



NEWSLETTER FOR THE TALOA ALUMNI ASSOCIATION

APRIL 2016

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



Billie Keating

Feb. 9, 1921 - Nov. 27, 2015

Resident of San Ramon, Billie died November 27 at her home in San Ramon.

Born in North Carolina in 1921, she was the youngest of four daughters. Reaching adulthood at the beginning of WW2, she found herself in the company of dashing young pilots in her job with

the Coast Guard and ultimately married her pilot, Captain William Keating and moved with him to California where she remained for the rest of her life.

By the end of the war they had settled in Northern California and had subsequent homes in Berkeley, Orinda and finally Walnut Creek. Together they raised one son, Richard Keating, who became an architect practicing in Los Angeles.

Beyond her devotion to her son and grandchildren, Billie's lifelong passion was golf. As a member of First, Castlewood Country Club, then later Round Hill, she played several times a week and would often be seen driving along Danville Boulevard from Orinda to Castlewood in her red and black Ferrari. In this same period, she traveled extensively in association with Bill's flying career and enjoyed long stays in London and Asia.

Throughout her life she maintained her lovely accent from the eastern shores of North Carolina and her wonderful wit and sense of humor. She is survived by her many friends and relatives.

During her recent struggle with cancer, she has had devoted support from her grandchildren from San Francisco and a wide group of close friends. Several weeks ago her grace and wit were on display when she received a weekend visit from four of her close nieces and nephews from North Carolina. The love, laughter and

singing of that weekend will live forever in all the memories of her loved ones.

Can you recommend any books on your airline? My interest stems from the time in the late 1950s when your airline operated several flights taking Burtonwood UK staff back home. They operated from my local airport Manchester Ringway. I have a faded b/w photo of N9816C at Ringway. Many thanks, David Warburton



Hi David, Yes I can recommend some books! I've included a list below. Please visit our FAME section of the Taloe website to see more publications & movies about Transocean Air Lines: http://www.taloe.org/fame.html

Books

- Folded Wings, A History of Transocean Air Lines, by Arue Szura
• By Dead Reckoning, by Ralph Lewis
• TAL 1946 - 1960, A Remembrance, edited by Arue Beaulieu Szura
• The Story of an Unusual Airline, by Richard Thruelsen
• From Another Island. by Sherry Waterman
• Rebels and Reformers of the Airways. R.E.G. Davies
• Forgotten Flights. Non-Scheduled and Specialty Airlines of the United States 1945-1978, by John T. Corpening



I worked at Wake Island, June 1959~February 1962. I have quite a few black & white photos, slides & numerous general views of Wake from that time. I am getting on in years & would like to give this stuff to some place rather than throwing them in the recycle bin. Most are in like new shape, they have been in storage for years, my son has no use for them, he wasn't born at that time. I have submitted photos of mechanics I worked with there. There are a couple of corrections needed, let me know how to correct them & I shall do so. Also who to send this stuff to. [Richard C Micel](#), Chico, CA

Hi Micel. Thank you for contacting TALOA. As Chairman of the Board and editor of the TALOA Alumni Newsletter, I regularly receive items from former Taloans. I publish whatever is appropriate in our newsletter and/or add to our website, www.taloe.org, or which I am also the webmaster. I then give all material to the Oakland Aviation Museum for safe keeping and availability to anyone doing research. Any corrections you would like to make are best made by writing on sticky paper then attaching the notes to each photos.

You may send items to:

Jeane Kennedy

PO Box 243

Copperopolis CA 95228

And once again, Thank you for thinking of the TALOA Alumni Association and the historical value of the items you have.

You recall I originally contacted you regarding Transocean Air Lines' early relationship with fledgling PHILIPPINE AIR LINES [PAL]. I have been haunted by the photo of Royal Hawaiian - N90806 featured in your December edition. Transocean acquired only one DC-6. Could Transocean have convert a DC-6A freighter into its proudly pictured DC-6B shown February 15, 1953 in Hilo, HI? Approximately five months later on July 12, 1953, Royal Hawaiian departed Wake Island eastbound for Honolulu. N90806 plunged at high speed into the Pacific Ocean about 340nm east of Wake Island. Another aircraft within thirty miles reported thunderstorms in the area. Very little debris was ever found despite days-long Navy and civilian searches. Newspaper stories refer to N90806 as a DC-6A. Nothing indicates any of those pictured February 15th in Hilo were aboard.

