

Send photos & letters to: Jeane Kennedy Toynbee, Editor  
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To have items returned, please include a self-addressed, stamped envelope.

Email the webmaster at: [jeanenbob@caltel.com](mailto:jeanenbob@caltel.com)

Email from [www.taloo.org](http://www.taloo.org)...

Dear Jeane, Thank you for the wonderful Newsletters you have been emailing. I worked for TALOA first in Seattle in 1953 and was transferred to the Oakland Office in 1957 when they closed the Seattle Station. I went to Oakland as the Assistant to Francis Jones the Treasurer and worked with him and Orvis. I was next to the last person to leave when the doors were closed and many of the employees will remember me as the one who gave out the pay checks when times were tough...I want to let all my old time friends know that I think of them often and loved working for TALOA. **Jennie Levy Cook \*\*\*\*\***



About Transocean's logo...



The oval with TAL (actually black color) and logos were the last paint scheme the airline used. Transocean repainted several other aircraft with the oval/TAL besides

**TALOA Alumni Association Board Members**

Jeane Kennedy Toynbee, Chairman;  
Pat Stachon Kearns, Treasurer;  
Kathy Kennedy, Secretary; Janet Stachon Farmer,  
Reunion Coordinator; Mona Finlason, Membership  
Coordinator; Bill Keating, Technical Advisor



the Stratocruiser. I have photos of all of them -- DC-4, L749 constellation, and L1049H Super constellation were painted in the last paint scheme as well. The DC-4s with TALOA on the tail appeared around 1955-57. I have some photos of the DC-4 that Ralph Lewis gave me with that rudder style. The picture labeled "between hangar 4 and hangar 5" was one I took back in 1959 from inside my dad's station wagon. I was 13. I got my courage up and went up to the gate where the guard saw me and seeing my camera invited me onto the tarmac to take a few more shots closer to the airplanes. I always thought that was pretty nice of him to let me do that. I can't imagine anything like that occurring in today's climate. **Dave McQueen, Livermore**





Between Hangar 4 and Hanger 5



Good Morning, I have a government drawing which specifies Western Sky Industries as the source of supply, I believe they are no longer in business, do you know if any other company took them over? Thank you for any information you can supply. Patricia La Pietra, NorcaTec, Garden City, NY \*\*\*\*\*

Hello Jeane, I always thought that **TALOA** stood for *Transocean Air Line Of America*. Thanks for your good work. I worked for Transocean, in the City Ticket Office and Traffic, on Guam in the late 50's. My boss was Dick Carl before he was transferred to Okinawa. George Winter was Station Manager. Good times. Judy Cherry Porter \*\*\*\*\*

As a young spotter, I saw DC4, N4726V at Manchester in (I think)1956. Very exotic aeroplane in those days! I have pondered to this day, what do the initials TALOA represent? Was this the star of the John Wayne film "The High and the Mighty" shown on British TV a few days ago. (We do love our old movies!) Looking forward to a reply, Thanks in anticipation, Alex Turner \*\*\*\*\*

Webmaster response: Hi Alex, An explanation of the acronym "TALOA" can be found on our website: [www.taloo.org/remembered.html](http://www.taloo.org/remembered.html) It reads, "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."

In November 1953, "The High and The Mighty" was filmed with Transocean providing technical advice, pilots to fly the airplanes, and mechanics to accomplish the job of installing the drooping engine called for in the script. The \$2 million production starred John Wayne with actors Robert Stack and Phil Harris, and actresses Claire Trevor, Laraine Day, and Jan Sterling. The film's characters were on board a flight from Hawaii to the mainland, little dreaming of the trouble in store for them. The aerial photography was accomplished in two TAL DC-4s flown by Captains Bill Keating and Bill Bengé, with Bengé also serving as technical advisor. Bengé spent two weeks working with Wellman's special effects department preparing for the cockpit scene and building removable doors on both sides of the plane's fuselage so that either side could be removed for filming.

