



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

Email the webmaster at: jeanenbob@caltel.com

Email from www.taloo.org...

I am at my Radio Museum here today and having received your latest Newsletter announcement, jogged my memory as to whether my membership dues for 2009 has been paid. I have been so use to receiving a notice from other Clubs I belong to of when due, I forgot it is my responsibility to send it without notice. I am quite active with matters pertaining to Old Radio and Flying stemming from my WWII AAF flights and flights with TAL, FTL and SBW as a Flight Radio Operator 1949 to 1953. My deep interest in flying, I also belong to the LAX FLIGHT PATH Learning Center and the acquaintances of former airline personnel some of which were stationed on Wake Island not employed by TAL but well remember their many flights.



I did recently complete a two year project of my memoir for my family, some friends, city library and high school and of course the mention of the wonderful days with Transocean and other flights. I haven't seen all of your annual newsletters of course and would be interested in any of the experiences of the flight crews... flights of, in particular the Mid East in 1949 & 50 when Israel became a new nation. Some of the airlifts so described were named Magic Carpet, Ali Baba, IRO and possibility of another I had the pleasure to participate in. In closing I would appreciate knowing of my membership status to be up to date. Sincerely, "MAC" Charles Mac Quarrie ***

Webmaster response: Each January your Alumni Association sends out either post cards or email reminders that dues are payable.

Thanks again, Jeane, for all your hard work keeping everything going! BTW, Jeff Nelson will be contacting you with some information on a Japanese aircraft engine Orvis recovered from the beaches of Wake Island. It was brought to Minnesota in 1955, and for half a century, it's been handed from one person to the next, finally catching the attention of the Richard Bong Museum (USA's top ace in World War II) in Superior, Wisc. They have identified it through the Smithsonian as coming from a two engine "Betty" torpedo bomber. It's been restored

TALOA Alumni Association Board Members

Jeane Kennedy Toynbee, Chairman;
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and will be shown at the museum, with a credit plaque next to it explaining Orvis' role in its recovery. Kind of fun! Again, Jeff said he would be sending along details for the newsletter. Best, **Bob Harder** *****

Barnstorming pilots and combat vets all enjoy sharing time with one another and the years melt away when they get together. It is always fun to see and something that my father looks forward to more than anything else in his life.

Richard Stachon *****

Hello. Just came across your website while surfing. I earned my Private Pilot through TALOA ACADEMY around 1957. My primary instructor was a Mr. **George Wilber**. The Chief Instructor was Mr. **Emmet Fall**. I have fond memories flying the Cessna 120's and 140's. The flight line was a few doors south of the old terminal at Oakland. I was stationed with the Navy at the north end at Oakland Naval Air Station. One more piece of trivia...My grandfather took me to the Oakland Airport on weekends. I had the unique experience of being patted on the head by Amelia Earhart at the Oakland Airport.

About this same age, I had a ride in this airplane at the World Exposition at Treasure Island. Regards, **Nicholas F. Pipitone**



*(Editor: Mr. Pipitone is now a General Aviation Inspector for the FAA)******

My dear Jeane, I believe my husband, Jim Richter, flew with your father Frank Kennedy. I just wanted to tell you that in answer to the email from Eamon Power of Aer Lingus (*Editor: See Sept 2009 Newsletter*) I sent him the

enclosed note. Nothing important, but I thought they might enjoy it. Jim died in April 2004 but always enjoyed meeting with his Transocean friends. Thank you for all your work on the Taloa Newsletter. Sincerely, Mary Richter.

Mary's note:

Somebody else will have to give you the details about the type of airplanes Transocean Air Lines used in and out of Shannon Airport in the 1950's. My husband, [Jim Richter](#), and I met in Houston, Texas and when he knew I came from Co. Limerick he started to tell me about flying in and out of there. We became friends and he followed me back to Kilmallock, Co. Limerick where we were married a year later, 1952. Our wedding night we spent at The Old Ground Hotel in Ennis where all the Transocean pilots stayed. He was no longer with Taloa then, but he met a couple of friends in the bar. We departed next day from Shannon for California.

