

JANUARY 2011

Newsletter for the TALOA Alumni Association

www.taloo.org

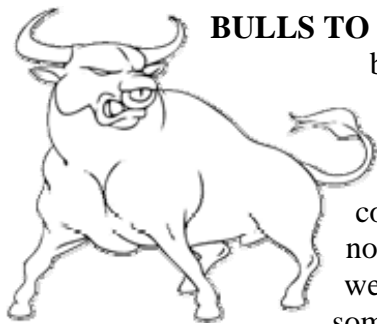
Send photos & letters to: Jeane Kennedy Toynbee, Editor
PO Box 243
Copperopolis, CA 95228
Or email to: jeanenbob@caltel.com If you'd like items returned,
include a note along with a self-addressed, stamped envelope

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BULLS TO MADRID

by Navigator Bill Molesworth



We know of no TALOA flight that may have carried coal to New Castle, but would not bet the rent on it. However, we did carry bulls to Madrid and somehow the flight and problems

peculiar to the flight have remained despite the passing of nearly 39 years. To the best of our recollection and logbooks the following is our account of the flight:

It was on October 14, 1955. The aircraft N-5288N, a DC-4 the company had leased from the CAA, was configured for the flight at Bradley Field for the special cargo it was to carry. All but two of the passenger seats were removed and the deck was covered with a tarpaulin plus 3" of saw dust and wood shavings. Special rings were fitted in the deck in order to secure the bulls in place and plywood panels were placed to protect the cabin interior. Coveralls were provided for the augmented crew assigned as follows: Captain Ed Heering, SIC Tom Nowling, Third Pilot Don Stiles, Navigators Bob Sweeney and Bill Molesworth. The ferry flight departed Bradley Field and Dispatcher Larry Bovat accompanied the two-hour and twenty-seven minute flight to Toronto, Canada.

Upon arrival at Toronto, Bovat found that since the bulls had been trucked in from Chicago the day before and were properly rested – pending a temperature check by a veterinarian – they could be loaded within a couple of hours. The owner, a prominent Canadian Rancher, proudly explained that our cargo consisted of fifteen bulls that had all won blue ribbons at a contest in a Chicago stockyard. The bulls were being shipped to Madrid in order to improve the strain in Spain. When the bulls were finally released by the vet, the first one was being prodded aboard by the Bull-Tender. It was then that we found that someone forgot to secure the tail stand, and of course this aggravated the loading of the first bull as the tail touched the ramp and the bull, the tender, the captain and the

navigator suddenly found themselves groping in the rear of the aircraft. When this problem was finally resolved, Ed Heering commended the tender for loading the biggest animal first, and the tender proudly announced that this was not the biggest, and that the best was yet to come. This led to an explanation about the necessity for loading the biggest bulls forward and to restrict the bulls' movements in flight in order to preserve the weight and balance, otherwise, explained Heering, it might make the airplane difficult if not impossible to fly.

Considerable debate followed about the security of the bulls in flight and this was resolved when a Viscount, with those screeching brakes, taxied by and this apparently angered one of the bulls who pulled the ring that was intended to secure him in place, and up came part of the deck ring and all. This problem was resolved when Heering assigned Bovat the task of purchasing a high powered rifle sufficient to stop any bull who might feel inclined to roam round the aircraft in flight. It was now evening and Bovat had to find the phone number of a gun dealer whose last name was identified with his business listing and this required the efforts of several of us before a gun dealer could be located and agreed to open shop for a sale after nine pm.

Once Bovat secured the high powered rifle, this now became cause for concern by the bull tender, who was to accompany the bulls to Madrid. I assured him that our company not only hired the best pilots, but that they were also required to be excellent marksmen. I was never certain whether he was convinced of this. However, something inspired him to acquire very powerful sleeping pills that were injected into the bulls mouth. These pills were actually shot into each bull with what he termed a special gun designed for the purpose. They must have worked well because on the eight hour and twenty-one minute flight required to transit the 1,070 nm. from Toronto to Gander, the bulls stood quietly over the entire route. During this flight I assisted the bull tender injecting a second sleeping pill into each bull.

