



APRIL 2013

Newsletter for the TALOA Alumni Association

www.taloo.org

Send photos & letters to: Jeane Kennedy Toynbee, Editor, PO Box 243, Copperopolis, CA 95228
Or email: jeanenbob@caltel.com If you'd like items returned, please include a note along with a self-addressed, stamped envelope

The latest TALOA Newsletter is filled with remembrances that go back to the 1940s and 1950s. I worked summers at TALOA while enrolled as a college student. My father introduced me to many interesting people connected with clandestine operations including the establishment of the CIA's airline Air America. I was offered one six month and two 12 month contracts and two career positions connected with or in support of clandestine work. I remained in college and university teaching, but considered it an honor to have been sought after by such dedicated civil servants. I met a retired CIA officer in 1989 who said my father was an 'honorable man' and some of his activities in the 1950s were still highly classified.



Transocean stories bring back memories of Terry and the Pirates, Flying Jack, and other fictional cartoon characters. When some of the crews I met or rode to work with told me a few stories in the 1950s about Transocean activities, particularly in Indochina, I was skeptical, but later learned they were factual. Thanks again for the newsletter. I will forward my 2013 dues shortly. **Miles Mackey** *****

Thank you. Wonderful production [TALOA Newsletter Feb 2013 edition], as always. . . . **Note to Flight Attendants:** Let's dig into our files and send Jeane stories and photos of our special adventures. **MJ Ekstrand**

Thanks, MJ!!!! I've wanted to publish all those wonderful flight attendant stories. I know they are out there just waiting to be told!. The stories don't have to be long drawn out ones either – maybe just a memory that pops into your mind. *****

You did a good job on the last newsletter (as well as those before). I learned so much about TAL. Thank you for taking the trouble to do the research required! **Arue** *****

Miles D. Mackey, a new LIFETIME member wrote on the memo part of the check he sent in, "long live TALOA Newsletter!" *****

Do you know anyone who could use many slides my dad **Hank** took decades ago? We have boxes of them. Tell us where to send them and we will. **Bob Severin**

Hi Bob, I would like you to send them to me. I'll look through them and publish any I can in the newsletter. Additionally, I might be able to add some of them to www.taloo.com. Then I will take them to the Oakland Aviation Museum where they will be housed in the TAL exhibit. Thank you so very much for this contribution. Your father's slides will be appreciated and well taken care of. Send them to:

*Jeane Kennedy Toynbee
PO Box 243
Copperopolis CA 95228*

I absolutely love reading your newsletters. While I am not old enough to have participated in all that TALOA did, I am old enough to have flown on DC-3s many times. I think I have only two "recip" plane stories left for you and if you can use them, by all means let the other readers see them. I give you full permission to do so. The first would be my final flight from Denver to Phoenix in 1955. I was on an original Frontier Air Lines DC-3 and after "puddle jumping" from Denver to Colorado City to Pueblo to Gallup, NM, I was feeling a bit queasy and told our stewardess about my "air sickness." She suggested that I drink some 7-Up and that it should calm my stomach. I went into the terminal and purchased a 7-Up and began sipping it before taking off again. If I remember correctly, the Gallup airport is or was on a mesa that doesn't allow for much carelessness in taking off because the runway was supposed to mark the edge of said mesa and you had better be airborne by that time. That is the situation at the Avalon airport on Santa Catalina island, and I can vouch for that from first hand experience. Anyway, after taking my "medicine" I re-boarded the faithful DC-3 and we took off. My mistake was that even though the plane was only half occupied, I took a seat in the rear of the aircraft. After a few minutes of being airborne, I discovered that the desert below us was sending up-drafts that made the craft do a bit of yo-yoing, especially in the rear of the plane. We were scheduled to land at Winslow, Prescott and

Flagstaff before the final stop at Phoenix. By the time we flew over Meteor Crater, west of Winslow, I was returning my 7-Up to a paper barf bag. I don't know if I got rid of everything I had ingested, but I went through at least 2 bags. I don't remember the flight back to Denver a couple of months later, but there was no airsickness involved.

