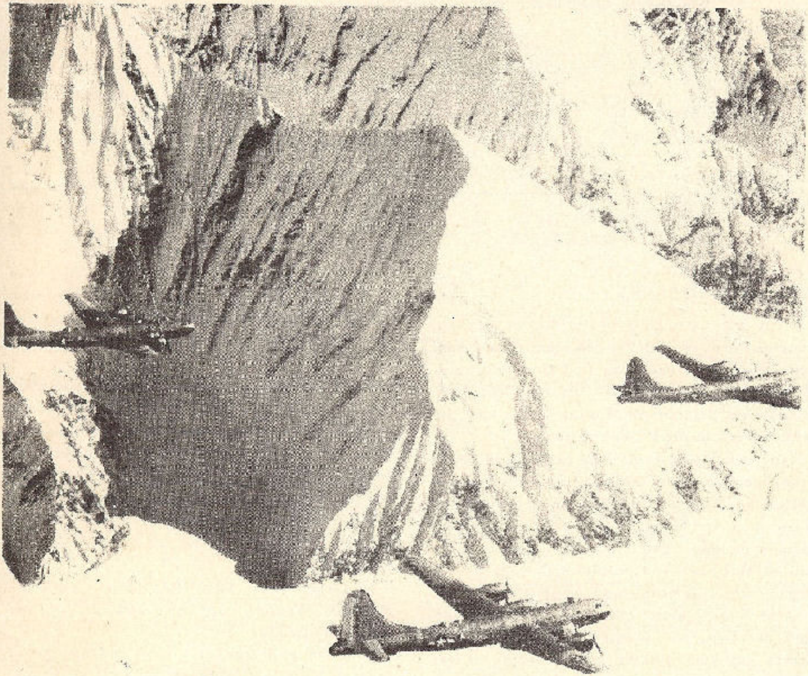
TALOA NEWS-MAGAZINE

MAY 1952



SUNLIGHT ON THE SNOW . . . Airplanes flying over the Alaskan Range in all its beauty and boldness.

TALOA NEWS-MAGAZINE

Published Monthly By

TRANSOCEAN AIR LINES

OAKLAND MUNICIPAL AIRPORT

OAKLAND 14, CALIFORNIA

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Public Relations Department

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GRETA JOHANSEN . . . . Editor

Printed by **TALOA PRINTING CO.**

This issue is dedicated to
TAL ALASKAN OPERATIONS

DROP BY FAIRBANKS

If you happen to drop by Fairbanks, Alaska, headquarters of *TAL's* Alaskan operations, you would upon occasion find *Dan McCarthy*, Manager of the Alaskan Division and *Russ Steinbower*, Director of Alaskan Operations in their offices in the Pioneer Hotel.

I say you would find them there upon occasion because there are very few stations as unique as this one and you never know when these men are going to be called out on one task or another. The Alaskan operation is so full of surprises and problems outside of the usual state side problems - - one minute there may be a wind storm that tears a plane loose from its ties, one of the foundations on the homes may start sinking into the sand, or one of the Cat Trains may break through the ice. These and a variety of other occurrences go into the expected operations of *TAL Alaska.*

TAL's office at the Pioneer Hotel houses the Alaskan Accounting, Sales and Traffic offices and is the headquarters for approximately 12 pilots, 35 ground crew and maintenance men and 7 of the office personnel.

TAL's main work in Alaska is for the Navy, flying supplies and personnel for Army contractors between Fairbanks, Umiat and Point Barrow.

WEATHER AND WORK IN ALASKA

The weatherman could not go too far wrong on his predictions for Alaska. They say that you get so you can tell the temperature just by the way the snow squeeks under your feet when you walk.

This last winter during December and January it was 40 degrees below about 30% of the time.

Fairbanks has more extreme weather than Point Barrow or Umiat, it gets much hotter and occasionally it gets colder.

The thaw usually starts in April and most of the ice and snow is gone around Fairbanks by the middle of May. The freeze starts again in October.

The Perma-frost area at Point Barrow and Umiat has been actually measured to be from 1,000 to 11,000 feet at all times. When it thaws it only thaws for one or two feet.

Around Point Barrow, as soon as a couple of feet of ice thaws, the land turns to slushy sand. For this reason one of the biggest construction problems in Alaska is foundations for buildings.

Built on a base of ice and sand, it has been found that buildings built a little off the ground so that air can flow underneath them stand up best. The buildings have less tendency to lean if they face the East or West and they are built off the ground because the prevailing winds, seven months out of the year, are East winds. The better residences in Alaska are made of logs.

A Government Artic Research Committee designs wearing apparel suitable to the Alaskan climate.

What the well-dressed woman and man would wear in the Alaskan winter time is, of course, long underwear, parkas and snow shoes.

In the dry, cold of Alaska when it gets to be about 30 or 40 degrees below zero most things of a mechanical nature start going a little haywire. And yet when the temperature is this low it is very difficult to work, especially if you have to work outside as many of our Alaskan men must do when working on an aircraft.

They have to be very careful not to over

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STILL A FAMILIAR SIGHT . . . in Alaska. The Huskie dog team pulling a sled of natives.

PRACTICALLY CUT OFF FROM THE REST OF THE WORLD - PT. BARROW & UMIAT

Point Barrow is the Northern most point of Alaska. In this Tundra area, which is made up of 80% water, lakes, and 20% land, there are only two or three weeks out of the year that a ship can get through with supplies.

During this short period, usually sometime in August, all the supplies for the year are brought in. Anything else that is needed, all produce, frozen meats and personnel must be flown in from Fairbanks.

