



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

Judy Porter

It is with great sadness that I must report the passing of a friend, lady – in the best definition of the word – and life blood of the Air America for many years. Judy Porter passed quietly in her home in Port St. John, Florida. Details are pending. Please watch the Air America website for more details. "GOD touched her and she slept". Mike Kandt, General Secretary, Air America Association.

Judy worked for Transocean in the City Ticket Office and Traffic on Guam in the late 50's.

George E. Dijeau

November 30, 1914 - December 26 2013

George E. Dijeau learned to fly in 1939 after taking a joy ride in a plane at the Golden Gate Exposition at Treasure Island in San Francisco Bay. He got his pilots License and then his instructors rating the following year. He joined the California Air Patrol and became president of his squadron. When Congress enacted the Civil Air Patrol he led the vote to merge his squadron into the CAP to get funding.

George Edward Dijeau was born in San Francisco, California on November 30, 1914. He moved to Oakland with his parents in 1934, residing at 7321 Holly Street and went to Oakland Technical high School and there joined with the Navy ROTC. After graduating from high school he joined the Naval Reserves and trained as a Rear Gunner in a dive bomber. His squadron was activated after the attack on Pearl Harbor. With his acquired flying skills and instructors rating, he learned that they needed Basic Flight Training Instructors in the Army Air Force. He applied for and received a "Special Order Discharge" from the Navy and was enlisted in the Army Air Force as a Basic Flight instructor. He was assigned to King City, California for 16 months. When he received his discharge from the Army Air Force in 1944, he was made a First Lieutenant in the Civil Air Patrol and received training in Texas for sub patrol and target towing, for some months, and returned to California to tow targets and ferry aircraft for the CAP. He remained on duty at the COP Tow Target Unit #15 at the San Jose Army Airfield in San Jose, California for the duration of the War.

In his spare time, during the war, he worked on getting his instrument rating and his multi engine ratings with Western Airlines, so, at the end of the war he could fly the DC-4 four engine aircraft. He was hired by Orvis Nelson as one of the original 13 pilots that started Transocean Airlines in 1946. With Transocean he flew charter flights in the Berlin Air Lift, evacuation of Chinese Nationalists and their gold from mainland China to Formosa, and a lot of passengers across the Pacific to the far east. He flew with Transocean from 1946 to October 1950 when he resigned Transocean to go to work as a full time captain with "California Eastern Airlines" and continued flying the Pacific until he ditched a DC-4 302 miles off the coast of California after losing two engines on the starboard side of his aircraft.

All this time, he stayed active in the Civil Air Patrol (CAP) and even when he left the Airlines in 1953 and went back to his first trade as an "Inside Wireman" with IBEW Local 595 in Oakland, California, he still flew private aircraft of all types – even a sea plane. He continued to support CAP whenever he was in the San Francisco Bay Area.

In a ceremony held at the current CAP headquarters, in Oakland, California, in the old Transocean transit hotel and waiting/ departure terminal, George Edward Dijeau was promoted to Honorary Colonel at Amelia Earhart Senior Squadron 188 on April 7, 2009. He also received, the same day, an achievement plaque from the "Port of Oakland" for his continued service to the Bay Area presented by Victor Uno, the Commissioner of the Port of Oakland and the Business manager of "International Brotherhood of Electrical Workers" Local 595. (George had over 75 years service with the IBEW local 595)

George Edward Dijeau continued getting his flight physicals and passed his last one in February 2012 and flew the first half of 2012, only one time because of the cost of the rental aircraft and his flying buddy's availability to "Go-Up". He felt that at his age, he should not fly alone but he could still "slip" in a landing or two and even flew an acrobatic bi-wing Stinson, with ARMY colors on Fathers Day 2009 and 2010.

George Dijeau fell and broke his right hip in September 2012 at the age of 97 and after 4 months of recovery,

began driving his car again on a limited basis. He then had another bad fall in April 2013 when he broke his left hip and was on his way to another recovery when he got an infection and lost a lot of weight. He then fell again and hit his head on November 10th, 2013. He never fully recovered and his health failed. On December 26, 2013, Col. George Edward Dijeu passed to where no man will ever be able to take his "wings" away.