My second "recip" story involves my transition from a civilian in Denver in July of 1962 to a Naval recruit in San Diego California. From Denver to Los Angeles I was on a Boeing 707. I had always been used to the plane lining up on the end of the runway and running up each engine. We lined up and just took off. I asked my seatmate about that and he said that with jet engines they just took off. We landed at LAX later and were herded to a lounge where we then boarded a DC-6, a 4-engine prop aircraft. After taxiing out to our take-off point, we turned around the the captain announced that we were experiencing engine problems and would return to the gate. We only got about halfway back when the plane did another 180 and went back to the launch point on the runway. As we took off, the captain announced that they were going to fix the problems in mid-air. I had visions of a mechanic climbing out on the wing and working on the engine in a very windy environment. That of course never happened. Very strange flight and introduction to California.

Thanks again for the newsletters. I really enjoy them.
Neil Kleinman *****

That was a great newsletter and you and your group should be commended upon your effort, a labor of love. I just came from a Transamerica lunch with people much older the me. It's kind of neat that I'm still considered as the kid on the block at 65. Hope to visit you when up in Twain Harte or Copperopolis. Cheers,
Captain John Kelly *****

By the way of introduction, my name is Sara Halpern and I am a doctoral student at the Ohio State University. I am working on a dissertation that explores the politics of Jewish emigration from Shanghai from 1945 to 1950. I believe that Transocean Air Lines was responsible for their evacuation in 1948 and 1949. The stories posted on the website were quite helpful and I would love to be able to find people who were involved in the evacuation or at least know about it. Can you please be of any help? Thank you, Sara, Ph.D. Student, Department of History, The Ohio State University

Hi Sara, From my father's logbooks I found that his first flight to Shanghai was February 1948. Throughout the rest of the year he flew to Shanghai just about monthly. Unfortunately he made no remarks regarding Jewish emigration or the passengers he carried. My father is no longer with us so I'm unable to gain any other further information from him for you. However, I

*will publish your letter in our next TALOA Alumni Newsletter and perhaps one of our readers will be able to supply some additional information. So...please stand by. ******

Thank you very much for the TALOA newsletter. Unfortunately, I have to report that my husband, [Paul Zimmermann](#) past away last September. He was almost 93. In spite of his illness he continued to enjoy playing golf as much as possible. He is greatly missed by his family and his many golfing friends. Attached is a photo from his TALOA days. Best regards, Yasuko Zimmermann



Dear Jeane, I always enjoy the TALOA newsletter, but this latest one brought a special pleasure with your account of the making of *Island in the Sky*.

The fact that your father did much of the flying of the DC3s in the picture must have been a real thrill for your

family, and like you, I took special interest in the pictures of the parachute drops near the end.

After reading your account a couple of times, I dug out my copy of the book but the small print in the paperback edition was too much for my old eyes. So I watched the television version which I had taped and it was great!

It had been so long that it was like watching it for the first time – with even more meaning because of your family connection. I guess I'll even fire up my cassette of *The High and the Mighty* one of these days.

Like you, I question Nelson Stones explanation of the title of the book, which Gann explained at the very beginning of the book. However that final picture of an island was impressive.

If you remember my own book, *From Another Island*, I used Gann's explanation of the phrase on his very first page and I used several of his own words on the first page of my own book.

Keep up the good work with the newsletter and know that it is appreciated. [Sherry \[Waterman\] Parker](#) *****

Jeane: Now that I have sent in my money, I feel that I can send in a question and a comment for the *Taloo Newsletter*.

On November 5, 1946 Transocean DC-4 NC66635 operated a flight for PanAm from Oakland to Shanghai. I wonder if other flights for PanAm have ever been recorded? What I find fascinating is that by that time PanAm was operating well over 30 DC-4s, so I wonder how many other flights they had to fly with chartered aircraft.

Then to your most interesting *Island in the Sky* item, and your father's involvement on the making of the film. DC-3 17134 was indeed with TWA, but the day before your father picked it up in Kansas City TWA had sold it, and a number of others, to Union Steel and Wrecking Co., of Kansas City. My guess is that the stay in Albuquerque was to allow the CAA paperwork to catch up with the airplane, so it could be used legally in the film-making. The temporary DC-3 - 15591 - had also been a TWA aircraft, and was owned by Union Steel by that time.

Finally would like to know if the diary of Fren Relano Trinidad, Marilyn Trinidad Bornaes grandfather, gave any dates that he flew in #648, as we have no reports of that aircraft operations in 1948 to 1950.