Umiat which is located in a completely isolated area between Fairbanks and Point Barrow, is the most active base for bush flying and will eventually become the biggest base for all bush operations in Alaska.

This "cold spot", where most of the oil has been discovered in Alaska, is not accessible by ship. All supplies to Umiat must go by air when permissible or by Cat Train.

One DC-3, on skies in the winter and floats or wheels during the thaw, is operated by *TAL* between Point Barrow and Umiat. This plane is depended on by many, many people, it is practically their only contact with other cities and the rest of the world.

This plane flies support to the Cat Trains, it brings supplies, mail and passengers, it flys parts to ground equipment in trouble, makes mercy flights for the sick and injured -- in other words it does double duty as the "Florence Nightingale" of airplanes.

The small bush planes which *TAL* flies out of Umiat serve the same purpose to the men in the "bush" out at the oil well sights as the DC-3 does that flies between Point Barrow and Umiat. These bush planes also land on skis in the winter and floats or wheels during the thaw.

(Continued next column)

TAL OPERATIONS IN LONDON

A partnership called *Blanford & Houdret* with offices at 37-38 Fenchurch St., London was formed on July 1st, 1951 with the object of acting as agents for and looking after the interests of *TAL* and associate companies in the United Kingdom.

TAL's London office has three very able men running it. *Peter B. Blanford* is the Senior Partner and Manager and has a very enviable record of experience in Air Line work. Junior Partner and Assistant Manager is *Maurice S. Houdret*. Also with an excellent record of Air Line affiliations, *Houdrel*, as well as *Blanford* served in the Royal Air Force. The well qualified bookkeeper, accountant and general assistant for *Blanford & Houdret* is *James A. Daniels*.

The work of the London office in the six months since its inception has been varied and interesting. During the summer months the meeting and processing of *TAL*, EL AL Flights were undertaken. A close liason is kept with the Baltic Exchange and every offer in which *TAL* might be interested in is passed on for a quotation and availability report.

The London Office can and will play an ever increasing part in the Eastern and European flying activities of *TAL*, Air Djibouti and Air Jordan.

On the Trading side the London office has many ramifications ranging from the search for aircraft, aero engines, and aircraft spares for Oakland, Air Djibouti and Air Jordan; the supervising of the complete overhaul of an Air Jordan aircraft; to the obtaining of the agency in the U.S., of the "Gorta Rolling Mill". Quite a "basket full of ripe plums" on the agency and manufacturing side have been submitted to New York and Oakland *TAL* offices.

We can be assured the *Blanford & Houdret*

THE PBX SWITCHBOARD

As seen by Doris Chappell, Tal Courier Driver

"Good Morning, Transocean Air Lines" . . . "Thank you, I'll see if I can locate him for you." Or maybe it is this: "Office" . . . "I'll page him" . . . "Fork-lift driver, report to building 532 please; Fork-lift driver, report to building 532" Or this: "Transocean Air Lines" . . . "Jack? Jack, who?" . . . "What department does he work in?" . . . "Who does he work for?" . . . "I'm very sorry, M'am, but we have thousands of employees here, and any number of them may be named Jack. If you can't give me any other information concerning the gentleman, I'm afraid I can't help you." And this is what usually greets me as I walk into the PBX room every morning.

The PBX operator is closed in a room for eight hours out of every day, five days a week. In some cases, six days. She is one of the biggest cogs in the big wheel that makes *Transocean Air Lines* and *Aircraft Engineering & Maintenance Company* run as smoothly as it does. She, with the rest of the operators, put through some 3500 telephone calls per day, some long-distance, some local, and some just inter-office, and though she cannot see the people she speaks with, she can always visualize the type of person you may be by the tone of your voice, the requests you may make, or the things some of you demand. Have you, or you, ever wondered what you "look" like on the phone?

For instance . . . There is the cooperative chap in Hangar 4 who answers a page with "Coming, Mother." We all know who he is, just by those words. Then there is the two hundred or so who say, "This is me, did you page me?" This is when the girls call time out so they can tear at their hair! Or have any of you heard the girl who always says, "I WANT Obermiller!" or "I WANT Johnson!"

Then we musn't forget the joyous type of employee who whistles! If you want to have your ears burn from what an operator says, just whistle into the mouthpiece of your telephone! No kidding, fellows, *that* hurts! And if you have a cold, we all feel sorry for you, but will keep the name *TRANSOCEAN* an important one in their division.

don't, don't, don't cough in the operator's little car! *(Continued page 8, column 1)*

THE WINNER . . . Miss Beverly Reid, employed in the Materiel Department of AEMCO.

Miss Transocean Contest, continued

Chosen *"Miss Transocean Air Lines"* Tuesday, April 1st, *Beverly Reid* represents the more than 2500 people employed at the

Miss Transocean Contest, continued

Aemco pooled together all their beautiful girls and came up with six finalists of which *Miss Reid* was the winner.

Miss Reid, who is 21, graduated from San Leandro High School and attended the University of California before coming to work for *AEMCO* where she is employed as a secretary in the *Materiel Division. Beverly* measures a perfect 34, 24, 34, stands five feet five inches and weighs 115 pounds.

The two attendents to *"Miss Transocean"* were *Betty Amsbough* and *Loretta Puccini.* The three winners were "crowned" by *Major Stan Palmer* who is the officer-in-charge of the *AEMCO* Air Force Office.