Over the past 20 years he has told me so many stories that I wondered how could one man do all these things, yet, he would show me proof in documents, photos and letters to my mom, my grandmother and others over the years. He has boxes of notes and letters that he left me that I can pass on to his great-grandchildren someday.

Like so many others who flew for their country in the Civil Air Patrol, he was still waiting for Congress to acknowledge his and their service during the war with the Congressional Gold Medal. He never saw it, even though he wrote letters to his congressman. I do hope this next congress passes the Bill before there is no one left standing to receive it.

Yours truly, Edward F. Dijeu, Son of Col. George E. Dijeu

Bovd Mesecher, mechanic Oakland and Wake Island, died December 2013

Raymond G Foster

October 10, 1923 – January 14, 2014



Raymond G Foster, age 90, died peacefully from heart failure, January 14, 2014 while surrounded by family and caregivers. He was born in Victoria, British Columbia, October 10, 1923 and raised in Oakland, California. He joined the Navy in 1941 and served until 1946.

Ray worked for Transocean Air Lines from September 1946 to December 1959. Starting out in dispatching, Ray worked his way up to Director of Passenger and Ground Services, Assistant Vice President of Operations and Military Sales Director, to Director of



Flight Coordination reporting directly to the Executive Vice President. His love for Transocean Air Lines and the many lifelong friendships brought him much happiness.

He was preceded in death by his wife Betty "BeJay" Foster in January of 2000. He is survived by his daughter Susan Dowd (Dale); daughter Barbara McGuigan (John); son Douglas Foster (Mary); brother John Foster (a Transocean purser in the early years); 7 grandchildren; and 16 great-grandchildren.

If any Transocean alumni have interesting stories about Ray, his children would really appreciate you sharing your stories with them. Please send your stories to: Susan Dowd at ssdowd40@gmail.com or Barbara McGuigan, 10163 Miner Place, Cupertino, CA 95014

*Ed note: We owe Ray Foster our name! Originally named ONAT, Orvis Nelson Air Transport was profitable from the start, netting nearly \$70,000 in its first 2 months of operation. Orvis Nelson then decided to incorporate and a contest was held to name the new corporation. Ray Foster, who was a dispatcher at the time, submitted the winning name and **Transocean Air Lines** was born!*



On a purely personal note...my parents, Capt. Frank & Nena Kennedy were godparents to Ray's son Douglas. Yes, Transocean was truly a family!

Lockheed Super H Constellation L1049H-01-03-154 Serial 4821

Research by Donal Goggin, Ireland

This airplane was built as a Super H or 'Husky' Constellation. It was a passenger /cargo, over water airplane with a passenger capacity of 94 – this increased over the following years.

The airplane was delivered to Air Finance Corp. This company was formed by Conrad and Barron Hilton of the Hilton Hotels corporation together with a Joseph Drown, who was an independent hotelier. The company was to buy airliners and lease them out to airlines. The airplane was delivered to Air Finance Corp. on 17th July 1957 and registered N1927H. It was leased the same day to **Transocean Air Lines**. The plane was slightly damaged in Oakland on 30th December 1957 and was repaired. No details of this accident are known.

A little known event occurred in late 1958 when this airplane, on a flight from Tokyo to Oakland, a distance of 5,500 statute miles, making one stop en-route and with the



benefit of a favorable jetstream recorded a flying time of 15 hours and 22 minutes. Remarkably it arrived in Oakland 11 hours ahead of schedule.

The airplane was transferred to The Babb Corporation of New York, NY and Hartford CT in 1959. It was a large firm of aircraft brokers and was owned by the Transocean Corporation of California which in turn owned the U.S. supplemental airline Transocean Air Lines. The Babb company arranged the sale of numerous ex B.O.A.C. Lockheed L749A Constellations. Babb also was instrumental in Transocean Air Lines owning or operating no less than 14 ex B.O.A.C. Boeing 377 Stratocruisers.

