

Hi Ms. Kennedy, Thank you for another wonderful newsletter. I wonder if I could ask that you list my husband and I together in the membership column.....Dr. David and Catalina Quintero....we are always listed together in all we do. Let me know if you need a separate membership fee to cover this.



Also, if there will be a reunion this year, I would love to get it on my calendar and plan to fly my parents up. Please notify. Thanks! On Eagle's Wings, Dr. David and Catalina Quintero

*Editor response: Hi Catalina. No...no additional dues to have you & Dr. David listed as members. We're grateful for your contribution to the TALOA Alumni Association. Regarding a reunion...The association did not hold a reunion last year because our members voted to fund the newsletters & our website. However, we have had a great deal of interest from both alumni & their families to hold a reunion this year. Perhaps we can make that happen. Sincerely, Jeane* \*\*\*\*\*

I want to join the TALOA association. I worked for Transocean from Feb 1956 to June 1960 as senior aircraft mechanic. Went TDY to Iran for Hadji. Also TDY to Wake Island 2 years. Worked in hangar 28 for Al Morjig and Mr. Pratt. Then worked for Air America/CIA for 18 years. Met Val Bendakoff, Ward Riemer and Judy Porter. Was president of Air America association for one 3 year term. Boyd d. Mesecher

*Webmaster response: Hi Boyd. We'd love to welcome you aboard. You can choose to pay dues each year of \$25 or opt for a once only lifetime membership payment of \$100. Send your check to:*  
 TALOA Treasurer Pat Kearns  
 701 Deer Park Rd  
 St. Helena, CA 94574 \*\*\*\*\*

Jeane: As usual, a great newsletter. And, thank you for the requested info on the enroute "Dr's" that delivered a new born on their way to HNL. Sorry to say the names or photos did not ring a bell. Oh, I have just finished reading a book that I read about in your newsletter(I think) titled, "In the event of a water landing". I was surprised to see mention of Flying Tiger's DC-4 that

ditched mid-way HNL~~AWK on Sept.24,1955. Being "bumped" from JAL due to weight, me and my tool box, along with 2 other tool boxes were supposed to be ON that flight. I lucked out and went back to TAL's crew house in Waikiki. But, our tool boxes were not so lucky.....talk about "Fate being the Hunter". I later continued to Wake on JAL's next flight. Keep up the good work, it IS appreciated. Regards, Val Bednekoff

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Dear Jeane, What a wonderful newsletter (May 2011) and many thanks for printing my note as well. Thanks so much. It brought back a lot of wonderful memories---I remember your Dad. Regards, Jennie Levy Cook

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Subject: Newsletter: Great job! You've turned it into a masterpiece. What a lot of work. Thanks for all you do! Holly (Holly Nelson Veale)

*Editor response: Dear Holly, I'm honored by your kind words. Really, its just cut & paste all the inquiries & responses I get from everyone. As always, the people of Transocean Air Lines continue to be something special.*

Take care, Jeane \*\*\*\*\*

Hi Jeane, Thanks for the newsletter of TAL and our story with pictures. (Editor: See MAY 2011 story: TALOANS...Run To The Closet Get Your Log Books)

I am guessing those pilots are long gone and I was hoping



to thank them personally if they were around. Next time I am visiting my 2 daughters who are both doctors in the bay area, I will visit your museum if you have one at Oakland Airport. They don't make airlines like TAL anymore. Thanks, Ceslovas Kazys Reynys. Enclosed is a recent picture of the

old dude. \*\*\*\*\*

*Editor response: Oh, yes, please visit the Oakland Aviation Museum and enjoy the display of Transocean history!* \*\*\*\*\*

Transocean closed its doors in 1960 and I went to work for American President Lines --- their aircraft division in San Francisco --- and married soon after and left them to becoming a full time mother in late 61. I was diagnosed with cancer in 1964 and in 1965 joined the American Cancer Society as a volunteer. I am still working for this great organization. I went on in the mid 1980's to become the California Chairman of the Board and in 1998 I became the second woman in their 80 plus years to become the National Chairman of the Board. All those years I traveled nationally and internationally representing the Society. I am now back working in my own county helping to make this a world of less cancer.