All of the finalists were presented with roses, courtesy of *Tony Rossi Florist,* and the three winners received French perfume and sterling silver cigarette lighters, courtesy of the *Taloa Treasure House.*

The finalists in the *"Miss Transocean"* contest were all selected to fill the qualifications set for the *"Miss Oakland"* contest sponsored by the Oakland Junior Chamber of Commerce. Qualifications are:

1. Contestant must be single and never have been married.
2. Contestant must be a high school graduate or a senior student in high school at the time of the contest.
3. Contestant must be a girl between the ages of 18 and 28 years.
4. Contestant must be of good character and possess poise, personality, intelligence, charm and beauty of face and figure.
5. Contestant must possess some talent in singing, dancing, playing a musical instrument, dramatic reading, etc.
6. Contestant must be of good health.

The finalists in the *"Miss Transocean"* contest were *Marie Ablemeier, Betty Amsbough, Darlyne Smart, Beverly Reid, Joyce Sanford* and *Loretta Puccini.* The finalists were judged by a panel picked to represent all types of employment in *Transocean* and *Aemco.* The Judges were: *Chuck Fuson,* Aemco Electrician, Oakland Airport by *Transocean Air Lines* and its divisions and subsidiaries. *Transocean* and

(Continued next column)

swing; *Major Stan Palmer,* Air Force Officer-in-Charge; *Sam Wilson,* Executive Vice-

(Continued page 11, column 2)

exert themselves because if they start to breath too hard they can frost their lungs and freeze the tissues. There is a very high T.B. ratio among the natives.

When working outside in freezing temperatures the men use a specially designed heater that heats the area and part of the aircraft they are working on. The Herman Nelson Aircraft Heater makes it possible to work for about half an hour without stopping to go inside and warm up when there are temperatures to as low as 50 below zero.

However, in this land of mining and fur industries where the biggest business is Army Construction work, it is almost futile from the economy standpoint to attempt to get any work done outside when the temperature drops below 40 degrees below zero.

A BIRD'S EYE VIEW OF ALASKA

by Doris Dooley

I have found the work here most fascinating as have those that can stay one season without giving up. The conditions under which we live and work can be most trying. Certainly weeds out the softies.

We are in the *thaw* period now, which started last week. Yes indeed, we have our fair share of water and mud everywhere. Some merchants and the most fortunate of home owners have a water pump working the water from the basements. There is still a question of flood which can occur in about two to three weeks. Everything is as handicapped as during the terrific cold weather. Our summers are most pleasant except for the dust.

As for the Employees of *Transocean* here, it is extremely difficult for them to come down

(Continued page 7, column 2)

BILL DRUM . . . former Alaskan Operations Director, from whom we gathered most of the material for the articles on Alaska in this issue.

ALASKAN CAT TRAINS

Of a breed all their own are the mobile units that do so much of the work in carrying supplies and equipment in the Umiat and Point Barrow region of Alaska.

These mobile units are called Cat Trains and they are composed of three large D-8 Caterpillar tractors and nine wanigans. Each Caterpillar pulls three wanigans which are large platforms on runners.

Each Cat Train is manned by seven men and because of the slowness of the trains and the length of time spent in transient from one point to another, each train has a cook shack and sleeping quarters.

The 1st wanigan in line carries the cook shack and sleeping quarters on its platform, the 2nd wanigan carries fuel for the tractors and the rest of the wanigans carry the load.

The crews work 15 hours a day operating the trains and the only guides to and from their destination are the stake flags which are dropped by *TAL* planes to establish the roads. Each winter the trails have to be restaked as the stakes are washed away during the thaw.

There must be 40 inches of ice on the ground in this flat, wet country in order to carry the weight of a Cat Train. This year two trains were lost when they rode on only 36 inches of ice.

Occasionally the Cat Trains have an opportunity to directly do a return service for the *TAL* planes in that area. As for example, this January there was an 115 mile an hour wind at Umiat which blew two of *TAL's* planes away from their ties, quite seriously damaging both of them.

THE ADVANTAGES OF ALASKA

Hugh MacKinnon, Accountant, transferred to Fairbanks and Seattle was quite trim, now with 6 months of this duty *"Mac"* has gained no less than 40 lbs. His comment is that the darn cleaners are always shrinking his cleaning. Hmmmmm!

Bill Keating, came in during our most trying weeks, however, he claims that it's no place for him. Ask him about his visit and how he acquires patience while waiting for weather to let up. (60 below and a plane overhead waiting for minimums for landing yet can hear it and see it circling for over two hours. This was to be his plane back to Seattle.) His comment then was, "Get me back to Oakland for my feet are freezing off." He was too cold to yell too loud here but we are certain that the complaints were without end back in Oakland. Psst, the Alaska Airlines heaters failed to operate on this trip back to Seattle.

(Continued page 14, column 1)

A Bird's Eye View of Alaska, continued

to the Fairbanks way of living after the easy way of all parts of living in California. Yet their comments are all very similar on the peoples of Fairbanks as being very easy to know and enjoy each other in a very simple way. Never snooty to the new comers. I have had to aquire housing for most of the folks thru my personal friends even tho it be very humble at times.

We have had many of our pilots take to the alter after being here for the spell of incubation. The latest, having been granted housing at Pt. Barrow is *Captain Acheson,* which is most exceptional. This was granted thru all the channels possible originating in the Navy offices, *Captain Acheson* has made his home there only 30 days.

Because there is no hangar at Umiat were the planes could be repaired they had to be taken to the hangar at Point Barrow. The problem was how to get them there. The Cat Trains came to the rescue, the planes were dismantled and loaded on the wanigans of the Trains and successfully moved to Point Barrow. As a result both planes were salvaged and are now in good flying condition.

Our office in the Pioneer Hotel is most colorful. The Pioneer Hotel being one of the few landmarks of Fairbanks still in operation. It is a frame building of three stories only and has catered to the Alaskan Sourdoughs from the gold rush days during all this time. Many still make this their winter home for during the summer all are out to the mines and bush. Most anything can happen while they are in town.

