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TALOA Alumni Association Board Members

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How Should TALOA Alumni Funds Be Spent?

In April an email went out to 68 alumni who communicate with us via the internet. To date we've received 38 email responses! June's edition of our newsletter continued to elicit reader response and a few more alumni sent us their opinions. Our thanks to all those who took the time to respond. Here are some of your comments...

I would judge the website and the newsletter as the foundation today of the TALOA Alumni Association--unfortunately the reunion would have to be the first thing to go--it's simply too expensive for so few people. The website and newsletter can continue to hold the group together; allow everyone to at least continue to interact at least virtually, if not in flesh and blood! My suggestion: plan now to skip this year's reunion for sure, holding open the idea of a 2011 reunion for now. **Bob Harder *******

I have to agree with Bob [Bob Harder]. The website is critical and keeps the organization together. Other than that, at some point, the last remaining soul will depart and only the memories will remain. Thanks by-the-by for keeping it going. When I participated I was saddled with virtually every aspect and living a thousand miles distant. I know what a commitment it is. **Jeff Nelson *****
Having attended ONE reunion, I'd be saddened if it was the last one. I understand the budget...I really do. Personally, I'd like to see them continue. Here's a few thoughts: *Charge a small fee, say \$20 to \$25. Discount for kids. *Drinks and snacks would be fine with me. I'll bet you could find a gourmet sandwich outfit that could put together one of those huge long mega-sandwiches for a lot less money. Or you could barbeque or combine it with a pot-luck theme. *Advertise for membership. Open it up to anyone interested in aviation, not just Transocean. (This may be a thorn for some). *Invite a guest speaker(s) to put on some presentation and advertise it. *Put together a Press Release and place it in the Community Events of newspaper, or contact the local TV station. They need stories for local interest. Get the word out there! **Jeff Ward *******

I am not much good at the computer, but here is my vote: #1 is for the Website. #2 is for the newsletter. And #3 is for the reunion. Hard choice. **Edie Nelson *******

- * Discontinue the annual reunion and keep the hosting.
- * Keep the website.
- * And if further money reduction is necessary send the newsletter by Internet and eliminate the printing cost. There probably are volunteers that will do this, and probably are already doing it, without charge. **Rodney Stich *******

Eliminate cost of printing and mailing by distributing the Newsletter on the Internet, only. Everyone loves the Newsletter! Would it cost less to publish it on the web page? OR Charge for Newsletter, in addition to membership dues. Important to keep www.taloo.org reference. Place an ad on web page for people not associated with TAL (i.e other airlines) -- sell subscription to Newsletter . **MJ Ekstrand *******

Save paper and costs: By all means, keep the website and please do send the newsletter online. Catalina Quintero **
I have not attended a reunion for a long time. The last time I did Ralph Lewis was alive. I think there was well over 75 people there too. I was not an employee of the airline and I'd likely feel uncomfortable attending a reunion that small (22) these days. I would suggest that the reunion be held once every 2 years to lower costs. I'm sure that won't be popular with senior alumni. But at least then there might still be a reunion to attend. I'd suggest that the Newsletter be cut back to 2 editions per year. That would save a little more money. And I think the web page should be kept alive on the Internet -- this is the Internet generation and its one way to keep the spirit of Transocean in mind. **Dave McQueen *******

I would suggest keeping the website going and publishing the the newsletter every six months. **Warren Vest *******
As sad as it is to give up the reunions, I suspect travel is getting harder and harder for the older attendees. Soooooo, why not use the funds for the newsletter and website. **Claudia Turner Cook *******

My choice would be to hold a less elaborate reunion, and maybe you could charge the annual dues price. I noticed a

long time ago the list of life time members exceeds the regular dues paying members, limiting your cash flow, life time does not have to be forever, (just a thought). **Ron Winiker** *****

My father really enjoys the reunions. Let attendees pay for the cost of each reunion and instead use the funds to keep up the website is my vote! Thanks for all the hard work. The web site is great! **Judy Grohs Cubillo** *****

Unfortunately I am unable to attend the TALOA Reunions but I think it most important. to maintain the website as well as to continue the Quarterly news report per dues received. Unfortunately membership is falling off only because there just are not many of the guy's around anymore. Cordially, **Richard Price** *****

