



We're Online!
Visit our new website:
www.taloo.org

Board of Directors

Sarah Purdy Zaloumis, Chair
Mona Finlason, Secretary
Pat Stachon Kearns, Treasurer
Janet Stachon Farmer, Reunion Coordinator & Membership
Arue Szura, Museum Curator
Jeane Kennedy Toynbee, Newsletter Editor, Webmaster
Other directors: Bill Keating, Ed Landwehr, Paul Purdy

Mail Pouch

Correction needed...

Ladies, thank you for the always good newsletter, the Jan07 edition having just received. I do have a slight point to make, however, since the #51 attendance

memo does jibe with the listing of attendees, but, just for the record, it must have been 53 because Marilyn & Bernald Smith were also attendees! Late, but we were there. Bernald "BS" Smith

Dear Mr & Mrs Smith,

Thank you for the attendance correction...I appreciate you letting us know and a correction will appear in the next newsletter. My apologies to you and Mrs. Smith for the oversight.

Sincerely, Jeane Kennedy Toynbee, Editor



Send photos & letters to:

Jeane Kennedy Toynbee

PO Box 243

Copperopolis CA 95228

or

jeanenbob@caltel.com

If you'd like any items returned, please include a note along with a self-addressed, stamped envelope.

Keeping TAL in the air...

It is always great to receive the TALOA newsletter. I was the TALOA Director of Procurement and Supply from 1957 to 1960. I remember the "monkey flight". My biggest job was to get money to get material to keep TALOA airplanes in the air.

I became interested in aviation in the mid-1920's. I completed a 4 year course in aviation at the Rindges Technical High School, Cambridge MA. Following this I formed a flying club and purchased a 1929 WACO 10 biplane, powered with a Curtis Wright OX5 water cooled engine, which I soloed in July 1937. With 200 hundred hours of private flying, I qualified for Navy flight training. I flew Navy fighters, torpedo planes, patrol planes, seaplanes, and transport planes. My health has limited my traveling. I would give anything to attend the Sept 22 reunion this year, but it looks doubtful.

Best Regards,

Jim Herligy, Sun Lakes, AZ

Jim Herlihy, TAL Director of
Procurement & Supply 1957 – 1960.

Photo-Naval aviator October 1943



TALOA Trading...

My quick personal response is yours with thanks for your kindness in sending me a past issue of the Taloo Newsletter.

The "High & the Mighty" historical coverage and the opportunity to become acquainted with the names of your current associates of the publication staff, the January 2006 issue was most welcomed and made for enjoyable reading.

As evidenced by the memorabilia we were happy to provide for the museum, therein reflects, as with other sources available in the archives, the many ventures which made famous and emboldened the name of Transocean Air Lines. A wealth of history of daring ambitions for stories in future editions. Representing just one Taloa ambition – Taloa Trading – Bob Thompson and I would love to see a reference to this infant endeavor (at the time) as it, too, became part of TAL's objective in reaching for the stars! Sincerely, Ben A Soldo, E.Palesine OH

Sad News...

Some sad news from Billie Downing. She called on Feb 3rd to let us know that **Stuart Downing** had passed away that morning. He was a flight engineer who was based at Bradley Field. He and Billie made the long journey from Boston last September to attend the Taloa Reunion which he enjoyed very much. Warren Vest, Dublin CA

Recently found out that **Betty Berens** has passed away...She was one of the vice presidents of TAL...very young at the time).

A phone call was received from Sherwood **Nichols**. Their son **Lance** had passed away in April.

Gene Witteveen, loving husband of his wife and best friend Laverne Witteveen. passed away in April. Gene worked for Transocean as an aeronautical engineer, having received his degree from San Jose State University.

Taloe online...

Congratulations! How exciting to find the TALOA web site on my computer screen this morning. It is wonderful!! What a lot of work you have done!!! The home page brought back fond memories!! How well I remember our new Connie at the gate in Oakland, and how proud we all were of it that day! Will read it all soon and perhaps send you a story or two. Again, congratulations -- well done!!!

M.J. Ekstrand (Flight Nurse, Flight Attendant, Chief Stewardess -- 1952-1959)

and...

fantastic site thank you thank you thank you.
Garth & Millie Good, Greenough, MT

Thanks...

