



## NEWSLETTER FOR THE TALOA ALUMNI ASSOCIATION

AUGUST 2014

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

Wanted to confirm you had my correct address. I so enjoy receiving the TALOA Newsletters. Thank you for all you do to keep the legacy alive. Betty Bountis Anderson, 27505 Paseo Lindero, SJC, CA 92675



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I really enjoyed reading the story of Ray's (Foster) days at TAL and learned something new. I did not know he was the one that named the company. How bout that! I also now know why I didn't get my copy of the newsletter...I have been quite ill for the past year and in the confusion I forgot to mail in my dues. I'll get on that. Thanks again for the great job you are doing. John Foster

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Mildred Kosteff (widow of Don Kosteff) passed away April 3, 2014 after a short illness at age 90. Predeceased by Donald in 1988. Survived by two children, Donna Hill and Daniel Kosteff. Here is a link to a memorial video which includes photos of Don and Mildred's time with Transocean. <https://vimeo.com/91526073>

I am sending along a couple of photos. One is of Mildred and Don holding their young son Daniel. The

other is Mildred with palm trees. If you look closely there is a monkey on her shoulder as well. Both photos are definitely Guam. We may be able to locate more of



Don at the airfield, with a PBY, or something else of historical interest. There are several of the children playing around Guam. Still looking through Mildred's memorabilia. Thank you, Tony Hill

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The picture of 806 in the May 2014 issue brought back some warm and some poignant memories. I looked for names of the crew, but didn't find them in my copy.

The warm memories are of one trip aboard 806, Capt. Word and 1st Officer Elsmore, in October 1952 (? - Evidently the year didn't get written in the log book. I was very young at the time.) I was the Navigator. I remember using the periscope octant for celestial navigation. A newer, faster airplane than our DC4 fleet at the time.

The poignant memories led me to my Navigator's log book, which shows that our DC4 90915 was enroute from HNL to AWK on July 13 - must have been 1953. Captain Mathias and 1st Officer Tiemann, with a cargo load.



Part way there we learned that 806 had gone down so we spent about three hours doing a square search pattern, looking for signs on the water. We had no luck, although others did find bits of wreckage.

I knew eight crew members (including one "Louise") and four deadheading passengers, a fellow Navigator with his family going home after a term on Guam. Two young children.

The Connies we flew later were also good airplanes, but 806 has a special place in my memory. [Dick Werling](#)  
*Dear Mr Werling,*

*Thank you very much for taking the time to write about your memories of 806. Our readers will find the information very interesting.*

*I have all my father's logbooks and have found so much written within those pages. If I may be allowed a personal note - I found an entry written in the remarks column from Paris in July 1947. My father wrote, "Just got word of Jeane's birth!"*

*These logbooks that so many TALOANs have are filled with information or can jog memories. I would like to encourage you & other TAL family members to glance back at the years through their logbooks and do what you have done. Thank you so much for sharing!*



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Just wanted to thank your for the picture of the first flight by TALOA from Hilo to Oakland on your website. My father, Grady Lee Barnett is in that picture, he is on the left. I had forgotten what he looked like at that age and was thrilled to find the picture online and sent it to my brother and sister. I just finished reading your May newsletter and enjoyed it immensely, and

found out that it was Brenda Beck who sent in the photo. Keep up the wonderful work,  
Marlene Hernan

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Thank you so much for sending your newsletter to Mrs. Anna V. Johnson. Anna worked in the Transocean Air Lines accounting department, I think in the San Francisco office, either in the late 1940's or 1950's, as her first job, soon after arriving in the San Francisco Bay Area from Providence, Rhode Island, where she was born in April of 1928. She told me she was tasked, along with the other women in her section of the accounting department, with doing some type of manual adding machine tabulations. She was very proud of entering in her assignment of numbers extremely quickly and accurately. She did tell me she was working in one of two Transocean offices, either San Francisco or Oakland, when the FBI had an undercover operation to surveil a manager or supervisor in the airline who was engaging in some type of financial crime against the airline. She did not actively participate in the investigation. She only told me she had heard about it either during or just after it took place.