The PBX Switchboard, continued

Next, we have the bright relatives of some of our employees who want *their boy* to have a message. Know just how we are to give it to him? The operator is to go out into the parking lot and find a "blue Chevy" and put a note on the windshield! No matter how much the operator tries to explain that the parking lot contains maybe six or seven hundred cars, she is being *brutal* because she will not give with the note!

Of course, each and every operator will agree there are some awfully nice voices, too. There have been some that, if the girl hadn't flipped the key back, you'd have heard, "MMMmmm, Good!" Those are the kind that make any girl think of someone tall, dark, and handsome, and so nice! Also, there is a secretary within the company who has the nicest telephone voice you've ever heard. People from outside the company have called back in to tell your operator so. All these, and more, are the voices a PBX operator hears during the day.

There are, at present, six of these girls in the PBX department. *Opal Lynch,* Chief Operator; second, *Ruth Griggs*--everyone calls her "Maw" and she has a sense of humor everyone could use; third is *Joyce James*--this gal helps me in the laugh department. Then there are the two new day girls, *Dawn Brown* and *Margie McDermott*-- they are still trying to memorize the extensions that no one outside

ON THE RECORD

It's *Sims* now, not *Beardsley!* Yes, *Vivian* has permanently changed her name to Mrs. *Sam Sims.* The big event took place in Reno on Saturday, April 5th, with a week-end honeymoon in the Nevada territory. To make life even more exciting *Vivian* is taking an inspection trip to Tokyo and on her way she will stop in Honolulu for a few days where *Sammy* will meet her and they can have another honeymoon, this time in beautiful Hawaii. Everyone around *TAL* says "best wishes" *Vivian* and "congratulations" *Sammy* -- when *Vivian* is happy we are all happy for her.

OFF THE RECORD

Was told of a certain between-trips episode in Honolulu which might be interesting. People involved were --*Capt. Buckelew, Co-Pilot Ray Elsmore, Jr., Navigator Nuss, Navigator Chuck Gallopp, Co-Pilot Lindemann* and *Radio Operator Thompson.* It seems they were taking a trip on *Ray Elsmore's* boat and spotted whales off Diamond Head -- and in trying to get better look in small boat, *Nuss* being "dipped" into water and *Buckelew* falling completely overboard. Seems both *Nuss* and *Lindemann* have snapshots of *Buckelew's* resuce. They would be good for blackmail or the *Taloa News.*

the PBX room will bother to learn. There is one girl on swing shift, *Lilli Short* -- I see her for just a few minutes before I go home at night, but it seems to me she has just as many troubles at night as the other girls have during the day.

Me? I can hear you asking. Well, I stand by the switchboard and watch all that goes on. In my spare time, I drive the station-wagon for *Transocean*. I'm sure you've all seen me. I'm the girl who is seen, some two or three hundred times a day, dashing in and out of Hangar 5, either to or from my '50 Ford. It has been estimated that, in the seventeen months I have worked for our company, I have driven over 40,000 company miles. Could someone make an estimate on how many company miles I've walked?

TAL SEATTLE

by Adam Seder

After about a year and a half at this station and quite a bit of turnover of personnel, we at Seattle feel that we have a pretty nice crowd. Some of the old hands that started with *Transocean Air Lines* in Seattle are still with us. *Ray Statton*, who was with *Transocean* before Seattle, is the oldest, *"Doc" Curtis*, our Supt. of Maintenance, *Chas. Ross* Inspection, *Ruth Lee* who takes care of all the boys' *gripes*, *Bill King* who sees that the offices are always clean and warm and, of course, *yours truly*.

The Maintenance Department is mainly concerned with taking care of *TAL* planes from the Arctic Contractors Contract in Far North

(Continued page 9, column 1)

Tal Seattle, continued

Alaska, but they still find time to do outside maintenance for other carriers. If you ever come to Seattle you can expect to find Maintenance working on any type of plane from a Piper Cub to a DC-4.

The Maintenance Department is composed of the following personnel: *Doc Curtis*, Supt. of Maintenance; *Gill Watson*, Crew Chief; *Chas. Ross*, Inspection; *J. Newcomb* and *G. Henry*, Radio; *J. Schott*, Electrician; *and Mechanics*, *D. E. Bunker*, *D. D. Bunker*, *K. Connel*, *R. A. Cornell*, *H. Hagedorn*, *F. Krupa*, *F. Lannoye*, *M. Larson*, *L. Lundstrom*, *E. Nelson*, *K. Sager*, *H. Wahl*, *M. Wahl* and *E. Ramberg*. *Morris Johnson* runs the Stockroom with *Ken Quimby* ably assisting him. Administrative personnel are: *Earl Thomson*, Station Manager; *E. R. Statton*, Sales; *Art Ozman*, Traffic Representative; *Ruth Lee*, Secretary and *Judson* is the Accountant. That pretty well rounds out the picture except for myself, I have Shipping and Receiving to keep me occupied.

News from Guam and T.T., continued

saw a lot of the places and met a lot of the people who she had been hearing about in her work with *TAL*. While out for a boat ride at Ponape she saw a couple of men in the water wading and pushing an outrigger canoe. They were doing a lot of waving and she waved back thinking they were a couple of natives. It turned out later that the two characters in the water were *Navigator Jack Allen* and *Flight Mechanic Walt Clements*. Seems *Jack* had bought this canoe and in attempting to sail it around to the dock they capsized. They were a sorry sight when they finally made shore. Each had lost a shoe. Both their watches were about ruined and very muddy and wet in general. When they saw the speed boat they thought they might get a tow, but *Jackye* just waved and went merrily speeding by.