Here is the reason for my personal interest: Entering January 1954, PAL owned two DC-6s. One named **Corregidor**, I believe, crashed during a severe storm approaching Rome, January 14, 1954. As mentioned more than a year ago, my family flew in

March 1954, aboard the remaining PAL DC-6 named **Bataan** from Honolulu – Wake – Guam – to Manila just EIGHT months after Royal Hawaiian disappeared. My gut, which I thoroughly trust, tells me that I likely flew westbound over/or very near Royal Hawaiian's final resting place.

PAL ended all International flights late March. Ours may have been PAL's last International flight for years to come.

IN HONOR OF EVERY TRANSOCEAN CREW MEMBER....With the utmost respect, [Dr Norman L Wherrett Jr](#), Neuroproctologist – Retired, Redmond, WA 98052



Just read the latest newsletter and the reply from Gracey to Leith Swanson's query for info about his father [Roland \(Rolly\) Swanson](#). During 1963-1966, I worked in Danville and Tripoli for [Stan Kochender](#) and Rolly, Stan's deputy. I would be happy to write to Leith to tell him a little about his father and the IADCO/LAVCO business. I also noted the message in a newsletter from Ray Babb's son. I knew Ray fairly well (liked him) and would tell him a little about Ray's IADCO activities.

Need an e-mail or snail mail address when you have time. Thanks. Enjoyed the letter. Brought back many memories. [John Lannom](#)

Editor: Email & snail mail addresses will be provided privately upon request unless otherwise requested. I provided John with Leith's email address and, as promised, John wrote down some memories for Leith in an email to him. What follows is their email exchange:

Hi Leith. I read your story in the newsletter and would add a couple of remarks. I worked for Stan (and Rolly) from 1963 to mid 1966 at the IADCO office in Danville. I also went to Libya on occasion to relieve Paddy to let him go to Ireland. That was an interesting time (10 C-47s, one Beach C-45, one Aero Commander, one Cessna 185 and a Cessna 170). We flew for the oil companies. My job in Danville was to recruit pilots, co-pilots and mechanics and work on accounting for LAVCO the Libyan operation. I have to laugh when I think about it. One time Bob Williams and Rolly came during a Ghibli (sand storm) and we were living in a

house near the beach. Both Rolly and Bob had peanut butter toast for breakfast. I had never heard of such a thing and am sure it was flavored with sand.

Rolly was addicted to cigars. He was a smart dresser. He was always presentable. He had a Buick Rivera which he had bought new and loved that car. He had a very good sense of humor and was very good working with our clients. He also searched out clients for our aircraft and monitored to a lesser degree our engine shop in Stockton. I remember your mother and your sister. Once when Gloria and I were going to Europe on vacation Rolly drove us to San Francisco to catch our plane. I think we went to your sister's wedding to a football player? Correct me if that is not correct. She was a pretty girl. We lived in Danville and Rolly lived not too far away I remember the house a bit and it was quite nice - California rancher style, one floor. Had many lunches with Rolly and Stan, most likely at the Nut Bowl in Walnut Creek. That's about all I had. Regards John.

Hi John, Thank you very much for sharing and Jeane, thank you for posting my letter.

I remember your name John. I was a high school senior in 1966 and have my 50 year San Ramon HS reunion this October. Linda, my sister (who I have copied on this e-mail), married Bob Poole who played tight end for the Forty-Niners.

I worked a couple of summers at the Stockton overhaul shop and commuted 2 hours each way from Alamo with the manager. I was in charge of separating used nuts and bolts and sandblasting pistons --- really a fun job and commute.

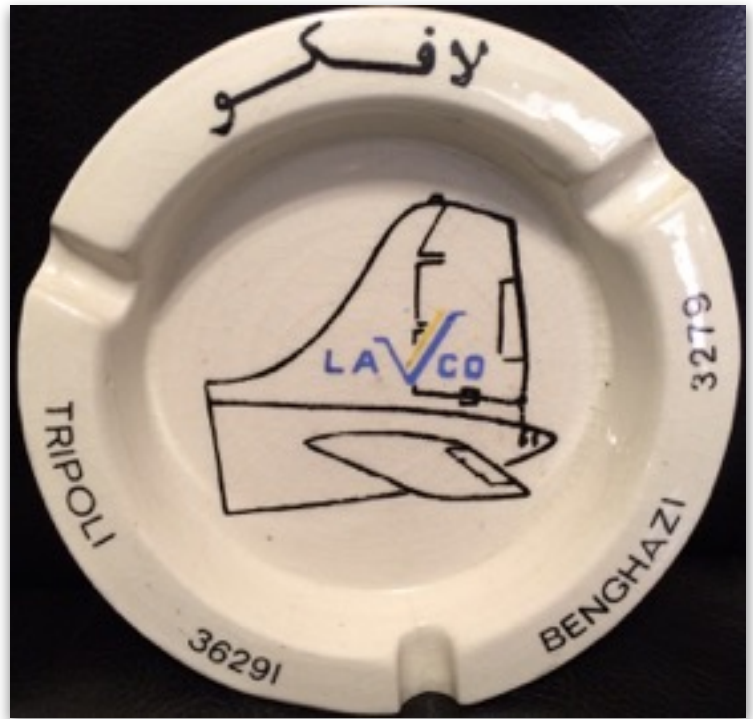
My dad did have a great sense of humor and was the best joke teller I have ever heard. I have his sense of humor but unfortunately did not inherit his gift for delivery.