So you see I have been busy but my time of about 8 years with TALOA taught me so much about working with others. I will always feel grateful to the Airline for all I learned in those early years.

I lost my wonderful husband Jack (who was with Pan Am) in November and we were both Airline Folks.

Thanks for your wonderful Newsletter it is so much fun to catch up with old friends. [Jennie Levy Cook](#) \*\*\*\*\*

Dear Jeane: Recently one of my friends of longest duration, [Don Croke](#), passed on. I'm closing a check in memory of Don and his family.

Don and I first met on Wake Island in 1951. I was a rookie dispatcher, away from home for the first time, and he took me under his wing. (After TALOA folded and the Alumni Newsletter appeared, he told me about it and I joined. I have enjoyed the newsletter for many years.)

That's sixty years ago and the memories of Don remain vivid. When my first wife and I were married in 1958, Don and Alice hosted us in Honolulu on our honeymoon. Don arranged for our trip to Kauai, the Coco Palms resort.

In 1960, after TALOA folded its wings, they visited us in Berkeley. Their daughter, Laurie is our God-Daughter and they are God-parents to our son Eric. So, may my memories help you keep the newsletter going for a while longer. Best, [Dick Werling](#)

*Editor response: Dear Dick & Margy Werling, Thank you so much for your generous contribution to TALOA. Your donation will keep memories alive for so many to read and enjoy.* \*\*\*\*\*

### [A sneak peak at Tom Springfield's upcoming Bermuda Aviation History Book...](#)

*Tom emailed us the following:*

Here is what we have written so far. I am sure there must be some extra info to add. Tom

### **America Joins The Holy Year Bonanza**

American non-sked airlines were also on the run through the mid Atlantic to Rome during the 1950 holy year. Federated Airlines DC-4 N56010 passed through Kindley following approval for a series of flights given by the Bermuda Board of Civil Aviation (then based at Room 300 of the Hamilton Hotel) on February 10<sup>th</sup> 1950. Approval was granted on a monthly basis and passengers were expected to arrive in Bermuda on scheduled air services prior to onward travel with Federated. Transocean Air Lines (TALOA), Seaboard & Western and National Airlines (who had a Cuban agent) also made applications; none had interline agreements with BOAC. TALOA had been afforded landing rights in Bermuda as far back as 1948, when they inaugurated a twice weekly refugee service from Rome and Naples to Caracas, servicing immigrant traffic on behalf of the International Refugee Organisation. They had carriage and some mail rights in both countries but the Italian national carrier Alitalia got wise to this profitable growth and pressed Venezuela to get their own carrier started if they wished to continue the service. At that point in time TALOA began talks with Venezuelan carrier CAVE, whose story is told above. During 1950 TALOA operated a Caracas-Bermuda-Santa Maria-Rome service as Flight 100 returning as 101 and another service utilizing the same route from Panama as Flight 102, returning as 103.

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Dear Jeane, I served in the RAF at Amman 1952/53 in Air Traffic. I thought you may be interested in the following. The photographs are of Air Jordan Rapide



'Able Jig' - Air Jordan being a subsidiary of Transocean Air Lines as I understand. Unfortunately on a routine domestic flight to Jerusalem/Damascus/Beirut it suffered a magneto failure on takeoff from Amman. I was on

watch in the Tower at the time and the aircraft experienced a severe drop in its starboard wing. In an attempt to gain height it almost stood on its tail. Fortunately its wheel spats caught the telegraph wires on the edge of the airfield where the aircraft turned over onto its back and fell to the ground. I say fortunately because had it not, it would have continued down into a deep ravine. The pilot's name was one Oscar Hauber (spelling?) and who, I understand, was only 18 years of age. Passengers and crew all survived. The second photograph shows 'Able Jig' after the crash!.

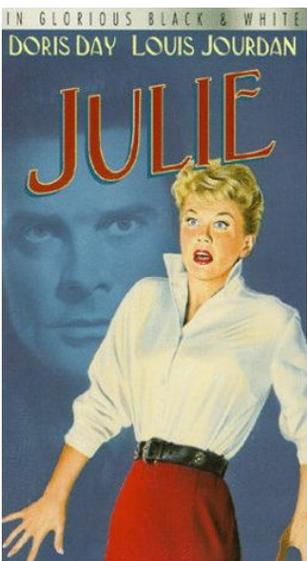


drawing also attached (*right column*) shows Air Jordan 'Baker Howe' piloted on various occasions by Captains Waterman and Soha. I trust that this is of interest. Kind regards, Vincent C Miles \*\*\*\*\*

### Who Was The Pilot?

Jeane: Have not been in touch much recently but know you put my request in the Newsletter as I had a note from Charles MacQuarrie this morning. Your help is much appreciated.