Thank you do in your continuing excellent work on the Newsletter. Sincerely, John M. Davis

Dear John, Thank you very much for sending in your dues & welcome aboard! Your assessment of why DC3 17134 was in Albuquerque sounds quite plausible to me. The information about Union Steel and Wrecking Co is an interesting addition to the story!

Hopefully if any readers can supply further information regarding those chartered Shanghai flights they'll write in and let us know.

*Lastly, I've kept Marilyn's email address & will put the two of you in touch so that you can explore further dates for #648. Regards, Jeane ******

Anyone have any information on Robert?...

I am doing research on my father, **Capt. Robert C Overfelt**. He was employed by Transocean Air Lines in 1948. I have come across 2 Crew Manifest reports: Trip No. 1032; Plane No. 79990 and Trip No. 09-7; Plane No. NC-74648. Other listed on the reports are: 1st Officer, Herman Edward Hum; 2nd officer, John Kelvin Hoit; Navigator, Wayne Elmer Lappi; Rdo. Opr, Donald John Garcia; Purser, Frank S Ambler; 2nd listing: copilot, N. R. MacGowan; Nav. J. A. Baumann; Flight Comm, R. Cutshall; Stewardess, Jean H. Clancey. Do you have any records or information on any of these, especially my father. If so please send to my email address. Thank you, Dorothy Overfelt Peterson *****

I flew for TIA from 1970-86 and presently fly as a Flight Engineer on the NASA DC-8 down in Palmdale. I recall years ago reading the story about how TALOA got it's start from pilot applicants gathering at Nelson's home in San Lorenzo. Many of my friends were asking what was Captain Nelson's first name. Thank you. Doug Baker of Northern California

*Hi Doug, You are referring to **Orvis Nelson**. You can read about the birth of Transocean Air Lines at:*

<http://www.taloo.org/destined.html> &

<http://www.taloo.org/birth.html>

Orvis Nelson was also inducted into the Minnesota Aviation Hall of Fame. You can read his story at:

<http://mnaviationhalloffame.org/HoFPages/hofN1.html>

I do these digital profiles of old Douglas airliners as a hobby. I made good use of your TALOA site for the attached DC-4 profile, which you are welcome to post among your other images. As I said, it is a hobby so I'm not seeking any fee or anything else from Taloo.org in return. Enjoy, David Carter, Henty, NSW, Australia



Hi David...A beautiful rendition. Your image is now available for viewing at:

www.taloo.org/photos_planes.html

Glad we could help with your profile! Thank you for sending it to us. One of our readers is working on a book

cataloging the whereabouts of all DC4s. He may be interested in your digital profiles. Regards, Jeane

Hello Jeane, Thank you for your comments. You can tell your reader that among the profiles I have done are two former Transocean planes in the colours of later owners. One is actually the same plane as in the profile I sent you, for it went on to Thai Airways. Transocean did have a lot of DC-4s, so the odds are pretty good of picking an ex-TALOA planes to draw. David

Just found! This was the Taloa agency in Rome 1948, the ticket agent was myself! Best regards to all of you, [Virgilio Esposito](#)



Hi Virgilio, Your image is now available for viewing at: www.taloea.org/photos_people.html

Thank you so much for adding to our collection of the TALOA family.

My father, [Sam Mhoon](#), shares his Taloea Newsletters with me which we both enjoy thoroughly. Your Feb. 2013 Taloea Newsletter has an article "Making Island in the Sky". Dad was a good friend of Ernie Gann and one time Ernie had Dad make a radio for his boat in "Fiddler's Green". Ernie always told Mom & Dad he only wrote about things he knew about. I am the historian & public affairs assistant for Civil Air Patrol Blackhawk squadron, So. Lake Tahoe, CA. I was wondering if any CAP pilots were used in the filming in 1953 as they flew out of Truckee & Reno airports. That would be a fun article for our members. I am so eager I haven't even checked if CAP was there then. CAP, an adjunct of the Air Force, started in 1942 with private pilots flying the east coast for German submarines. Dad sure loves

hearing from the organization!!! He is 92 and is as sharp & precise as ever. Love my Dad! Verona Mhoon, 1st Lt, CAP

Hi Verona, I'm so glad you are enjoying the TALOA Newsletters along with your father. When we hunted through newspaper articles around the time that Island In the Sky was being considered & then filmed, we found no reference to CAP. However, with your connection you might be able to gain access into CAP records which could prove otherwise. So very interesting! By the way...do you have an image of your father - circa TAL days - that you could send to me to accompany your email note? I'd like to publish it in the next newsletter.