My mom and dad were married in Marseille in 1945 near the end of the war by the Mayor of Marseille. My dad was a Major in the Army Air Corps commanding a squadron of C-47's and my mom was a Captain (dietician) --- both involved in the invasion of North Africa. They honeymooned at the Carleton Hotel in Cannes, which the US Army had taken over. The picture of them (*lower right*) was taken 50 years later in front of the Carleton.

All the best to you and yours John, and thanks again for sharing. Best, Leith

Images: Libyan Aviation Company and Air Jordan Airlines trinkets circa 1960 and 1955 respectively. The miniature Air Jordan vase was filled with water from the

River Jordan, sealed with wax and handed out to passengers flying throughout the Holy Lands.



TO WHOM IT MAY CONCERN: With all due respect, I am the oldest son of Mr. Betwel A. Palik. My father was born on October 18, 1930. He was an employee contractor administer by the United States Government during the Trust Territory of the Pacific Islands under the United States Navy from 1951 to 1962. Later the Navy transferred him to the military base on Kwajalein in the Marshall Islands for another project from 1963 to 1977 contracted by the GLOBAL.

We seek help from the United State Social Security Office but, they said no record of social security deduction exists from his employer paychecks. He needs help and assistance from his work benefit from the United States Navy and Pacific Micronesia Lines Company. We are looking forward to hearing from your good office soon. Thank you very much, Johnston Palik

Hi Johnston. Transocean Air Lines went out of business in the early 60s and no employee data is available so I am unfortunately unable to help you. I will, however, publish your email in the Taloa Alumni Newsletter in the hope that someone might remember your father and be able to help. Sincerely, Jeane Kennedy Toynbee (Capt. Frank Kennedy's daughter)

Hello Jeane- am continuing to work on Vol 4 of my aviation film book and wanted to pass on some additional details on "Island in The Sky":

1. There were a total of 4 airplanes used in the film. Three were ex TWA DC-3's that Transocean acquired. All were located in a storage depot in Kansas City and needed some maintenance work before being flown out to Oakland for the film. The fourth airplanes, a C-47, was leased from Wein Alaska Airways. This is the other airplane listed in your dad's logbooks for a few days use. My guess, since it was a C-47, it was this airplane used for most of the air cargo drops, since it had the large cargo door.

2. The air to air camera work was done from a Beech C-45 owned by a friend of John Wayne's who had worked with him on many of his Westerns as a stunt man. His name was Loren Riebe.

3. This list is incomplete but the Transocean pilots who flew in the film were Frank Kennedy, Jack Elsbree, Bill Keating and Bill Word. Loren Riebe and Ernest Gann were the other two pilots.

I believe there must have been two other Transocean pilots who flew as copilots with the other command pilots but do not have their names. I wondered if you might mention this in your newsletter to see who else might have flown in the film. Also another side note

is Bill Word was killed in an air crash soon after filming. He was schedule to fly in "High and the Mighty" before this happened.

Am hoping you find this of interest. Bruce Orriss

Hi Bruce, I find it all absolutely fascinating! I only wish my dad were alive to once again tell all his stories about the making of that film and all the people involved. Yes, I will definitely publish your email and we'll hope that it elicits some memories. Sincerely, Jeane

Jeane-which one of these fellows was your Dad's copilot?

Bruce...He only noted 2 copilots in his remarks: Jack Elsbree, Dec 17th, DC3 17314. This was the plane he picked up from TWA in Kansas City. Ernie Gann he noted as his copilot Feb 6, same aircraft. His notation says that Ernie "nosed up in the snow".