Cannot recall if I commented on the two nice photos you sent. The aircraft landing is N90915. Since last communicating, I have found out another TALOA film. In the 1956 film "Julie," played by Doris Day, N9894F was painted as 'Amalgamated' on both sides of the fuselage, and there are some great shots of it in flight. Wonder who was the pilot? Again, thanks for your assistance. Sincerely, John Davis

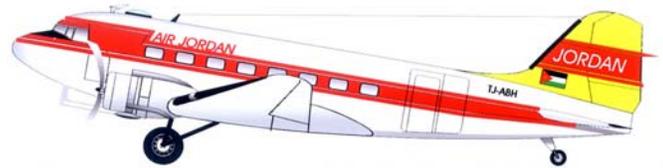


Jeane: What interesting reading the TALOA Newsletter makes - I can see why you get such excellent contributions. You are to be commended. Transocean did not own DC-4 N90405 very long. Purchased

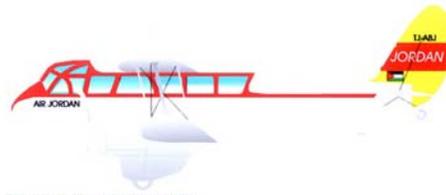
## Civil Aircraft R.A.F. Amman Jordan 1952-53



C-47-United Nations  
348257



C-47 Air Jordan-TJ-ABH



Rapide Air Jordan TJ-ABJ



Rapide Arab Airways TJ-AAX

from American Airlines on December 3, 1948, it was sold to Trans World on November 17, 1949. Interestingly, at least to me, is that TALOA bought N90427 from American on December 4, 1948, and sold it to Trans World early in 1949 - exact date not found. Having, presumably, made money on selling those two aircraft, Orvis Nelson bought N90415 from American on January 10, 1950. That one stuck around until it went to Saudi Arabia in July 1952.

Once again, really appreciate your help and encouragement. All best wishes, John Davis \*\*\*\*\*

Subject = Air Djibouti/AirJordan. I was a radio operator with Air Djibouti from 8/1952 to 9/1953. First flight was ferrying King Ibn Saud's royal plane from Oakland. I was involved in Cairo in attaching and flying the wing on 7/3 under 68966 to Jidda and then staying in Jidda to attach it to 68967 and flying 68967 to Jerusalem on 7/17 and later brought it back to the USA. I had many adventures all over the mid-east. We sometimes flew as Air Djibouti and often as Air Jordan, depending upon where we had landing rights. We would land at Jidda as

Air Djibouti and then paint Air Jordan on the plane for the next leg! Still have my Pilot Log of trips and hours.

I don't have any pictures of me at that time because all of my stuff was stolen many years ago. But I do have



my passport still and attached is the photo from it. I wore glasses then but took them off for that photo.

Running across the TALOA Alumni website got me starting to reminisce about events of 60+ years ago. And

that got me starting to write about some of the memories for our 7 kids, 16 grandkids and 3 great grandkids who know nothing of that phase of my life. My write up of the events of the wing under the C-46 is attached, with a photo taken from your site. There is no pride of authorship, so if you want to digest it for inclusion in your material, feel free. [George Hernan](#)

### Replacement Wing for TAL #68967 in Jidda

By [George Hernan](#)

In the summer of 1952, I was hired by Transocean Air Lines as a flight radio operator and was assigned to Air Djibouti, a charter airline, then headquartered in Asmara, Eritrea. While with Air Djibouti, I was involved with ferrying a C-46 wing, which was strapped to the belly of another C-46, flying from Cairo to repair a plane in Jidda. The need for this replacement wing all began with an error in refueling.

