



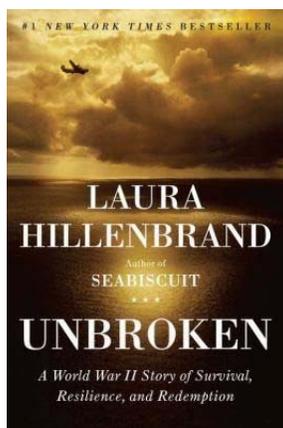
June 2012

Newsletter for the TALOA Alumni Association

www.taloo.org

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

A few days ago, I finished reading a best seller (NY Times) entitled *Unbroken*. It is primarily about the B24 bomber, the CG version being the P4Y2AG which I flew, and the treatment of our POWs at the hands of the Japanese.



The complete book is a very worthwhile read and speaks of the unbelievable atrocities given to our GIs at the hands of the Imperial whatever. They did however fail to mention the commanding officer of the Wake Island Marine force, then Col. Devereaux. He returned to Wake for the first time while I was stationed there and we traveled the length and breadth of Wake,

13 miles from end to end of the atoll and at most ¼ mile wide anywhere. He returned and the rest of the story is about taking out the memorials left by the Japanese. He has since passed, and I have his original book [*The Story of Wake Island*] about this treatment as a coal miner at the hands of the Japanese. Great read, also quite a bit about Wake Island and Midway.

I have recently turned over some things I wrote including my flight from Wake to Honolulu on Dec. 12, 1953. I left at 1600, flew all night on TALOA and arrived at John Rogers airport at 0800 the same day. International dateline. Regards to all, Josh Sparrow ****

Thanks for the emailed May TALOA Newsletter, read immediately and enjoyed 'cover-to-cover'. Thanks, too, for publishing my question regarding DC-6 'Bataan'. I'll look forward to your future emailed newsletters and maybe an answer! Best regards, Norman L. Wherrett

Norman! We have an Answer Already!!!

Author John Davis Responds...

Another most interesting issue of the newsletter, and the scope of material that is being sent to you is remarkable.

Firstly, with regard to Norman Wherrett's question concerning his flight from HNL-MNL on a DC-6 named "Bataan." This was a DC-6 of PAL and was registered

PI-C290, and it had been in service with PAL since April 1948. What makes Norman's March 1954 flight most interesting is that on 31st March 1954 PAL suspended all flights to Europe and North America, including Honolulu, and sold their DC-6 to Pan American the following month. These international services were not resumed until 1962. Thus Norman can claim to have flown on one of PAL's last international piston engine aircraft flights.

John Foster's Wake Island reminiscences added some interesting additions to *Folded Wings*. Totally non-aviation, but the *Suwa Maru* was built in 1914 for the Nippon Yusen Kaisha (Japan Mail Steamship Co), and was apparently used mainly on the north Pacific services, which went from Japan to San Francisco and Vancouver.

Finally, a couple of contributors, John Foster and Richard Werling, have both kept some record of the DC-4 on which they flew. Just as your father's log books were so invaluable for the information they contained, and for the fascinating story they told, these others' notes might be most useful too for the book. Could you put a note, or possibly contact them direct, to see if they could go through their notes and just make a listing of the DC-4 they flew on, with a first and last date? May well fill a number of holes. Again, great newsletter. Thank you, John M. Davis, Wichita, KS

Editor's note to John Foster...

Hi John. I am forwarding John Davis' note to you & providing him with contact info for Richard Wherling. I'm also passing along the PAL information he provided to Norman Wherrett.

You may remember from the May 2011 issue of our newsletter, Mr. Davis is 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. I have scanned all C-54/DC-4 entries contained in my father's logbooks and sent this information to him.