* * * * *

Jack Allen has two outrigger canoes now and was seen the other day fabricating a lobster trap. Hope it works. Maybe we will be able to bum a lobster off him. Understand wife

NEWS FROM GUAM AND TRUST TERRITORY

Chris Angelos was very agreeably surprised a few days ago when he returned from a flight to Koror and was greeted by his pretty little wife, *Thea,* and small son, *Christopher.*

* * * * *

Vacations have started. . .*Clarence Gorman,* Dispatcher, is no doubt enjoying himself in the States having left this month for a three weeks vacation.

* * * * *

New maintenance man, *Al Goodman,* arrived the past week. Welcome *Al,* and hope you like it on Guam.

* * * * *

Bon Voyage to *Mrs. Helen Brandt* who departing soon on an extended trip to the Far East. She will leave as soon as they can find a housekeeper to take care of the two girls while *John* is out on trips. Understand *Aleca* is writing some articles.

* * * * *

Jackye Zenzil, our very capable secretary, took a trip to Truk, Ponape, Ebeye and Majuro with your scribe the first of March. *Jackye* *Lavonne* has been receiving some instructions on how to handle an outrigger.

(Continued next column)

* * * * *

WHEELS! WHEELS! WHEELS! No I am not refering to the boys from the home office. WHEELS are very necessary on Guam but I mean the kind you ride around on. Inasmuch as the public buses don't run on Guam and some of us live up to 15 miles from the field it is very important to have something to get around on. Consequently there are quite a variety of all makes and models of *wheels* owned by *TAL* men. They get us around though with a little attention now and then. Parts and tires are a tough item out here. Lots of rust and corrosion on most used cars on the island. The speed limit for passenger cars is 35 mph. According to the police there are approximately 11,000 cars on Guam. The accident rate is very high. Head-on and sideswipes predominate.

* * * * *

Special flight to Truk was made by *Don Kosteff* and crew last Thursday to bring up a very sick lady, *Mrs. Mueller,* TT dependent. *Mrs. Mueller* was suffering from a very bad attack of asthma and pluresey. The hospital

(Continued page 12, column 1)

"PROP-WASH" FROM HANGAR 28

by Burt Knupfer

We would like to take this opportunity to welcome *Beverly Craig* to *Transocean.* She will be working in the *Purchasing Dept. Beverly* has been *Mrs. Bruce Craig* for just two months and we would also like to extend our congratulations and best wishes to the newlyweds!

* * * * *

Speaking of "newlyweds" -- did we ever get a surprise - - well, it seems that there was a certain *gal* in a certain department, and there was also a certain *guy* in the same certain department, and they were certainly *that way* about each other but -- did anyone ever guess, NO!! *Not even an inkling,* but the surprise came when last Friday at 4 P.M. a couple of certain somebodys posted a certain memo on a certain bulletin board, and lo and behold, *Maxine Gillett* and *Al Gnudi* informed us all that they were on their way to Reno. Vows were exchanged and both were back to "Ye Old Grind" Monday morning. So, now that the excitement has calmed a bit, it's time

TALOA ACADEMY

We'd like to take this opportunity to introduce the most recent addition to our staff, *Mrs. Dawn Toft,* newly appointed flight hostess instructress. *Mrs. Toft,* in her own right an airline hostess of several years and more recently supervisor of all training of flight hostesses of Western Airlines in Los Angeles, is replacing *Mrs. Betty Lou Langdale,* who hopes it will be a "boy" sometime in April.

* * * * *

All of us were so happy to meet *Capt. Janislawski* at long last, having heard so much about him from the "little woman", *Mary Janislawski,* instructor of celestial navigation. However, the captain will be sailing off again for the Far East on the "Alaskan Bear" in the very near future, and *Mary* will have to be content with nagging Company pilots for another couple of months.

* * * * *

The blinding flash that hits you between the eyes when you open the ground school door for heartiest congratulations and the very best of everything good for both of them.

* * * * *

Greetings and a friendly welcome to *Audrey Bartholomew*, new employee in *Kardex*, and the same "Welcome Mat" is tossed out for *Jean Gustavson* who is working in the *Inspection Department*.

* * * * *

'S funny how you can go about the daily duties and never give much thought to the fact that there might be one among you who possesses a *hidden talent*. Discovered this, by chance, the other day when we asked a *certain gentleman* of a certain office if he would kindly perform (or shall we say, attempt to perform) a certain task, one which many of us had so completely failed at. Well, to make it brief, with very little effort, time or even energy, he quietly performed his duty, and with just a very few words, *Maxine* stopped auditing the Inspection Records and actually left the office long enough for the girls to plant the *Surprise Farewell Coffee-Cake* get-to-gether that had been planned, but no one, and I mean NO ONE ELSE could entice her to leave her adding machine, not even for a minute -- 'cepting one *talented gentleman*.

(Continued page 12, column 2)

comes from third finger left hand of *Mildred (Mitchell) Cutts*. Congratulations *Ed* and *Millie* and best wishes for always from all of us.

* * * * *

Major E. M. Fox, who was presidential aide for one year and is a member of the Caterpillar Club and recently returned from a one-year tour of duty in Korea as Army pilot where he did liaison work and evacuation of wounded men via helicopter, is presently attending Instrument ground school classes at *TALOA* Academy, together with *Capt. A. F. Burch, 1st Lieut. B. C. Locke, 1st Lieut. W. P. Simpson* and *1st Lieut. W. H. Moore*. Welcome Gentlemen!

