war airline for a short time, using two DC-4's in a charter service designed for integration

Hawaii. When they gave up the airline business, at least two of their pilots later worked for TAL:

In those early postwar years, there were

First Director of Maintenance was a United

The first trip was off across the Pacific

just thirty-nine years old. And as if to celebrate, ten days later he was off to Short Hills, New Jersey

Edith Frohboese. Edith was a former UAL stewardess

who filled in as a TAL stewardess in the early days,

The Army contract proved very profitable,

"And it was then," Nelson tells Thruelsen,

He would thrive on the fun and trouble; he

with their luxury liner passenger service to

E. L. "Slonnie" Sloniger, and Ernest K. Gann.

literally thousands of well trained ground and

ing veterans, so that training of flight crews

and mechanics was not the costly problem it is today. Familiar names which the book lists for

the first of "ONAT" flight personnel include Sam

Wilson, Bill Word, Wally Simpton, Ted Vinson, Al

Mays, Roland Halper, Jim McCoy and Tom Buckelew.

veteran, Al Carvell; first Director of Communica-

tions and general all 'round Executive Assistant was Nelson's long-time radio operator Sherwood

Nichols. An early day Western Air Express pilot

on schedule, Sunday, March 18, 1946. Nelson was

to keep a marriage date set months before with

an attractive girl who became a loyal wife, a philosophical "airport wideow", and a wise and

and in June of 1946, ONAT became Transocean Air Lines, with a stock issue and the purchase of two

was the eternal optimist, with an abiding faith

placed high on the wall in Hangar Five, "Every-

thing Is Done By People," expressed his belief

often criticized for spreading his management

assistants who were not necessarily qualified

people and encouraging them; at least in the

thousands of people, he was often seen on the

flight line or in the hangar, talking with the man pushing a broom as well as with the senior

(It is interesting to contrast this "common touch" with that we so often read about

today -- of the frantic, expensive and desperate

effort by management to establish a rapport with the help, of the studies of the Japanese "Quality

Circles," the Air Force "Perfection Not Correction"

(Continued next page)

program, and of elaborate agendas for round-table-

monasteries), which had been converted into

magnificent hotels. Then it was on to Scandi-

of Alaska -- Glacier Bay, McKinley, Fairbanks,

"In 1979, Edith and I went back to

Sitka, Skagway and Anchorage, where we had a

wonderful party with Bob and Lee Judd.

"In 1978 we fitted in a half-month tour

Nelson was a great believer in training

too thin; for leaving too many decisions to

in people and in team play -- an in fact he was

that nothing was really impossible. The sign

war surplus C54's, for use in whatever commercial

and wartime ATC veteran, Colonel Ray Elsmore,

became Executive Vice President.

loving mother.

to make them.

Captains.

discussion, etc.)

navia.

down!

Turner, Retired.

business might be found.

"that the fun and trouble began."

flight people available from the ranks of return-



THE TRANSOCEAN STORY - Part Two - By Lesley Forden

So much of Richard Thruelsen's book "Transocean" consists of interviews with the company's founder, and president, that the critical reader might well question the writer's neglect of other research. But there can be no argument with Thruelsen's title for Chapter Two: "Nelson Is Transocean."

For indeed he was, this hard-working dreamer and doer from a sturdy Minnesota family who with very little help founded a most unusual airline, and remained its dominant personality for the fourteen years that it operated, and expanded to become the conglomerate of its time. Nelson was a graduate of Franklin College,

Indiana, and of the Army Air Corps' Kelly Field, San Antonio, Texas. His military duties included service in the Philippines, as well as flying the Air Mail when poorly prepared Army pilots took over that service from the cililian airlines for a short time in the terrible winter of 1933-34. Nelson left the Army and joined United Air Lines in 1935, and in World War II, when United

was assigned Alaskan and Pacific routes of the ATC, (Army) Air Transport Command. Nelson flew these new overwater routes, and began to dream his dreams of the round-theworld transport lines which must surely come when the war ended.