With problems in large part attributed to the Stratocruiser's operating costs, Transocean Air Lines experienced severe financial problems in 1959. This led to control of the Babb company passing to and becoming part of International Aircraft Services.

N1927H was then leased to Capitol Airways in April 1959 and flew in Transocean colors with Capitol Airways titles. It was later sold to Capitol on an unknown date. The airline became Capitol International Airways in 1964.



The airplane was withdrawn from use by Capitol and stored in Wilmington DE by March 1968. It was sold to Nordair Canada on behalf of Can Relief Air Ltd. It was registered CF-AEN and delivered on 15th November 1969 via London and Amsterdam to Sao Tome for the Biafran Airlift, carrying famine aid. It was painted with a blue top jungle camouflage and bore the titles "Joint Church Aid" and operated by Canairelief. Joint Church Aid was also



known irreverently as "Jesus Christ Airlines". It was formed by many organizations worldwide. Canairelief itself was formed by Oxfam Canada and the Presbyterian Church. The following indicate the relief aid carried by CF-AEN on one night in December 1960.

- Trip #1 – 212 sacks of oatmeal, weight 10,748 lbs, 338 cartons of medicine, weight 5746 lbs
- Trip #2 – 711 sacks of rice, weight 16495 lbs
- Trip #3 – 20 sacks of noodles, weight 1000 lbs, 20 sacks of egg powder, weight 1000 lbs 193 boxes of meat, weight 2509 lbs

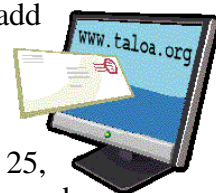
N1927H was a replacement for another Constellation that crashed in a thunderstorm with all crew lost. It was

based on Sao Tome, an island near the equator and flew to a jungle airstrip that was part of a main road in Uli, Biafra. This airstrip was 75' wide, had very minimal nav aids and was lit at night by barrels of kerosene.

The aircraft returned from Biafra and flew to Downsview Ontario in January 1970. It was stored until around September 1970 when it was sold. It was registered to Hellenic Air Importing-Exporting and painted as Hellenic Air titles. It had intended to fly Greek produce to Canada and vice versa. It encountered legal difficulties and after being in storage for some years it was broken up by the summer of 1974.

Editor: Questions for TALOANs... Who were the crew that made it to Oakland 11 hours ahead of schedule? And what about the damage that occurred to the aircraft at the Oakland facility... anyone remember?

Thanks for another fine issue. I can add full dates to John Kinsworthy's item on C-54 N75416. Transocean leased it from Trans Caribbean on June 9, 1952, and the lease was terminated on April 25, 1955. Your father flew it between May and September 1953. Sincerely, John M. Davis. PS: Have you got Robert Toynebee's log books, they would make a great information source to those of your father?



Hi John, Thanks for the info on N75416. I'll add that to our website. It's so gratifying to be able to make the website more & more accurate with contributions such as yours! My husband, Bob, is digging out his father's log books sometime today and then we'll look for more information to scan for you. So...please stand by...

A new book, "The Jet Sex" by Victoria Vantoch may be of interest to former stewardesses. This book is a detailed account and history of stewardesses beginning with the Flying Nurses in 1930. [Sherry Waterman](#) is quoted from her book "From Another Island". I ordered from Amazon.com Sherry's paperback reprint. At last it is available. Thank you for all your work on the TALOA newsletter. Sincerely, [Rosemary Baumgartner Jones](#)

Thanks for the information, Rosemary, and your very kind words. Our readers LOVE to hear "stew stories". You had a very unique perspective flying for Transocean Air Lines and we hope you keep those wonderful accounts of TAL days coming!

I very much appreciated the info on the typhoon flights in the latest newsletter. It is consistent with what my research suggests and as I predicted. Thanks for all the help! Thanks to your members for help confirming the information. Cheers, David Reade

I found a copy of the AEMCO News Vol. 11 June 1952. The photo on the front cover has [Jim Thomas](#),

Superintendent of Flight (Production, Hangar 4) day shift, and my dad, [O.L. Dewey](#), Swing Supervisor of Production. In 1952 I was a little kid, I am not sure when he was hired or how long he worked there. He passed away in 1994. Are there any records available where I could find out when he was hired and when he left? Thank you for your time. Virginia Dewey Hager

Hi Virginia, To my knowledge, no such records exist. However, I'll publish your note and maybe someone will respond with some information for you. And thank you for providing us with the image of the AEMCO Newsletter.