Upon arrival at Gander the flight was met by the company combination mechanic/dispatcher – Wilson

Porter. As a result of his efficient handling with minimum ground time we departed early on the nine hour and twenty minute flight it required to transit the 1,454 nm from Gander to Santa Maria, Azores. On this flight the bulls all laid down and went to sleep during climb out and remained asleep for the rest of the flight.

The six hour and forty-nine minute fight from Santa Maria to Madrid I remember well because we were required to arrive over the Santiago NDB (non-directional beacon) in order to avoid paying a \$125 over flight fee to Portugal. I had acquired an excellent three star fix that showed us right on track for the NDB but we were still unable to receive the station. A solid under cast prevented observing the coast line (before radar) This uncertainty was alleviated when Tom Nowling noticed a break in the under cast and we were able to clearly observe the north coastline of Spain right on track. We subsequently found in a foot note that the NDB was not operational on Sunday.

We landed in Madrid at five fifteen a.m. local time on October 16, 1955. Despite cameras on hand to record this momentous event, the bulls were so sound asleep that they could not be awakened for the arrival ceremonies, and they could not be aroused for another five hours. This ended the 3,652 nm. flight of the bulls from Toronto to Madrid - in-order-to-improve-the-strain-in-Spain.

Note: The successful conduct of the flight was clearly a result of management by Captain Ed Heering and exemplified what was normal and expected of TALOA pilots in particular and pilots of the so-called "supplemental airlines" in general. It was something all of us came to appreciate after observing the operations of many other airlines in the years that followed.



Jeane, As usual, the newsletter was great reading.....are the annual get to-gathers history, or did I miss it??

I hope not!! Best, **Val Barrett**

Webmaster response: Thanks, Val, for the kind words and – no – you didn't miss a reunion this year. The TALOA Alumni Board conducted a reader survey in our May 2010 edition. The results, published in the August 2010 edition, were that only 20% of respondents wanted alumni funds to be spent on reunions. 36% wanted our newsletters funded and 44% wanted funds to be spent keeping www.taloe.org online. This year we received dues from 38 people. Sadly, our dwindling numbers mean we have to make some financial choices.

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? ********

Subject: THE OA of TALOA... My kids recently asked me what the OA of TALOA stood for? Thanks, Catalina Quintero

*Hi Catalina, The hundreds of men & women who were Transocean Air Lines called themselves "Taloans". The telex machines used during the 40's & 50's designated 5 call letters for **Transocean Air Lines OAkland**. ******

CATCHING UP...

Remember the note we received from Debera Knox looking for information about her great-uncle, Edgar J. Hovlid? Well, MJ Ekstand responded...

Debi: Since we are both family genealogists, I have tried to find a little information for you about your great-uncle, Ed Hovlid. It isn't much, but I know how it is to gather even a small amount of info about a person you are trying to research. I hope the following will be helpful.

I have just looked through my TALOA photos and found only one picture of Ed Hovlid – attached clipping from a TAL publication – showing a group in the Crew House in Honolulu. (Probably taken around 1954)



BETWEEN FLIGHTS TAL crew members relax in above photo at the Transocean crew house in Honolulu. Left to right are: Lee Nuss, navigator; Bob Judd, pilot; Carol Barones, stewardess; Russ Steinhauer, pilot; Vivian Sims, supv. of pax service; Don Friam, navigator; Queenie Keefe, stewardess, RN; and Ed Hovlid, purser.

According to my "All-Time F/A Seniority List" Ed was one of the first Flight Attendants hired. My list shows dates of hire as follows:

Edith Nelson	7-22-46	(TAL's First Lady)
Edgar Hovlid	11-05-46	
George Pohle	6-10-47	
Katie McKinnish	1947	(Married Roland Halper)
Charles McCale	11-10-48	
Angelo Blasquez	3-16-49	

I started to fly with TAL in 1952, initially on the east coast; later transferred to Oakland. We flew DC-4s in those days (un-pressurized) -- with two flight attendants aboard each flight.