Along with other United people, and ATC pilots, Nelson urged UAL President William A. Patterson to apply for permanent international routes, especially in the Pacific and the Far East.

But Patterson preferred to concentrate on the company's existing domestic structure, and thus when the Army offered United a continuing Pacific contract, Nelson was able to sub-contract a part of it. And as any experienced airline person could have predicted, when the final telephone call came from Washington telling Nelson that "Orvis Nelson Air Transport" was in business,

he was given just ten days to launch the first

Fortunately, he could call on United for help in getting started. The book lists such old time airline people as Harry Huking, Dusty Rhoades, early days, before the company grew to employ Bill Williams, Seely Hall, Jack Herlihy, and a lawyer named Reg Laughlin. The C54 aircraft were furnished by the Army, immediately available and presumably in good running order. Maintenance was hastily

arranged with Matson Navigation Company at home base at Oakland Airpot, where Matson had been oerating a maintenance base for the Navy. Transocean would later purchase the entire Matson facility and thus a truly senior TAL mechanic would be one who could say he came to

(Continued from Page 1) Although he was usually pleasant, it was said that Orvis Nelson could fix an erring assistant with a cold eye and a terrifying frown, and explain the facts of life in a precisely worded

and long remembered lecture, never repeating himself and never suing profanity any stronger than "hell" or "damn."

profitable -- and more impersonal -- airlines, it

people scattered, or working for other more

Many years after Taloa was gone and its

Scandinavia, Norway and Finland. "1980 saw us remain at home, due to a detached retina in my right eye. Though I'm permanently attached to eyeglasses now, I can

assure you I can still tell at one hundred yards, the difference between a 'Phil' and a 'Phyllis'! "By 1981 my eye had healed enough for us to visit Australia, Bali (where I enjoyed test-

nance for Transocean Air Lines, has been at the helm of National Airmotive Corporation since 1960. Al employs a large number of former TALOA, OAES and AEMCO personnel at his

Edith wonders if she'll ever be able to settle

AL MORJIG, former Director of Mainte-

shift with tools in his hands; but he never knew when an emergency would hustle him out of bed in the middle of the night and keep him going without sleep for as long as 72 hours. The teamwork and esprit de corps fostered by Al in his Transocean days has helped National Airmotive become number one worldwide, for

"That plane, number 969, turned out to be one of our best airplanes and performed beautifully in the Berlin Airlift and in the Korean War. "I think I flew almost as much as the pilots did in those days," said Al. "Transocean

recalled. "We flew down there to dismantle her,

then shipped her back to Oakland for reassembly.

the home -- for less than half the California costs. Plan to go into golf car repair business as am located about a mile from four 18hole golf courses in the retirement village of Bella Vista. It's nice here -- a different

only thing I miss about the Bay Area is friends."

BOB PETTY - Oakland: Bob owns and operates Air-

Weld, Inc. located at the North Field of Oakland

"Our notions of separation, absence, distance, return, are reflections of a new set of realities, though the words themselves remain unchanged. To grasp the meaning of the world of pace -- and the weather's not too bad. The

2.

was reported that Nelson was back visiting at

trip.

Oakland Airport. And there were those among the old non-sked clan -- even including some who had been most bitter and vindictive as they'd waited in vain for the missing paychecks back in 1959-60 -who asked somewhat wistfully if perhaps Nelson might be around to recruit people and revive the TAL certificate. One comparative newcomer to Oakland Airport was heard talking to Gerald Ponsi, a veteran TAL

mechanic then employed by SFO Helicopter Airlines

and working for another alumnus, Bill Glenn.

"I think maybe I saw your old boss standing down the ramp by those old wooden hangars," the younger man said. "Big guy. At least six feet tall. Maybe close to two-hundred pounds. Rugged looking. Square jaw. Gray suit." "Did he smile and look serious all at the same time?" Ponsi asked. "Did he stand real straight and look out across the field and kind of on across the bay toward the bridges and the ocean, like he owned the whole dam' creation?" "Well, yes. Yes, he did. I'd say that's

Ponsi grinned. "That was him," he said.