EAST MEETS WEST: Time is 3:30 to 4:00 p.m. Place: Production, Hangar 4. The boys: Jim Thomas, Superintendent of Flight, day shift, and O. L. Dewey, Swing Supervisor of Production, who are going through carryovers and laying out workload for Aemco's Swing team. The carryover half-hour is the time when 600 people hand over their work to 300. Leadmen, supervisors, foremen, swap written and oral instructions all along the line. The Status Board behind Jim and Dewey runs the production story in a few columns: date of shop final, of depickling, of the company pilot's acceptance of aircraft, of Air Force 262 inspection, and of the Air Force acceptance flight. Top scene shifters, Fred Schrameck and Hal Kuehling lay out strategy of the shifts on Monday nights.

You're very welcome. I would like to know when the next issue of your newsletter comes out and would it be possible to send me a copy? And I would pay for shipping. I am so glad I found your web site. I did not know this organization existed. Thanks again for your time. Virginia

Two options are available to you, Virginia. You can either submit dues on a yearly basis (\$20 each year) or become a Lifetime member (\$100 once only payment). Since your father was a TAL employee as was mine, you therefore officially become a **TALOA Kid!** This puts you in a rather exclusive club of 15 other children of Transocean employees and 1 grandchild who have decided to honor their folks and keep the memory of their great accomplishments alive! Your name will then go on our roster to receive the hardcopy you requested. Here's the address of our TALOA Treasurer: Pat Stachon Kearns, 15592 Maplewood Dr, Sonoma CA 95476.

 My family flew on Transocean Air Lines in 1959 from Okinawa to San Francisco. It was a memorable flight. I was 13 at the time and was very impressed with the airplane and the service. There was a slight mishap coming into Honolulu and the airline put us up at a hotel overnight while repairs were made on the plane. I believe that was July 29, 1959. Edward S. Yco

Dear Jeane, When your November 2013 newsletter arrived last week, I read it cover-to-cover, as always. Much as I enjoyed it, I realized how little information it contained about the good old days of the Flight Attendant, and decided to send you a few choice albums from my archives. I can't imagine what kind of a filing system you have but it surely must require an extra room of your house!

Yesterday I mailed two boxes to your home address, both due to arrive there on Friday, November 29th. If you've enjoyed Thanksgiving the day before, this will give you a chance to sit back and relax and hopefully enjoy some ancient history. The first box contains four albums:

- (1) Blue album: TAL Reunions - 1961 to the present. Some wonderful photos!
- (2) Blue folder of photos: Honolulu Reunion in 1987, cover reads: "Flight Attendants are just Plane Great."
- (3) Red album: Copies of the Flight Attendant Newsletter called "The TAL Tale" - 1956-1958. These provide an interesting history of the F/A group and of the airline during this time and I always thought I would send you more excerpts from it. Now I hope you will select a few that you find interesting for publication in your Taloa Newsletter. MJ Ekstrand

Thanks so much, MJ. I'm excited to be receiving all the "goodies"! I actually try to keep very little TAL memorabilia here at my home. After I've made copies, I take the material to the Oakland Aviation Museum to be housed in the TALOA wing for all to enjoy.



Sherry Waterman Parker is looking for TAL Japanese stewardess Yoshi Hiroto, formerly married to David DeAgular.

Yoshi's last known address was in Cypress CA. Anyone with information can call or write Sherry at: (856) 563-0134 or 2982 Crane Street, Vineland NJ 08361

And by the way, Sherry's book From Another Island is now available from Barnes & Nobel in paperback!



Sherry included the following note to Treasurer Pat Kearns:

Here are my dues - late as usual, but I always say that February was made to do the things you should have done

in January! Keep the newsletters coming. I look forward to every one.