The movie, which was only the fourth picture to be made in cinemascope and color, was shot at various locations. The departure scene was made at the Flying Tigers hangar at Burbank, California, supposedly Honolulu; the scene depicting an engine fire was filmed at the airport at Glendale, California. The design for tilting the "fire damaged" engine at a 30-degree angle, as called for in the script, was produced by Al Macedo, Transocean's chief engineer and accomplished by Hangar 28 mechanics. They also blacked out the propeller with paint so it wouldn't show in the movie. When they were in the process of changing the "damaged" engine, a large amount of oil was accidentally dropped onto the side of the cowling. The effect of the oil spill on the reattached engine caused the make-believe damage to look authentic. "Film Director Wellman thought we were the greatest artists in the world," said Bill Bengé, "and it was all due to a screw-up!"

The movie company moved to the Oakland/San Francisco area for the final landing scene at San Francisco Airport. Runway 28 Right was closed for one night while photographic shots were being taken on the ground and in the air for the landing scene. Fire trucks sprayed large amounts of water on the approach of the aircraft to make it appear that it was a rainy night. During

the filming of this sequence Director Wellman kept ordering Keating to take the DC-4 lower and lower during a series of landings in an attempt to get the best shots. Keating came in low enough to wipe out five rows of approach lights before Wellman was finally satisfied. Transocean received a bill for eight hundred dollars for the damaged lights; Wellman picked up the tab.

"The High and The Mighty" was one of the most successful films of the fifties. It grossed over ten million dollars during the first three years after its release.

Regarding The High & The Mighty aircraft identification, Captain Bill Keating flew all the DC4 flights operated in conjunction with the production of the movie. From his pilot's logbook the following flights were flown for The High and The Mighty in aircraft N-4665V on these dates:

11-16-1953	OAK-SFO	18 min.
11-16-1953	SFO-OAK	1 hr. 23 min.
11-17-1953	OAK-OAK	3 hrs. 8 min.
11-18-1953	OAK-SFO	20 min.
11-18-1953	SFO-OAK	55 min.
11-19-1953	OAK-OAK	2 hrs.
11-20-1953	OAK-OAK	1 hr. 24 min.
11-20-1953	OAK-OAK	1 hr.
11-22-1953	OAK-OAK	46 min.
11-22-1953	OAK-OAK	2 hrs. 34 min.
11-30-1953	OAK-BUR	2 hrs. 3 min.
11-30-1953	BUR-OAK	2 hrs. 6 min.

You might also want to see the movie, "Island in the Sky" as well as "Fate is the Hunter"...two other movies Transocean Air Lines helped to make. \*\*\*\*\*

Just wanted to tell you how much I enjoyed the latest edition. It was full of interesting information and comments from readers. It is so impressive to see how many people, with no connection to TAL, have logged on to your web site and are now asking for information about this Airline that, if not for you, would be long forgotten. I say...WOW! You are doing a fantastic job...your dad would be proud. Keep up the great work. Regards, John Foster \*\*\*\*\*

Webmaster response: Thank you, John, for giving me the opportunity to thank all the TALOA Kids who donate their time & efforts and have obtained a Lifetime membership in the TALOA Alumni Association to honor their folks and keep the memory of Transocean soaring! We are now 11 strong: Claudia Turner Cook, Jeane Kennedy Toynbee, Pat Stachon Kearns, Holly Nelson Veale, Kathy Kennedy, Janet Stachon Farmer, Jeff Ward, Doug Rogers, Sam Vail, Judy Grohs Cubillo, and Catalina Aguilar Quintero. It is my hope that someday we can all plan a trip to the Smithsonian Air & Space museum. I would like a contingent of TALOA Kids to lobby for a special exhibit or display honoring Transocean Air Lines. \*\*\*\*\*