BILL RIVERS (01' Man Rivers) just keeps rollin' along! Compare the following quote from a copy of the original TALOA News Magazine and excerpts from a letter from Bill to the presentday editors.

the big smile, the jaunty swagger and the dis-

gustingly healthy look in Bill Rivers lately?

vacation in my life. I never read the paper,

June 1951: "Meandering Rivers. Have you noticed

Well, Bill just got back from 'the most wonderful

listened to the radio or anything -- just relaxed

brother, you sure can see a lot there! Bill and

family visited England, Sweden, Denmark, Germany,

highlighted by our presence in Independence Hall,

the day, after the Declaration was first read.

standing by the Liberty Bell, exactly 200 years to

"Enroute we visited family and former

and looked.' This must have been in Paris because,

THE SPOTLIGHT'S ON.....by Arue Szura

just exactly how he looked."

"That was Orvis Nelson."

Switzerland and France."

From a recent letter: "After my retirement in 1975, we left on a 22,000 mile trip around the U.S., of which we'd talked for over a decade. We called it our All-American trip, which was to be

schoolmates of mine in Georgia, the Carolinas and Virginia. From those contacts, I learned something important which perhaps you'd like to know: THE SOUTH WILL RISE AGAIN!! "We persuaded our daughter and her husband to join us, the following year, on an auto tour of Spain and Portugal, where we stayed in Spanish Paradors (old fortresses &

to us nearer our true natures, but only for the reason that it is nearer our language." This passage from Antonine de Saint Exupery's Wind, Sand and Stars helps me ponder the present and the past. Fond memories of Transocean's yesterdays, how real they seem today

compared to the world's days today. Springtime

fifties at Transocean was always the most promi-

sing of times -- new fields to conquer, a large

barriers to travel so that one-and-all could fly here-and-there in their worthy desire for travel.

In lieu of an investigative reporter (that

new MATS contract maybe, more great airplanes,

is what the TALOA newsletter sorely needs) we

have received a number of interesting letters

from our far flung comrades of yesteryears.

the dedicated efforts for lowering economic

is always a good time to take a pass at being

philosophic. As I recall, springtime in the

today we use a language created to express the world of yesterday. The life of the past seems

MESSAGE FROM ANDREW MADSEN, Editor (?)

Nothing like an eleven hour flight to HNL in 756 to enhance the noble desire of people to fly to exotic islands, even if the Oil Pressure on number Four flickered a bit now and then.

WHATEVER HAPPENED TO? EDITH NELSON - San Clemente: "The newsletter is a neat idea. You did a great job with it. It's fun to read of everyone -- your life sounds exciting! I'm afraid I can't match it, I'm still teaching school and glad to have the job! But I did get to spend a summer in Bangkok visiting my daughter Sue." RAN REID - Dallas: "Putting out a newsletter is great -- and so is the idea about the Alumni Association. Just ran across a photo of several of us at Lockheed's Connie school back in 1957. Haven't been tion shielding for X-Ray rooms in medical facilidoing much airplane work lately -- but I AM learning to type in my spare time!

ROBERT STEARNS - Massapegua, New York: "I was

and am presently flying Captain on the Lockheed

FRANCES CASTRO ATOIGUE - San Leandro: Frances is

Leandro. Her Transocean days included being sec'y.

working since 1960 for World Airways in maintenance

memories of Transocean was the dismantling and re-

and engineering. One of Mike's most interesting

building of the Resort Airlines DC-4(C-54) cargo

aircraft that was heavily damaged on landing at

DAVE M. COOK - Bentonville, Arkansas: "Sold

Have a nice shop on ten acres -- plus twice

my home in Sunol, moved here with my son.

Ogden Municipal Airport in 1953.

old gang."

1964."