Finally I'm getting around to sending you the photo and a return envelope. If my memory serves me, (and it does a lousy job at 86 yrs. Old) the enclosed photo was taken in Hilo on the Big Island on the occasion of the FIRST flight by TALOA from Hilo to the mainland - no stop in Honolulu. It was taken 60 years ago and, fortunately, Ralph has written the names of the crew members on the back. I don't know how many of us are "still around. I am, BARELY!!!

I am also enclosing a check for \$20.00 for my current subscription to the TALOA Newsletter. As I told you on the phone, [Ralph](#) died six months ago - he was 91 years of age. Also, I should tell you that his friend and co-dispatcher at TALOA, [Lou Barbas](#) died a few years ago.

Also, I wish to mention that my first flight with Transocean as a stewardess was on the ill-fated Martin 202 that the pilot crashed in Tucumcari, New Mexico - quite an introduction to being a flight attendant. I was in the hospital for a couple of days, primarily suffering from bruises, as I had bounced around the cabin after impact. No serious physical damage on my part, but it was more than a shocking prologue to my new job!!! As you know, one of the military passengers (a young soldier) was sitting where the plane broke in half after the impact and he was killed. After all these years, I simply cannot remember the names of the captain and co-pilot. I know they were both in the hospital for some time afterwards.

We didn't regularly subscribe to the TALOA Newsletter but I always enjoyed reading it when occasionally Lou Barbas would send a copy to us. Looking forward to hearing from you. Aloha, [Brenda Beck](#)
Editor: Brenda's photo appears on the next page.

[George Hasskamp](#)

I'm looking for any stories you might have on my father. He was the flight engineer on flight 512. Thank you, Terry Hasskamp

If you charge people putting baggage underneath the plane, why don't you charge people putting baggage in the cabin because people get hurt when removing their luggage plus if a plane crashes, there are more injuries in the cabin. Doralee Smith

Hi Doralee. Transocean Air Lines has been out of operation for 54 years now, therefore is not involved in the current practice of charging for luggage. You do pose an interesting question, though, so perhaps our readers will comment.

In modern day airfare there are 2 main concerns regarding passengers and their luggage - space & weight. Both of these concerns have airline specifications. Is pricing airfare based on the passenger's weight fair? If

you're flying on Samoa Airlines, your international fare will be based not only on your weight, but that of your luggage. Current charges are 93 cents to \$1.06 for each kilogram, or 2.2 pounds.

Will this to be the new standard?

Readers...anyone care to express an opinion?

jeanenbob@caltel.com or

[Jeane Kennedy, PO Box 243, Copperopolis CA 95228](#)

Sent to us from [Ron Winiker](#)

A few gems from Air Traffic Control ...

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles."

Delta: "Give us another hint! We have digital watches!"

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Tower: "TWA 2341, for noise abatement turn right 45 degrees."

TWA: "Center, we are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

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O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."

United: "Approach, I've always wanted to say this...I've got the little Fokker in sight."

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A DC-10 had come in a little fast and thus had an exceedingly long roll out after touching down.

San Jose tower noted: "American 751, make a hard right turn at the end of the runway, if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

=====

A Pan Am 727 flight waiting for start clearance in Munich overheard the following:

Lufthansa (in German): "Ground, what is our start clearance time?"

Ground (in English): "If you want an answer you must speak in English.

Lufthansa (in English): "I am a German, flying a German airplane in Germany. Why must I speak English?"

Unknown voice from another plane (in a beautiful British accent): "Because you lost the bloody war."

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One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed.

The DC-8 landed, rolled out turned around, and taxied back past the Cherokee. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another

landing like yours and I'll have enough parts for another one."

=====

While taxiing at London's Gatwick Airport, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. An irate female ATC ground controller lashed out at the US Air crew, screaming: "US Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C and D, but get it right!"

Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that, US Air 2771?"

"Yes, ma'am," the humbled crew responded. Naturally, the ground control communications frequency

fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out around Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking, "Wasn't I married to you once?"