As her neighbor, residing in Saratoga, California, I set up this Yahoo e-mail account for her, to contact you, and help her order small items for her house from online retailers. When she worked for Transocean Air Lines she did not use the last name of Johnson, as that would come after she married for a second time in 1966, to her now deceased second husband. Her first husband was in the U.S. Navy and it was his transfer by the Navy, to the San Francisco Bay Area, from Rhode Island, that ultimately would bring her to Transocean Air Lines, where she told me she experienced her first ever airplane ride, with the other women in her office over the San Francisco Bay Area. This airplane ride took place not too long after she started working for the company. Also, I do not remember if she went by her first husband's last name, or her father's last name, for the entire time she worked at Transocean Air Lines, as I do not remember if she told me she divorced her first husband, just before or just after, she worked at that airline. Unfortunately, I do not remember the last name of her first husband, or her father, other than both of them were of Italian descent, just as she and her mother were. All I can remember is that both last names that she mentioned to me did sound Italian-American. Unfortunately, Mrs. Johnson passed away from lymphatic cancer at Good Samaritan Hospital in Los Gatos, California, in the early morning hours of Monday, February 17th, 2014. As Mrs. Johnson did not have any



birth children of her own, her step son is now the executor for her house in Saratoga, California, and when I asked him about this Yahoo e-mail account yesterday, which he was not even aware of, he requested that I delete it. However, well before I shut this e-mail account down, I thought I should let you know that she had passed on, as you might wish to remove her e-mail address from your newsletter distribution list. Respectfully, Mrs. Anna V. Johnson's former neighbor in Saratoga, CA

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Hi Jeane. Going thru boxes...found these pictures. Wondered if you would enjoy seeing them. Have a great day, Barbara Foster McGulgan



*Thanks for the pictures, Barbara. I take any TAL memorabilia sent to me and deliver it to the Oakland Aviation Museum after I have published it on our website ([www.taloe.org](http://www.taloe.org)) or in our newsletters. So, if you'd like to send anything to me, I'll make sure it ends up at the museum. We didn't have an image of DC4 N9941F so we are particularly grateful to add it to our image collection. Now you can view the DC4 at:*

<http://www.taloe.org/aircraft.html>

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My dad, William F Dell, passed away on June 22, 2012. He was a mechanic at Oakland Airport at the end of

TAL. He also was a aircraft mechanic in the Marines during WW-2 on Bougainville Island. During his life he and my mom (Sally Dell, passed away on July 25 2008) were members of many old car clubs like Model A Club, Ford V-8 Club etc. He had owned over 35 old cars during his life, and in 1964 he drove us in his 1931 Deluxe Roadster from San Francisco to New York and back - a 5



week trip - with my Brother and I in the rumble seat. They lived in the small town of El Sobrante in the Bay



Area for 35 years and in May of 2005 moved to Central Point, in southern Oregon. That's only a little history.

My dad would want you to know he LOVED your newsletter and looked forward to it when it arrived. Thanks for what you do. Don Dell. P.S. I still have his TAL tool box and if you post this photo I'd like a copy of that newsletter. Don Dell

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CAN ANYONE IDENTIFY THESE TAL PILOTS?



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Hi. My name is David H. Stringer. I am an airline historian and author. My work has appeared in AIRWAYS, the Journal of the American Aviation Historical Society, and TAH (The Aviation Historian). I have written a two-part series for TAH about America's supplemental airlines and I am accompanying it with 3 sidebars. One of the sidebars is a brief history of Transocean. I would love to use some of the color images that you may have available of TALOA C-46s, DC-4s, DC-6Bs, Stratocruisers, etc. Please let me know if you can be of assistance. Thanks in advance. - David H. Stringer

Hi David. As Chairman of the Board of the TALOA Alumni Association and creator of [www.taloea.org](http://www.taloea.org), you now have permission to extract any images you find on our website. Many of the images are imbedded in the .pdf newsletters. They are archived at <http://www.taloea.org/newsletters.html> If you need any assistance, please let me know.

If any material from TALOA is published, please give credit to:

**Transocean Air Lines Alumni Association,**  
[www.taloea.org](http://www.taloea.org)

Also, as editor of the TALOA Newsletter, I would appreciate being informed of any publication you author that contains reference to TAL. I would be happy to publish a note in our newsletters referring readers to your work.