I know, from the emails I receive, that there is a great deal of information you Taloans have and are willing to share. So many people have been helped when you have taken the time to respond and I thank you for each of them. Please keep me informed as it will make great

reading and encourage others to come forward!
Sincerely, Jeane

... a response from Norman Wherrett:

Thank you so much for the information regarding the PAL DC-6 "Bataan" we flew aboard in mid-March, 1954 to Manila. Perhaps the loss of another PAL DC-6 at Rome in January, '54 influenced PAL's decision to suspend service to Europe and the US. I'll pass your info along to my 93-year old mother and 65-year old sister. I'm almost 70 and in some ways that trip seems like 'just the other day'. Best of everything to you, always. Norman L. Wherrett

...and a response from John Davis:

Jeane: Your power and import are unrivalled! Have communicated with Norman on the PAL information, and heard from John Foster with some useful additional information. Thanks, John

Thank you for the kind words, John. The camaraderie among former employees of Transocean Air Lines & their family members is as prevalent today as it was in 1946. Wally Barnett, a radio operator for Transocean, is quoted as saying, "We were a young, enthusiastic group, mostly straight from the military. We wanted to make our niche in the commercial aviation world. We worked, played, lived, and some died together. There was something magic about Transocean Air Lines; a magic that I haven't experienced since."

More than a half century since Transocean's departure, our alumni roster not only includes original TAL employees, but now their children & grandchildren have become members. Our roster includes authors from around the world, university professors, CEOs, researchers, family members seeking information about loved ones and so many aircraft enthusiasts.

When I became editor of the TALOA Alumni Newsletter, I realized that its strength & relevancy would come from a group of former employees who were unmatched at keeping in touch with one another as well as being superb story tellers! All I had to do was provide the conduit for them to speak out. Sincerely, Jeane

I really enjoyed the newsletter. Thank you for publishing my ramblings about my personal experiences with aircraft from the past. I have two short other stories that piqued my interest, but may be dull to your members. When I was still in high school, probably in the early '60s, a DC-6 flew very low over my house at night. I happened to be outside when the aircraft made it's pass. It had all it's landing lights on, and from the aircraft came the unmistakable sound of an air horn. It was very loud and distinctive. To this day I don't know if older aircraft were actually equipped with horns, but this one was.

A few years later, around 1963, I was in the Navy and stationed in San Diego at Fire Control A school. This had nothing to do with fires, but rather the firing on guns and missiles. I had taken a bus from San Diego to Salt Lake City to meet up with my mother at my grandmother's house. We spent Christmas with the family and then my mother and I flew to Denver for the remainder of my holiday leave. Since there were no direct flights from Denver to San Diego, I had to transfer to a United Air Lines DC-7 in Los Angeles for the final leg of my journey. The distance from LA to San Diego is less than 120 miles, but, as we took off, the plane rotated to at least 45 degrees at which time anything loose in the front of the cabin rolled to the back where I was seated. It seemed as if the plane kept the angle for a very long time. Afterwards the plane appeared to "peak" and immediately dove at almost the same angle heading for Lindbergh airport. We came in over Point Loma and as I watched, we approached the runway quite rapidly. As we "hit" (that's the only way to describe what should have been a landing) I watched as the wing tips dipped very close to the tarmac. Before the pilot had the nose gear down, he was reverse thrusting quite strongly. As the nose gear "hit" (again, the only way to describe it) the pilot made a violent left turn and then a somewhat less violent right turn which put us parallel to the runway and headed for the terminal. We pulled up and the plane rocked back and forth a lot for a few seconds. I was looking out the window as the ground crew rolled up the stairway, and as soon as it was in place, a man in a pilot's uniform with four stripes quickly ran down the stairs. As we passengers got up to retrieve any overhead baggage, I caught the eye of one of the flight attendants and asked her if this is how this flight operates all the time. She had an almost "deer in the head lights" look in her eye and she very quietly said, "No." All I can deduce from this incident is that either there was a medical emergency, or, the pilot had a very "hot" date that night. I've never experienced anything like this since.

*Great stories, Neil...thanks for sharing! ******

Your dedicated work in preparing the TALOA Newsletter is appreciated. Occasionally I meet people who have worked for TALOA in the Humboldt Bay area. I met Bob Allardyce's son recently and discussed his father's and brother's aviation related activities. Sorry for the delay for remitting dues. The 2012 dues are in the mail to Pat Strachon Kearns. My life was changed forever by my summertime employment at TALOA and Naval Air Station - Alameda. The people I met there and through my father's activities contributed to my future employment opportunities for many years after my TALOA employment. [Miles Mackey](#) *****

Thanks again for the newsletter. I have attached a few pics that I took on Wake (mostly in '55 when I worked

for TAL) I always liked the one of the "Worlds Most Experienced Airline", having another "experience" - unloading a DC-4 without a tail stand in place!