....Tell Arue I was happy to see her picture and recent honor from the TALOA crew. It is well deserved. I'm trying to find if anyone knew [James Evan Farris](#), a pilot with Matson. He sort of talked his way into Alaska Airlines as a flight instructor on DC-4s after Matson shut down. Later he flew for Alaska and was PIC on the fatal Alaska DC-4 accident at SEATAC on 11-30-47. Gann gave him a different name in FATE IS THE HUNTER, but said he later took his own life. I'm trying to find out if anyone with Transocean, who perhaps was with Matson, knew what ever happened to Farris. Thanks for your reply and keeping the great history of Transocean alive. [Captain Joe Henderson](#), USAirways(retired)IND

Webmaster response: Thanks for visiting the Transocean Air Lines website. I hope you found it interesting and informative. I've forwarded your note to a couple of former TAL Captains - Joe Stachon & Bill Keating - in the hopes that they may have some information for you regarding James Evan Farris. Additionally, with your permission, I will publish your email inquiry in the next edition of our TALOA Alumni newsletter which should be coming out in January or February. Hopefully, someone will know of Mr. Farris. So...stand by. Sincerely, Jeane Kennedy Toynbee. By the way...I have "Fate is the Hunter"...what was the different name given to Mr. Farris in Gann's book?

Hi Jeane. It's a honor to correspond with you. Farris was "Captain Dudley" in FATE. Since Transocean had a number of Matson folks in the beginning, I have wondered if they might have heard of him. Of course Farris was at Matson when E.L. Sloniger, formerly American's number one seniority listed pilot came over to be Director of Flight Operations. Somehow, he couldn't fly instruments and Matson had to ground him. Gann says he could not produce an instrument rating on his license. He just

had a commercial. He was quite a "talker" and somehow he attached himself to Alaska via Douglas Aircraft as an instructor on Matson's DC-4s which were being acquired by Alaska through Douglas. He did get an Airline Transport License after leaving Matson and apparently while at Douglas. With his DC-4 background, he got on with Alaska and was pilot-in-command of a DC-4 from Anchorage to SEATAC on 11-30-47. After missing an approach at Boeing Field he came into SEATAC and landed long on a rainy windswept runway. Hydroplaning which was not well known then prevented the 4 from stopping and they went off the SW runway, killing 8 people. Farris and the copilot survived but the flight attendant perished. The CAA fined him and he asked for a federal trial by jury. He lost the trial verdict. Gann says in FATE he eventually took his own life, but I've not been able to confirm this. Farris had an interesting background. Apparently, he was originally a ship's captain. Later he started flying and was on Eastern Air Lines' seniority list in 1942 flying out of MIA. He then went with American Export Airlines as a flight navigator. From there he surfaced over at Matson and according to Jerry Sloniger's bio. of his dad, "wanted to be chief pilot". Everybody was incredulous when he couldn't pass an instrument flight check and could not produce an instrument rating on his license. The Seattle papers said he was captain on the schooner Carma in 1932 on which a famous world traveler was mysterious murdered-never solved. If I can find out what happened to Farris, eventually, I'd like to write an article perhaps for AIR CLASSICS magazine called, the" mystery and tragedy of Captain Dudley. "So... stay tuned. Thanks, [Captain Joe Henderson](#) ***** Wonderful Website!... I have just read "Dead Reckoning". Is [Ralph Lewis](#) still Alive? Regards, [Ray Dunn](#), Christchurch. New Zealand

Webmaster response: Hi Ray, Thank you for your kind words and assessment of www.taloea.org No, Ralph Lewis passed away a few years ago. Thankfully he left us the legacy of his wonderful photographs and writings

Hi Jeane, Thank you, for your reply to my e-mail regarding [Ralph Lewis](#). My copy of "Dead Reckoning" is signed and inscribed as follows, "To John and Nancy Russell – Though our wings are folded, we still have our memories. With warmest wishes, Ralph Lewis 1996." I think this may be the same John Russell who is mentioned in the book. Are the photographs of Ralph Lewis able to be purchased at all? They have a "Sharpness" which is rarely seen today. Thanks again, Ray *****

Folks, You have a great website. I am from an American Airlines family and have no connection with TAL. I combed your website and the internet looking for what the acronym TALOA stands for, having been mentioned numerous times and in capital letters on vertical stabilizers of many aircraft. Please tell me. Thanks, Alan

Webmaster response: Hi Alan, Thank you for your kind words. An explanation of the acronym "TALOA" can be found at www.taloea.org/remembered.html It reads, "The hundreds of men & women who were Transocean Air Lines called themselves "Taloans". The telex machines used during the 40's & 50's designated 5 call letters for Transocean Air Lines **O**akland."