Jeane, Just got off the phone with Dad since you requested a picture of him from his days at Transocean. He has a picture for you at Asbury Park where he now resides. After my knee surgery Friday when I can again drive my stick shift car I will head over and have the picture copied and mail it to you so could you please provide me with your mailing address as I have no clue how to send things like that over the internet.

Dad has no pictures of himself at Transocean but suggested I send this picture from that time as it is of him with my wonderful Mom. Dad was amazed I wrote you about the article on the filming of Ernie Gann's story, "Island In The Sky." Ernie once had dad make a radio for his boat for his book "Fiddler's Green." Ernie always said he never wrote about anything he didn't know about himself. Dad was his radio expert, having been a radio man during WWII in the Pacific.

I wrote to the Nevada Wing Commander of the Civil Air Patrol asking if we had pilots in 1953 in Truckee &/or Reno where the Transocean plane flew. Have not heard back yet. Dad said they no doubt used their own Transocean pilots. As Blackhawk squadron historian and public affairs officer, I just want to write something fun & interesting for the crew. I could write about how Lee Harvey Oswald was in the Civil Air Patrol in 1958 but thought better of it.

Dad absolutely loved his days with Transocean and went to the reunions until a few years ago when sadly they stopped. I have a Transocean pin of Dad's on one of the lapel of one of my jackets. My friends know I fly as an observer & scanner with CAP, not as a pilot. Dad had Western Airmotive aircraft maintenance company at Oakland airport when I was growing up so I had heard enough about cockpit trouble & pilot error to realize when it came time for me to solo (before I even was old enough for a driver's permit) I was not the one to be up there alone with me. I would have been a third generation pilot. Dad was very understanding.

Sacramento artist Bob Miller, in preparing for his show on airplanes new and old, asked to see dad's

airplane pictures. He did paintings of Dad's friend Ted Huntington's Mitchel B-25 bomber we used to fly around in and also the Transocean plane you have featured on your web site. Bob enhanced the detail of the palm trees along side the plane so that in Bob's painting they are bending with the wind, fronds waving more than in your original photo. Looks great. The original painting now hangs in the airplane museum next to the Civil Air Patrol squadron at Sacramento's Executive Airport, palms leaning in the wind. Bob had a big poster made same scale of his painting for dad which now hangs in a lovely frame in dad's place. Everyone loves Dad's Transocean stories. Everyone loves my Dad.

The photo you requested should be on its way before two weeks are up. Thank you for your work with Transocean. We enjoy the Taloa Newsletters. Any bright ideas for CAP articles? Onward & upward, Verona Mhoon, 1st Lt, Blackhawk squadron CAP

...and here's the photo Verona sent:



Samuel McKee Mhoon & bride Georgia Marquis Mhoon
November 21, 1947, while with Transocean Air Lines

*Readers...send photos to:
Jeane Kennedy Toynebee
PO Box 243
Copperopolis CA 95228*

I am looking for a relative or friend of Phil Schallo. He was a pilot in my father's squadron in WWII. My dad told me many years ago that Phil had been killed in a plane crash after the war. I would like to talk to anyone who knew Phil. Thank you, Meg Jackson

Hi Meg, I'll publish your note in our next alumni newsletter and perhaps one of our readers will have some information. If so, I will pass that information along to you. Sincerely, Jeane Kennedy Toynebee (Capt. Frank Kennedy's daughter)

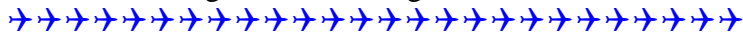
Thank you, Jeane. I remember my dad saying that Phil had gone to the airlines after the war and that he had been killed in a plane crash. I do not know if it was an airliner that crashed or a private plane. There is not much information about Phil on the internet.

I just looked up your dad on the internet and found a number of excellent pictures. I read the excerpt from his journal at www.taloa.org/island_making.html about the making of the movie "Island in the Sky" with John Wayne. I also found the article at www.taloa.org/Frank_Kennedy.html. Your dad really should have starred in the film. He was far more handsome than John Wayne!