From Dec. 15 to Dec. 21, 1955, my Log Book shows flights on aircraft 756 from Oakland / Honolulu / Wake / Guam / Wake / Honolulu / Oakland -- with crew members Hallinan, Pitts, Lindemann, Charnley, Vernelson, **Ed Hovlid**, and Ekstrand.

June 11, 1956, we worked together on aircraft 88N from Burbank to Honolulu (12.01 hours). Returned on a/c 41F from Honolulu to SFO (13.24 hours). Crew members were -- Westbound: Kennedy, Nowling, Stevens, **Hovlid**, Ekstrand. Eastbound: Kennedy, Nowling, Owens, **Hovlid**, Ekstrand.

In October **1956**, I was asked to be Chief Stewardess in Oakland and served in that capacity until 1959. My major concern in accepting the job was that I would bypass those at the head of the Seniority List -- but doubtful that any of the male F/As would have wanted it.

In **1957**, we acquired two Super Constellations (pressurized !)

2-28-58 Flight on 16F from OAK to HNL -- Mikosch, **Hovlid**, Ekstrand. In those days, I spent most of my time in an office in Oakland.

I may have flown more trips with Ed but I didn't always record names of fellow crew members. This will give you a glimpse of some who might remember him. You could check with Lorraine Mikosh Landwehr or with Augie Blasquez, both now in the Oakland area.

Good luck with your Genealogy. Regards, M.J. Ekstrand (TALOA 1952-1959) *****

Remember the print of the Transocean PBY entitled, "Taloea Truk" acquired by Dennis Logan and offered to Taloans? Bob Harder was our first respondent...



Hi Jeane, Back from Minn. and am just reading the newsletter tonight. I love the TAL amphibian (PBY right?) drawing! I'm guessing someone else has already asked to buy the original print for the \$20, but if not, my check book is in the cocked position! What I would like to do is get hold of it, take some really nice computer scans (I am thinking about a new book about non-skeds, which would revolve around TAL. This drawing would be a great visual and then I would donate the drawing to the Oakland Aviation Museum. Please let me know the situation and we shall go from there! And, once again, thanks so much for your hard work keeping up the website. I have no doubt your efforts bring great pleasure to so many of our elderly originals. Hat's off. Best wishes, Bob Harder

Webmaster response: Hi Bob & Dennis. This email is intended to put you in contact with each other to facilitate the transaction. Bob, I appreciate your willingness to eventually donate the print to the Oakland Aviation Museum, but until that time I think its wonderful that Transocean Air Lines my have a visual roll to play in a new book! Dennis, Your generosity - both in your original offer to me as well as your willingness to hold the print until I found a buyer - was greatly appreciated. Please, keep me informed...could make a great footnote to the story! (always an editor!) Sincerely, Jeane

Hello all. I have some additional info on the delightful Taloea PBY sketch that Dennis Logan uncovered for us, and which I received from him yesterday. It is a very nice, professional looking drawing, apparently done by someone living/working in the Trust Territories of the Southwest Pacific circa 1950s. Unfortunately, the artist is unknown, his signed name is illegible. I opened the frame up to see if there was more info on the back, but no luck there. I'm guessing at the letters and their number in the artist's signature; here is my best shot, with E perhaps the first letter in his first name: "E. - L - - Y" Once I get the scan finished and on CD and my desktop, I'll send it to Jeane-- maybe if we publish the sketch and signature in the newsletter (if we can get it large enough), it just might jog someone's memory.

The name of the aircraft, "Taloea Truk," is portrayed on the forward portside fuselage. Truk was one of the larger islands on the western edge of the Trust and was the scene of some heavy WW2 fighting. Fortunately, we have Arue's fine book, "Folded Wings" at our elbow, and are able to learn the following: The "Taloea Truk" was one of five Consolidated PBY-5A's flown by TAL in the Territories. The others (also named after islands/atolls) were "Majuro", "Ponape", "Saipan", and "Guam". The registration/tail (N) number of "Taloea Truk" was N31233, operating in the Territories from 1949-1958. *[Editor's note: The Taloea website has all these aircraft listed with a link to the one & only image we could get our hands on -- the "Ponape". View these at: www.taloea.org/aircraft.html]*

The captions at the bottom of the sketch reads (from left to right): "Trial proof for Dolan" (I wonder if there was a final painting for Dolan? Was Dolan a TAL aircrewman? Was the artist a TAL employee) We then read: "0640 out of Pelelieu" (This almost surely refers to local launch time from Pelelieu, an atoll in the Palau Islands and the scene of a brutal WW2 Marine/Japanese Army battle, the airplane on its likely way to a number of daily stops at various islands.) The Trust TAL operation was the last of the flying divisions to fold-- in July, 1960.