Jeane, I wanted to respond to your recent request for input on the continuation of the TALOA Alumni Assoc. First let me say that I feel I am a minor player in the Assoc. activities and, as such, have little or no right to make decisions for the rest of the group. As I have said to you before, I admire all the work that you and Pat have done to keep this organization going for the benefit of all the former employees of a defunct airline. The newsletter has been a wonderful tool to chronicle the memories of so many people who made TALOA a special story. The annual gatherings have provided an opportunity for these same people to meet once again and re-live, what to many, was the highlight of their life. Unfortunately, all things must come to an end, especially when it deals with human aging. It is only a matter of time before there will be no more of that generation to partake in the organization's activities. I hate to sound like the grim reaper but that is reality. It is sad that you and Pat have been left with the burden of trying to bring this wonderful effort to a "soft landing". My recommendation is that you keep the newsletter going as long as there are funds to pay the cost and you're willing to do the work. I think the luncheons should be scaled back and continued until it just doesn't make sense anymore. And then one day---I think the wings will have to be folded forever. Regards and many thanks, **John Foster** *****

I want to thank you for the recent newsletter. I read it aloud to Shirley Seid shortly before she died. It brought a smile to her face. I put her glasses on her to look at the photos of Sherry Waterman and she was happy. Shirley died April 9, 2010 of pancreatic cancer, she was 75 years old and is survived by a daughter Jennifer Seid and a granddaughter, Jennifer. The newsletter gets my vote. Thank you **Barbara Nemer** *****

Just recovering from pneumonia and a few days in the hospital. That's why I haven't answered. This is a tough one. The people who knew and loved Transocean are getting fewer and fewer. It is tough to keep a memory alive, particularly if it is some one else's memory. How did that old Zen saying go? And this too shall pass. I have not been able to attend but only a couple of the reunions for a

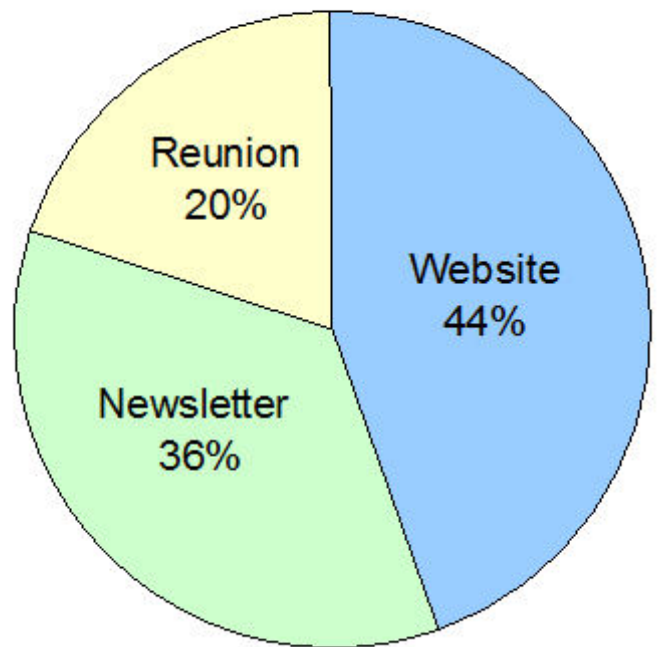
mix of reasons. Two, mainly. Barbara is a Special Ed teacher, and a damn good one. She can't pick up and leave in Sept., etc. I'm getting too wobbly to go by myself. (I miss Bill Huston - but I'm still in touch with Harriet.) We (TWA) recently had to give up our annual lobster feed outside Boston. The same few guys were doing all the work, year in and year out. They finally had to give it up. I'll happily keep my dues up to date and hope that there are enough to keep the website going. (When are my dues do?) I suggest you put up a notice asking lifetime members to make an annual contribution to keep the website alive. Warm regards, **Bob Allardyce** *****

Personally, I would like to see the annual reunion continue, maybe on the drinks & poo-poo's theme. How's about each member making a xx cash amount towards this, if not for all 3 choices? Best, **Val Barrett** *****

You Voted, So Let's Tally up the Results...

As can be seen from the pie chart, the majority of alumni preferred we use our funds to keep www.taloe.org on the Internet. Second choice was to continue publication of the TALOA Alumni Newsletter. The Reunion choice produced three main comments: First, keep the Reunions as is and subsidize them as long as funds are available; second, raise the price of attendance to cover the cost; or third, hold less elaborate Reunions – just snacks, no drinks, etc.