Whenever we landed at Jidda, we always instructed the refueling truck crew to fill the fuel tanks, which were in the wings, to the bottom of the filler necks. The reason for this limit was due to the fuel being stored underground, where it was relatively cool. When the cool fuel was pumped into the plane tanks, at 100+ degrees, the fuel would expand. Filling only to the bottom of the filler necks allowed room for the fuel to expand up the filler necks before overflowing into the wing itself. Since the engines always backfired at least once when started, we did not want fuel or fumes in the wings when the backfire occurred. One night, though, the fuel tanks on #96867 were overfilled and gas fumes filled the wing. When the first engine backfired, there was an explosion that resulted in the wing opening up and the ribs being shot out the end like bullets from a shotgun.

For months, the world was scoured for another C-46F wing. Eventually, one was located and shipped to Jidda.

But while being unloaded from the ship, it was dropped on the dock and destroyed. As another wing was being sought, one of our crew members ran into Slim Lemmon, a mechanic from Cathay Air in Taiwan, who had gotten himself stranded somewhere - I think in Bombay. He said that he knew about our plane in Jidda and that there were many C-46s parked in the desert outside of Cairo when WWII ended. He also claimed that, in a similar situation in China, he had strapped a wing under a DC3 and successfully transported and installed it on a stranded DC3. He proposed that, if we took him to Cairo and paid his expenses, he would strap a C-46 wing, taken from one of the planes stored in the desert, under another of our C-46s so that it could be ferried to Jidda to mount on the damaged plane. In return for doing this, he wanted airfare back to Taiwan. Slim, in addition to being a first class mechanic, was quite a character. Also, he was appropriately named in that he was very tall and had to stand up twice to throw a shadow.

On 6/29/1953, two pilots and Slim & I flew to Cairo with C-46 #68966. Slim oversaw using angle iron to fasten the replacement wing, taken from one of the planes parked in the desert, to the belly of #68966. The butt end of the wing, which was about three feet thick, was faced forward. To reduce the drag that would result from that blunt end facing forward, Slim built a fairing over the butt of the wing to allow for smoother airflow. According to my log book, four days later, on 7/3/1953, we flew that airplane with the strange, under-slung cargo to Jidda. Needless to say, we had trepidations about how the combination would fly, but fly it did. Maybe not well, but it did fly.

Once in Jidda, we experienced problems mounting the replacement wing on the stranded #68967. The wing was from an early C-46 model and #68967 was a C-46F, so the first problem was getting the bolt holes, in the root of the spare wing, to match up with the corresponding holes in the plane. While a crane held the wing, I put in a bolt wherever holes matched up, which left a few holes empty. Then there was the question of tightening the bolts to the specified correct torque amount. Since we didn't have a torque wrench, I used a piece of pipe to lengthen a wrench handle and tightened it with all I had.

While Slim supervised the major mechanical matters, like engine installation, a pilot was assigned to rig the cables in the wing for the ailerons, and I was assigned to rig the cables to the trim tabs. As the radioman, this task was a little out of my area of expertise; but I crawled inside the metal wing, with the outside temperature over 100 degrees, and pulled steel cables, routing them over a number of pulleys, cutting them to length and swaging fittings on the ends, and connecting them to the trim

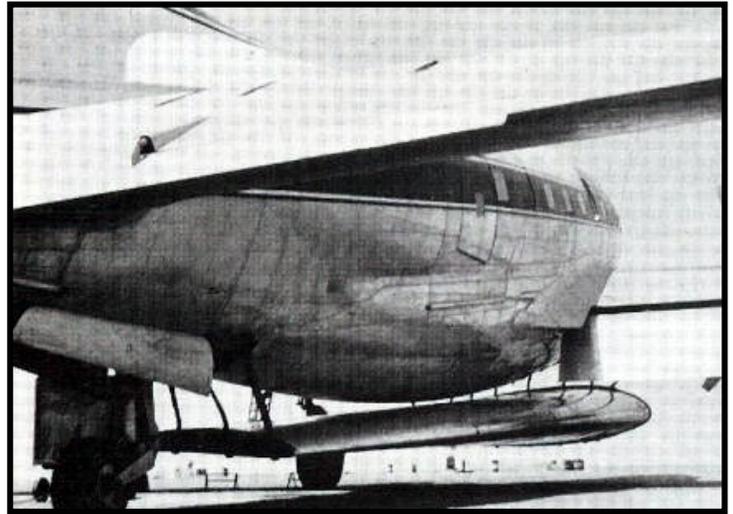
tabs. Our endurance limit was about 10 minutes inside of the wing before we had to get out; it was so hot inside the unventilated wing that coming out to the 100+ degree air felt like walking into a refrigerator. As can be imagined, we consumed gallons of water to replace what we had lost through perspiration.