Jeane- One of the folks who replied mentioned that a Bill(?) Tiemann might have been one of the copilots. Can you confirm his first name? Also please mention to your readers that once I finish this last book on all the military aviation films I will doing a history of all the airline movies going back to the first ones in the late 1920's. The book will of course include High and the Mighty. Will be looking for any Transocean information, anecdotes and photos on this film.

An excerpt from Transocean's monthly newsletter for flight attendants, May, 1957...

People are Nicer in the Air

(from *The Air Line Pilot*, April 1957).

Columnist Phyllis Battelle says she loves going places by airplane because people are so polite and nice. She says, "Scarcely anyone complains if the coffee is cool, or the beef slice small. The pilot is Sir Galahad, the hostess is Florence Nightingale, and it is Christmas from coast to coast in an airplane." The reason for all this, she says, is that the passenger reverts to a sort of infant status, utterly dependent on others. There is nothing he can do to help and it is humbling. It makes him want to be better. Mankind still feels a trifle insecure when he finds himself way up in the sky and the impolite travelers of bus and subway are subdued. "For the love of human nature", says Miss Battelle, "may he never wake up completely to how safe an airplane is!"

Subject = Unidentified Indonesian Cadets

Hello, my name is Matthew. Thank you for writing a lot of information about TALOA so I can learn about my grandfather. I wonder...there are 2 Indonesian cadets in one of the squadron list that have been dotted

under the name of Tjing Hoo and Pribadi. Actually Pribadi is my grandfather. Do you have any information of why my grandfather is dotted with Tjing Hoo? And I also would appreciate it if you have any detail information and pictures about my grandfather. Thank you, Matthew

SQUADRON I	SQUADRON II
R. M. M. Perdana Kusuma	L. W. J. Wattimena †
Oemar Dani	Hapid Prawira Adi Ningrat
Oerip Kadiroen	R. Tjok Saroso Hoerip
R. M. Saleh Basarah	Soedarmono Sastrosadarmo
◀ The Tjing Hoo	T. Zainal Abidin
Sudomo Jahudiarjo	J. E. Najoaan †
† Nursan Iskandar	◀ Pribadi
R. Wisnoe Djajengminardo	Soewondo
M. Doeding Siradjoedin	R. Richard Dharjono †
R. M. Hendiarjo	Sentot Alibasaah
Slamet Tjokroadiredjo	Soemadi
R. Iman Sukotjo	R. Slamet Kardjono †
† Sugiarto	Aried Rijadi
M. Abdoel Kadir	Mohamad Loed
A. Andoko	Iskandar
Soekanto	Abdulrachim Alamsjah
Sri Moeljono Herlambang	Sudjatmiko
R. Soebambang	Soesanto †
Mohammad Slamet	Suharto Santosa
Gan Sing Liep	Dasijo
R. M. Rusdi	Hudojo
R. Soemitro	R. M. Pamudji Rahardjo †
R. Wibisono Rusmiputro	R. Soejitno Soekirno
† R. Walajo Supadmo	Soedarmadi
Manirjo	Sajeko †
† Kusmartono	Joedadi Djojoutmodjo †
Baldy Bachran	Soetopo †
Soewito Hoetomo †	R. Suroso
† Setia Timur Paramayudha	Soenarto Dono Indarto
Djoewarto	Ignatius Dewanta †

Hi Mathew. Unfortunately, I do not have any more info regarding the squadron roster image on our website. Several years ago my husband and I visited Minter Field Air Museum, Bakersfield CA. The museum contained many photos and historical references to cadet training.

In April, 1942, contracts for the construction of more than 65 on-base buildings were issued while the constantly increasing numbers of cadets were housed in a large tent city erected as temporary shelter. Within a few short months, Minter Field had become the largest training base of its type on the West Coast. There were nine auxiliary landing fields located in Delano, Lost Hills, Dunlap, Pond, Wasco, Famosa, Semi-Tropic, and Minter No. 1 & No. 2. During the course of the War, more than 11,000 Army Air Corps Cadets graduated from

Minter Field, deploying around the world to fly in all theaters of operations.

It would be my suggestion that you contact, or if possible, visit Minter Field in order to find answers to your questions. Here is their contact information:

Minter Field Air Museum

401 Vultee St.
PO Box 445
Shafter, CA 93263
Telephone: (661) 393-0291

Email: mfam@minterfieldairmuseum.com

Your search for information about your family is very interesting. Please let us know if you are able to find out anything further from your contact with Minter Field. The success of your search may be of value to others looking for answers.