Regards,

Jeane Kennedy Toynbee

(Capt. Frank Kennedy's daughter)

Thank you, Jeane, for your quick reply. I will forward your email on to my editor, Nick Stroud, in London.

The Aviation Historian is a quarterly publication printed in England. The content is scholarly and well-researched. My story of the supplementals covers the history of the non-sked phenomenon from 1945 through 1964. Of course there were a lot of "fly-by-night" operators among the supplementals but my 3 sidebars shed light on three of the carriers that did very well and made a good name for themselves. I recognize Transocean as the absolute best and most successful among the group. Then I am also doing sidebars about the North American Airlines group (Stanley Weiss's creation), and Dr. Ralph Cox's United States Overseas Airlines (USOA).

Part One will probably run no sooner than the winter 2014-15 issue, followed by Part Two in the Spring 2015 issue. I will let you know once I receive confirmation.

Thanks again for your help. Take care, David

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Finally I'm back!!! I sent my dues to Ms. Kearns. Here are two photos of me, [Barbara Ring](#), that you can use if you wish for the alumni pages. One is in the Shannon airport gift shop, the other by the airplane. M.J. Eckstrand hired me in March of 1958 and I flew with Transocean until its demise the end of 1960. During the summer of 1959 I was based in New York and flew charter flights to Europe. Having seen most of the Pacific area thanks to TALOA and now bits of Europe I decided I wanted to live there. I secured a job as a



recreation director with the U.S. Army stationed in Nurnberg, Germany. Met and married my career Army



husband who joins me in celebrating our 52 years of marriage this June. We have two grown children and two granddaughters. I recently retired from the faculty of Univ. Texas at El Paso teaching World Religions (again thanks to TALOA sending me around the world to experience diverse cultures).

A special "hello" to [M.J.](#) and [Sherry Waterman Parker](#) if they remember me. Sherry sold me her "airporter" car in 1958 with our mutual friend [Roland Halper](#) acting as broker. It was a huge big green GM behemoth that chugged gas like the Boeing Stratocruiser.

Fond regards to all TALOA friends --such wonderful memories! [Barbara Ring Kotowski](#)

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Hello, I am a French researcher in PBY Catalina history and would like to find clues to identify clearly your old time Seaplanes. I discovered just yesterday a photo of TALOA KOROR in the Trust Territory archives



that is completely new even to the specialists of the type. We knew of 4 PBYs (N31232, -233, -234, -235) loaned from the US Navy, maybe 5 named (Ponape, Truk, Saipan, Guam, Majuro), now 6 with Koror...

*The Micronesian Monthly* - Oct.1952 tells of 2 active (Ponape>Majuro and Yap>Koror) plus 2 reserve aircrafts for spares. Is it possible that an aircraft later received a different name depending on its assignment? Seems that N31235 was given Truk and Saipan. Who there could give us any connection such as Navy Bureau



no./Reg.no./Taloa name/nose number? Best regards,  
Jean-Christophe Polet

*Thank you for your inquiry. On our website  
(located at <http://www.taloa.org/aircraft.html>) we have  
5 PBYS listed as known Transocean aircraft. They are:*

1. *Majuro N31232*
2. *Truk N31233*
3. *Ponape N31234*
4. *Guam - no #s available*

*The webpage listed above also provides a link to  
an image of N31234, Ponape.*

*I've also glanced through my father's logbooks  
and did not find any additional identification numbers for  
a PBY. However, I'll publish your email hoping that a  
reader my have additional information.*

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### **Letter to Our Treasurer, Pat Stachon Kearns**

Hi Pat, here is my check  
for the 2014 dues. I was  
sick and in and out of the  
hospital the past year so I  
overlooked sending a check.  
Sorry 'bout that! It was a  
pleasure to see the picture of  
your dad in the last  
newsletter. I flew with him  
several times during my  
time with TALOA. He was  
one of my favorite captains.

A real nice guy! You and  
Jeane are doing a great job.