Keep up the good work with the newsletter – it means a lot and thanks for the new roster.
Sherry Waterman Parker, Stewardess and author of *From Another Island*

I look forward to receiving the newsletter and keeping up-to-date of the happenings. I hope to be able to join with my friends for the reunion this year. Best wishes to all for a happy and healthy 2007.
Ronnie Dixon, Keizer, OR

The newsletter is enjoyed by all our family tho we don't know your faces! Thank you. Sincerely,
Eunice Hoenninger, San Leandro, CA

Our treasurer, Pat, does a great job, doesn't she!...

Thanks for your good work, Pat, helping to keep our organization together.
McKee Mhoon, Sacramento, CA

Mahalo for doing this job of dues collecting. I can empathize as I am treasurer of our Hawaii chapter of World Wings Intl. (ex Pan Am flight attendant)...Hope to see you all in September.
Liz Kearins, Waipahu, HI

Thank you so much for all your work to keep everyone in touch. There are only about six people left on the roster that I know. I am now 85 – I don't believe it! Am perfectly well and active however.
Donna Ryan Ferrell

Taloe Academy of Aeronautics...

Hello to all. I enjoyed finding your website. My dad, Wesley Pooler, graduated from the Taloe Aviation Academy in either 1958 or early 1959. While he did not go on to pursue a career in aviation he did infect the bug in me. He took me for my first ride when I was about 3. I joined the Air Force after high school, got a degree specializing in avionics and now work for the FAA. I also just earned my private rating.

Aviation runs deep in our family. I have my mom's dad's log book. He took lessons from several instructors at Oakland field in 1946 and 1947. He did solo but did not complete his rating for probably some of the same reasons still in effect namely, ran out of time or ran out of money! It would be interesting to know if it was also at Taloe Aviation Academy. Do you know who might have been instructing then? My dad's dad also has some student pilot time; I think he flew out of Hayward but it could've been Oakland.

My brief story you already have but you might also be interested to know that my husband is an ATP rated pilot with well over 10,000 hours and is a CFI. We have a little instruction business, mostly tailwheel transition training but some primary students as well. The fourth generation in aviation is my oldest daughter who is in Air Force ROTC and will commission next spring.



Regards, Jennifer Thompson
Wesley Pooler, former Taloe Aviation Academy student



Jennifer and her float plane

A Tribute... In almost every family there's one person who holds it all together and in the TALOA family that person has been **Arue Beaulieu Szura**. Through her books and newsletters she's captured the adventure and spirit that was Transocean Air Lines and kept us all waiting for the next publication. She has faithfully chronicled the years Transocean employees and their families call the best years of their lives. So, we feel compelled to turn the tables and tell a story from Arue's Transocean days, taken from an article she wrote, *The Guys & Gals of Hanger 28*.

I suppose I might best be remembered for "putting my foot in my mouth" quite often, mostly because I was young and naïve then. The one time I remember most clearly was about the mechanics who would bring leftover floral leis from airplanes in from Hawaii to the girls in the offices, but always managed to give the last one away before reaching my desk. Finally, I became incensed and complained loudly that I'd been working there for three whole years and hadn't had a lei yet! I didn't understand what all the uproar was about after I said that. Like I said, I was quite young.