During the months that #68967 was parked in Jidda awaiting a wing, it became our spare parts depot for any of our planes that landed at Jidda and needed repairs. Over time, the cockpit instrument panel became just a cluster of holes, where instruments were once located, and all of its radio equipment had been scrounged. When it came time to leave, we had to secure replacements from Saudi Arabian Airlines for vital instruments and parts. We replaced only vital instruments, so the panel still had a lot of holes and the copilot had almost no instruments at all. Similarly, I got the bare minimum radio equipment, one transmitter/receiver. The final result of our efforts was an airplane that was nowhere near airworthy or complete, but we were young, brash and in a hurry to get out of Jidda.

In 1953, Jidda was a sizeable city and seaport, but unlike today, it was quite primitive and lacked quality visitor facilities. These were the days of \$2.50 oil, before OPEC, and the facilities for visitors were Spartan, at best. While we were repairing this plane, we stayed near the airport at the Jidda Palace Hotel. The hotel was built like an upscale motel in the USA, with nice bathrooms, etc, but there were a few shortcomings. The first was the cockroaches, which were rampant. I still have a deep hatred for them. The second problem was there was running water for only one hour a day. When running, we would fill the bathtub for our daily water supply and use a tin cup to scoop water from it to refill the toilet tank whenever it was flushed or to fill the sink to wash our face or hands. The bathroom floor had a drain, so we bathed by standing over the drain and pouring cups of water over our head to get wet and to rinse. And then there were the beds. There were two twin beds in each room, but they did not have mattresses or springs; just frames with long planks to sleep on. At least, they kept us off the floor away from the roaches.

Finally, aircraft #68967 departed from Jidda at 0927 on 7/17/1953, after two weeks of repairing and stabilizing the replacement wing. When we departed, there were several holes in the wing surface where we did not have the requisite cover plates for the inspection holes. As it turned out, these holes posed no particular flight problems, but they certainly looked odd. All in all, the flight to Jerusalem, where major repairs to restore airworthiness could be effected, was relatively uneventful. The only significant problem was that the trim tabs, which I had rigged, did not work at all.

Fortunately, the ailerons, which had been rigged by a pilot, did work, and the pilots flew that piecemealed bird without trim tabs and cursed me all the way to Jerusalem.



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Subject: Arue is selling more items on-line. And the woman is asking what TALOA means. And I think I really don't know...Transocean Air Lines Oversea Association or Air? Wes Barefield

Webmaster response: *Hi Wes. We're asked that question a lot so I've included the answer on our website located at: <http://www.taloe.org/remembered.html>*

*But, to save you a trip, this is what I've written there:*

*"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 **T**ransocean **A**ir **L**ines **O**Akland. \*\*\*\*\**

Hi Jeane, Just want to let you know of our change of address. We have moved to an apartment in Walnut Creek. The new address is 190 Park Lake Circle Apt. B Walnut Creek, CA 94598. Phone number remains same 925-946-9535. My cell # 925-899-0287. Thanks, **Billie Keating**

*Thanks Billie. TALOAns like to keep in contact with each other! \*\*\*\*\**

My dad, **Nello Centore**, worked at Transocean in the late forties. He talked about flying to the Middle East, etc. He passed away in 2007. I wish I had discovered this website earlier. He would have gotten a kick out of it. Thanks, Rick

Webmaster's response: *Hi Rick, We're so glad you were able to find us and, we too, wish your dad had been able to log on and enjoy. What did your father do for Transocean Air Lines? Did your dad have any stories you'd like to share? How about a picture of him circa TAL days? Taloans love to reminisce and catch up on each others' lives. I would be happy to publish a note from you in our next newsletter. Sincerely, Jeane Kennedy Toynee*