Thanks! **John Foster**

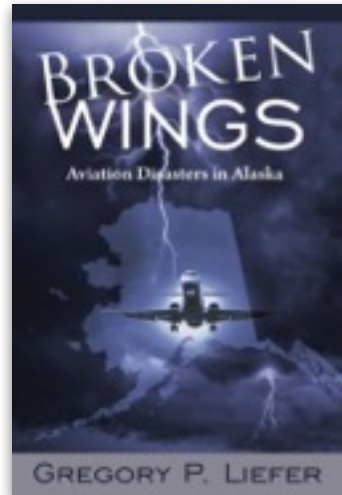
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## **Transocean Featured in Aviation History Book**

*Broken Wings: Tragedy & Disaster in Alaska Civil*

*Aviation by Greg Liefer*



*Broken Wings* reveals the  
tragedy of Alaska civil  
aviation from early bush  
pilots to modern jetliners,  
providing a unique  
perspective on the  
technology and human  
factors involved in aircraft  
mishaps. Written with expert  
analysis of aircraft  
operations, pilot procedures,  
weather phenomenon and  
aviation systems, the thirty  
stories detail major flying  
disasters in the Last Frontier,

including some of the deadliest air crashes in United  
States history.

One hundred-one people perished when a four-  
engine propliner disintegrated in flight over the ocean. A  
modern jetliner crashed on approach nineteen miles from  
its destination, fatally injuring all 111 occupants. The  
pilots of a large cargo jet mistakenly veer off course into  
the high mountains, killing everyone aboard. Only  
seconds after accelerating for departure, a charter flight  
carrying 229 people was completely destroyed, killing or  
injuring most of the passengers and crew. These are only  
a few of the catastrophic events spanning eight decades of  
flight, including all accidents involving ten or more  
fatalities. Several involved extraordinary feats of  
survival. Many resulted in a complete loss of life.

Nowhere have civil aircraft disasters been as  
prevalent as in Alaska. The progression of unfortunate  
accidents and often unforeseen consequences told in  
*Broken Wings* offers a historical perspective on the  
development of aviation, and is an instructive example of  
failures with even the finest technology, modern aircraft  
and the experienced pilots who fly them. The plethora of  
information not only provides a rare glimpse of aviation  
history, but serves as a valuable reference for what can  
and will go wrong, even in the best of circumstances.

*Broken Wings* includes over 150 photograph and map  
illustrations, showing the aircraft, crash sites, and flight  
routes. Many of the illustrations, like the stories  
themselves, have never before been published.

**About the Author:** Gregory Liefer is a former  
paratrooper and retired military and civilian pilot. His  
previous book, *Aviation Mysteries of the North*, was



released in 2011. Greg holds an FAA Airline Transport Pilot certificate and has flown more than 11,000 hours in various aircraft. Twenty-three of his thirty-two year flying career was in Alaska.

***Broken Wings*** is available from the publisher, Publication Consultants, online book stores or your local book dealer. Be sure to look for the cover image as shown above. It's the only authorized version by the author.

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### **Jean Elsberry Bountis**

**1923 - 2014**

At the age of 90, [Jean Elsberry Bountis](#) passed away in the presence of family at her home in Pleasanton where she had resided since 1966.



After graduating from high school Jean continued her education at Stephens College in Columbus, Missouri. Two years later she transferred to Northwestern University in Evanston, Illinois. She learned to play concert Harp and graduated with a BS in Speech and Elocution in 1945. During her university years she participated in the war endeavors by chairing the Victory Garden effort in her

local community and by selling War Stamps at Northwestern. Her university experience gave her the desire to spread her wings and travel the world; a passion that would always be a part of her. She completed her Flight Attendant training in Washington DC and flew



with Capitol Airlines, TWA and Transocean Airlines from 1946-1949. Jean was the first female spokeswoman for Capitol airline. While in DC, Jean also worked part time

as a Detective. As a flight attendant, some of her most memorable trips were flying WWII Displaced Persons (DPs) from all over Europe to the United States on a DC-3. While visiting the Vatican she met with Pope Pius XII and he blessed a rosary, which was one of her most cherished possessions. In 1950, Jean married a dashing young Airline Captain, Apostolis Bountis, who had flown the China Burma India hump. With an educational background in speech, Jean worked in television doing commercials for Necchi Sewing machine company and later as a radio disc jockey for KHYD. Her husband Nick and their five daughters moved to Pleasanton in 1966.