That's it for what I know as of now. Once I've taken my scans of the drawing, I will reframe it and send it on to Arue for donation to the Taloa Room at the Oakland museum. Arue, I think you will really like this artwork; its very well done. Also, could you confirm again your current mailing address? It will come in a box, and I'll likely send it UPS. Also, here is my suggestion regards the donation credit line: "*Gift of Dennis Logan and Robert O. Harder*" Regards a caption for the picture, the above is all we know so far, hopefully we can learn more, especially who Dolan was and most importantly, who the artist was. Regards current value, who knows? Dennis paid just \$25.00 for it when he purchased it from the Old America Store in Melbourne, Florida. I suspect for the right collector it would be worth considerably more. Of course, for we Taloans, the value is priceless!

Lastly, I think we should all give Dennis Logan a resounding Attaboy for taking the time and making the effort to see that the drawing was returned to its rightful home. Dennis, we really appreciate your thoughtfulness! Best wishes to all, Bob Harder

Dennis... ATTABOY! ...but one more note from Dennis...

Nice info Bob. However, I didn't buy it from the Old America Store. I believe The Old America Store is who framed it and it had to be some time ago since they show the area code as 407 and it was changed to 321 (Brevard County hosts the Kennedy Space Center and Cape



Canaveral hence the name Countdown County and the 321 area code – true story) about 10 years ago. I bought it at an antiques auction my wife made me go to after I made her go to Hooter's for dinner. Thanks for the update, Dennis

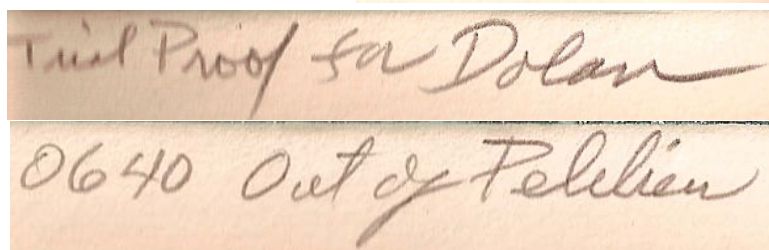
And this from Bob Harder... Hello all. Well, the time has come to part with this great rendering of the "Taloa Truk". Fortunately thanks to modern technology we can all enjoy it in our homes, knowing also that it will be available to all Taloans for viewing in the flesh at the Oakland Museum. Tomorrow, I will be mailing the box with the original sketch out to Arue, via UPS.

My bride, Dee Dee, scanned four images, at my request -- a pdf and jpeg of the entire picture, a view of the entire "signature line", and a close up of the artist's signature. Jeane, my thought was that if possible, you could reproduce the signature in the newsletter, in hopes that

someone will come forward with a clue as to who the artist was, perhaps leading also to the identity of "Dolan" and more background info. Also, here is a little more info on the PBY-5A, an advanced version of the old WW2 Catalina familiar in many movies:

"The Consolidated PBY Catalina was an American flying boat of the 1930s and 1940s produced by Consolidated Aircraft. It was one of the most widely used multi-role aircraft of World War II. PBYs served with every branch of the US military and in the air forces and navies of many other nations. In the United States Army Air Forces and later in the United States Air Force their designation was the OA-10, while Canadian-built PBYs were known as the Canso. During World War II, PBYs were used in anti-submarine warfare, patrol bombing, convoy escorts, search and rescue missions (especially air-sea rescue), and cargo transport. The PBY was the most successful aircraft of its kind; no other flying boat was produced in greater numbers. The last active military PBYs were not retired from service until the 1980s. Even today, over 70 years after its first flight, the aircraft continues to fly as an airtanker in aerial firefighting operations all over the world. The initialism of "P.B.Y." was determined in accordance with the U.S. Navy aircraft designation system of 1922; PB representing "Patrol Bomber" and Y being the code used for the aircraft's manufacturer, Consolidated Aircraft."