Hello, In 1946, my father took me on a ride to Bradley Field. The former AAF base was starting off as a terminal for United Airlines which had formerly been located in Hartford's Brainard Field. At that time there were about ten or more surplus C-46s still in their olive-drab army colors parked in the northwest corner of the field. I am wondering if they were the property of Transocean Air Lines which was the "new kid on the block" at Bradley Field. We waited about two hours to see a UAL DC-4 come and go at the old army wooden terminal. My, what growth since then. Great memories. John Denehy

*Webmaster response: Thank you for those memories. Yes, those could have very likely been Transocean Air Lines planes.*

*After the war, our government began offering C-46s, including spares, for \$300 a month with the latest Pratt & Whitney engines and 3 bladed props, not the troublesome Curtiss Electric props previously used. Transocean started with 2 aircraft (one had 3.4 hours flying time, the other 4.5 hours) and modified them at Transocean's base at Bradley Field, Connecticut.*

*The largest, most daring, ferry operation ever undertaken by a civilian airline was accomplished by Transocean flight crews and maintenance men during the spring of 1948. It began when the Chinese Nationalist Air Force purchased 150 Curtiss C-46 twin-engine aircraft from the U.S. government and asked Transocean to bid on the "de-mothballing" of the stored surplus aircraft, the overhauling of the planes and the engines, and their delivery to Shanghai, China. They were to be used by General Chiang Kai-shek's air force.*

*Transocean lost the contract for the overhauling of the engines but presented such a daring and ingenious plan for the transfer of the airplanes to Shanghai that Nelson and his associates won the ferrying contract.*

*Transocean's idea for solving the transportation problem was to fit the C-46 Commandos with auxiliary long-range fuel tanks and fly them across the Pacific to China. All the other bidders had insisted on dismantling the overhauled aircraft and shipping them across the Pacific by steamship. Heavy odds were placed against the*

*success of TAL's projected sky ferry operation. Experts estimated a loss of at least 7 aircraft, so Transocean acquired 157 to fill the contract. But this was exactly the sort of challenge that Nelson and his staff enjoyed.*

*The special cabin tanks to extend the range from 1,500 to 2,600 miles were installed in each C-46 at Transocean's Oakland maintenance base. Then test flights were made to determine the fuel consumption of the modified transports. Detailed arrangements were then made to station mechanics at the Pacific island bases on the route. At these intermediate points would be spare parts, engines, and fuel.*

*The flight plan called for a zigzag route originating in Los Angeles, then to Oakland, and on to Honolulu, Wake (or Midway), Guam, Okinawa, and finally to Shanghai. The C-46s were dispatched in groups of 5, and a Transocean DC-4 was later flown to China to bring the crews back to Oakland.*

*On April 20, 1948, my father, Captain Frank Kennedy, flew the first C-46 (C46320) into Shanghai, but not without incident. The long-range fuel tanks (formerly cabin tanks in DC4s picked up from military surplus) installed in the C-46 cabins, consisted of a metal shell with a neoprene rubber bladder inside. The metal container was not leak-proof, the bladder was supposed to be – or rather, would have been – had it been allowed to maintain its form (more on that later!). These auxiliary fuel tanks were connected to the aircraft fuel system with turn-on valves – some of them common water faucets. A vent from the bladder to the exterior of the aircraft was installed in order to allow air to flow into the bladder as fuel was used by the aircraft. This was to maintain the shape of the neoprene and prevent collapse. The vent was cut off at a 45 degree angle as many exterior vents are.*

*Captain Kennedy reported, "After a 12½ hour flight from the mainland to Honolulu Airport, gasoline was found to be running out the rear door of the aircraft. The combination of fuel consumption and the 45 degree angle on the bladder vent put negative pressure on the bladder, allowing it to collapse within the metal shell. This caused cracks within the wall of the neoprene to leak fuel into the*



shell and then flow into the aircraft. I realized what was happening and rotated the exterior vent in order to obtain a slight positive pressure, thereby keeping the bladder inflated within the metal shell.”