Letters to our Treasurer, Pat Stachon Kearns

Dear Pat and Jeane,
Since my dues are always late, I know I should have done the lifetime payment way back in the 60's! But then I wouldn't have gotten that nice little card from you every year!

No email address here, I still live in the last century - when airplanes had propellers on their noses, and everybody was young & handsome - and alive! Fondly, [Sherry Waterman Parker](#)

Here's another contribution to keep the Taloa Alumni Newsletter going for a while longer.

Although I was only with Transocean during the 1950's, I recognize many of the names that pop up in each issue.

In 1951, I spent a few weeks working with AEMCO as a stock clerk. So I recognized the recent pictures of the assembly line at AEMCO. Then I went to Wake Island as a dispatch clerk, for two hitches of six months each. That helped provide the savings to go to Cal later on.

With a lot of help from crew members flying through, I got my Flight Navigator's License in 1952 and flew intermittently until 1959. As I tell my kids and grandchildren, I 'almost' always got us to our destinations. [John Hoenninger](#), the Chief Navigator, was helpful in assigning me to flights in my spare time as a Cal Berkeley student from 1953 to 1959. My last flight was in 1958 or 1959, just before the bankruptcy. But by then

I had earned a BS and MS in Engineering at Cal and moved on to a land-based career.

Thanks for keeping the memories alive, [Richard Werling](#)

Thanks again for keeping the Taloa news alive. What fun we had; those were great years. Best to you, [Rosemary Baumgartner Jones](#)

Aloha! Here is my check for 2016 dues - \$20.00. Mahalo for keeping TALOA going - our newsletters are the best - and I receive like letters from Flying Tiger and PanAm (World Wings Int'l) - no comparison. Aloha nui, Liz Kearins

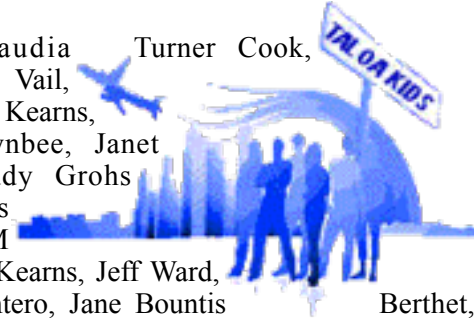
TALOA Members

Lifetime: Barbara Allardyce, Betty Bountis Anderson, Val G. Barrett, Val Bednekoff, Jane Bountis Berthet, Augie Blasquez, Linda Bountis, Bill Broussard, Chiseko Chapin, Sarah Collins, Claudia Turner Cook, Verna Cravens, Judy Grohs Cubillo, Terry Mantz Dalessandro, Joseph & Susan Delazerda, Billie Downing, Martha-Jane Ekstrand, Janet T. Farmer, Mike A. Gambino, Derrel T. Gibbins, Bob Glattly, Donal Goggin, Francis R Grinnon, Oscar Grohs, Virginia Dewey Hager, Robert & Doris Ann Harder, Carol Johansen Hill, Lee & Marion Jenkins, Billie Joiner, John M Kearins, Pat Stachon Kearns, Colm J Kennedy,

Kathy Kennedy, Ed & Gun Landwehr, Lorraine Landwehr, Sharon Minson Linford, Penny Loerke, Gene Longo, Miles D Mackey, David McQueen, Florence Morjig, Mrs. Orvis Nelson, Barbara Nemer, Capt. Gary Ogg, Ralph & Eileen Padilla, Gordon Palmquist, Richard & Ruth Price, Dr. Charles Quarles, Dr. David & Catalina Quintero, Mary Richter, Jose & Maria Rimorin, Douglas & Pamela Rogers, Charles W. & Tokuko Smith, 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, Jeff Ward, Richard & Margaret Werling, Mary Kay Whitaker Zainab, Ron Winiker, Laverne Witteveen.

Current: Walter & Mary Blessing, John Foster, Bill Gower, George Gracy, Harold Green, Rosemary Baumgartner Jones, Elizabeth Lambert Kearins, Katharine Graham Kohler, John Lannom, Erik Moberg, Sherry Waterman P a r k e r , Janet Whitaker

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, Virginia Dewey Hager, Holly Nelson Veale, D o u g Rogers, Sharon Minson Linford, Linda Bountis, Mary Kay Whitaker Zanies



TALOA Alumni Newsletter

Jeane Kennedy Toynbee, Editor

PO Box 243, Copperopolis CA 95228



Postage

Here

ADDRESS

CORRECTION

REQUESTED