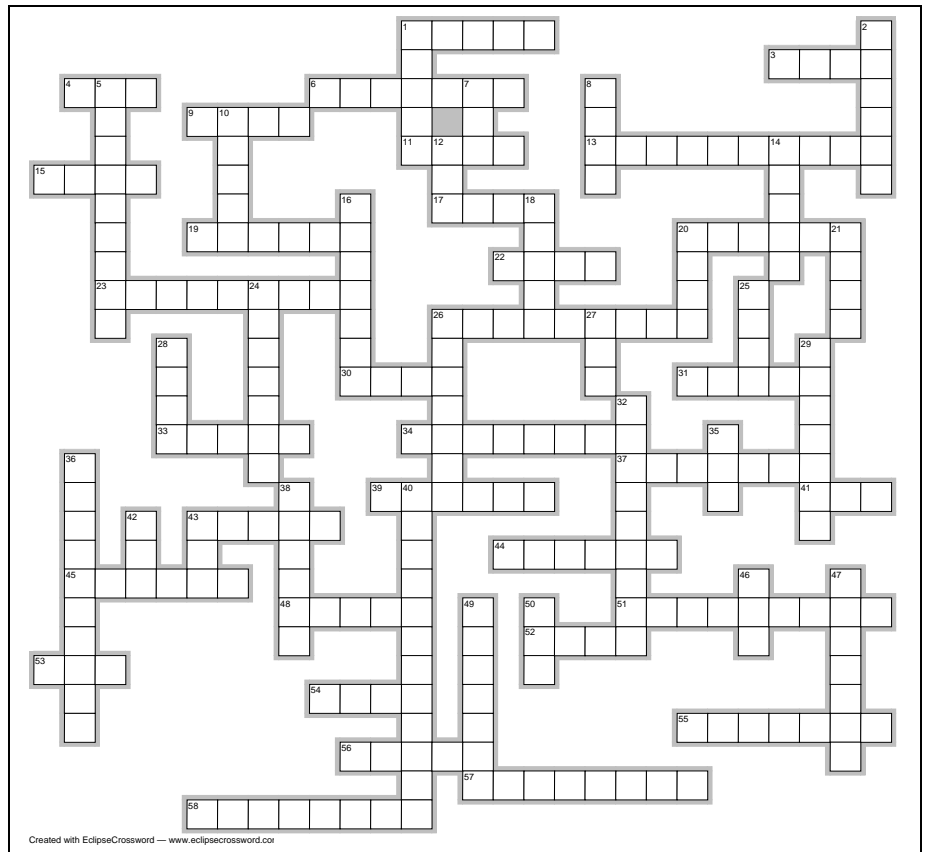
Arue has decided to devote her time to the Transocean wing of the Western Aerospace Museum and, we hope, writing another book! The Transocean families owe you a debt of gratitude, Arue, and we wish you all the best. By the way, the TALOA Board of Directors has present Arue with a beautiful Hawaiian lei.

Across

1. Seen on crew uniforms
3. Greenwich Mean Time
4. Vertical axis movement
6. Company operating scheduled flights
9. Propeller
11. Transmission ended
13. Air
15. Unit of speed
17. Sloping surface
19. Be at a constant altitude
20. Where to find memorabilia
22. A captain has 4
23. CD _____ - Left/right needle on the VOR display
26. Type of navigation
30. Author *Ernest* _____
31. _____ firma
33. Cycle per second
34. _____ Reef, Wake Island
37. Begin the flight
"_____ in the Sky"
41. Instrument Landing System
43. Founder of Transocean
44. Paved or cleared strip
45. Designated route
48. Airplane walkway
51. Vertical height above sea level
52. Bring to earth
53. Affirmative
54. Energy source
55. Kept within a specified airspace
56. "T" for pilots
57. Where passengers embark or disembark
58. Distance from the equator

Down

1. Understood & will comply with message
2. Chief flight attendant
5. _____ Direction Finder
7. Maiden name
8. Kind of reckoning
10. "R" in ASR
12. Omnirange
14. "H" for pilots
16. Direction
18. Short for aeroplane
20. "*Sky* _____" - Onboard shopping mag.
21. Measure of speed
24. Bearing
25. Fly upward, like a bird
26. "C" in ATC
27. Ecu
28. "_____ & the Mighty"
29. An ocean
32. _____ Time of Arrival
35. Beverage
36. Flight attendant
38. _____ Flight Rules



Created with EclipseCrossword — www.eclipsecrossword.co

40. ASR - Automatic _____ Radar
42. Instrument Flight Rules
43. egg
46. Something to pack
47. He was flown around the world
49. Second in command
50. Birds do it

Turn to last page for answers to crossword puzzle

TALOA Alumni Association Financial Report

Balance as of January 2007	\$2052.77
Income	
Dues.....	\$1740.00
Donations.....	\$ 25.00
Total Income.....	\$1765.00
Expenses	
Newsletter.....	\$ 46.25
Meeting expenses.....	\$ 153.61
Postage.....	\$ 143.88
Misc.....	\$ 90.39
Total Expenses.....	\$ 459.13
Balance as of May 1, 2007	\$3358.59