Hi Jeane, Attached is the short letter about TAL. I know the good feeling of helping people find out about their relatives. I write blogs for the website of my Dad's WWII bomb group. Here is the link:

<http://www.492ndbombgroup.com/bgAssoc/>

Click on "An Airman is Remembered" to see the latest one where I got information to a sister and nephew of a crewman who was killed in action. Thank you for all you do for the TAL website. Most people don't realize how much work it takes. Keep in touch, Rick

*Here is the story Rick attached...*

My dad, **Nello Centore**, worked for Transocean Air Lines in the late 1940s. During World War II he was a flight engineer on a B-24 Liberator bomber. His plane was shot down on June 20, 1944 and he spent the rest of the war in a German POW camp. After the war he took advantage of the GI Bill and, while providing for a growing family, received his A&E (Airframe & Engine) license. Shortly after graduating he joined TAL.

My sister Judy and I are the family historians. On Ancestry.com we found Dad's name on a manifest for a TAL flight from Rome, Italy to Bradley Field in Windsor Locks, Connecticut on October 24, 1949. The aircraft was listed as N79992. I am an airplane nut and wondered what type of airplane it was. I went to the FAA website but there was no listing for that number. I found the TAL website and discovered that the A/C was a Douglas DC-4. They must have made a stop or two as the distance is over 4,000 miles. I later discovered that this DC-4 had been sub-leased to TAL and was returned in January, 1950. On November 21, 1951 the airplane was involved in a mid-air collision in California with an Eastern Air Lines DC-4. The EAL plane landed safely but N79992 crashed on a highway and all three aboard were killed.

After getting the information I was seeking, I wrote a quick note on the "Contact Us" heading of the Taloa website. I received a reply from Jeane Kennedy Toynbee. She asked me to write of any memories I had of my Dad's time at TAL and I said I would. Anything that follows is from my memory of what he said and may not be as he told it.

Although I was only six years old when he left TAL, I remember him being gone on overseas trips with the company. Many were to the Middle East. TAL had contracts to fly Moslem pilgrims to Mecca. Dad said the seats were removed from the DC-4s and replaced with benches. As each bench filled up, one long seat belt secured all of them. After being in that part of the world, Dad's opinion was that the political issues would never be resolved. Events of the last sixty plus years have done little to change his assessment.

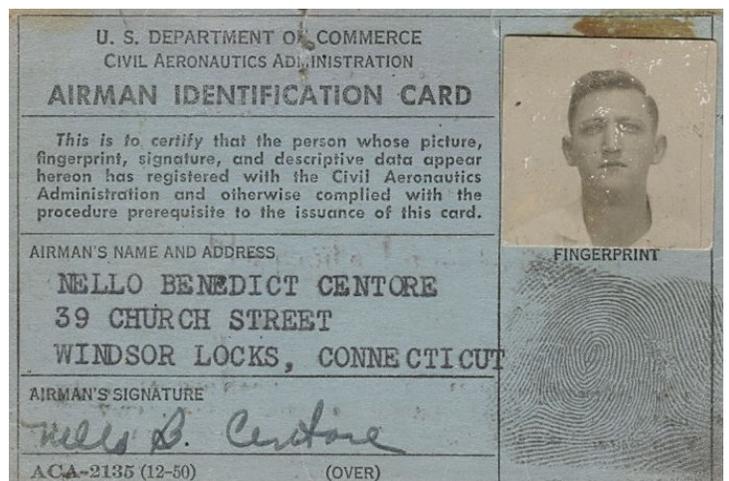
The only TAL aircraft beside the DC-4 that I remember Dad mentioning was the Curtiss C-46

Commando. The C-46 is a twin engine tail dragger that at first glance looks like a larger version of the Douglas DC-3. The pilot was showing Dad how easy the take-off was in the C-46. He got the craft airborne without pushing and pulling on the control wheel. As the speed increased, he simply rolled the trim wheel one way and the tail came up. At take-off speed he rolled the trim the other way and the airplane lifted off easily.

TAL had purchased a number of DC-4s that were located at Teterboro Airport in New Jersey. The airplanes hadn't flown in some time. Dad and some other mechanics were sent there to get them airworthy. They must have received special ferry permits. I don't know the destination but my guess is Bradley Field. One of the more tedious jobs was to clean surface corrosion from the steel blades of the Curtiss electric propellers. So as not to have to service the landing gear retraction systems, the aircraft were flown with the gear in the "down and locked" position.