And here are the images:



Newsletter Notes from MJ Ekstrand...

Remember last issue's email from Charles "Mac" MacQuarrie asking for information regarding TAL's operations in the Middle East

To Charles MacQuarrie -- Your question about "Transocean achievements in the Mid East" in the recent TALOA Newsletter interests me. I hope you have had an opportunity to review the many magazine articles, books and old newsletters that give information about the company's involvement there. On loan from TAL, I worked for *Air Jordan of the Holy Land* in Amman, Jordan, from 1959 to 1961 and have had a special interest in that part of the world ever since. If you research old

TAL publications, you will see that the airline made a large contribution to the Mid-East world through the years. Am not sure what you mean by a "missing link." MJ Ekstrand *****

Message for Walid Nemeh -- I read in the Newsletter that your Dad was killed in an Air Jordan crash in 1959. I remembered vaguely that there had been a crash a few months before I arrived in Amman in October 1959. Sorry, I know nothing about the details of the accident. I am wondering how old you were at the time. Were you living in Amman? I worked for Air Jordan of the Holy Land in Amman from 1959 to 1961, living for a short time at the Amman Club Hotel, then in a rooftop apartment at third circle on Jebel Amman -- at that time at the very edge of town before the desert. I have many pictures and fond memories of that fascinating era of my life. Would it be useful to you if I told you about some of the AJ staff and crew members at that time? Here in my computer room in Massachusetts, I have a great photo of an AJ Convair -- JY-ACA on the tail. Would you like to have a copy? MJ Ekstrand mjekst@yahoo.org *****

Bob Allardyce wrote (on p. 1) that cargo flights "brought a load of monkeys from Asia to the zoos in the US." It is my memory that the monkeys came from Bombay and were flown to New York for use in medical research. I'll enclose one of Ralph Lewis's photos of the little creatures. [See following page] Back in 1955, Michelle Vacino, RN from Hartford, and I dead-headed cross country on a monkey flight (OAK to BDL). The walk from the cockpit to the tail of the aircraft took a bit of courage, as we cautiously made our way between the rows of cages. Little arms reached out to say hello and streams of urine greeted us on the way. By the time we reached the east coast, the odor was unbelievable -- and I understand crew members on these trips routinely burned their clothes when they got home. MJ Ekstrand *****

The First Practical Steam Powered Aircraft Was Demonstrated By The Besler Brothers On April 12th, 1933 Over Oakland, California.



George D. Besler and William J. Besler's prototype steam biplane, based on a Travel Air 2000, flew several times at Oakland Airport. It was powered by a two-cylinder, 150 hp (110 kW) reciprocating engine designed by the Doble Steam Motors Company and Besler weighing about 500 lbs and was capable of STOL operation due to the ease of reversing the thrust. The engine was so quiet, people on the ground could hear the pilot call to them from the air. You can view the flight of this aircraft at: <http://www.flixy.com/besler-steam-airplane.htm> *****

TALOA helped finance my college education. I got a summer job with TALOA in 1955, 57, and 58. My father, Howard Mackey, was a TALOA employee and I remember meeting Orvis Nelson, Al Morjig, Bill Heim, and a Col. Andy Anderson. I also enjoyed working alongside aircrews.

In 1989, while a visiting professor at VMI, I met a retired CIA executive who said that some of those connected with the agency were at Oakland in the 1950s and described my father as an 'honorable' man. He said some of the activities my father participated with in the 1950s were still classified (1989). I was offered employment contracts for Guam and Northern Iran via my father, and a later agency assignment in Africa (1965) as well as two agency career opportunities in 1966 and 1972. I did not accept any of the offers, but remain grateful to Mr. Nelson and the agency personnel who kept track of me and assisted in my education. Miles D Mackey

Webmaster Response: Hi Miles, Thank you for the interesting information. If you're every able to find out more of the story we'd be glad to incorporate it in the history of Transocean Air Lines. Please keep in touch. I have added your email address to our notification of future TALOA Alumni Newsletters online. Sincerely, Jeane Kennedy Toynbee (Capt. Frank Kennedy's daughter)

Jeane, Thanks for the prompt reply. I noted that in one of the newsletters a Jennie Levy Cook is cited. Was Jennie's father Howard Levy, the well known aviation photographer? Mr. Levy was a friend of my father Howard Mackey. My father introduced me to Mr. Levy at his Castro Valley photo shop and to his daughter who attended one of my birthday parties.