TALOA Alumni Association Lifetime Members

A Lifetime membership is \$100.00

Robert & Barbara Allardyce	Raymond Foster	Nadine Kendall	George & Rita Pohle
Trenton W. Barber	Mike A. Gambino	Colm J. Kennedy	Sheldon Paul Purdy
Val G. Barrett	Derrel T. Gibbins	John Ketter	Mary Richter
Augie Blasquez	Bob Glatly	Barbara & Robert Kilian	Jose & Maria Rimorin
Lillian A. Bunbury	Faith Glenn	Mildred Kosteff	Eddie Robeson
Scotty Charnley	Francis R. Grinnon	Ed & Gun Landwehr	Shirley & Daniel Seid
Richard "Chic" Collins	Dorothy Guinther	Lorraine Landwehr	Renee Sheets
Sarah Collins	Louise Helmer	Robert & Rita Lang	Charles W. & Tokuko Smith
Jennie Cook	Lee Lua Hill	Gene Longo	Margaret Soares
Harriet A. Corbett	Edward S. Hogan	Norene Mc Carthy	Joseph Stachon
Verna Cravens	Gladys Iacono	David McQueen	Robert & Inger Stearns
Don & Alice Crooke	Lee & Marion Jenkins	Florence Morjig	Arue Szura
Joseph & Susan Delazerda	Carol Johnson	William & Jean Murray	Elaine Yuen & Carl Timm
George E. Dijeau	Marion Johnson	Mrs. Orvis Nelson	Doris Arnaiz Timon
Helen Dillard	Wilma Joiner	Sherwood & Freda Nichols	Richard & Margaret Werling
Stuart Downing	Stu & Elva Jones	Ralph & Eileen Padilla	Laverne Witteveen
William A. Drum	Ann Judd	Gordon & Marty Palmquist	
Martha-Jane Ekstrand	William & Billie Keating	Olga Valenta Peiffer	

2007 Members

Frances & John Atoigue	Anne & Charles Gobel	Ethel K. Kyse	Douglas & Pamela Rogers
John & Linda Babb	Bill Gower	Marvin & Joan Landrum	Joyce Rowe
Ralph & Frances Beck	Harold Green	John & Gloria Lannom	Sigvard Sivertsen
John J. & Jane Benterou	Oscar Grohs	Dr. G. & Penny Loerke	Rick Stachon
Clifford G. & Jane Berg	Dee Wheeler Hale	Carolyn F. B. Lundell	Patricia Kennedy Stenlund
Theodore & Maegel Blegen	Delores Hamm	Mary Mc Kinney	Rodney Stich
Walter & Mary Blessing	Robert & Doris Ann Harder	Gradie Meekins	Richard & Jean Stuber
Arthur & Joanne Buckelew	Eleanor & Bob Haught	Mckee Mhoon	Louis & Erma Sylvia
Dorothy Burrell	Robert & Ruby	Erik Moberg	Marilou Schwarz Turner Taylor
Ted Campbell	Hendrickson	Jeffrey & Lucia Nelson	Cyndy Turner Tilton
Chiseko Chapin	James Herlihy	Sue Nelson	Jeane Kennedy & Bob Toynbee
Sylvia Isaacman Clough	Louis P. Hitchcock	Barbara Nemer	Tom Von Eckardt
Dennis & Kathy Dal Porto	Eunice Hoenninger	William Oliver	Russ & Renee Varner
Ronald & Marjorie Davies	Earl Holmquist	Sherry Waterman Parker	Holly Nelson & Dick Veale
Newell Davis	Henry D. & Dang Thai Holt	John & Motoe Pidcock	Warren & Ingrid Vest
Veronica Dixon	Diane & Mike Hoover	Floyd & Georgene Pileggi	Janet Whitaker
Janet T. Farmer	Clifford & Edna Howell	Ruth Price	John Willhalm
Donna Ferrell	Larry & Kathie L. Jenkins	Charles Quarles	Ron Winiker
Ramona Finlason	Rosemary Jones	Jack & Gloria Ratliff	Robert V. Withrow
Gail & Edward Fisher	Elizabeth Ann Kearins	Gwen Raymond	Charles C. Wong
John Foster	Pat Stachon Kearns	George & Anita Rivers	Sarah Purdy Zaloumis
M. C. "Manny" Garcia	Nadine Kendall	Janis Roach	Paul & Yasuko Zimmerman
Phillip & Joyce W. Glock	Katharine Graham Kohler	Mary Rodenbaugh	

2007 TALOA Alumni Association Reunion & Luncheon

DATE: Saturday, September 22nd
TIME: 12:00 noon - 5 PM, Luncheon served at 2 PM
PLACE: Western Aerospace Museum
 8260 Boeing Street Building
 #621 North Field
 Oakland, California



Directions: Interstate 880 to Oakland Airport/Hegenberger Road exit. Follow the signs to Oakland Airport. Cross Doolittle Drive intersection & immediately turn right at the North Field sign onto Earhart Road. Drive 7/10ths mile on Earhart until Hangar #6 (Alaska Airlines) on your left. Turn right at the Museum sign.