Dad's suitcases from that time were covered with stickers from hotels in faraway places. They were thrown out but I wish I had at least taken pictures of them. I remember that one of the TAL guys had a very unusual nickname. It was "Fingers" and I believe he was a flight engineer.

Dad left TAL around 1950 and worked for a time at Pratt & Whitney. In 1953 he joined Kaman Aircraft Corporation and retired as a general foreman in 1982. My mom was killed in a car accident in 1975. Dad married Jean Sayles in 1982 and moved to Florida. He passed away in 2007. At the time of his death he was survived by his wife, four children, two stepchildren, six grandchildren, and one great-grandchild.



I was surprised to find this CAA (forerunner of the FAA) I.D. card while looking for a TAL picture of Dad. Rick Centore May, 2011 \*\*\*\*\*  
*Readers...Rick's story begs the question, "Who was the TAL employee known as 'Fingers'?"*

Subject = William "Bill" Lundy. Bill died of an asbestos related disease recently. He worked at Oakland Aircraft and Engine Service, servicing Transocean's aircraft from 1957 thru 1958. I am wondering if any of your alumni worked there as well? They were owned by Transocean. Finding a co-worker, or someone from around that time frame who was involved in aircraft maintenance would be a huge help to the Lundy family. Some of his exposure occurred while working at this facility at the Oakland Airport. My phone numbers are 800-358-5922 and 618-973-1672 and 314-562-2329 during the daytime please if you come across anyone willing to talk about their experiences. Ron Hoover [rhoover@mrhfmlaw.com](mailto:rhoover@mrhfmlaw.com) \*\*\*\*

Hi Jeane, Found these notes in a pile of papers today and decided to type them up. It is not the most exciting story but it does bring back memories of my early flying days out of Bradley Field (early 50s) that some of the gals will remember. Hope all is well with you. Regards, MJ

### NOTES AMONG MY ARCHIVES

**(written on a large yellow pad, 55 years ago)**

Good Friday, April 16, 1954 aboard a DC-4 with two Flight Attendants (one stewardess and a flight nurse). We are en route from Bradley Field, Connecticut, to Gander, Newfoundland.

Right now I am sitting in the co-pilot's seat, basking in the sun, nibbling an orange, and looking down at the deep blue water of the North Atlantic. Off to our left is the snow-covered southern tip of Newfoundland, and in about an hour we'll be landing at Gander.

We're on a "ferry" flight, which means we have no passengers and are ferrying the plane to fulfill a contract from Frankfurt back to New York. The pilots and navigators work just as hard, of course, whether the plane is full or empty, but for the stewardess and myself it is quite a break. Our only requirement is that one of us be awake at all times to serve the crew when they get hungry. So, we work in shifts. I am "on duty."

What a life! At times like this you just don't have a worry in the world. You're on top of it, literally and figuratively. The scenery is beautiful and in one sweeping glance we can see miles and miles of rivers, mountains, snow and ocean. I just asked how many miles we could see and this led to quite an involved diversion, as the pilot and navigator figured it out. The distance to the horizon from our present altitude is 110 miles. This figure x pi squared gives the area of the circle we can see by looking all around us - 37,994 square miles. Well, that's settled!

We're just flying over the Newfoundland coast now and what rugged country this is. High cliffs rise straight up from the sea and the spray of the water can be seen way up here. The only flat spots down there are the frozen lakes. The rest of the terrain looks like a

furrowed field from here, but the furrows, I suppose, are hundreds of feet high.

Had to move back to the cabin now - I was cooking in the sun. And getting sleepy. It has been quite a night. . . Left home in Rhode Island at 9:30 PM and arrived Bradley at 11:30, just as our airplane taxied in from Frankfurt. Napped for a couple of hours on a couch in the hangar while the plane was being overhauled, checked, cleaned, supplied and refueled, and at 3:30 AM in the rain, we were off. That's what is known as "utilization" of an airplane, four hours at Bradley Field and it's back at work again. I often think as we flit about the globe with no regard for time and hour, what a crazy mixed up life this is and how hard it would be for people living a routine life to understand. Flying is a whole way of life, I guess, that you've got to be a part of to understand and appreciate.