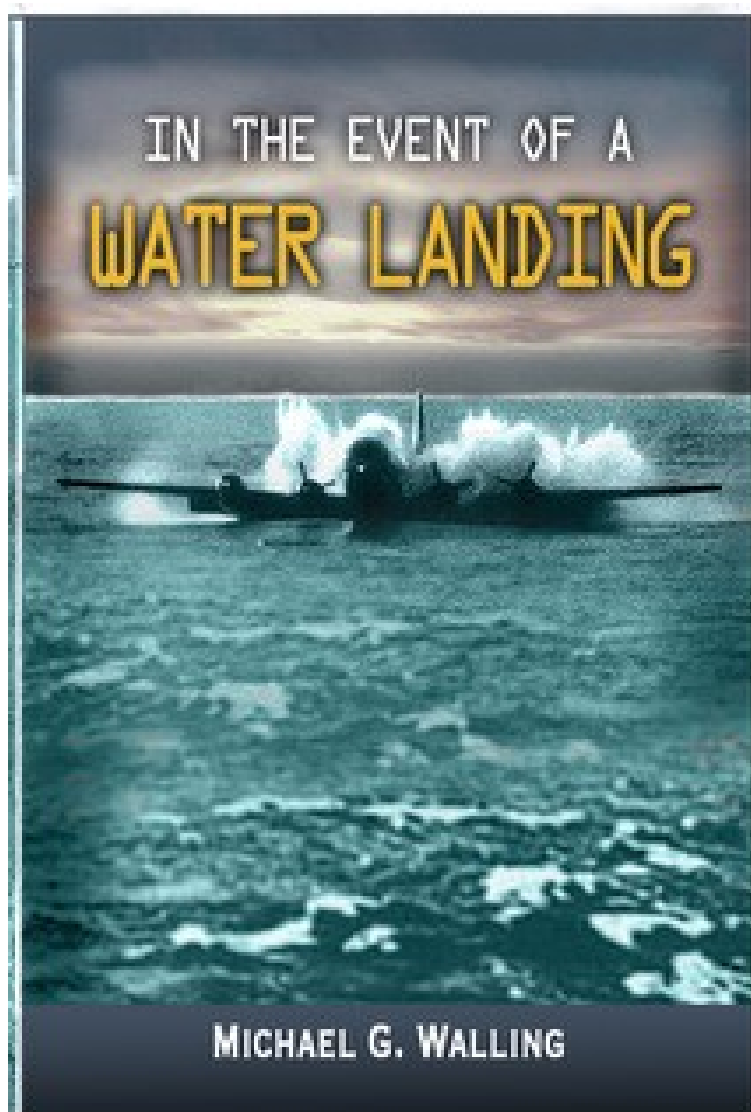
By the way, I worked in the Cabin Service Department at Hanger 28. My crew chief was Jimmy Ballard, a competent and well liked mechanic and a good boss. I met Jimmy Ballard many years later at a major airport (SFO or LAX). Mr. Ballard was in transit to Texas where he said he was employed as Trans International Airlines' Maintenance Superintendent. Miles Mackey *****

Visit www.taloea.org



Photo courtesy of Martha Jane Ekstrand

Another great book by Mike Walling AND a great offer for Taloans...



In the Event of a Water Landing tells for the first time the full stories of the *Bermuda Sky Queen* and *Sovereign of the Skies* rescues, the only two completely successful open ocean ditchings in Commercial Aviation history. Between these two are tales of other ditchings as well as the journey we humans have undertaken from the beginning of transoceanic flight to today including a full chapter on Ocean Stations.