* * * * *

We are happy to welcome *Mr. Masahiro Tohgi*, (Teddy for short) Chief Pilot for Asahi Shimbun, one of Tokyo's leading Japanese newspapers. Mr. *Tohgi* will be here for a period of approximately 4 months for flight and ground refresher courses, plus helicopter training. We hope his stay will be a pleasant one.

* * * * *

Another new smiling face which has joined

(Continued page 11, column 1)

MISS TRANSOCEAN CONTESTANTS . . . left to right, Darlyne Smart; Joyce Sanford; Beverly Reid, Miss Transocean; Loretta Puccini, attendant; Marie Ahlemeier; Betty Amsbough, attendant.

Taloa Academy, continued

the ground school group is that of *Orville Hanna* who is handling the Academy's Accounts Receivable books and records. We have found from experience that his patience is surpassed only by his good natured spirit. We're very glad you're with us, *Mr. Hanna.*

* * * * *

Hail and Farewell to *Roy G. McLain,* Supervisor of *TAL's* flight crew training, who has just returned from Pt. Barrow, Alaska, and is off for the far Pacific Islands, Guam to be exact. He longed for the sun when up North, but something tells us he'll get more than enough while with the Trust Territory Division. Bet his tan will almost rival *Pat Wain's.* (You'll have to work harder, *Pat.*)

MISS TRANSOCEAN CONTEST

president of Transocean; *Al Morfig,* Director of Maintenance, Transocean; *Bob Watt,* Western Sky Industries; *Joe Priest,* Lead Mechanic, Aemco; *Greta Johansen,* Public Relations; and *Larrie Nelson,* Aemco Purchasing.

Miss Reid, the winner of the *"Miss Transocean"* title will be entered in the *"Miss Oakland"* contest with a chance of winning the title and reigning over the Oakland Centenial Celebration which goes on in Oakland from May 1st to July 6th.

The *"Miss Transocean"* contest was carried on under the direction of *Greta Johansen* of *Transocean's* Public Relations Department and *Walt Williams,* Director of *Aemco* Employee Relations.

New from Guam and T.T., continued

put aboard an oxygen unit in case it was needed on the trip. *Mrs. Mueller* made the trip very well.

* * * * *

VEGETABLES! That is a magic word out here. Anytime you mention *vegetables* ears perk up. We are getting some very nice tomatoes, cucumbers, melons, etc. now each flight up to Saipan. The TT has a reefer at the airport in which they keep all kinds of vegetables available and we can pick them up each trip we go to Saipan. The tomatoes are very tasty. Watermelons are now coming in too.

Prop-Wash from Hangar 28, continued

Say, could it just be that English Charm we are all lacking???

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How high is up? A glance at *Parts Control Room* will give the answer, judging from skyscraper type shelving, *Knupfer* is bound to hit the ceiling any day now . . . (with shelving, that is).

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"901" Madsen has *Fly Taloa* poster on the window of her car, and brother she really does. Warning to all passengers if she's driving, have your own parachute available.

There are quite a lot grown on Tinian and Rota. The Air Force and Navy have flights up each week to buy green vegetables.

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DID YOU KNOW?

Mal Freeburg, Trust Territory Manager, received the First Congressional Air Mail Medal! There have been a total of nine awarded. *Mal* received his during the Hoover administration and it was awarded by Roosevelt around 1931. The awarding was held up several months while the *medal* was being designed.

Mal relates that while flying a Taper Wing Waco on a regular air mail run one night near Wabasha, Minnesota, he noticed a railroad bridge of the Burlington railroad burning. Knowing that a passenger train was due in a half hour *Mal* circled around until the train was sighted down the track. He proceeded to buzz the train and zoom head on and using his landing lights to let the engineer know that something was wrong around the bend. After about the second pass *Mal* states he could see the sparks from the wheels as the brakes were applied. The train was saved from possible wreck. It happened that *Bobby Jones* was aboard the train that night. *Mal* was flying for the old North West Airways at the time.

Between this and the time the medal was presented *Mal* had another incident. While flying a Ford Trimotor on the regular run near the same town a blade of the left prop flew off and the vibration proceeded to tear the engine out and along with it six feet of the wing and the left landing gear. *Mal* landed at the field and in an hour had the passengers in another plane and was on his way.

GUYS & DOLLS - SCUTTLEBUTT!

Because the "Wheel of Fortune" is pointing their way:

Deanna Heinen and husband *Wally*, are buying a new red convertible to match their red hats.

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Bill Ward, wearing the latest in men's sport caps, also cowboy boots. Real zany!

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Dorothy Bajdek and spouse off to Detroit, Michigan, for two weeks via air. *Dottie* says, "I'm taking along my chin strap to use my famous big brimmed hat as a parachute, just in case."

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The good looking *gent* seen tending to business in one department, then in another, was none other than *C. J. Aymond*, our representative from Paris. This personable *guy* can be found in *TAL Sales Dept.* at the present time. Welcome home, *C. J.!*

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Vacationing stateside, was *Mildred Willhalm* from Wake Island. Hope the weather will be nice during your stay.

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Cashier's office is operating on all four wheels once again, with the return of *Bill Swanson. Bill* is looking more and more alive and fit as a fiddle. The flu bug took a good hold on *Bill*, and just wouldn't let go. Glad to see you back.