Subject = Transocean Air Lines and Philippines
Hello there, my name is Nachi Ugarte. I am Creative Director of GRID magazine. We are a new magazine focusing on travel and adventure here in the Philippines. I would love to interview you or get some background on TRANSOCEAN Air Lines and the starting of Philippine Air lines.

It sounds like a great story and would love to feature it in my magazine. Let me know if I could send you a PDF of our first issue so you can see what we do. Hope to hear from you! Thanks, Nachi Ugarte

Hi Nachi. I would be happy to provide you with any information you need regarding Transocean's role in the creation of Philippines Air Lines. And I would very much



appreciate seeing the GRID magazine! You may email me a .pdf at jeanenbob@caltel.com Meanwhile, I hope some of our readers respond & contribute with their memories of this historic venture between Transocean Air Lines & the Philippines.

Subject = **Norma Louise Downing** -Stewardess Flt 512
My Aunt Louise was on this fateful flight. I remember her as so beautiful, (a model, talented piano player and artist). But mostly as a favorite aunt who always took me and my brothers for ice cream in her visits. She just laughed when it dripped all over her car. My little sister was her name sake.

In 1971 I became a stewardess for American Airlines, 16 years, and when I told my Grandmom she cried, so afraid for me because of what happened to Aunt Louise. I always reminded her of her daughter. Grandma never got over her loss. Neither did my dad.

In researching this tragedy, I only see her name listed as a fatality. I would love to see something in TALOA's history about these treasured people and who they were and how they are still treasured. My Aunt would most definitely be an active alumni today if she were here. She loved Transocean and her tales of adventures there will always be remembered by us. Bless all of you for keeping this valuable history alive! Cindy Downing

Hi Cindy. Thanks so much for taking the time to write. I agree wholeheartedly that we need more memories of these former TALOANS doing what they loved to do. Your Aunt is a wonderful example of this spirit. I would be happy to publish any stories and/or pictures of Norma Louise Downing circa TAL days. Please write and send them to me! Sincerely, Jeane Kennedy Toynbee (Capt. Frank Kennedy's daughter)

Subject = Address for check?

I'm already a Lifetime member, but I still want to continue supporting your work. I think it's very important to continue working for the legacy of Transocean. So here's my question: I have looked at the newsletter, but I'm not sure where to send a check in support of the TALOA Association or how best to make out the check. Please advice, **Bill Broussard**

Dear Bill, The TALOA Association thanks you very much for your support! Please make the check payable to:

TALOA Alumni Assoc

Address:

TALOA c/o Pat Stachon Kearns

15592 Mapplewood Dr

Sonoma CA 95476

Subject = **Charlie Redmon**

Charlie Redmon was the head of Transocean's Station in Seattle or the head Quality person at the Seattle Station

when the airline went out of operation. I am trying to write a story about him for my company's lobby display case and would like a photo of him if you have it. I am told there is a book somewhere related to Transocean in which a photo of Charlie and his wife appears. Bill Perdue

Hi Bill, I'm checking several sources for you now. I'm also publishing your note in the TALOA Alumni Newsletter in the hope that someone will contact us with the information you seek. So, as they say...Please stand by...

Got pictures you want to share? Send them to the editor: Jeane Kennedy Toynbee, PO Box 243, Copperopolis CA 95228 Photos will be returned upon request.



Happy 97th Birthday to Captain Joe Stachon!



**A special thanks to
TALOA Treasurer,
Pat Stachon Kearns!**

She's busy all year long as each of the Taloa alumni send in their dues along with their greetings. Continue to write those notes – the TALOA family loves hearing from you!





TALOA Alumni Newsletter

Jeane Kennedy Toynbee, Editor
PO Box 243, Copperopolis CA 95228

Postage
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ADDRESS

CORRECTION

REQUESTED

TALOA Alumni Association

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

2014 Members: Frances Beck, John Benterou, John M Davis, Gail & Edward Fisher, Harold Green, Elizabeth Lambert Kearins, Sherry Waterman Parker, Janet Whitaker, Robert V. Withrow

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