Expenditure of Alumni Funds



Email from our readers...

I love getting the newsletters, they make me cry every time because they make me miss my dad [**Jesse Morrison**] that much more ...but I still love to get them. I have a couple of questions...



1) do you know why the membership has gone down?
2) I was looking on the www.taloe.org site and I didn't find the membership dues. How can I help? **Dina Morrison**

Editor response: Hi Dina, Your kind words are greatly appreciated. Our membership has gone down because so many original TAL employees have passed on. Remember, some are in their 90s! The kids & grandkids are doing a lot to keep the memory alive. You might be interested in joining us by becoming a "TALOA Kid". There are presently 11 of us who have sent in \$100 and become Lifetime members. Here's where to find information about our membership:

*<http://www.taloe.org/members.html> Thanks so much for offering your help! ******

Very sorry to learn of Vern Shrewsbury's passing. It should be noted that Vern was also a designated FAA Flight Instructor. I got my flight engineers' certificate at TALOA Academy. Vern gave me my final FAA check ride aboard one of TALOA's DC-4s. I passed and the rest is history. **Bob Allardyce** *****

I have read many articles & the "Folded Wings" book but can not find what the ' TALOA ' stands for. I assume the first letters stand for ' Transocean Air Line ' but what does the last two letters stand for? Daniel Layson

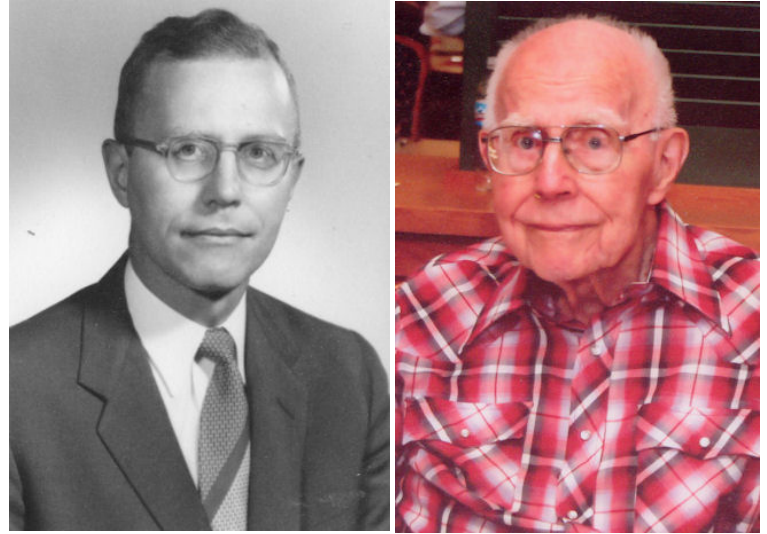
Hi Daniel, The information you seek is located on our website at: <http://www.taloe.org/remembered.html>

Here's what is written: 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 Oakland.

Hi again...Thanks for the info. After sending you my question, I discovered the TALOA newsletter that stated exactly what you said (and the possibility of sounding similar to ALOHA). Thanks for responding anyway. I am a Purser for Delta Airlines, but started my career with Southern Airways - Republic Airlines - Northwest Airlines - now Delta Airlines, 32 years ago. I have always loved aviation history & books. I enjoyed the book *Folded Wings*. I think that TAL was probably a great outfit to have worked for. Thanks for keeping the information out there. Daniel Layson ✈️ Delta Airlines Purser, HNL base *****

Thank you for sending the Newsletter. I really enjoyed it especially as it helped memories of past people and places flying FO in the DC-4's from 1957 until they stopped operating in 1959. In my two and a half years with TAL, thinking back I recall so many interesting trips and names from the past. Freddie Gash awakens memories - the days and nights based at Shannon and living in Limerick. I met Ruth Winkler there where we got married almost 52 years ago. Thank you so much. **Dick Price**, Santa Cruz, CA *****

Hi Jeane, I thought I should let you know that **Theodore W. Blegen** who passed away on October 30, 2009, enjoyed having me read the Transocean Newsletter to him. He had many fond memories of working with Transocean. Attached are two photos of my Dad, Theodore (Ted) Blegen. One is from when he first started



at Transocean (the black and white picture) and the other is a few months before he died. Thanks, Barbara Blegen *****

Hi - I guess this will seem like a rather unusual request. I'm researching the American air operations in Australia during 1942 and I was searching for information on Colonel Raymond T. Elsmore when I found your website. It told me more about Colonel Elsmore than I could have hoped for.