I slept for two hours at the field and had another restless nap after take-off - three blankets and my feet were still cold, so I didn't really sleep. Anyhow, that is a typical night's sleep when you're out on the line. Morning now, a new day, a cup of coffee and I feel great.

Hope the Capt. gets up soon - the co-pilot has to go. Over the ocean, there are always two pilots at the controls, but right now two are napping. Once we hit the big jump, Capt. Kyse never closes his eyes. I have made more trips with Wally than any other Capt. -- my first domestic trip, first trip to the west coast, Atlantic trips thru snow, ice, wind and fog - and we always get there.

My fellow Flight Attendant on this trip was Carol Barges (later Johnson). We spent Easter Sunday at a mountain spot called *Weinheim an der Bergstrasse*. It was a beautiful sunny day and the whole town was out walking. Carol and I were the only ones who took a taxi to the mountain top. MJ

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*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. Here's my TALOA dues for 2011. Hope all is well. Aloha, [Liz Kearns](#). \*\*\*\*\*  
Dear Pat. Thank you so much for all you do for us old "Taloans" and best wishes for the new year. [Sam Mhoon](#). \*\*\*\*\*

Dear Pat, I enjoy reading the TASLOA newsletters and keeping up to date on members, etc. You and your gang are doing a great job and I, for one, appreciate the efforts. Keep up the good work!! [Val Barrett](#) \*\*\*\*\*



**TALOA Alumni Newsletter**

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Postage  
Here

ADDRESS

CORRECTION

REQUESTED



**Lifetime Members:**

Robert & Barbara Allardyce, Betty Bountis Anderson, Trenton W. Barber, Val G. Barrett, Clifford G. Berg, Jane Bountis Berthet, Augie Blasquez, Linda Bountis, Jean Bountis, Chiseko Chapin, Richard "Chic" Collins, Sarah Collins, Jennie Cook, Claudia Turner Cook, Verna Cravens, Judy Grohs Cubillo, Joseph & Susan Delazerda, George E. Dijeau, Helen Dillard, Billie Downing, Martha-Jane Ekstrand, Janet T. Farmer, Raymond Foster, Mike A. Gambino, M. C. "Manny" Garcia, Derrel T. Gibbins, Bob Glattly, Francis R. Grinnon, Dorothy Guinther, Earl S. Holmquist, Lee & Marion Jenkins, Carol Johnson, Marion Johnson, Billie Joiner, Stu & Elva Jones, Pat Stachon Kearns, William & Billie Keating, Kathy Kennedy, Colm J. Kennedy, Barbara & Robert Kilian, Mildred Kosteff, Ed & Gun Landwehr, Lorraine Landwehr, Rita Lang, Gene Longo, David McQueen, Florence Morjig, Mrs. Orvis Nelson, Barbara Nemer, Ralph & Eileen Padilla, Gordon Palmquist, Sheldon Paul Purdy, Dr. Charles Quarles, Dr. David & Catalina Quintero, Mary Richter, Jose & Maria Rimorin, Janis Roach, Eddie Robeson, Douglas & Pamela Rogers, Charles W. & Tokuko Smith, Joseph Stachon, Robert & Inger Stearns, Richard & Jean Stuber, Arue Szura, Elaine Yuen & Carl Timm, Jeane Kennedy & Bob Toynbee, Sam Vail, Holly Nelson & Dick Veale, Tom Von Eckardt, Jeff Ward, Richard & Margaret Werling, Laverne Witteveen

**2010 Members:**

John Benterou, Walter & Mary Blessing, William F Dell, Ramona Finlason, John Foster, Anne & Charles Gobel, Bill Gower, Harold Green, Delores Hamm, Robert & Doris Ann Harder, Rosemary Baumgartner Jones, Katharine Graham Kohler, Charles Mac Quarrie, Mckee Mhoon, Erik Moberg, Sherry Waterman Parker, Judy Porter, Bernald Smith, Rick Stachon, Warren & Ingrid Vest, Janet Whitaker, Ron Winiker, Robert V. Withrow, Paul & Yasuko Zimmermann