeSoto V-8 with a two-tone black and white paint job. You could still use that power around Tokyo at that time. The impending doom was in the air when Dick Carl succeeded Gene. He also was a good boss and I was very helpful in assisting in his family's departure from Japan.

This left me in control of Transocean in Tokyo and the wonderful 4-door De Soto V-8. Because I wanted to stay in Japan I was able to obtain the position as Far East Representative of Emery Freight Corporation's operations in Japan, Korea and Hong Kong. And, of course I had that wonderful 4-door De Soto V-8!

And then several months after I closed out the Tokyo office (located then in a former Japanese naval officer's club building next to the Tokyo Tower), there was a knock on the front door of our house.

When I opened the door there were two representatives of the Japan Airport Limousine Company (JALCO). I had an idea what they wanted, but invited them in. They wanted money. They wanted to know if I had any of the assets of Transocean. They were looking for money. They were owed approximately US\$200,000 for transportation provided to Transocean flying crews traveling between Haneda Airport and their accommodations in Tokyo. Their faces showed nothing when I told them that Transocean was bankrupt and there was no money or property. I did tell them I had the office car and that if they wanted it they could take it with them. They politely declined and said they hoped that Transocean might find some money to pay JALCO. I told them it was highly unlikely and that I was now working for another company.

My wife and I drove that wonderful 4-door De Soto V-8 for several more months when there was a knock at the door and the two gentlemen from the previous visit were invited in. They asked about the possibility of receiving any money and I told them that regretfully there was no money. Saddened, they departed.

One month later there was a knock on the door. It was the police. They had come to take the wonderful 4-door black and white two-toned De Soto V-8. Reluctantly, I gave it to them and said a fond farewell to that great car.

Over the next several years I commuted fairly regularly out of Haneda Airport. Japan Airport Limousine Company's office was on the airport grounds. Parked next to it was THAT car. And over the next several years I was saddened to see THAT car sink into the dust. A very unfair demise of a wonderful car. Thank you Gene and De Soto.

Hmmm...What to get that son, daughter, friend, neighbor or co-worker?

It's the gift giving season. Please think about the gift of a Lifetime membership in the TALOA Alumni Association. Send in a one-time only payment of \$100 to: Pat Stachon Kearns, Treasurer, 15592 Maplewood Dr, Sonoma CA 95476





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CORRECTION

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