I have been interviewing an Australian navigator who was with him on July 2, 1942, when Colonel Elsmore was inspecting progress on a bomber airfield being constructed in northern Australia. I'm not sure of his official role at the time.

I know that they were flying in the B-17 shown in the attached photo, but I don't know when the picture was



taken and I can't be sure of who the pilot shown in the photo is. I suspect its Colonel Elsmore, and I wonder if

you can help me confirm it. I have been unable to find a photo of Colonel Elsmore anywhere, but hope you have something. Many thanks! Steve Birdsall

Hi Steve, Yes, that's Ray T. Elsmore in the B-17. Here's a photo taken during his tenure at Transocean Air Lines as well as additional information on the man who was to become TAL's Executive Vice President. Much of the information has been taken from "Folded Wings, A History of Transocean Air Lines":



well as additional information on the man who was to become TAL's Executive Vice President. Much of the information has been taken from "Folded Wings, A History of Transocean Air Lines":

On March 11, 1946, Orvis Nelson terminated his employment with United Air Lines and attended a conference sponsored by the ATC staff for United Air Lines and other

subcontractors on the transpacific project.

General Bob Nowland presided over the discussion. Nowland, who was then the commanding general of the Pacific Wing of the ATC, had been a first lieutenant in Nelson's Army Air Corps outfit in the Philippines in 1928 and 1929. Colonel Ray T. Elsmore, another prominent officer at the conference, had once been employed by Western Air Lines, had practiced law, and had been a pilot for the U.S. Postal Service.

Elsmore had served as Director of Air Transport, Allied Air Forces in the Southwest Pacific, under General George C. Kenney during World War II. On active duty since 1940, Elsmore had been in the Philippines when the Japanese invaded the islands but had managed to escape to Australia on the last airplane out. He subsequently directed troop-carrier ATC operations in the Pacific.

Elsmore directed a daring rescue using gliders to fly out the survivors from that isolated valley. A transport airplane dropped medical corpsmen and engineers by parachute to the valley floor to bring relief to the injured and to construct a landing strip on which a glider could be safely landed and be picked up again by a low-flying transport plane. Other airplanes dropped food, medical supplies, and other necessities by parachute. Nearly seven weeks passed from the time of the crash until operations had progressed enough to permit a glider pickup of the trio and their rescuers.

Nelson was impressed with Elsmore's demeanor and military and commercial flying record and hired him on the spot as his chief assistant. Elsmore soon would carry the title of executive vice president of ONAT (Ovis Nelson Air Transport). *****

Jeane, I'm back again! I know I sound like a broken record but I just have to tell you once more how I admire your work on the newsletter. The May issue was so professional that I think you missed your calling---you should have been a newspaper or magazine editor. I also wanted to comment on two of the articles. It just so happens that I was stationed on Wake Island when your dad and some fellow pilots flew the C46's to China. I have vivid memories of those "flying cigars" stopping at Wake Island for fuel and rest. As a flight crew member I had little to do while not on a flight and, like all crew members fluttering away the days on Wake, I would look for things to do. Whenever an aircraft departed from the Island a fire engine was required at the end of the runway. I often volunteered for that duty. The pilots all knew we were there and most would give us a "tail waggle" as they passed over. It was quite thrilling, what with the roar of the engines and all. I took some pictures of the C46's. The other article that hit my memory bank was the one about the "Diaper Specials". I had one of my most memorable flights on one of those and I wrote about it several years ago. If you'd like a copy I'd be glad to oblige. Then I want to tell you that I was invited to a luncheon last Wednesday with my brother Ray and several wives of Transocean people. In attendance was: my brother Ray and his daughter, Edith Nelson and her son, Billie Keating, Rita Lang, Florence Morjig, Freda Nichols and her daughter and of course me. Every one had a good time and after it was over I got to thinking----- what is it about this defunct airline that motivates people to form a brotherhood (or sisterhood) that is destined to last till there is no one left? I look at myself and say---I was in the Army for three years, I only worked for Transocean for three years, and then went out and created a whole new life and successful career in another field, and yet, I still feel an affinity to that time of my life, and the guys I flew with, that is out of proportion to my total life experience. It's hard to explain. Thanks for listening. [John Foster ****](#)