“We informed maintenance of our fuel experiences and how we fixed it. No other aircraft then experienced this fuel problem and Transocean safely ferried 157 C-46s to Shanghai.”

According to my father’s log book, he flew 9 more C-46s to Shanghai, ending with his last trip on September 6, 1948.



Transocean logged over a million and a half miles over the Pacific Ocean en route to China. There was only one later incident. The 148th Commando lost an engine 400 miles offshore from Oakland but returned on its remaining engine for repairs before completing the trip.

Transocean's pilots were modern day swashbucklers. Young and daring, most were in their 20s, yet they were tough and capable, with professionalism unequalled by their contemporaries of the scheduled airlines. Most had been seasoned by war. They took on any challenge, blazed new air routes, sometimes landing where no other large aircraft had been, and set speed records as a matter of course.

Jeane, Wow! What a story. I never expected such a long account of that incredible accomplishment with the C-46s. A wonder that your father's plane didn't blow up in flight. You must be very proud of him. I only wish that I had a camera that day when I had my first visit to Bradley. I was twelve. I did take a slide of a Transocean Constellation making its landing approach at Bradley in 1958. I was quite a distance away and I was still using a camera which wasn't the best. I have the slide among the hundreds I have taken over the years. If I can find it, I'll send it to you. Love your website. I especially enjoyed the shots of Wake Island. I served in the USMC 1953-1956. I had the good fortune to know a Marine who had been on Wake Island in 1941. John Denehy \*\*\*\*\*

I'm looking for photos of Transocean's Cessna T-50 for possible publication in a book I'm working on. Michael McMurtrey, email = [skyking918@verizon.net](mailto:skyking918@verizon.net) \*\*\*\*\*

### Martha-Jane Ekstrand Responds

Editor’s note: Remember this one? In our September 2009 edition, the following email was published:

Subject: TALOA at Shannon – Myself and two colleagues are writing a history of Shannon Airport and I wonder if there are any members of your association who might have served at Shannon and who could help with some information as to what exactly went on there, and what aircraft came through Shannon, or have they any records on this. Thank you, Eamon Power, email = [eamon.power@aerlingus.com](mailto:eamon.power@aerlingus.com)

...And here is Martha-Jane Ekstrand’s response:

Greetings, Eamon Power: In the recently distributed TALOA Newsletter, I have read with interest that you are writing a history of Shannon Airport. Many of us who flew with Transocean Air Lines have fond memories of Shannon -- It will be fun to send you a few of mine.

I was hired as a Flight Nurse with Transocean in 1952, taking Military Dependent flights from Bradley Field, Connecticut, to Frankfurt, Germany, on DC-4 aircraft. (aircraft number 75416 appears often in my old logbook, but I believe there were two or three others in our East Coast fleet at that time.)

The early phase of my flying was from August 1952 to October 1955, and included forty-some round trips, trans-Atlantic, all stopping to refuel in Shannon. Fred Gash was our Shannon Station Manager and what a pleasure it was to open the main cabin door and hear his cheerful voice of welcome. And what a treat it was to have steak and eggs for breakfast and tasty Irish bread after a long flight across the Atlantic.

My trip routine was typical of our east coast crew members at that time. I left home in Rhode Island around 5 AM for the drive to Bradley Field. Some hours later, when the aircraft was ready, we took off empty for KIDL (Idlewild, remember?) for a late afternoon departure with our passengers. Then it was six hours to Gander, and an hour or more on the ground. Gander to Shannon took nine or ten hours depending upon weather, often with a maintenance delay, then finally four hours to Frankfurt. Add up the flight time and you see it was a long journey!

With 65 or 70 passengers, more than half of them infants or toddlers, these trips were known as "Diaper Specials." No pressurization, in those days (DC-4s, remember?) and turbulent landings (with missed sick bags) were routine.