Thank you, Jeane. I even used search/find on several of the website entries and didn't locate this explanatory passage. I remember Telex, TWX, and Dex machines. Could I please ask one more question? Regarding aircraft tails, which came earlier: the TALOA on the tail or the white oval with the blue TAL that I see on some of the Stratocruisers? It is regrettable that so relatively few public photos of TAL aircraft seem to be available. I am familiar with airliners.net and your own site, but do you know of others?

Webmaster response: Hi Alan, I just went pouring through books and photos I have and the only photos of TAL with the oval are on Stratocruisers. A large part of Transocean's business was Oakland to Hawaii and I think the TALOA name, close sounding to "ALOHA", held a certain romantic appeal and was therefore used as a logo on planes. As airlines became known by 3 initials, PAA, UAL, NWA, I think Transocean began using a TAL logo. Gosh, I wish my dad was still alive...he'd know. Anyway, I'm going to be talking with a couple of former TAL employees - all in their 90s, so hopefully I can find out if my suppositions are valid. So...stand by.

Readers: Anyone with information, please contact the editor or webmaster (contact info: top of page 1)

Response from Alan: Thank you so much again. Sounds like TAL was more like a family in the beginning and also since it closed. My father worked for AA for 34 years, starting as a painter in La Guardia and later becoming a seat inspector. All the bigwigs knew him. He transferred to Tulsa when AA opened the maintenance base there in 1946. My mother didn't work outside the home, and some of our Christmas money came from overtime when he supervised the popping out of evacuation slides. Alan ***

Hello...Found your great site online, did not see these wings that I have in my collection, thought I would share. Back in the 80's I bought them from a guy who's father



(sorry, don't remember the name) flew for TALOA, ATC during the war, and Aerovias Venezuela Europa. So I got a



group of nice wings and hat devices. Hope to get up to the museum some day! Jim *****

I'm thrilled to discover your website along with other bits of information about Transocean Air Lines. My grandfather, **William P Wakefield**, was a pilot. My grandmother is 91 and won't live much longer. We are trying to put together a scrapbook of his career and their lives together. Do you have a listing of pilots and tips how I can find any information or mention of him and his role with Transocean? Thanks so much for your help! Andrea Wakefield Burns

Webmaster response: Hi Andrea, I am sending you 2 tapes made during an interview with your grandfather, William Wakefield. The interviewer was Arue Szura in preparation for her book, "Folded Wings".*****

My dad, **George C. Mourgos**, worked for Transocean Air Lines on Wake Island and Oakland, CA. Do you have any photos of him? He was an Air Traffic Controller on Wake Island from 1949-1952, then he was Airport Manager at Oakland Airport until 1959. Does anyone remember him? Actually he was a Navy fighter pilot, so having his pilot's license he flew the planes to Hawaii a couple times when needed. We loved his bedtime stories, all 7 of us. If you need a photo I can email one to you. Thanks, Pam Mourgos Gruber *****

I just stumbled on your website while doing research on American aviation. What a fantastic job you've done with collecting & compiling facts, stories, photos, etc. Believe me, I know! Transocean ROCKS! Sincerely, Sam Landis

Dear Jeane, Thank you for that nice card about getting addresses from people who want information about Transocean. Also, it was kind of you to ask for pictures of me, although I'm sure you never expected the onslaught of pictures I am sending you, but I have an ulterior motive.

I wrote a book about my 9 years of flying in the 1950s and most of the stories in it are from my 3 years with Transocean, and this old dust



jacket I have is the only picture of me in an old Transocean uniform so you can cut it out of this old cover.

The year was 1957, which was the 30th anniversary of the Lindbergh flight and someone came up with a “Miss Spirit of St. Louis” contest and asked the airlines to compete. It happened that I and one other stewardess were out at the field that day, in uniform, and there was an old cargo plane as the only Transocean plane available for Ralph Lewis to photograph, so they used us and that plane. You know Transocean was known for making use of whatever was available!

Later, my publisher insisted on using that picture on the dust jacket of my book. I hated that tacky cover, but had no say in the matter, and we all had laughs about it. One crew member said, “It looks like Transocean flew cardboard airplanes and that one’s beginning to tear!” Another one said that my name on the airplane that way made it look like I was the bombardier or something.