If you'd like an autographed or personally inscribed copy please order it through www.cutterpublishing.com. Be sure to specify the way you want the book to be dedicated or if you want it just to be signed.

When Taloans order through Cutter Publishing, Mike Walling will donate a portion to the Taloa Alumni Association. Here's how: Include the word "TALOA" after your last name on the order form and \$2.00 will go to our association. Mike's also generously offering a donation for each order of *Bloodstained Sea* in the amount of \$2.50 and

Choke Points in the amount of \$2.25. So order all three!

In the Event of a Water Landing is \$10.99, shipping is \$3.50 via Media Mail for 1 copy and \$0.75 for each additional copy. Order by mail to: Cutter Publishing, 99 Fort Meadow Drive, Hudson, MA 01749, phone: 978-257-0756.

Unsigned copies of the book are also available on www.amazon.com. For those of you who like e-books, *Water Landing* is available in Kindle e-book format.

Reviews:

This book is a very professional rendering of the events surrounding the 25 successful multi-engine commercial airliner ditchings recorded worldwide since 1934. Author Mike Walling spent 5 years researching the various crashes and the text is a perfect melding of facts, first person narratives by the participants and conclusions and lessons learned. Included are brief tutorials about the evolution of navigation and development of aircraft engines, and the problems both of these created for the growing commercial aviation industry over the past 80 years. Two of the more famous ditchings, *Bermuda Sky Queen* in 1947, and *Sovereign of the Skies* in 1956, are discussed in riveting detail and also introduce the readers to a group of special heroes of the US Coast Guard who insured positive results for these and a number of other crashes. The Coast Guard weather ships stationed across the major oceans were in constant contact with airliners during their transits, and were natural places to ditch when shore could not be reached due to mechanical or fuel issues. The confluence of aircrew professionalism, sailors' bravery and large measures of luck resulted in miraculous outcomes when circumstances seem to preordain tragedy. As is typical of Author Walling's books like his critically acclaimed *BLOODSTAINED SEAS*-The US Coast Guard in the Battle of the Atlantic, 1941-44, this is well written, exceptionally researched and easy to read. This book will make great reading to those interested in the Coast Guard, air travel and the evolution of air safety learned through the hard lessons of accidents.

~~~~~  
I'm a retired Captain from the Flying Tiger Line, my name is George Gewehr. I was working for Tigers when our passenger flight 923 ditched in the North Atlantic. This is one of the accidents that the author relates in his book. He called me several months ago and asked if he could contact any of the living crew members from that flight. I told him one of them was still living, Carol Hansen. Mike Walling has since talked to her and finished his book. I just finished reading it and it was an excellent read. I would recommend it as a text book for the International Air Carriers. It not only is an interesting read but full of information for the laymen. If you want to learn a bit of history about the early days of over water flying then this is the book for you.

~~~~~  
This book was filled with great information - a very interesting read. As Chairman of the Board of Transocean Air Lines Alumni Association, my attention was drawn to the Transocean incident and I was not disappointed. Mike Walling presented a full account from every perspective!

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

Webmaster Response: Hi Leith, Did you check out the following link from the TALOA website:

http://www.taloea.org/AirDji_Jord.html

We have a few photos and images of other memorabilia along with some interesting information there. I'll publish your email in our TALOA Alumni Newsletter and perhaps we'll get some additional information from readers. Do you have any photos of you or your dad circa TAL days?

What Taloea will be featured in our next issue?

[Captain Joe Stachon](#) wrote of him, "His stories about his early life in Texas and other parts of the world (some real and some fictional) delivered with his inimitable Texas drawl, would make the rafters echo with our laughter."

Have you guessed who this is? Do YOU have any stories?



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Is It Time To Pay Dues Again Already!?

The TALOA Alumni Association uses your dues & generous donations (Thank You!) to keep the memory of Transocean Air Lines soaring through the publication of www.taloea.org



Through the quarterly publication of our newsletters, members keep in touch and continue to tell the wonderful stories that made TAL an illustrious & historic airline!

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 the full color online version of your association's newsletters.