Looking through my souvenirs of Shannon, I find some colorful letterhead of the Old Ground Hotel, and a post card with Capt. Frank Kendall and others sitting on the front lawn. There is a Souvenir Menu of the Fifth Dinner

Dance of the 1952 Tourist Season at Old Ground Hotel, which I apparently attended with crew members Ellen Hvidson, Wally Kyse, Ellis Meeker, and Dick Steuck. *Wineberry Melba* for dessert was delicious!

Future trips with other contracts took us through Shannon many times in the years ahead, but somehow those long military dependent trips were especially memorable.

Needless to say, any stop in Shannon included a visit to the duty free shop, and the super bargains there. I am still enjoying Irish linens and warm plaid Connemara blankets bought there many years ago.

Much later, after Transocean went out of business, Stanley Kochenderfer organized a "grandchild" of TALOA where many of us met in West Berlin, Germany, flying DC-6s for International Airlines, Inc., -- Tom Sayers, Hank Holt, Warren Vest, and others. In usual TAL style, I wore several hats at that time -- Asst. to the Director, HK Howard; Chief Hostess with a dozen gals from Berlin; etc. Our passengers were German tourists visiting vacation spots in southern Europe. After two years in W. Berlin, the company moved to Shannon, Ireland.

The company and several crews were based in Shannon from December 1964 to February 1966, with offices at the airport and apartments on Drumgeely Hill. From the windows of my 5th floor apartment, I had a panoramic view of the airport, the Shannon River, and the Industrial Estates. We all enjoyed the charm of Limerick, shopping on rainy Saturdays at Cannocks and Roches, warming up with Irish coffee at the Royal George Hotel, and taking every visiting crew member for dinner at Bunratty Castle. It was a happy place to live! [Martha-Jane Ekstrand](#) \*\*\*\*\*  
*More from Martha-Jane...*

Dear Jeane, The April copy of the newsletter is wonderful, as always. Thank you for all of the effort that goes into it! I especially like that you provide an opportunity for folks to ask questions and for others to respond, and am sending a few notes that may be of interest.

It is fascinating to hear that Eamon Power of Aer Lingus is writing a history of Shannon Airport, and have sent some recollections to him. I think all Taloans have memories of that welcome haven where we stopped to refuel and shop, so long ago.

Yes, I remember George Morgus and how helpful he was as we made our way in and out of OAK in the 1950s. Looked thru my old photos and am sorry not to have one of George.

I have an envelope full Old TALOA stock certificates that I'd be happy to share with anyone collecting them. All offers considered!

When our DC-6 went down in the Pacific between Guam and Honolulu in July 1953, some of us were flying

CAM trips in the USA (Civil Air Movement). Harry Clark, Chris Angelos and I were in Kansas City, MO, for several days at that time, waiting for directions for our next flight and anxiously following the news. I am sending you copies of the St. Louis newspaper dated Monday morning July 13, 1953, with the headline "58 on Airliner Down in Pacific". Please forward these to the folks who are searching for information about that flight.

The article includes a photo of stewardess Norma Louise Downing who was missing with the aircraft. I have an earlier photo taken at a Queen's Surf Luau with Louise Downing, Queenie (O'Keefe?) and I sampling poi, a reminder of happy times.

Now I have a question: Is anyone in touch with Bonny Kwon, one of the oriental stewardesses hired for our Okinawa flights? Bonny stayed with me for a while in my Oakland A-frame house, we became good friends, but somehow have lost track of one another. I would love to hear from her.

As I send these notes to you, Jeane, I will send an extra copy to Bill Keating with the hope that he will enjoy reminiscing with us. Also have a couple of group photos from Oakland days with Bill and others. Needless to say, best wishes go to Bill for his comfort, patience and recovery at this difficult time.