BILL KEATING RETIRES

BOARD OF DIRECTORS

Nadine Kendall

Jack Brissey

Red Emery

secretary at San Lorenzo Plumbing Company in San

L1011-500, flying mostly to Europe."

employed by Transocean from 1948 to 1956, mostly on

Wake Island and in Tokyo with JAL/JAMCO. Have been

with Pan American in New York for the past 26 years

to Paul Dutter, Philippine Airlines -- Bob Lang, Transocean Engineering, Herb Webb at the Taloa Academy, and at Western Sky Industries. She sends greetings to everyone in "Taloaland" and wants to know whatever happened to Phyllis Hansen...? MIKE LEWIS - Oakland: Mike was assistant superintendent of maintenance for Transocean, and has been

(Continued from Page 3) WILLIAM E. MURRAY - Missoula, Montana: Retired from the practice of law, former Captain Murray is now a senator for the State of Montana. DON MC AFEE - Hayward: "Reading the Taloa newsletter was like reading a history that we were all

proudly happy to be a part of. Dorothy and I arr-

ived back in the U.S.A. in April 1981 and I have retired. Will love to hear from anyone from the

pleased to learn that a Taloa Alumni Association

is being set up. Let us know how we may help!"

FRANK & NEVA KENNEDY - Livermore: "The Newsletter was a very professional job. Neva and I

are still trying to make a livable cabin out of

the old ranch house eight miles south of Liver-

flight. Look forward to hearing from you."

months in Tokyo, the rest in Oakland."

E. M. WICKKISER - Port Orchard, Washington: "I visited with George Pohle and he told me of your

organization, and I'd like to join. Was on TAL's

payroll from summer of 1954 til bankruptcy ended

EDWARD C. CASTRILLO - Alameda: "I'm very happy to

see those pictures of DC-4 and C-97. I remember

those Aemco days where I put 15 years from 1949-

PAUL PURDY - New York: "Rose and I are very

more. Our best to everyone." GENE SHARROW - McArthur, California: "I served as base maintenance superintendent at Wake Island from 1956 to 1959 with Don Mc Afee. I would be interested in renewing acquaintanceship with members of the Transocean group." ROSEMARY JONES - San Francisco: "I would like to join the Taloa Alumni Association. My maiden name is Eaumgartner, and I flew from 1959 til the last

Association. I worked in maintenance from 1948 to 1956. I worked at Aemco, Oakland, Wake Island, Tokyo, and Hangar 28. Also helped maintain the Cessna Fleet at Taloa Academy. I cut my flying teeth at the Academy. I'm now flying 747 Captain for Flying Tigers and enjoying it very much."

JOSEPH L. DE LAZERDA - Folsom, California: "I'd

like to join my many friends in the Taloa Alumni

Ed, of course, are well known as former Transocean people.

ing my eyesight!), Singapore, Hong Kong, Macau, Mainland China, and Guam. "In 1982 we plan to meet cousins in Stockholm and enjoy auto tours of Lapland and Finland."

_100,000 sq. ft. facility at Oakland International Airport. Among them are Ralph Padilla, Ed Hunter, Chic Collins, Ray Foster, Ray Stroud, Manny Garcia and Lou Joaquin, TALOA; Bob Wittren.

Earl Holmquist, Ed Keleigh, Odell Gibbs and

Reggie Ruggieri, AEMCO; Bill Rivers and John

side with Al at Transocean. Most of the time

he was on the line, pulling a ten hour daylight

Art Solis, Jack Gatenby and Terry Taylor, OAES:

Many of them remember working side by

quality and service. His credo then, as now, is: Never Settle For Anything Less Than Excellence. In a recent telephone interview Al reminisced about a favorite Transocean Air Lines memory -- the wrecked DC-4 a Transocean crew found in the jungles of Argentina.

"We called her the Argentine Queen," he

was something that was an irreplaceable experience for all of us, and I enjoyed every minute at Hangar 28. My life was kind of built around that place."

International. The company is an F.A.A. Repair Station, specializing in wheels, brakes, sheetmetal work and more recently surplus parts for large aircraft. Bob began his career at AEMCO in 1950 and worked as mechanic, lead mechanic and foreman. WALT SOARES - Oakland: Walt began employment with TAL in 1946 in the Materiel and Purchasing Departments. He is currently employed at Air-Weld as Purchasing Agent. He and his wife Marge reside in Castro Valley.