Transocean Tests Bermuda Weekend Plan

By B. D. LASCHEVER
Times Travel Editor

HAMILTON, BERMUDA

—Just to see blue skies and feel the warm sun after New England's wretched, rainy, cloudy, humid weather is reason enough for visiting Bermuda.

My quick visit to the islands last weekend was for a more immediate reason, and it had to do with a package deal proposed by Transocean Airline. The airline, as is well known, is nonscheduled charter company.

In the last weeks of October, Thomas Sayers, chief dispatcher for the line at Bradley, got an idea. How about a weekend at Bermuda? It's only a little more than three hours by plane direct from Bradley, he reckoned, and with the right price it should be a good seller. As an experiment he suggested running a Bermuda flight and selling the first seats to Transocean employees.

SO TWO WEEKS AGO on a Friday night, a big DC-4 with the markings of Transocean running the length of the huge cabin, was warming up at Bradley. This writer was one of the passengers along with the Transocean employees.

Among my traveling companions were at least six pilots and several more off-duty mechanics. During the final warmup one of the engines emitted a slight cough.

Immediately there were 10 expert opinions forthcoming. "It is nothing, every needle in this plane is right on the nose," commented one of the mechanics. "She's running like a brand new Swiss watch," said another. No one could feel more secure!

THE PLANE roared gracefully into the air and we climbed for about 15 minutes, leveled off at 8,000 feet where we remained until the twinkling lights of Bermuda came into view.

Moments after landing we cleared customs rapidly and were taken in station wagons to



WEEKEND visitors to Bermuda board Transocean plane at Kindley Field for return trip.

the hotels Part of the group stayed in Hamilton at the Hotel Windsor, while the rest were driven up to the Eagles Nest, where beautiful Jane Gray of New Canaan graces the reception desk.

The next day was reserved for sight-seeing in a small English car, the only vehicles, except for trucks, allowed on the islands. (Only the American Consulate has a big car, and it is resented by the islanders.)

It wasn't long before impressions solidified. There's a casualness, a quiet in Bermuda that defies harsh movements. Speed limit on the roads is 20 mph, a lazy gait, and the drivers for the most part are not inclined to break the law.

WHEN YOU HAVE GONE from one end of Bermuda to the other—it's only 20 miles—you know why: There's no reason to hurry, there's no place to go

really. Except to another beach, or down another quaint alley.

Life slows down comfortably and calmly, and even at night in the night clubs of the big hotels, the music doesn't seem quite as fast, nor as frantic as it does here. The same music, too.

We had two full days, and then Sunday night a big smorgasbord at the hotel.

The flight back was smoother than the crossing, if that can be

imagined. Or was it because we were tired and full of dreams after the full weekend?

The round-trip weekend had cost less than \$100, including hotel room and food. Transocean pronounced the experiment a success and its employees are hopefully looking forward to another trip.

Interested groups that wish to charter a plane for such a trip should contact Transocean at Bradley Field.



ELBOW BEACH HOTEL provides scenic background for Dan Ackerson, right, Transocean pilot, and wife, Lu-An, during

Northeast Airlines Crash

And that was the only contact with the outside world until Apostolis Bountis, 33, of Manchester, N.H., a Transocean Airline pilot, serving as an observer on his day off, spotted the wreckage. He was riding in a plane piloted by Capt. Peter Dana of Northeast—one of 20 searching aircraft.

And in answer to Tom Singfield from the UK writing a book on the 100 year history of aviation in Bermuda, MJ sent me this clipping which I have forwarded to Tom. Tom's response:

Hello Jeane, Many thanks for sending me the cutting. All these snippets can add to the

big story so it was good to read it. Have you seen any good pictures of TALOA DC-4s that I could use in the book?

Please pass my thanks to Martha Jane. Best regards,

Tom Singfield, Aviation Author, Horsham UK

Hi Tom, Any images I have of DC4s are located on the Taloa website in the HISTORY section.

Scroll down to find the link to Aircraft Operated by Transocean.

Since your last email was productive when I included it in our newsletter, I'm hoping we'll be able to obtain another reader response for you. As usual ... please stand by...

Readers? *****



Got pictures you want to share? Send them to the editor:

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Photos returned upon request.