I hope some of these notes will be of interest, Jeane. Best wishes to all, [Martha-Jane Ekstrand](#) \*\*\*\*\*

Hello, Jeane...Just a quick tidbit. Did you know that the president of Kaiser Air (who occupies the old Transocean offices and hangers), Ronald J. Guerra, flew for Transocean? He was a pilot who had his engineer's ticket and did one flight on a Stratocruiser. This was relayed to me by Trevor Spencer who worked there. The footprint of the Transocean organization is everywhere, even where the ghosts tread! Jeff Nelson \*\*\*

Hi...I found your website because my teacher said we had to do a report on a company that has stuff we're interested in. I like airplanes a lot and I want to be a pilot someday so I went looking for something about airplanes. Your website is pretty cool. I especially liked reading all the stories you have and seeing the pictures of airplanes. I live in Oakland and I was going to ask if I could come to visit your company. Then I found out your company isn't around anymore. That's too bad because you really did some pretty cool stuff back then. I'm still going to write a report about your company because I think I will get an A. Sincerely, Douglas Herndon \*\*\*\*\*

Hi Jeane! I'm a rat for not writing sooner. My life is complex. I just read over the latest Newsletter. I need to go on a diet! The pictures were great as were the submissions. I only wish I had anecdotes to offer.

I want to thank one and all for the welcome and hospitality at your



September 2009 Reunion! I truly enjoyed myself. However...If I had known that I was to go onstage and actually TALK...yikes! I usually have two reactions to public speaking. I freeze up and babble, or you have to use a stun-gun to shut me up. Fortunately neither happened. I still have not been able to locate my Father's last wife Marge, and so his logbooks remain "lost". I'll keep trying. There seemed to be some recollection of "places" in the pictures I brought to the TALOA reunion, but little recognition of Dad's face.

I emailed Claudia Turner Cook as she thought she might have some information for me, but I've yet to receive a reply. I'll try again soon. Here at the Minter Field Air Museum we are preparing for our annual Fly-in on April 17. Much to do and so little time to do it. We have a wall display about TALOA. Several dozen Indonesian students earned their wings here trained by Transocean instructors. The students presented the School with a rather large plaque along with several Graduation pictures. A few people have come out to the Museum telling us that they had housed students in their homes during training when there was no more barracks space.

some books for me and for the museum. What a sweetie! Arue was so very kind in giving me a one-on-one viewing of the Transocean display there. Thanks so much! I WILL be back this year! Again, I want to thank you and all the hard working crew for a wonderful experience. Jeff Ward Shafter, California

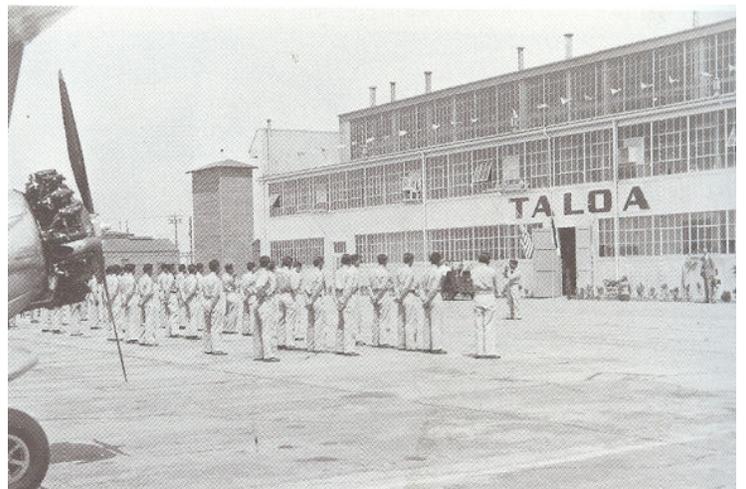
*Editor's note: On April 16<sup>th</sup> & 17<sup>th</sup>, my husband Bob & I traveled to Shafter for the Minter Field Fly-In. We were the guests of Jeff Ward, son of former Taloan Mathew L. Ward. Jeff had contacted [www.taloea.org](http://www.taloea.org) looking for information about his father. (see Feb 2009 Taloea Newsletter).*