MENU

BBQ ribs, tri tip, & chicken - Fruit salad, green salad, corn coblettes - Baked beans, garlic roasted potatoes, rolls/butter
 Assorted cookies Soft drinks & bottled water Beer, wine, & snacks will also be provided

Luncheon cost at the door: \$30.00/each adult & \$10/each child under 12 years.

To take advantage of the

Early Bird Special

\$25.00/each adult & \$10/each child under 12 years.

Fill out the form below & send by **August 22nd** to:

TALOA Treasurer, Pat Stachon Kearns
 11261 Magdalena
 Los Altos Hills, CA 94024



For additional information contact:

 Janet Stachon Farmer
 janetf@speakeasy.net
 tel # (650) 948-1274



Reservation Deadline for Early Bird Special August 22nd

If not taking advantage of the Early Bird Special, we must receive your reservation no later than September 7th.

Number of Persons in my party _____ Adults; _____ Children _____

Amount of Enclosed Check; \$ _____

Name _____

Address _____

Telephone Number (include new area code) _____



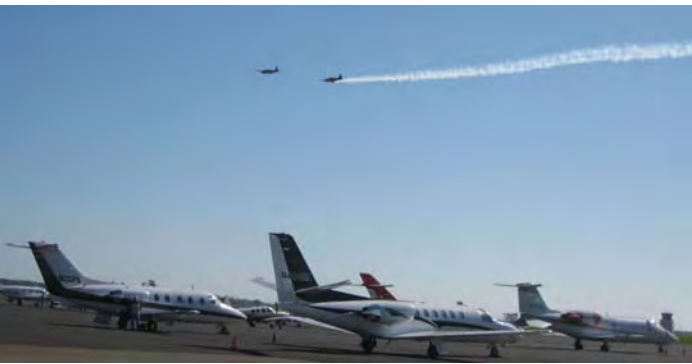
Back Row: Bo Kearns, Rick Stachon, Janet Farmer Stachon, Zyg Stachon, Dan Farmer. Seated: Patrik Stachon Kearns, Joe Stachon, Tamsin Kearns

Happy Birthday Joe!

Happy belated birthday wishes to Capt. Joe Stachon who turned 90 on March 18th of this year. The family had a very special birthday dinner at Jonesy's Steakhouse, Napa Airport. As a surprise, the entire family celebrated by donning jumpsuits in Joe's honor. Much to everyone's dismay, Joe showed up in a suit and tie!

Taloe members also in attendance were Paul Purdy (turning 91 a few days later!) and Arue Szura,

At 4 o'clock sharp, the celebration was honored with a fly-over by a pair of Nanchang CJ6's flying in formation. On a previous excursion, Joe had met lead pilot Byron Fox at the Novato airport. Byron took Joe up for an aerobatic ride. Joe was reported to say that G-



forces caused his eyeballs to end up in his lap!



Above: Jeane Kennedy Toynbee, Pat Stachon Kearns, and Bob Toynbee. Note the scarf worn by Pat, made from the parachute used by Joe when he bailed out of a C-87 over Biakunthpur, India on January 29, 1944. A real family treasure!

Colonel Soriano and the Trip Around The World

From the Journal of Captain Frank Kennedy

Do you think that anyone has ever been sent around the world by mistake? Ferdinand Magellan? No. Phineas Fogg? Not him either. Francis V. Kennedy? He's the one – it's absolutely true.

In the early days of Transocean our most influential customer was a wealthy Philippine businessman named Colonel Soriano who had been on Douglas MacArthur's staff after he waded ashore on his return.

Soriano was reputedly the 11th richest man in the world. He owned the San Miguel Brewery in Manila, the Lone Star Brewery in Texas, the Muelback in Kansas City and many other breweries throughout the world. He had other business as well, including gold mines. He also owned Philippine Air Lines, which is where Transocean's part came in.

He wanted to have his own private airplane to go around the world, taking care of different interests. Since Transocean started PAL (Philippine Air Lines) and was operating it between SFO (San Francisco Airport) and Manila, he turned the project over to Transocean Air Lines.