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### **Paul Purdy 1916 - 2014**

[Sheldon Paul Purdy, Jr.](#), age 98, passed away peacefully on May 5, 2014, in Danville, California. Born in Denver, Colorado, on March 22, 1916, he was married to Rose Beth who predeceased him in 1986.



Paul was a graduate of the University of Oregon. He served in WWII as a Major in the US Army Air Corps, where he was a flight navigator. He received 8 battle stars, completing over 1,398 hours within the European and Pacific combat zones. After

WWII, Paul was a flight navigator for several commercial airlines, including Transocean, Lufthansa and TIA. Paul and his family moved to San Leandro in 1948, where he resided in the same home for over 60 years.

Paul navigated the first Lufthansa flight from NYC to Hamburg, Germany, as well as the first Transocean commercial flight from Oakland and Sacramento airports to Honolulu. He retired from commercial aviation in 1972.

Throughout Paul's flying career, he visited more than 100 countries, and shared many stories of his adventures and experiences with friends and family. In 1982, Paul and Rose built their beloved log home in New Hope, New York, where he spent every summer until age 90.

Paul dedicated his retired life to his family and especially his grandchildren. He spent many years with them at his summer home and took them on adventure trips all around New York state, Philadelphia and Washington D.C. He had a special bond with all of his grandchildren.

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Postage

Here

Address

Correction

Requested



#### **Lifetime Members**

Barbara Allardyce, Betty Bountis Anderson, Trenton W. Barber, Val G. Barrett, Val Bednekoff, Jane Bountis Berthet, Augie Blasquez, Linda Bountis, Bill Broussard, Chiseko Chapin, Sarah Collins, Jennie Cook, Claudia Turner Cook, Verna Cravens, Judy Grohs Cubillo, Terry Mantz Dalessandro, Joseph & Susan Delazerda, Billie Downing, Martha-Jane Ekstrand, Janet T. Farmer, Mike A. Gambino, Derrel T. Gibbins, Bob Glattly, Francis R. Grinnon, Oscar Grohs, Virginia Dewey Hager, Robert & Doris Ann Harder, Carol Johansen Hill, Lee & Marion Jenkins, Billie Joiner, John M Kearins, Pat Stachon Kearns, Billie Keating, Kathy Kennedy, Colm J. Kennedy, Barbara & Robert Kilian, Ed & Gun Landwehr, Lorraine Landwehr, Rita Lang, Sharon Minson Linford, Penny Loerke, Gene Longo, David McQueen, Miles D Mackey, Florence Morjig, Mrs. Orvis Nelson, Barbara Nemer, Ralph & Eileen Padilla, Gordon Palmquist, Richard & Ruth Price, Dr. Charles Quarles, Dr. David & Catalina Quintero, Mary Richter, Jose & Maria Rimorin, Eddie Robeson, Douglas & Pamela Rogers, Charles W. & Tokuko Smith, Joseph Stachon, Rick Stachon, Robert & Inger Stearns, Richard & Jean Stuber, Arue Szura, Elaine Yuen & Carl Timm, Jeane Kennedy & Bob Toynbee, Sam Vail, Holly Nelson & Dick Veale, Warren & Ingrid Vest, Tom Von Eckardt, Jeff Ward, Richard & Margaret Werling, Ron Winiker, Laverne Witteveen, Donal Goggin

#### **2014 Members**

Frances Beck, John Benterou, John M Davis, Gail & Edward Fisher, Harold Green, Elizabeth Lambert Kearins, Barbara Ring Kotowski, John & Gloria Lannom, Erik Moberg, Sherry Waterman Parker, Janet Whitaker, Robert V. Withrow

#### **TALOA Kids**

Claudia Turner Cook, Kathy Kennedy, Sam Vail, Rick Stachon, Tamsin Kearns, Jeane Kennedy Toynbee, Janet Stachon Farmer, Judy Grohs Cubillo, Betty Bountis Anderson, John M Kearins, Pat Stachon Kearns, Jeff Ward, Catalina Aguilar Quintero, Jane Bountis Berthet, Virginia Dewey Hager, Holly Nelson Veale, Doug Rogers, Sharon Minson Linford, Linda Bountis