I'm the one [...in the picture below] on the left, pointing to Wake Island on the map. The other fellow is, I believe,



the manager of "Drifter's Reef".....picture taken in 1955. Oh, in reading about *The High and the Mighty* [May 2012 edition], on my way to (or from) Wake in '55, I was sitting next to a little old lady. I asked her if she had seen the movie, she said "yes", and I told her that *this* was the aircraft that was used in the movie. I thought she was going to have a coronary! By the way, are there any TAL "historians" that recall the DC-4 with the "drooping" engine after landing at SFO? I have it stuck in my mind they had to use an P&W R-1830, NOT a R-2000 that was normal for DC-4's. Just curious. Oh, tell Joe Stachon Happy Birthday for me, please...95 years...WOW!! Keep up the appreciated good work! Regards, Val Barrett ****

Subject = Captain, John Hodgson. My late father, Willis Camp, worked with John Hodgson at United Airlines during WWII. I am looking for more information about him, and if his family might still be in the Seattle area. Thank you, Steve Camp *****

I'm the Collection Manager at the Evergreen Aviation and Space Museum in McMinnville, Oregon. Recently an individual dropped off a pair of TALOA Mechanic's Coveralls. It's possible the person wished to remain anonymous but my desire is make every effort to define a history to any object we place in the Collection. If

allowed, could an inquiry be made to the TALOA membership in the interest of putting a name to this gift. Thank you, Mickey Anderson *****



Letters to our Treasurer...

Yearly dues in the amount of \$20.00 are payable now to: Pat Stachon Kearns - Treasurer, 15592 Maplewood Drive, Sonoma, CA 95476

Hi Pat, Please find enclosed my lifetime dues, as per the explanation in the newsletter. I believe I read where you save on postage and expense if I am one of the "online-only" members. I want to help save expense, so please make me one of the online readers. Let me know if you need further info. You guys do a great job – many thanks, Bill Broussard *****

Pat, Since I am usually late with my annual dues, I have enclosed \$100 for a Life Time membership or five years as you see fit. [Warren Vest](#) *****

Hi Jeane, A friend, Tom Gibson of San Diego, and I are working on a computer simulation of Oakland Airport from the 1950s. I have known Tom since 1994 and he is one of the finest people in the country as flight simulation enthusiasts go. He has a web site at: <http://www.calclassic.com/>

The new Oakland Airport scenery will be used with the Microsoft Flight Simulator program *FS2004*. Tom has, for a number of years, been creating period scenery from the 1950s along with aircraft of the period for nostalgia buffs like me. I have also built and repainted many airliner simulations for various flight sim programs too. This scenery will be an add-on to the basic program and is completely free. We do these projects for the fun of it, as a hobby, not to profit in any way.

Tom is remodeling Oakland's North Field Hangar's 1 through 9 with emphasis on Transocean's base. Starting with Hangar #1 as of this writing he has just finished Hangar #5 and I thought I would share some screenshots of his efforts. Also I think that sometime in the past you had asked me if I had photos of Transocean DC-4s. If you did I apologize that it got lost in my list of things to do. While doing this project I ran across many of Ralph Lewis's pictures he gave me a few years before he passed. So, yes, I do and will be happy to share them if I have something that may be helpful to you.