My search for information about Phil Schallo has lead me to all of this wonderful information about Transocean Air Lines and your dad. My dad got out of the military after WWII but was recalled after a few years. He served in Korea and Vietnam serving about 34 years total in the Air Force. My husband and I graduated from the University of Washington in 1966. My husband went into the Air Force and served in Vietnam as commander of a KC 135 (Boeing 707) air refueling tanker. After he completed his military service, he became a pilot for Delta Air Lines. He retired as senior international Boeing 777 captain. My dad taught me how to fly when I was in high school and I have a commercial certificate with Multi-engine and sea plane ratings. At that time, women were not allowed to be fighter pilots (my only real goal in life) so I gave it all up and eventually went to law school. My son went to law school and started taking flying lessons the day he graduated. He is now a pilot and contract negotiator for American Eagle. He will probably flow through to American Airlines before too long. My (former) son-in-law is a Boeing 777 captain for Turkish Airlines. His mom is American; dad is Turkish. On one of my trips to Istanbul to visit Philip and his new wife, he was the captain of my flight back to Chicago. He invited me to sit in the cockpit for part of the flight. It is one of the most incredible and memorable

experiences I have ever had - and legal. There must be a gene for a love of aviation. I have never understood people who do not love airplanes and pilots. There is some sort of charisma that is common to all the pilots I have known. My favorite thing to do in my life was to listen to my dad and his friends talk about their experiences.

There is so much to read on the TALOA website and I will not miss anything. Thinking about your dad, my dad, Phil Schallo and all the others who flew during WWII, that was truly the Greatest Generation. I wish I had been a part of it. No other period of time is as fascinating and I do not think that, at any other period in history, there were so many heroes produced in such a short period of time for such a great cause. Meg Jackson



Liz Lambert Kearins Remembers...

Sometime in July or August of 1959 I was scheduled on a flight out of Oakland across the Pacific with a crew of 3 (maybe 4) in the cabin and 4 guys up front on a TAL Boeing Stratocruiser. My assignment was rear cabin (steerage) with [Daisy Chun](#). We had almost a full load in our cabin, first class was maybe half full. I seem to remember that Tom Dooley was seated up front, going back to Vietnam where his orphanages were. He would beg free rides from whoever could take him, which was us, PANAM or NORTHWEST in those days. He would go as far as he could on one airline then switch to another. TRANSOCEAN would take him as far as Naha, Okinawa or Tokyo then he would catch a ride on CAT to SAIGON.

SFO to Honolulu (9 hours) was long and uneventful – crew change with 1 or 2 days there. Honolulu to Wake Island (8 hours) was also uneventful – crew change again. Unlike the other crew members I did not waterski in the lagoon. There are sharks out there...are you crazy! But I did ride in the boat pulling the skiers. Wake Island to Guam (about 6 hours) was again a crew change and overnight. The last leg was Guam to Naha (7 hours) and we left Guam at night about 9pm. This was a do nothing flight, just coffee, tea and a small snack after takeoff and breakfast before landing in the morning. The passengers had been on the plane since Oakland. A few had left or boarded in Honolulu and were all asleep after our snack service. Daisy and I cleaned up, had a little coffee, checked the passengers and took turns sitting in the empty seats by the rear galley reading. The rear galley in this aircraft was at the very end of the aisle. The galley door was the last thing you saw if you looked down the aisle. On either side were the rows of seats. Two seats per row both sides of the aisle back that far. We were convinced that the Boeing engineer who designed this galley and its location had probably been mistreated by a stewardess sometime and was getting even with all of us.

In any turbulence the airplane "fishtailed". The up/down, sideways bumping around made holding onto trays of poured coffee, juice, etc., and keeping your balance a bit of a challenge. About half way to Naha it started getting a little bumpy and then the seat belt sign went on. The galley intercom "ding-dinged". I answered it and a cockpit voice said to check the passengers for seat belts and then sit down and put seat belts on ourselves. So Daisy and I checked everyone in our cabin. We also checked the bar downstairs (no one there). Everyone was sound asleep so this meant climbing in the rows and making sure belts were fastened under the blankets. Then we went to the last rows on the left side. Daisy sat down in the second to the last row in the aisle seat and I sat behind her in the last row. It started getting interesting with the up, down and fishtail bumping and I saw a hand waving in the aisle. A small voice said, "Leez..may I have a cigarette?" When Daisy got nervous she always asked for a cigarette. I don't think ever smoked one though.