Anyway, the book was published in 1962, and Transocean was out of business by then, so a dear friend, navigator Roland Halper, who was flying for Japan Air Lines, bought 100 of my books direct from the publisher and carried them all over the Pacific to sell to former TAL crew members who were with other lines. Thus, I figured everyone who wanted a book had one. I know Joe Stachon still has his, and I think Paul Purdy does too. If you want to read it you can still get it through the Inter Library Loan Division of most libraries, or even on the Internet through Amazon.com.

Over the years I’ve had requests from aviation authorities and historians (Charles Quarles, for one) for the book. I have only a few copies left, dedicated to family members, so I tore an old one apart and made copies. That’s why I have so many pictures, so enlarged, and maybe you can use some of these in future issues of the newsletter – the Wake Island ones for instance.

By the way, a few years ago, a woman from the Library of Congress did an article about me and my book, for an airline newsletter, and she told me that the Library of Congress had 2 copies – one in their permanent collections which is housed in a safer location. So if the Library of Congress is ever bombed, I’ll know that my book survived!

Thanks again for your interest. Receiving the TALOA Newsletter is always a treat for me. By the way...Just for fun, I mailed this to you in one of the “throw-up” bags that Transocean used to put in the seat back pockets. [Sherry Parker](#).

This is my most recent picture taken about a year and a half ago on my 80th birthday. At



my age, you don’t take too many pictures!

This is the picture I sent to Yoshie Hiroto de Agular in response to a request in the last newsletter. It is not of her, but she was most helpful to us when we tried to show off by wearing Japanese clothes. She advised us on how to wear them. She later married a TAL copilot and lives in California where they raised 3 gorgeous daughters during their 51 years of marriage.



Occasionally Gail, Sherry and Renee donned the traditional Japanese kimono and appeared on the streets of Tokyo. Being American girls, and rather tall, they were the objects of much attention from the Japanese. (picture and description appear in Sherry’s book, From Another Island.)

My dad worked at OAK as a stock clerk at the time of bankruptcy. He was [Frank "Ski" Lewandowski](#). He died in 1980 while working for World Airways. I have continued the airline tradition working for American Airlines for 32 years now. Gary Lewandowski

[Another Personal Search...](#)

Hi, I am looking for information on the July 12, 1953 flight 512 Transocean Air Line lost at sea. I would like a list of the passengers. My aunty and cousin was on that flight and I would also like a news article of it if I can for our genealogy records. Please help I have been looking forever. The flight was going from Guam to Hawaii. Thank you, [Teresa Sabido](#)

Webmaster response: Hi Teresa, If you go to <http://www.taloe.org/accidents.html> you'll find the flight you're concerned with down about number 11 on the list. Clicking on it will take you to the Aircraft Safety Network's webpage with provides more details. We also provide a link to images of the 2 page article concerning the accident that appeared in the SF Examiner. The article contains the passenger list. Also, I'd like to put you in touch with the daughter of Herbert Hudson, also killed in the crash. Laurie Hudson Leong has been gathering



info for some time now and I think putting you two in contact might expand your resources. Keep me posted and please let me know if there's anything else I can do to help. Hello Jeane...Oh my god thank you so much for helping me with this, I have been searching for information for a while and I couldn't find anything then I was also given the wrong date by family members and then I came upon your site that had the Transocean info and I decided to try and see what happens. Thank you so much for all your help and for putting me in touch with Laurie, and I will keep you posted and thanks again. I have been working on the family genealogy since my uncle passed away and I realized that my father was around 6-8 years old when his half sister Gertrude died and that he never knew her or his niece Alma. I am hoping along with this information I will be able to find family members of my Auntie's husband and maybe they will be willing to share pictures and information of what she and her daughter were like and if she had any other children beside Alma and just anything I can to show my dad before he passes and to share with the rest of the family. My dad comes from a family of 17 brothers & sisters and he was the youngest. Gertrude was one of the oldest half siblings of my dad's. When I showed him a few pictures of her and his older brother at the age of 16 or 17 my dad had tears in his eyes. He never knew them as children or teenagers only adults. So thank you again. I am so grateful for your help and I will let you know if I get anything more. Aloha **Teresa Sabido**

I am doing some research for a client who inherited some old Transocean Corp. stock certificates (dated 1960). What eventually became of the airline? Great website by the way! John E. Smyth, Vice President, J.P. Morgan Securities

Webmaster response...