Hi Jeane...Catching up. Last night being board stiff looking at four walls I pulled out one of my DVD's to play just for the noise. The DVD was *The High and the Mighty*. Then I started to cry. So I went on line to play around on the Internet like I always do, went on the TALOA website. I was hired by Bob Cravens in the radio shop in Oct. 1958, fresh out of the air force at the virgin age of 22. I was with Transocean when they closed the doors in Jan. 1960. My employee badge number was 4707. I loved my job, and I've always wondered how things would have been if Transocean could have stayed in business. I too have a story to tell. Good job on the newsletter. Bill Ludwig ***

Thoroughly enjoyed the May issue of the Newsletter.. To put first things first, my choice would be to publish the Newsletters and keep the www.taloea.org online: I've not attended any recent reunions. I joined Transocean in 1953 when Cal-Eastern folded. I was West

Coast based, but flew both East and West coasts, though most of my time with Transocean was with the Iranair contract. I had two 2-year contracts with Iranair between 1955 and 1960. Then, as mentioned in the May Newsletter, I was with the Transocean offspring, International Airlines, in Rome, Berlin, Shannon and San Antonio. I was then with World Airways for 15 years, retiring in 1981. I can only say, "Keep up the good work, it's great to have the Taloa newsletters." **Henry Holt *******

Subject = **Capt. Nick Bountis**. As a RN briefly out of Bradley Field – 1954/55 winter – I worked 6 flights to Frankfurt, and two to Prestwick. On Google, listing Capt Bountis name, I found a memorial site listing two of his daughters who wish to hear of their father. Perhaps someone can provide that information. **Jean Youngberg Young *******

Good morning Jeane: It has been some time since I last corresponded with you and thank you for all of the updates on Transocean. I am now in London at the Air Ministry and the National Archives finishing a study on two AAAF generals during World War II, Muir Fairchild and Harold Harris, and was stuck with an idea if worthwhile. Your opinion could determine future research. I was thinking of visiting Berlin next year and an idea came to me--the Berlin Airlift--but not the history which has been worked over so many times but the amazing pilot for Transocean, now remind me of his name, Jack Bennett? I even mention him in my Muir Fairchild essay ready to be sent to the American Aviation Historical Society Journal. Has his life been mined so much as there is nothing to say that would be relevant anymore? Remind me also, if I visit SF next year do you hold the paper of Transocean in Oakland and are they available to the public. I do not have the prior knowledge of the carrier that you and those who worked for the airline have but perhaps a story on a phase of the company's history might make a contribution to our knowledge. Thanks for any assistance. The best, **Justin H. Libby, Professor Emeritus, Indiana University, conducting research & publishing articles on commercial aviation.**

Good morning Justin, I have copied in on our correspondence **Arue Szura**, former TAL employee, author of *Folded Wings, A History of Transocean*, and current museum curator of the TALOA exhibit at Oakland Aviation Museum. Arue maintains all former editions of the company newsletters. If you plan a trip to SF, you might want to consider a date in September. Every year at that time the TALOA Alumni Association plans its reunion. We will be setting the date next month. I checked our Alumni roster and the "**Bennett**" name has not appeared since I've been Chairman of the Board & maintaining those records. I will, however, publish your note in our next newsletter and hopefully we'll get some response from our readers. *Editor: Readers? ******

Hello Jeane, My name is Barbara.... I am the daughter of **Raymond Foster**. My dad has a new address and we would appreciate it if you could change your records so my Dad can continue to receive the wonderful TALOA Alumni Newsletter you put together. Thank you for the joy you bring to so many people.

Ray Foster, 10163 Miner Place, Cupertino, CA 95014
Thanks again, Barbara McGuigan.... and **Ray Foster *******

Subject = Taloa Saipan PBY: Do you have any pictures showing the PBY Taloa Saipan? We have this aircraft at our museum. Matt Voight, Palm Springs Air Museum

*Editor: Any crew or ground personnel have photos or memories of this PBY? It would be interesting for us to supply a personal account to appear with the exhibit at the Palm Springs Air Museum. ******

During the 1950's I took instruction from **Virgil Simmons** at Transocean, Oakland. Mr. Simmons examined me for my ATR, which fortunately I passed. If you have any information relative to Mr. Simmons I would appreciate hearing from you. I realize it's been many years, but I thoroughly enjoyed my experience with Mr. Simmons & never forgot him. Thank you. **Lou Sylvestri** P.S. I saw **Harry King's** name mentioned in one of the articles – received link training from him. *****

Hello this is Brad Willette. I would like to know if you do Aircraft Service Maintenance & Repair and can I speak with the General Manager or the owner? I would like you to Service Maintenance & Repair my Aircraft – 1982 CESSNA CITATION II – so I have made an arrangement with a towing company to get the aircraft back to California state for the repair, It's just giving bad sounds, strange smoke and not moving anymore so you will have to check on the engine and the airframe and give me the correct estimate when the aircraft reaches you. Please tell me that you can handle the repair. Thank you, Brad Willette.