We found a surplus B17 bomber from WWII and pushed it all up inside to his specifications and were



to furnish a flight crew from our regular pilots who had flown the B17 in WWII. This was such an important customer that no other than the president of our company himself, Orvis Nelson, was scheduled to take it on the first trip which would go completely around the world – east to west. Sam Wilson, who I knew on a first name basis, was vice president and he would head a back up crew when Orvis could not be away from his office. Sam had flown B17's in the Air Force. They needed a copilot.

Our second daughter, Jeane, was born about two weeks before and I did not want to go off on a long trip. But I also wanted to keep my job and that meant to do what you're told and not rock the boat. Everyone wanted a chance to fly this plane so when I got a call that Sam wanted me as copilot, I packed up for a month long trip. It didn't bother me that I hadn't flown the B17. We were to take it empty to Manila, pick up Soriano's party, then go on to Paris. I assumed Sam would give me some landings and check me out as we crossed the Pacific.

Sam hadn't flown the plane in a long time, however, and he wanted to use every opportunity for his own practice. I didn't get a single take-off or landing all the way to Paris. We crossed the Pacific, stopping at Honolulu, Wake Island, and Guam and were the envy of all the crews laying-over at these bases.

After a few days layover in Manila, we continued with the Soriano party, then aboard, stopping at Bangkok, New Delhi, Karachi, Cairo, Rome, and Bordeaux. We stayed overnight in Karachi and Cairo. At each stop, Soriano had short business meetings with local managers of his businesses. At Bordeaux, Soriano

told us he wanted to spend some time in Spain. Since Bordeaux was not a very interesting place for a long layover, he would take a train to Spain and we were to take the plane to Paris and check in at a hotel and wait in a “more interesting” environment. We were in Paris one month before he was ready to proceed to New York. Orvis wanted himself or Sam to be in Oakland at all times, so when Sam left me in charge and went back Orvis could then come to France and take the plane on around to New York. I asked Sam to send a flight engineer familiar with the B17 to be with us when the flight continued. He either forgot or thought it was not necessary. Orvis showed up with only Eedi, his wife.

Orvis met with me as soon as he got to Paris and began asking questions about the plane. When he began to get too many “I don’t know” he said, “I thought you were supposed to know all about this plane.” When I reminded him that I came to the company from the Navy where they don’t have B17s he shrugged it off as if I was overstating my ignorance.

We took a ride out to Orly Field on the day before we planned to leave and he made a couple takeoffs and landings with me in the right seat starting engines and handling gear, flaps and engine controls as Sam had directed me on the trip from Manila.

We took off early next morning to pick up Soriano and his group at Bordeaux and took off for Shannon Ireland. This was a relatively short trip and we didn’t have to use our extended range fuel tanks.

The tanks, called “Tokyo tips” were in the outer wing panels and had the simple design of just draining down hill into the four main fuel tanks. Each wing had a tip tank that drained into the 2 tanks on that side but in plishing up the plane with fancy lining and adding carpet and washroom they had covered up many labels, pipes, cables, etc. I didn’t know where the turn on valves for these tip tanks were when we landed at Shannon. We would need them on the Shannon to New York leg. I was desperate. Oh yes... these valves could only be turned on in flight, not off, and you must wait until the fuel in the main tanks was used for several hours so that there was space for this gas to run into.

As soon as we had landed I began to inquire of the ground crew if there was any mechanic among them with B17 time. I fortunately ran into a former flight engineer from Oakland, Lou Silva, who had been in Oakland when the San Miguel was remodeled. He showed me where the valves were – in the enclosure under the wash bowl of the toilet. Two handles, when pulled would turn on the valves by cable. I was greatly relieved.

Orvis had been busy and hadn’t gotten much sleep for several nights. After we took off from Shannon, in late evening, he left the cockpit for the lounge and slept for most of the flight. The valves worked – Chris Angelos, our radio operator, held the controls while I went back and pulled the handles. We had no auto pilot. Before the night was over I knew how sleepy Lindberg must have been while crossing the same ocean – in the other direction.

I could only fly as copilot at that time because of my seniority and lack of hour experience. Any of the copilots would give anything to get a trip with the company president or director of operations and here I was, off on a round the world flight with both of them.

When we reached New York, Orvis informed me the following day that Soriano had business there and would not be continuing on to the west coast for a week. I had been away from home for six weeks. and just before that I had been off on a trip when my daughter Jeane was born. In my disappointment, all I could answer was “oh ----!”(Expletive) Orvis didn’t say anything to me but turned to the station manager and told him to get me a ticket to Oakland on United Air Lines. I thought I was in the dog house, but I was going home!