John, There's no way to answer your question with a short email and do Transocean & history justice. Your inquiry has prompted me to create another webpage for the TALOA site: www.taloa.org/end.html

This webpage entitled, End of a Golden Age, should answer your questions and hopefully make interesting reading. It's really a sad but fascinating story. If after reading you have further inquiries, please let me know. Sincerely, Jeane

And then John responded...Jeane, Having dinner tomorrow with Henry J. Kaiser's grandson. Will share the Hawaii story with him. Thanks for the follow-up.

Some Sad News...

Hi Jeane, I don't know if dad was still involved with TALOA, but I just wanted to let you and the organization know that it is with great sadness to give you the news of his passing this week [Feb 1-7]. He spoke often of Wake and Transocean - my younger brother and I were both part of the experience - and enjoyed being part of the TALOA

team over all these years. Please feel free to relay the news of dad to anyone you feel would want to know. Thank you so much. Sincerely, Deb Collins, On Behalf of the **Richard "Chic" Collins, Sr. Family**

Theodore Woodward Bledgen died on October 30, 2009. Ted was a CPA who worked for Transocean Air Lines and later for Western Skies Industries. Ted was preceded in death by his wife, Maegel, who died January 12, 2009.

Sadly, **Lillian Bunbury** passed away on Sept. 2, 2009. She was a great lady - she will be missed. Lillian lived in my building in San Francisco. About 5 years ago she developed dementia, and her nephew moved her near his home in KY. She lived in a retirement home until her death in September. Lillian was very dear to me - such a great lady! I am a flight attendant for Delta, so we shared the airline world! Heaven has a new Angel. Thanks, Nancy

Always known as Burt, **Henry Burton Elliott** peacefully passed away January 5, 2010. After high school Burt joined the Army Air Corps. At the start of World War II he was stationed at an air base in southwestern Colorado where he met his wife of 62 years, Maycelle Biggs. After the war they returned to Oakland where he became a link trainer at the Oakland Airport. While training pilots he became a qualified pilot himself and flew for Transocean Air Lines from 1950 to 1960. A remembrance for Burt was held at Fremont CA in January.

Former Transocean Chief Pilot, **Bill Keating**, suffered a stroke over the Christmas holidays and probably would appreciate hearing from some friends and acquaintances as he recuperates. Send cards & notes to: William Keating, Manor Care, 1226 Rossmoor Parkway #228, Walnut Creek, CA 94595

Additionally, this newsletter will be collecting "Bill" stories for our next edition. Please send them to the editor along with any photos you may have.



A special thanks to TALOA Alumni Association Treasurer, Pat Stachon Kearns! She's busy all year long as each of the Taloa alumni send in their dues along with their greetings. Here are some of the cards and letters she's received from all you wonderful folks this year...

Hi Pat, Check enclosed for a Lifetime TALOA membership. I am looking for a '50s Transocean stewardess jacket, wings and hat pin wing. Any leads or ideas? Thanks, **Charles C. Quarles**

Aloha, Here's my check for 2010 TALOA Alumni Association dues. Mahalo for all your work for our organization. **Liz Kearins**

Thank you, Pat, for all that you do for us! It is greatly appreciated by me, I know that. **Sam Mckee Mhoon**

Dear Pat - Last month I responded to two people who asked about two Taloa crew members, but without an address, I had to send my responses to you to forward,

which you did. I thank you, as I heard from both parties. I know you have a space problem in the newsletter, but could you include addresses of people who want information? Thanks again, [Sherry Parker](#).

Editor comment: Not a space problem, Sherry...a privacy issue. The newsletter does not print addresses unless specially stated in the email or note that including contact information would be permissible. The editor will be more

diligent, however, and ask anyone requesting information if its okay to include contact information. Thanks, Sherry, for being so thoughtful to provide information when you've been able to. By the way...Sherry Waterman Parker's book, From Another Island – Adventures and Misadventures of an Airline Stewardess is a must read!

Taloo Alumni Association Members



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TALOA KIDS: Claudia Turner Cook, Jeane Kennedy Toynbee, Pat Stachon Kearns, Holly Nelson Veale, Kathy Kennedy, Janet Stachon Farmer, Jeff Ward, Doug Rogers, Sam Vail, Judy Grohs Cubillo, Catalina Aguilar Quintero.

Can't find your name on our members lists? Perhaps we haven't received your 2010 dues. Send \$20 (or \$100 for a Lifetime membership) to: Pat Stachon Kearns, Treasurer 14634 Ambric Knolls Rd, Saratoga CA 95070

TALOA Alumni Newsletter

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