EDDIE MC DANIEL - Oakland: Currently employed

at AirWeld, Eddie works at Contract Sales. He

LEE EVANS -Oakland: Lee is self-employed at the

NADINE KENDALL - Hayward: "I recently celebrated

Behrens was kind enough to hire an inexperienced

started with AEMCO in the early years.

present time, and also worked at AEMCO.

32 years at the Oakland Airport after Betty

file clerk back in 1950. I presently manage the Maintenance Personnel Office at AirCal in Hangar 6, the same hangar that was built to house AEMCO, later to be known as International Atlas Service. Hardly a day goes by that I don't run into someone from the fun-loving Transocean days." PAUL ZIMMERMAN - Solana Beach, California: "Please enroll me in the Association. I will be

pleased to receive any of the future (or past)

bulletins. My secretary, Roland Halper, has

handled this affair with dispatch!" LARRY NELSON - Castro Valley: Formerly employed by Transocean, Taloa Academy, and Aemco, Larry and her husband Bill own a business specializing in the manufacture and installation of radiaties. They've been in business 23 years in San

Leandro. Larry sends greetings to one and all.

MARY JANISLAWSKI - Sausalito: Mary, formerly a

members, says she's enjoying her retirement liv-

ing in theSausalito hills, playing golf and travel

ling. She and Captain Janislawski especially en-

JOHHNY COGSWELL - Panama: "Let's try and get all

possible enthusiasm for the Taloa Almuni Associa-

navigation instructor for the Transocean crew

joyed their 1981 visit to Egypt.

tion. It might be interesting to determine in which general geographic area there's the highest concentration of Taloa Has -- Beens and then establish some sort of honorary Taloa corner in the international airport nearest this point. Thereafter, various of us can make souvenir contributions to decorating the place. A voluntary aerial museum. Have seen this done at an airport or two and it could be fun and give the Taloa experience a lasting interest."

RONNIE & WAYNE DIXON - Fairfax, Virginia:

hope to see you at the next reunion."

the next meeting of the gang!"

3.

smile."

were grounded."

Club."

4.

McConnell

NOTICE:

"Thanks for keeping us on your active list. We

hear Taloa is alive and well, and look forward to

(Continued next page)

RANDY LEVENSALER - Oakland: "Most pleased to

A PEEK INTO THE PAST -- QUOTES FROM THE ORIGINAL TALOA NEWS-MAGAZINE December 1950: "Lavishly welcomed as honored quests of the American people, 60 Indonesian Air Force cadets have started flight training at the Taloa Academy of Aeronautics base at Minter Field, Shafter, California. Leader of the group is Mr. Makki. April 1958: "Screen star Linda Darnell joined many VIP's flying Transocean aboard a TAL Super Constellation for a between-films vacation flight to Hawaii. TAL stewardess Rene Schilling welcomed her aboard with the traditional

December 1949: "Landing Aids Experiment Station

.... Pilots E. C. Marlin and B. B. Clark recently

responded to an urgent plea for assistance and

flew ten-year-old Dickie Clark of Punta Gorda Light Station to S. F. for an emergency opera-

tion. The boy had swallowed a rock which became lodged in his lung. This necessitated an

emergency operation by a specialist within a

ed by the Air Force Liason Office for this

December 1952: "News from Hangar 28, A. J.

period of hours in order to save his life. The

midnight mercy flight was accomplished with the

mission. Weather was such that other aircraft

Macedo: One of the most unusual aircraft ever

LAES C-47 aircraft, the use of which was approv-

to taxi up to the hangar doors of TAL was Kansas City Kitty. Windows were off, electric wiring was dangling throughout the cabin, openings for _ instruments and switches were gaping holes and it all. Spent 3 1/2 years of that time in Iran, 3 - the crew showed signs of battle-fatigue. However, after 6 weeks with TAL Hangar personnel doing the overhaul, one would never recognize this beaten old wreck, as another first-class TAL C-54. Many other bone-yard aircraft have been transformed by Transocean boys."