United only had a seat for me in 1st class and my seat mate happened to be the Irish consul to San Francisco. He wanted to talk and I wanted to sleep. I was only listening with one ear until I found what an interesting old fellow he was. When he found out that I had just been through Shannon Airport, he wanted to get my impression on everything about it. I gave him my opinion – good and bad. I didn’t like warm milk for my breakfast cereal, etc. He made notes. I also told him of the pleasant things and one of these was the musical voice of the women on the public address system throughout the terminal. I was surprised when he told me that it was not happenstance. Competition had been held throughout the country to find the girls with the most pleasant voices.

As our way of saluting Joe Stachon on his 90th birthday, we'd like to present again this wonderful story he wrote:

Cold Cash

By Joseph Stachon, Captain

During January 1950 my crew and I made several flights hauling gold bullion from Tokyo to Oakland by way of Shemya and Anchorage. I notice in my log book a notation after the date for a flight on January 6, 1950: "6-1/2 million dollars in gold bullion on board Cockpit heater failed." That was more than forty-four years ago, but in spite of my failing memory, I don't think I'll ever forget that flight. The crew members whose names I remember were Dutch Haaskamp, flight engineer; Johnny Hay, navigator; and I believe the co-pilot was Norm Johnson.

We departed Shemya, climbed to our cruising altitude which was probably 9 or 11 thousand feet. Throughout the flight thus far we were on instruments almost constantly, in heavy snow. The temperature was very cold, about minus 50 degrees C. Suddenly, the cockpit heater failed. We were unable to restart it by the usual emergency procedures. Very soon the cockpit was like the inside of a freezer. I remember Johnny Hay trying to hold a pencil steady with two hands while he tried to plot our course. He had joined our crew in Tokyo and had come from Hawaii so he didn't have any warm clothes with him. He even took off his trousers and wrapped his legs with newspapers in an effort to keep warm.

There was no way to avoid the instrument flight conditions due to traffic and the mountainous islands below us, so all we could do was shiver and keep flying. Next I noticed that the co-pilot's flight instruments were beginning to give erratic indications and then tumbled completely. Suddenly I remembered from long ago when I first took instrument flight training I was told that the gyros in the flight instruments can't stand extreme cold because the oil in the bearings of the gyros congeals and the gyros will fail. I knew we had to keep at least one set of flight instruments warm somehow, and soon, or we would be in big trouble.

All of our DC4s were converted Air Force C54s and fortunately they all had a signaling light

called an Aldis Lamp. This was a very powerful spotlight with a pistol grip and a trigger which the military used to send morse code signals visually to the tower or anyone on the ground or sea in an emergency. The bulb in this lamp was of such high wattage, it put out a lot of heat. We found that pointing this light at the captain's flight instruments kept them somewhat warmer and they continued to operate.

The cabin heaters were separate and independent of the nose heater and there was one small port that fed warm air into the rear of the cockpit, but very little heat appeared to be coming out of that port. Something had to be done to get the cockpit warm, and quickly, because we didn't know how long the makeshift set-up with the Aldis Lamp would continue to work. So Dutch Haaskamp came up with the suggestion that he rip into the cabin overhead lining, cut into the cabin main distribution pipe, stuff it with blankets and force most of the flow out of the cabin heater through the small opening in the rear of the cockpit. We agreed it was worth a try so Dutch, a giant of a man, proceeded back to the cabin with "crash axe" in hand.

Picture this scene: A DC4 loaded with several tons of gold bullion roaring along through the frigid Arctic skies under solid instrument conditions; I'm sitting in the pilot's seat, my eyes glued to the last remaining operative flight instrument, the co-pilot is pointing the Aldis Lamp at that instrument to keep it warm and Dutch Hasskamp is chopping his way through the cabin ceiling to get at the main heater duct -- just a routine Transocean Air Lines flight.

In a few minutes hot air in large volume was whistling through the small port in the back of the cockpit. The gold was cold but the cockpit was cozy and the flight instruments were soon back to normal. I wonder what the maintenance people back in Oakland had to say when they saw Dutch's "hatchet job."

Jeane Kennedy Toynbee
PO Box 243
Copperopolis CA 95228

TALOA Alumni Association Newsletter
Jeane Kennedy Toynbee, Editor
PO Box 243
Copperopolis CA 95228

ADDRESS CORRECTION REQUESTED