I provided Tom with photos and information I could recall from the 1950s that he used when making the revisions. So here are a few screenshots of what he has done so far. Hope you like them. Dave McQueen Livermore, CA

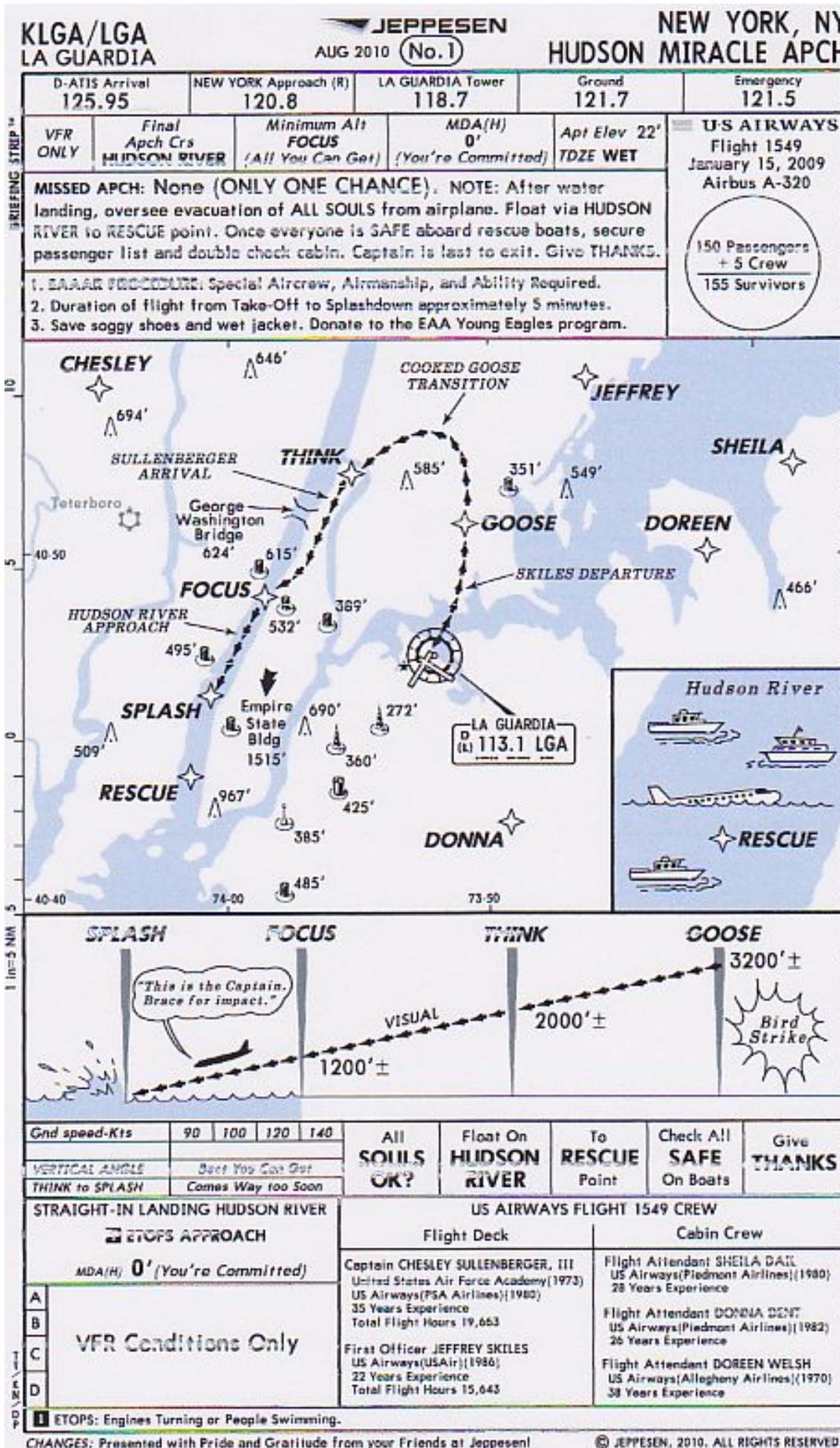
Wow, Dave, the images are spectacular. They transport me back in time when my dad would take me with him to visit the various Transocean buildings and offices. And my husband, Bob, just ran to his computer so he could visit Tom's website and do some downloading!
Thanks so much for all the contributions you've made.
Jeane