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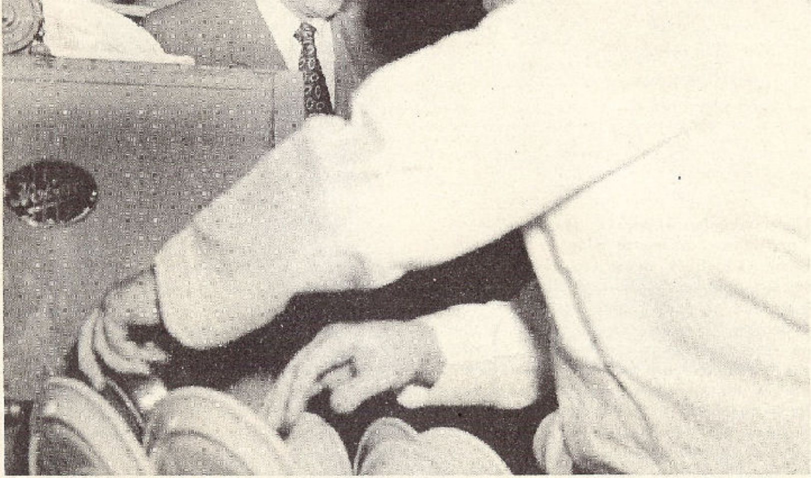
Kenny Lowe is still shuddering at the thought of being rattled within his coupe. It seems someone drove smack into the side of his car while he was in Alameda recently. Hope their are no broken bones and you are feeling better.

(Continued page 16, column 1)



VICE PRESIDENT IN CHARGE OF DISHWASHING . . . good sport Tommy Lewis, Vice President of Oakland Aircraft Engine Service, proves that he keeps his word on a bet. Shown here getting down to work.

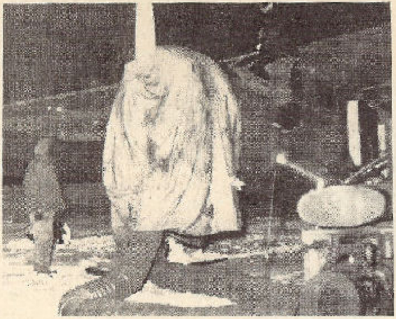
FROM VEEP TO DISHWASHER

Thomas Lewis, Vice President of Oakland Aircraft Engine Service, lost a bet on estimated production for the month and acted as dishwasher, bus boy and general handyman at *Taloa*'s cafeteria from 11:00 to 3:00 on April 2nd. It seems that *Tommy* wagered with all his foremen that they couldn't have 70 engines overhauled during the month of March -- if they had 70 or more he would wash the dishes. This was too much for the men to resist, so by the end of March, 81 engines were overhauled and *Tommy Lewis* dawned his apron and chef's cap.

STUFFED DOGS GALORE

WHAT IS IT? IS IT REAL? DOES IT BARK?

That's what everyone is asking. Have you seen the newest sansation at the *Taloa Treasure House* in the International Room? They are practically human . . . honest to goodness *real,* stuffed, fur dogs. Here's your chance, a lovable furry animal without the fuss and bother of a real animanl. Your favorite breed, cuddly cockers, frisky terriers or perky poodles. Be sure to come up and see *Taloa Treasure House*'s own private circus . . . all house broken too!!



A FRIENDLY "WEASEL," backbone to Arctic ground transportation, helps break skis away from ice. The scene is the U.S. Navy Petroleum Reserve No. 4 located 150 miles south of Point Barrow.

TRANSOCEAN PILOTS of the "deep freeze country" maintain their aerial lifeline, even when temperatures skid to 56 below. Here the war-born "Herman Nelson" is used to heat a plane engine.

The Advantages of Alaska, continued

Bill Drum, trying to plug in the headbolt heater which is necessary for keeping the vehicle (our transportation) oil from congealing. Had so many clothes on that we were concerned for him. Come to find out after several mornings of this car failing to start, the extension cord was not hooked into the socket for electricity. He was much fun to have around here but we see that he found reasons for not staying for the wonderful summer. We will miss him.

Norm Carmichael, transferred to Fairbanks after a term in the Honolulu Station. Hmmm, well, the sense of humor was priceless. Imagine what a change of climate such as that would do to anyone. Says he, "I terminate and resign, you all can have Alaska." He departed via PAA to Juneau, Alaska to take the balance of the trip on Alaska Steamship. Guess what tho', he sends word now that he intends to work out of Juneau for the Alaska Coastal Airlines. We are contending that the Alaska bug got him now we will await the lovebug. He is very eligible.

The lovebug has bit these employees within the past year:

Jean Haslam, Office Secretary
Dan Ackerson, Captain Pilot
Eddie Bonzo, Captain Pilot, transferred to Oakland

The Advantages of Alaska, continued

Shelby Pitts, Captain Pilot
Joeseph Aquino, Helper
Fess (Casey) Stengle Co-pilot

Dan McCarthy, breezes in and yells, (with feet on the only decent desk in office) "Well fellas, I have my baby boy now, let's throw a party," but fails to bring cigars and candy for this event. Excuse is that he left in a hurry etc. etc., you can guess. *Dan* has what it takes nevertheless, with all paying respect. This station threw the welcome mat out for him but we couldn't throw the baracade around the good desk. Wonder if he would use an old orange crate and we could hide the keys to the next trip out to Seattle and Oakland. We would like to have him stick around for a spell.

Russ Steinhauer, our new boss (he has been assigned the position that *Bill Drum* left). He maintains that it's much more fun to drive the airplane, never has trouble with others trying to tell you how it is done or any letters to write or people wanting to talk to you regarding their personal problems or keeping peace with the ground crew or why aren't the payroll checks here and etc. Poor ol' *Russ.* We love to refer to him as, *HiBoss.* He slowly comes back with this only comment, "Sure wished I was flying this morning."