*The Taloea Academy of Aeronautics established branch offices and training facilities at Minter Field in Shafter, California. This school was licensed by the Civil Aeronautics Administration (CAA) to operate with the following ratings: primary flight, commercial flying, and basic and advanced ground school.*

*It was an honor to represent TALOA and we enjoyed looking around the museum as well as touring through the various hangars and seeing some remarkable restoration jobs! We highly recommend a trip to Minter Air Field.*



Stearman training planes in formation, Minter Field



Graduation ceremony for Indonesian cadets at Taloea Academy of Aeronautics, Minter Field, 1951

Our Historian, Steve Manning, is compiling their stories. Hopefully there might be enough material for a small book about their training. We have almost finished restoring a Link Trainer that was used here. If it could only talk!

The high point of the TALOA reunion for me was meeting Mrs. Nelson and having her graciously autograph

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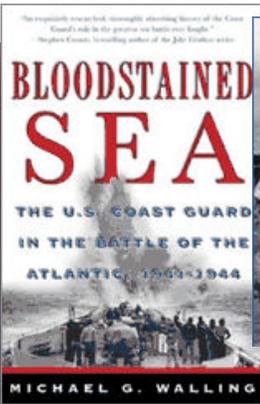
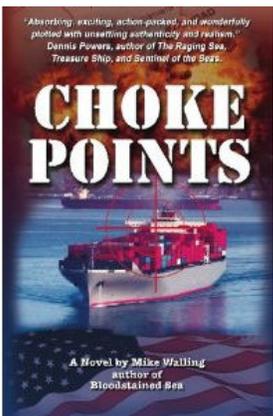
Good day, I am writing a book about aircraft ditchings (a project which started 4 years ago). Among these is the August 1949 one off the Irish coast. I've read the CAB Report and 2 small pieces about this event. This note is partly a "heads up" of what's in the works and partly a request for any info that might be available through the TALOA Alumni Association. To date I've been in touch with both the Pan Am Retirees and the Flying Tigers as well as a range of aviation historians and experts among others.

To establish my credentials please see my web site: [www.mikewalling.com](http://www.mikewalling.com). I'll be glad to answer any questions you have and/or provide more info about the project. I may be reached through the e-mail address listed above or by phone at 978-562-9873. Thank you for considering my request and I look forward to hearing from you in the near future. With my best regards, Mike Walling

*Webmaster response: Hi Mike, I did, in fact, check out your webpage and encourage others to do so. Interesting and informative! I will also publish your email note in our next newsletter with your contact info so, hopefully, we'll get some response from our readers. And lastly, I have copied your email to several people who have contacted me in the past looking for information who may be of help: Donal Goggin, writing a history of Shannon Airport, [jetclipr@gmail.com](mailto:jetclipr@gmail.com); Eamon Power, writing a history of Shannon Airport, [eamon.power@aerlingus.com](mailto:eamon.power@aerlingus.com); Justin H. Libby, Professor Emeritus, Indiana University, conducting research & publishing articles on commercial aviation [jhlibby@iupui.edu](mailto:jhlibby@iupui.edu); MJ (Martha-Jane) Ekstrand, former Transocean Air Lines Stewardess & author, [mjekst@verizon.net](mailto:mjekst@verizon.net).*

**Readers: Anyone with knowledge helpful to Mike, please respond!**

**Books by Mike Walling (I just HAD to order "Sinbad"!):**



### 2011 Reunion?

The following message went out in April via email to 70 TALOA alumni who communicate with us by email. And

*they responded! We'll publish some of their responses in our next newsletter. (Anyone wishing their comments to remain private, please let the editor know.) Now it's your turn to voice an opinion...*

Dwindling revenues cause the TALOA Alumni Board of Directors to pose this question: How should alumni membership funds be spent in the future? We anticipate 3 major areas of costs:

- \$1,500 – Subsidizing the annual Taloa reunion
  - \$ 360 – Publishing quarterly Alumni Newsletters (approx. \$90 each)
  - \$ 168 – Hosting Transocean Air Lines website: [www.taloea.org](http://www.taloea.org) (12months x \$14)
- \$2028 – Total yearly

Each year the TALOA Alumni Association receives fewer & fewer membership renewals. Here's some interesting statistics from our Treasurer, Pat Stachon Kearns:

#### Membership Income

- Year 2008 – 76 renewals = \$1,900
- Year 2009 – 50 renewals = \$1,250
- Year 2010 – 34 renewals (so far) = \$850

Last year the reunion was attended by 22 former TAL employees at a subsidized cost of \$1,500. Three suggestions have surfaced as a result.

1. We discontinue the annual reunions and spend the funds elsewhere.
2. We hold a less elaborate (drinks & snacks) reunion.
3. We continue subsidizing reunion dinners until funds run out.

Here's something to think about...

\$1,500 would finance the Transocean website for almost 9 more years.

\$1,500 would finance the Alumni Newsletter for the next 4 years.

As a valued member of our association, the Board of Directors would appreciate your response. Please indicate your preference.

*#1 most preferred, #2 second choice, and #3 least preferred*

- \_\_\_ Subsidize annual Taloea reunion = \$1,500
- \_\_\_ Publish quarterly Newsletters (4 yearly editions = \$360.00)
- \_\_\_ Keep [www.taloea.org](http://www.taloea.org) on the Internet (12 months x \$14.00 = \$168.00)
- or
- \_\_\_ other: Please elaborate

Please send your vote to: Jeane Kennedy Toynbee, PO Box 243, Copperopolis CA 95228

Thank you, members. Your input will be vital in the decision making process and the results of our survey will be printed in the next newsletter.

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### Some Sad News...

My mother **Scotty Charnley** was a lifetime member of your organization. She passed away in December. Could

you please remove her name from your mailing list? My father **William R. Charnley** was a navigator for Transocean when I was a baby. Thank you. Vicki Cox \*\*

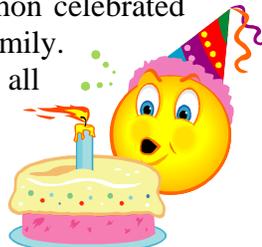
**Verne Shrewsbury** passed away March 11, 2010. Verne saw active duty in WWII as an Aerial Engineer/Tail Gunner on the B-26 Martin Marauder. He used to say he was one of the few people to have gone through WWII 'backwards'. After his discharge, Verne and his wife, Jean, moved to the Bay Area. He became a 'Class A' Mechanic on DC-4s at the Oakland Airport. In the years that followed, he became skilled as a transport pilot, flying for 5 different airlines and 5 different companies, including Air Djibouti and Transocean Air Lines. \*\*\*\*\*

I want to thank you for the recent newsletter. I read it aloud to **Shirley Seid** shortly before she died. It brought smile to her face. I put her glasses on her to look at the photos of Sherry Waterman and she was happy. Shirley died April 9, 2010 of pancreatic cancer, she was 75 years old and is survived by a daughter Jennifer Seid and a granddaughter, Jennifer. The newsletter gets my vote. Thank you **Barbara Nemer** \*\*\*\*\*

## Happy 93, Joe Stachon!



On March 18<sup>th</sup> of this year, Joe Stachon celebrated his 93<sup>rd</sup> birthday with friends & family. Still cutting the dashing figure after all these years!



**Happy Birthday, Joe !!!**

### *Notes to the Treasurer, Pat Stachon Kearns....*

Thanks, Pat, for your continued efforts for the TALOA association. **Eunice Hoenninger** \*\*\*\*\*  
Pat – sorry so late. I'm having trouble keeping up with things. My wife of 60 years, Marilyn, passed away 18 Jan 10. She'd been fighting idiopathic pulmonary fibrosis for some time. **Best, Bernard 'BS' Smith**

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### *Alumni Association Members*



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