US Airways Flight Immortalized with Special Approach Chart from Jeppesen

Jeppesen, known in the aviation industry as the worldwide leader in navigation and charting services, recently presented Miracle on the Hudson pilots Captain Chesley Sullenberger and First Officer Jeffrey Skiles with a specially designed approach chart and engraved Jeppesen chart binders to commemorate the remarkable ditching of US Airways Flight 1549 in the Hudson River in New York in January 2009. Entitled Hudson Miracle APCH, the one-of-a-kind chart includes several lighthearted notations that honor the famous water landing that saved the lives of 155 passengers and crew on board the flight disabled by bird strikes. In the "briefing strip" section of the chart, instructions include: "After water landing, oversee evacuation of ALL SOULS from airplane. Float via HUDSON RIVER to RESCUE point. Once everyone is SAFE aboard rescue boats, secure passenger list and double check cabin. Captain is last to exit. Give THANKS."



After water landing, oversee evacuation of ALL SOULS from airplane. Float via HUDSON RIVER to RESCUE point. Once everyone is SAFE aboard rescue boats, secure passenger list and double check cabin. Captain is last to exit. Give THANKS." The chart documents the historic five-minute flight with a unique graphic, beginning with departure from LaGuardia Airport, followed by a "Cooked Goose Transition" point and "Hudson River Approach," which is then followed by "Splash" and "Rescue" points on the water. The humorous chart also salutes the career achievements of the crew of Flight 1549, including Sullenberger, Skiles, and veteran flight attendants Sheila Dail, Donna Dent, and Doreen Welsh. The pilots were presented with a special Jeppesen chart binder, engraved with the famous fortune cookie advice kept in Sullenberger's flight bag: "A delay is better than a disaster."

TRANSOCEAN AIRLINES 1949 ~ Flights For The Birth Of A Nation

By "Mac" (Charles Mac Quarrie)

As a dreamer in my early youth of one day exploring the wild blue yonder, good fortune would come my way serving in the Army Air Corp of WWII as a Flight Radio Operator (FRO) and post war commercial flying with Transocean Air Lines in the Middle East. Still a requirement of commercial carriers to have a FRO as part of the crew, I was hired out of Flight Radio School a month before graduation of June 6, 1949. First flight was scheduled on July 8, 1949 from Bradley Field, Windsor Locks, Connecticut with refugees from war torn Europe and destinations Caracas, South America. Our flight continued to Rome via Bermuda and Santa Maria, Azores. Down time in Rome, we would await our next assignment and learn of the flights in the Middle East to fly the Jewish refugees from various countries into their new homeland of Israel, recently established in August of 1948. Because the war was just recently fought between Israel and Arab forces over the new state of Israel approved by the United Nations members, we were briefed of the risk of possible Arab gunfire if flying over their air space with Jewish refugees on board.

First flight: Rome to Geneva then to Lydda, a drop off point for many of the refugees; then fly to Abadan, Iran on to Bombay, India, Tehran, Iran and back to Lydda via Bombay and Abadan. All went smoothly except for an engine problem out of Bombay requiring a turn back for repair. First flight assignment would consume a total of 19 days away and the venture of a life time just beginning. Many of our subsequent flights would entail the flights of refugees from Karachi, Pakistan, Calcutta, Iraq and a final effort to expedite the removal of the remaining refugees from Tehran requiring my final stay of 46 days before returning home in November of 1949 and prepare for a transfer to Oakland California with TAL and fly the Korean Airlift and ending my flight career in 1953. With TAL I was privileged to have enough down time to make a tour of Rome, the Holy Land, visit the Gaza Strip, learning more of the Israel, Palestine conflict – a dream realized with a great airline forever my favorite: Transocean Air Lines. *[Photos from the collection of Charles Mac Quarrie]*

Right: Gaza Strip 1949. Mac with Israeli soldier guarding "No Man's Land"

Below: Azores 1949. Stop to refuel, then on to Rome, then Tel Aviv.



Below: Rome 1949. Taxi service – George Poule (purser), Mac (radio operator), Wendale Hale (pilot)



Below: Tel Aviv 1949. Hotel quarters. Radio operator Levensaler and Mac.



Right: Bermuda 1949. George Poule (purser), Maria (stewardess), Wendale Hale (pilot), Levensaler (radio operator)





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