*Wedmaster response: Hi Brad, Regrettably we are unable to handle the maintenance & repair of your aircraft. Transocean Air Lines has been out of business for the last 50+ years. Hope it's not too late to call the tow company & cancel. ******



Subject = Info on former employee: Hello, I am trying to find information and/or picture of my grandfather **George Mourgos**. I know he worked with Transocean Air Lines from 1949-1952 and was the Oakland Airport manager in 1959. If you have any info on him I would greatly appreciate it, many thanks! **Christopher Mourgos ***

Subject = Fantastic Web Site. Hello Jeane; I just had to write to let you know how great it was to discover the Taloa website and find the great stories and newsletters. My dad, **Thomas V Sayers**, was the Operations Mgr at Bradley Field, Connecticut during the 1950's. We later moved to New York when he was promoted to VP and reassigned to the Rockefeller Plaza office in NYC. He stayed with Transocean up to the day

the sheriff placed a lock on the office door. I remember friends of my mom and dad who were also Transocean folks; [Don Zipfel](#), [Ed Ringo](#), and [Frank Kendall](#), who I believe was a chief pilot out of Bradley. I was young then and would listen to some of the funny stories they told about bizarre flight situations. I wish I could remember them, but the only one that comes to mind is the story about the DC3 losing the hydraulic fluid from the landing system and what they had to replace it with in order to get the wheels down to land. I have several items of my dad's that are prized possessions; a painting of a Stratocruiser flying over NYC, another of a Connie being gassed up at Labrador, and a wood model of a Stratocruiser. Thanks so much for keeping the memory alive of one of the greatest airline companies there ever was. Regards, Brian Sayers

Webmaster response: Hi Brain, I'm glad you found & enjoyed the Transocean Air Lines website. So many of us "TALOA Kids" were like you - we grew up with all those wonderful stories our folks had to tell. I'm going to cautiously ask, though, just what the crew of the DC3 replaced the hydraulic fluid with. ? Also, do you have any photos of your dad circa Transocean days? I would very much like to publish your email along with a photo in our next newsletter.

Hi Jeane, Thank you for responding back. After I wrote to you I read the May newsletter and was pleasantly surprised by the letter from [Martha-Jane Ekstrand](#) as my dad was mentioned as well as several other familiar names to me; [Freddie Gash](#), who I believe my dad hired as the Shannon Station Mgr, [Frank Kendall](#), and the other Transocean folks who were with my dad in Berlin Germany with International Airlines: Hank Holt and Warren Vest. I checked with my mom and she remembers Martha-Jane quite well; knew her when she was stationed in Shannon and Bermuda. I don't think I have any Transocean era photos, but I'll check if my mom does. I recall one taken at the Bradley Field operations office. Thanks again; it was nice to hear back from you. Best regards, Brian

Oh yeah, I don't remember if the story I heard happened to them or if they knew of the incident, but I remember the crew had to pee in the hydraulics system to replace the lost fluid so that they could get the wheels down. *****

Remember this email from our September 2009 issue?

I recently came across a man's leather "ditty bag" stamped with the initials A.S.M. and containing a leather passport/card case with the name [Alfred S. Mays](#) stamped into the leather. There is also a leather razor strop and a box containing a brass razor and razor holder. Three business cards with that name and the name of the airline are also included. This aroused my curiosity since I found it at a church rummage sale in Easton, Md., on the Eastern Shore. Can you shed any light on this? Natalie Caccia

In July we received this email...

Subject = Natalie Caccia Comments = Sept 2009 PDF. She is looking for answers to Alfred S. Mays. I may have them. She can contact me at my E-mail address. Joseph Mays

*Thanks to our wonderful readers, we're helping answer some questions and solve a few mysteries! ******

The \$75,000 Brown Paper Sack *

A most unforgettable TAL captain was [Ran Reid](#), a transplanted Texan known for his dry sense of humor.