> December 1949: "Frank Grinnon took his pet Link apart. Irrespective of the parts left

February 1951: "Natives Go American! On an-

Communication, Bill Capp, Honolulu C.A.A. in-

spector, Pete Rayburn, Honolulu Station Mgr., Burt Elliot, purser, and Don Fraim, navigator

stopped at Bora-Bora long enough to become

June 1958: "Ernie Gann, Ex-Pilot Skippers

and other best-sellers, is skippering his

Brigantine Voyage. Former Transocean AirLines

pilot Ernest K. Gann, author of High & Mighty

full-fledged, half-clad members of the Yacht

other one of Transocean's FIRSTS, our recent flight to Tahiti, Frank Soares, Director of

over, the "Omni" seems to be working perfectly."

brigantine Albatross, one of the last of the vanishing fleet of square riggers on a 15,000 mile cruise from California to Europe." June 1951: "Three Accounting Department heads have been dubbed The Gestapo. Shall I divulge the names of these charmers? I'll get fired for sure.... E. T. Parrish, Harry Brisbin, and Bill Swanson, love those 'guys'."

IF YOU HAVE NOT ALREADY DONE SO, PLEASE

1983 to ED LANDWEHR, 1515 Buckeye Court,

SEND IN YOUR \$5.00 MEMBERSHIP DUES FOR

Taloa Alumni Association dues of \$5.00 each

Please mail your check to Ed Landwehr, 1515

Payment of dues is necessary to keep copies of

Note: Your present membership card will be valid as long as you remain a member in good standing

by paying annual dues. The date appearing on the card reflects the date you joined the Association.

are now due and payable for the year 1982.

the newsletter arriving in your mail box.

Buckeye Court, Pinole, California 94564.

Please send information about yourself -- what you did at Transocean, your present work, where you live, memories of Taloa days, etc. Include one of your Suggestions or comments regarding the newsletter and reunions solicited. Send your letter to: Arue Szura, P. O. Box 2371,

WANT TO KNOW WHAT REALLY HAPPENED ABOUT ANYTHING

AT TRANSOCEAN AND ITS SUBSIDIARIES? ASK US, AND

"MJ" Ekstrand asks those interested in

joining her in a special donation to "Project Loving Care" (the child sponsorship program for needy Arab children in the Holy Land) to

A PROJECT FROM MARTHA JANE EKSTRAND . . .

send a gift of \$15 (or any amount welcome) to help sponsor a Taloa child. Send to MJ

Bedford Bldg., T-142, 61 Broad Beach,

Weymouth, MA 02191 (Massachusets). Make

checks payable to "Project Loving Care."

CLASSIFIED

Donations are tax deductible.

94564.

ANN LAMB - San Francisco: "Thanks for the wonderful news! It was great to hear from many good friends. A little news my way -- I've been living in Europe for awhile, and now am freelance writing for National Geographic and other magazines." CLIFFORD H. HOWELL - Hayward: "I'm enclosing my check to enter your roster for the Taloa Alumni Association. I was an employee from 1946 through to the last day of a great company."

culminated 42 years of flying for Bill. Ed Ringo, Executive Vice President of World Airways, did an excellent job of MCing the affair. Both Bill and

A retirement party was held in January for Bill

occasion marked Bill's 20 years at World Airways as Vice President of Flight Operations. It also

Keating at Francesco's Restaurant in Oakland,

with nearly 300 people in attendance. The

Les Forden, Arue Szura. Publisher: Red Emery. THANK YOU;

Taloa Alumni Association Reunion Committee:

Lori Landwehr, Barbara McIntyre Neimer, Nadine Kendall, Red Emery, for putting

together such an enjoyable evening and

for all the hard work and time it took to make it such a success. The TAL air-

planes were hand made by Lori for the

George Mourgas also contributed much to

floral arrangements at each table!

Ed Hogan, for the two great prizes -- tickets

for two to Hawaii, and a stay at his

Jim Corbett, for his donation of wine for every-

the reunion.