The bumping got worse and we saw the wings light up with a bluish glow – St. Elmo's Fire! Then the entire rear of the airplane got one big bump that you would swear some giant had kicked the whole fuselage. We heard some noises coming from the galley but didn't worry as we had put everything away and locked all the service doors. I saw Daisy's hand waving in the aisle and she was saying, "LEEZ, LEEZ...put your feet up!" She was pointing down the aisle and there, moving rather slowly, rolling down the center of the aisle, was a blue ball of St Elmo's Fire! We watched it roll past us and disappear into the galley door. Daisy asked for another cigarette. We kept our feet up for awhile. The turbulence became less in a few minutes so I ventured out of my seat. We were not, NOT going to touch that galley door. I walked up to the cockpit but did not see the first class crewmember. (I always wondered where she went to) I reported the "blue ball" incident to the crew. When they stopped laughing, the engineer got out of his seat and followed me back down the aisle. I stepped into the last row where I had been sitting. He put out his hand, touched the galley door handle and jumped back when he got a little shock, and then opened the door.

Well no breakfast ladies and gentlemen...the massive tray carriers had moved half way across the galley. There was fruit cocktail dripping from the ceiling, doors had sprung open on all the other tray carriers and cups, garbage bags, spoons, etc., were all over the floor. We closed the galley door and did not open it again. St Elmo's fireball was nowhere to be seen.

The passengers were still asleep – they slept through the whole thing. We woke everyone up when we were descending into Naha. After the passengers had all deplaned, we, the crew, went down the stairs and walked

Passenger “Mutiny”

By Rodney Stich

Among the many interesting experiences I encountered flying for Transocean Air Lines occurred while I was flying a load of military personnel from Frankfurt to New York in a DC-4. The first landing was to be at Keflavik, Iceland, and then Gander, Newfoundland, and New York City. Normally, when I landed at Keflavik, there would be two or three airliners on the ground, preparing to depart. This time, there appeared to be a dozen or more, representing many of the world’s airlines.

I learned that strong headwinds over the North Atlantic prevented them from departing. Some had already started and then returned as they encountered stronger than forecast headwinds.

Upon checking, I learned that the forecast was to be a couple of days before the winds were expected to change wherein flights could again depart for Gander. Further analysis indicated that I could easily make it to the Narsarsuaq Airport at the southern tip of Greenland.

I then had an announcement made on the airport sound system indicating the departure of Transocean Airlines. The passengers heard that announcement and were surprised that some of the world’s major airlines were not departing—but Transocean was. I learned about their concern as a small group came to me and said the passengers did not want to go.

I said that I certainly could not go without the passengers, and suggested all the passengers assemble and let me explain what I had planned. I explained that I had been to the Narsarsuaq Airport in Greenland in the past; that we had enough fuel to go to Greenland and return; and that if they did not want to go, I would delay the flight and they could expect to be on the grounded aircraft for a couple of days.

They thought it over, and in about ten minutes they decided they wanted to go. We then left Keflavik and the weather and scenery flying into Greenland were fabulous. The passengers were greeted like VIPs by the personnel in the airport café, where such an arrival would be a rarity.

From there, the flight into Gander was uneventful, and we arrived at JFK Airport in New York City while planes were still waiting at Keflavik for the winds to change.

I wondered if I was making history by proceeding westbound while the world’s airlines were stuck on the ground. If I hadn’t landed at that Greenland airport previously, I probably would not have departed, as it is a challenging approach.

The Argo Movie and Transocean Air Lines

By Rodney Stich

The movie *Argo* and Transocean Air Lines personnel had connections. It was in 1953, John Russell had one plane and I had the other, with Chuck Sisto as my copilot. It was especially interesting to me because of my experiences as a captain for Transocean Air Lines. Part of the *Argo* movie took place at the Tehran Airport where I made numerous flights. Also, the *Argo* plot was a later development from events that I found myself in one morning: an Iranian revolution, fomented by our CIA. I was an airline captain flying Muslim pilgrims from Tehran and many other Middle East locations during the Hajj.