Miss Hawaii and TAL Captain Ran Reid

Reid had been flying construction workers between Guam and Manila during the fall of 1948. On November 7, just as he prepared to leave the blocks at Guam to return to Oakland, the station manager ran out to hand the purser a paper sack he said contained \$75,000. The money was to be delivered to Oakland for the November 10 payroll.

During climb-out from Guam, the purser insisted that Reid be the one to take the money to Oakland, but as there was no paper work to go with it, and because he hadn't counted it, Captain Reid told the purser to take the responsibility and deliver the money himself.

"During our three-day layover in Honolulu, the purser ate and slept with that paper sack, still not opening it or counting the money," said Reid. "No one wanted to

associate with him because of that large amount of cash, so he must've figured it to be a bag full of trouble. During our flight from Honolulu to Oakland, unknown to any of us, the purser threw the sack behind the reserve oil tank under the lower bunk, and on our arrival at Oakland at 4 a.m., he left the plane in a hurry.

"Well, after a thirteen hour flight, I didn't feel like filling out my expense report to account for my \$1,500 advance, which was all spent but \$22 anyhow, so I headed home to go to bed.

"I'd just gone to sleep when Sherwood Nichols (TAL's Vice President/Director) banged on the front door. He said he was sorry to have to wake me but, ahem, he needed that money to meet the payroll. Well, I got hot under the collar and told him it was all gone but \$22. Then, when I saw his face go pale and his jaw drop about nine inches, I hollered, 'well, my crew had to eat, you know!'

"Nichols then realized that we were talking about two different bags of money. I was referring to my expense money, and he was looking for the \$75,000. I told him that the purser had it, and should have turned it in. And Nichols headed back to the field.

"Well, in the meantime a maintenance man had removed the auxiliary oil tank, found the paper sack and, thinking it was somebody's lunch, put it on a desk, but no one knew that at the time.

"The purser couldn't be located until twelve hours later, so it was eight o'clock that night before the paper sack was tracked down and someone from the payroll department sent to the hangar to retrieve it. The entire \$75,000 was present and accounted for."

*Story taken from *Folded Wings, A History of Transocean Air Lines* by Arue Szura

Update on Bill Keating...

Billie Keating tells us that Bill is happier now that he's home. Lots of work to do now on physical and occupational therapy. The Alumni Board of Directors is committed to keeping Bill informed even though he had decided to sit out the next few meetings as our technical advisor.

Here's the latest note from Billie Keating...

Hi Jeane, It was nice talking to you. If you have space in the news letter would you thank everyone for the cards and telephone calls we received on Bill's behalf. He read all the cards and I told him of all the telephone calls. They all put a smile on his face and he still feels he is part of the group. I will keep you informed of any changes. We are unable to go out except for short Dr. visits. As I mentioned in talking to you if any one is in the area and would like to stop by he would love to see them. Thanks. Billie

Laurie Hudson (daughter of **Herbert Hudson**) writes: I can only say again what a wonderful experience it was



Miss Hawaii and TAL Captain Bill Keating

meeting Bill Keating and having the opportunity to hear first hand some of the amazing experiences he and the other members of Transocean were part of. You can spend a lot of time reading about planes and the history of aviation but there is no replacement for listening to the voice of experience. It meant a lot to me to share a conversation with Bill about the events of July 12, 1953





TALOA Alumni Newsletter

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Postage
Here

ADDRESS CORRECTION REQUESTED

and the crash of 90806. It also gave me insight into what a remarkable person he is and some first hand knowledge into what flying DC4s and DC6s was like. It was a conversation I will never forget and means a lot to someone like myself who missed out on all those stories growing up. Hope he continues to feel better.

And this from Rosemary Baumgartner Jones: Hi all, I was so sorry to hear about Bill Keating. He was always our favorite captain. I was fortunate to have been part of his crew on several flights with Transocean and World

Airways. In my note to him I told him that "US Air had Sully but we had "Captain Keats". Maybe you could add this to your article about Bill. Sorry I only have 8mm movies of him waterskiing on Wake Island. Looking forward to the next alumni issue and thanks again for all your work.

Editor: We sure would love to get our hands on those waterskiing 8 mm movies of Bill. It would be great entertainment at the next reunion!



Taloea Alumni Association Members

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