NOTE:

William Ganow

Neil Hennessey Herbert Webb

Jean Cameron Farkas

Lee Gorman

Donn Carson John Webster Francis Jones Stanley Merrill

hotel in Palm Springs.

Editors of the Taloa Newsletter: Andrew Madsen,

Secretary to the Board of Directors: Esther

Membership Committee Chairman: Ed Landwehr

Ginny Madsen Costa, for folding, labeling and mailing the Taloa Newsletter.

Bob Glattly, Navigator on the ill-fated round-

the-world refugee flight described in our last

newsletter, wrote from his home in Zephyr Cove

to add these crew names: Chuck Haliday, Third

This kind of help from people who were "there"

Pilot, Bob Milliff, Radioman, Barney Watson, Purser, Jerry Hogan, Mechanic. Bob also adds that there's more to the story than we told.

makes the newsletter interesting, and we hope to have more of these stories as we find space to tell them. IN MEMORIUM Orvis Nelson William Wilson Col. Ray Elsmore John Rough Sam Wilson Richard Smead

Patricia Loughren Springer Merritt Smalley Patricia Olesten Oswald Burns Matthew Lynch Rex Wills Louis Caires Edward Kittell And, on December 7, 1982, Wendell Davis a special friend, Edgar Hovlid George Mourgas

THE EDITORS REQUEST: business cards.

Castro Valley, California 94546.

WE'LL TRY TO GET THE FACTS.

Pinole, CA 94564.

Is there a soul so kind who will donate a pair of Transocean Air Lines wings to Ed Landwehr? If so, call him at 222-4354 (area code 415), or write to him at 1515 Buckeye Court, Pinole, Ca.,

McCarns, Bob McCarthy, Irene Purdy, Paul McConnell, Dorothy Ralston, Geri (Richardson) Rasmussen, Robert Reid, Ran Rimorin, Jose Ringo, Ed Roach, Charles

Alava, Diosdado Jones, Stu Emery, Red English, Marti Judd, Bob Ambler, Frank Atoigue, John Ekstrand, Martha Jane Kadis, Art Babb, Raymond Forden, Les Foster, John Barnett, Wally Barstad, Martin Fraim, Don Ketler, J.C. Frank, Robert Berg, Clifford Berens, Betty Frey, Ralph Gibbins, Derrel

Cook, Dave

Corbett, Jim

Cohan, Gene

Dijeau, George

Dixon, Wayne

Dubiel, Micky

Elkins, Glen

Dobrescu, Charles

Dell, Bill

Costa, Ginny (Madsen)

Dzwoniarek, Raymond

Glattly, Bob Glenn, Bill Goeller, Joe Gordon, Fred Gorman, Lee Gower, Bill Hale, Dee (Wheeler) Hallinan, Cecil Halper, Ed Halper, Roland Hamisch, Curtis Heering, Edwim Helmer, Jim Henderson, Rufus Lynch, Matt

Hirschberg, Alice (Martinez)

5. TRANSOCIAN TALOA ALUMNI ASSOCIATION MEMBERS Keating, William Kessing, John

Molesworth, William Montgomery, Lynn Moreau, Miles Mourgos, George Moyle, Valerie Nay, Naomi Nelson, Edie Nemer, Barb (McIntyre) Nowling, Tem Nichols, S.A. Nielsen, Barney Niske, Ed Okino, Walter Olesten, Patricia Owens, Russell Palmquist, Gordon Parent, Bob Parker, Sherry (Waterman) Paulson, Glen Peiffer, Ed Piles, William Pitts, Shelby Pohle, George Root, Darrel Runyon, Ray Salas, Eugene

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Salas, Peter

Searles, John

Severin, Hank

Sheets, Merle Shope, Ralph

Soares, Frank

Scears, Raymond

Seuberth, Stewart

Shrewsbury, Verne

Sears, Sandy (Weims)

Seid, Shirley (Haarstick)

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Hennessy, Neil

Hill, Alfred

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