Art Leen, our pride and joy mechanic, father of eight children, had us in histerics when he

(Continued page 16, column 2)

FLY OAKLAND AIRPORT WEEK . . . closing breakfast held at the International Room, April 8th. Many members of the Oakland Chamber of Commerce and the Board of Port Commissioners were present to hear Orvis M. Nelson, key speaker, tell of the important part that flying and Air Lines play in making the whole world a more closely knit group.

FLY OAKLAND AIRPORT WEEK

In sharp contrast to the action in certain Eastern cities where residents are seeking to curtail their air service, the people of Oakland, California and the surrounding area have just completed a week-long drive for more airline schedules for their $13,000,000 municipal airport.

Titled "Fly Oakland Airport Week," the campaign was sponsored by Oakland's aggressive Chamber of Commerce and the Board of Port Commissioners in cooperation with the leading service clubs and other chambers of the mainland side of San Francisco Bay.

Twin objectives were to spotlight the 106 daily airline schedules now serving Oakland Airport and to seek recommendations for specific improvements in the service to the

(Continued next column)

Fly Oakland Airport Week, continued

mainland area to keep pace with its fast growth as an industrial center, and world port. The area has a population of one and one-quarter million people and since World War II has logged more than $209,000,000 in industrial expansion.

Fly Oakland Airport week was officially proclaimed by Oakland's high flying mayor, *Clifford Rishell* and the leading service clubs, including Kiwanis, Rotary, Lions and Executives Association gave their meetings to Fly Oakland Airport speakers. The airlines pitched in and brought their top officials to town to participate in the week. Speakers before the clubs included: *Ralph S. Damon,* president of Trans World Airlines; *Walter H. Johnson,*

(Continued page 16, column 1)

Guys & Dolls • Scuttlebutt, continued

Cy Anthony, "The Great Citation", was off and running his car in the Northern part of California recently, when along came a motorcycle officer to present him with his part of the take. This is one time he hopes the odds are low.

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Frances Goldstrand was really a surprised *doll*, when she walked into the Villa De La Paix, the night of April 1st, to find 18 of *Accounting's dolls* awaiting her arrival. The occasion was due to the fact that soon there will be another little heir, or heiress in the *Goldstrand* family. *Fran* received a layette from the *Accounting dolls*. The party was a success, with *Virginia Haas* lending her wittiness and real humor.

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Edna Darck, looking radiantly happy over moving to Danville. Our best wishes in your new home.

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Now that bowling is in full swing, *Accounting* will have its own team. The *guys* are: *Captain Hal Markie, Jack Ullner, Harry Brisbin, Ted Diamant, Chuck Woodard*, and *Joe Faro*. So *dolls*, let's get behind our *guys* and root for them 'til victory. Starting date: April 23, Place: Pacific Bowl, Hour: 6:30 pm. Let's get into the spirit.

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We are wondering why *Clarence Swanson*, Air Force Auditor, spends most of the morning hours working with *"Abbey"*, then moves into the newly built offices during the afternoon hours, with all the *dolls???*

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L. P. McLean we understand is in a turbid state of mind. He seems to be so-o-o confused in his present foreign surroundings. *Mac* has a hard time being understood, and trying to understand foreign methods. Keep smiling *guy!*

Fly Oakland Airport Week, continued

Secretary, American Air Lines; *Arthur F. Kelly*, Vice President - Sales, Western Air Lines; *Orvis M. Nelson*, president of Transocean Air Lines; *H. W. Peterson*, Western Sales Manager of Pan American World Airways; *B. B. Gragg*, national sales director, United Air Lines, and *J. G. Bastow*, Assistant Port Manager, Port of Oakland and one of the designers of the airport.

The Advantages of Alaska, continued

was making up his Federal Income Tax report. He hasn't been home (Idaho) for several years, therefore, was unable to call off the childrens name for listing. He took the *razz* treatment from all. A wonderful person to have thru thick and thin in any airlines maintenance department - - loved by all.

Smokey Strobridge, Lee DeMent and *Wally Skudlas* are the famous threesome of the Umiat stop, this being the sub-base of Pt. Barrow, 386 airmiles from Fairbanks. They have been the meeks on duty for over a year. Thru wind and snow, the terrific below temperatures never runs them off to Fairbanks. All they want is the mail and newspapers. The latter need not be a new fresh paper either. Every two months, or more, a request comes down to this office to get the white shirts and suit ready for the celebration. We know then that one of them is on his way for the city life.

Earl (Red) Dodge, our pretty boy Bush-pilot, acts as Station Manager, Chief Bush-pilot, Supt. of Maintenance, Dispatcher and Paymaster for the Pt. Barrow station during the absence of the assigned employee. This happened during the Christmas holidays, Of course we always remind him of the ferry trips from Seattle to Fairbanks. He very coincidently has had an extended stay in Edmonton, Canada. For those who are aware of the hospitality offered by the lasses and townspeople, it is no wonder that it appears that Edmonton is the place to have the maintenance.

We have our fun and humor along with the bitter parts of this business. During the very cold winter with the darkness upon us seemingly always, it can tax the best of them. For instance, get a load of perishables for the Pt. Barrow trip and then get the crew ready for take-off, then comes the "check" - - all hands listening for the familiar runup. Well, it only reflects in the facial expression. Then comes the full treatment of disgust. With 40 to 60 below and even the Nelson Heaters not functioning, but the perishables must come off the ship now. Thus, all hands working at it. Hadn't mentioned anything of the cold hands and noses. It is then that one would wish this wonderful Alaska back to where it started. Just won't go into this any further.

Bill Ward, Bill Drum and *Dan McCarthy* could say very little good at this stage of the operation.