Several of the Transocean Air Lines crew members were staying in a hotel in Abadan, as part of our contract flying Muslim pilgrims from throughout the Middle East to Jeddah. From Jeddah, the Muslim pilgrims were bused to Mecca and Medina.

Upon arising one morning and sitting in the lobby of the hotel where we were staying, excitement by two clerks at the check-in desk caught my attention. They were listening with alarm at what was being stated on the radio, which was in the Iranian language and not understandable to us. Periodically, the Iranians at the front desk changed the picture on the wall behind them. It was periodically changed from the presently elected Mosaddegh to the Shah. This change occurred several times.

About half an hour after I first observed the actions of the clerks, the head of security, from Holland, entered the hotel and came up to me. He stated it was essential that we leave immediately. He was providing a machine gun escort from the hotel to the airport where our plane was parked. I think we were packed and leaving the hotel within ten minutes.

On another interesting matter, it was on that assignment that Ed Foster, handling scheduling, had me take a flight that hadn’t been done before. It was to fly Muslim pilgrims from Jeddah to the desert outside of Medina. There were some obstacles. There was no airport, no buildings, and no phones. I had to land on unprepared ground, alongside the edge of a lava flow.

The biggest problem occurred after we offloaded the Hajj and were ready to depart. One of the engine starters failed to work. Here we were, in the desert, unable to enter Medina as we were not Muslims. And there was no phone to call for help. I got on the radio and broadcast in the blind on a frequency that I assumed other aircraft were on. Luck! A BOAC pilot flying overhead heard my call and relayed the message to Transocean personnel in Jeddah that I needed a starter motor and mechanic.

Fortunately that help arrived before nightfall and we were able to depart.

The CIA-engineered revolution had other major ramifications, including October Surprise. Years later, I learned from two of my CIA confidants, who were part of that covert October Surprise operation, the many details. I write about them in my book, *Defrauding America*.



A New TALOA KID!

Not only did we receive a renewal from Elizabeth Lambert Kearins, she is giving a Lifetime membership to her son for his birthday! John M Kearins is a 747 Captain with Altas Air Cargo. Welcome aboard John!



Hey Alumni...Do as Elizabeth and give the gift of a Lifetime membership to the TALOA Alumni Association in your child's name to honor and keep the memory of Transocean's great accomplishments alive and soaring! Memberships fund the publishing of our website which attracts thousands of viewers every month from around

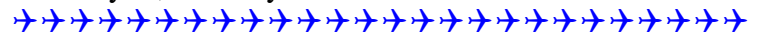
the globe! Send in a one-time only payment of \$100 and become a **TALOA KID** today.

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



Erma Sylvia

It is with great sadness I inform you of the passing of my mom Erma. After a long battle with kidney disease and other long term illnesses, she passed away in her sleep at home (her final wish) at around 10:30 PM Friday night. [February 22, 2013] Sorry to do this via email but I was not sure how to get the word out. Please feel free to share this information with anyone that might have known my mom We are still working out the details for the service. My mom wanted a small private service with the family only. Thank you, Mike Sylvia



Capt. Joe Stachon Turns 96! Happy Birthday Joe!



Family & friends gathered around for a BBQ at Joe's Napa home to help celebrate.





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

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Here

ADDRESS

CORRECTION

REQUESTED

TALOA Alumni Association

Lifetime Members: Robert & 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, George E. Dijeau, Billie Downing, Martha-Jane Ekstrand, Janet T. Farmer, Raymond Foster, Mike A. Gambino, Derrel T. Gibbins, Bob Glattly, Francis R. Grinnon, Oscar Grohs, 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, Floyd & Georgene Pileggi, 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

2013 Members: John Benterou, Walter & Mary Blessing, Arthur & Joanne Buckelew, John M Davis, Virgilio Esposito, Ramona Finlason, Harold Green, Delores Hamm, Rosemary Baumgartner Jones, Elizabeth Lambert Kearins, Katharine Graham Kohler, Charles Mac Quarrie, Mckee Mhoon, Erik Moberg, Sue Nelson, Sherry Waterman Parker, Rodney Stich, Janet Whitaker, John Willhalm, 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