



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

Wake Island Reunion

Fellow Wake Islanders, friends and families...We are considering doing a Wake Island Reunion, late summer possibly August 2017 in Las Vegas.



Eugene and I have had some discussion about past reunions, recently with a number of fellow Wake Islanders about doing one again. Where in the past, the reunion has been pushed out to only specific mail lists and etc., this event is everyone's reunion, will be informal and very casual.

Location Las Vegas

There have been suggestions of where we should have this. Currently, we are looking into Sams Town just off the Strip as an affordable option. Nothing fancy ~ were interested in the hotel providing us with a private room, an affordable buffet and an open bar. We will also be talking to other hotels in Las Vegas and tour operators to see if we can locate any deals

Who is invited to attend?

The reunion will be open to all current and former Wake Islanders, their families & friends who would like to reconnect as well as anyone wanting to know more about Wake Island and meet people who have lived there.

We plan on setting-up a special Meetup group for this event which will provide the date, time and location. You will be able RSVP and pre-pay for the buffet, at least that is the plan.

We respectfully extend the invitation to all Wake Island Spirit Facebook members, Ron Hays Wake Island Club, Seth Rodgers Wake Island Defenders, Wake Island Kids club and other Wake Island interested groups.

Cost

Attendees will be responsible for their own travel, transportation, accommodations, meals, etc. Donations will be accepted.

Other ideas

I can bring a video projector if someone wants to show pictures, etc. Probably will have a portable scanner

also to digitize any photos/documents people want to bring or share. We also will be able to post pictures to Facebook immediately at the function.

We am looking for constructive input, feedback, thoughts & suggestions. Ultimately, we will be responsible for final/last minute decisions.

We look forward to hearing from you - thank you!
Ron and Debra Jo Skates = ron@wake-island.com
Eugene Delenia = eugene@wake-island.com

Hello Jeane- We are pretty much finished with Volume 4 of "When Hollywood Ruled the Skies" and hope to have it to the printers sometime next month. This includes the Island in the Sky film that we discussed in previous emails.

Over Christmas vacation I started work on my next book which will cover all the classic airline films since 1933. Was wondering if you might have any information/photos on the making of *The High and the Mighty* and also if you could put a note in the TALOA newsletter that I am looking for info and photos on the film.

One of the things I was curious about was where they obtained the cockpit and cabin they filmed in and if these came from Transocean. I noticed the control column and wheels the actors were using were not from a C-54. They were from a B-17 which led me to think they had to scrounge around for parts to outfit the cockpit. Also did your Dad work on this film also? Do you know who else worked on the film? Any help you could give me would be appreciated. Thanks, Bruce Orriss

Hi Bruce,

Unfortunately, most of the flying for The High & the Mighty was done by Capt. Bill Keating who has since passed. I believe it was Hanger 28, Transocean's maintenance and engineering division, where "The Argentine Queen" was transformed into the aircraft flown in the movie. Transocean completely built "The Argentine Queen" from parts scavenged from around the world. It is believed that this was the first time that an airline successfully built-up a complete airplane in this

way. The project began when one of TAL's executives heard that a fuselage, center wing section, and tail section from a late model Douglas transport were in storage in Argentina. It was owned by Lee Mansdorf and Company, a broker of used aircraft and aircraft parts. The job was completed in just over two months and later flown in the movie by Captain Bill Keating.

So, it does not surprise me that the control column and wheels (as well as other parts) may have been from other model aircraft!

My father did not fly in this film so I can't supply any additional information. I will publish your note in our next newsletter to hopefully get some answers to your questions. Regards, Jeane

Good evening Jeane! I hope this email finds you well. I am writing to let you know that I received a large batch of documents from the International Racing Service from Germany with much information about my parents. Among the documents is a copy of the passenger manifest of my parent's flight to the US on September 22, 1949. The flight originated in the Riem Airport (Munich) to New York on Transocean Air Lines designated F-6-2234 MO with 64 DP passengers from the Munich Resettlement Center in Area 7 of the US Zone.

Do you still publish the newsletter? I would appreciate receiving a copy of it if you are able to publish this information. Perhaps there is someone out there who may have been on that flight - either as a passenger or flight crew? I would appreciate hearing from anyone to learn of their experience. My parents were passenger 63 & 64 that day because the other couple for some reason did not make it to the airport which makes for a fascinating story.

Thank you in advance and best regards. George Kuzichev

Hello again George. I'm happy to publish your note in our newsletter. Let's hope one of our readers will respond. I've also added your name to our roster so you'll be receiving notice when our newsletters are available online at: www.talooa.org Sincerely, Jeane

There is an interesting item in Arue Szura's book *Folded Wings* which refers to Transocean transporting 30,000 U S Army personnel and dependents in 206 flights across the Atlantic. Most of this activity took place in September 1954, and during our research into the DC-4 we have found information on two to three flights every day from New York to Munich or Frankfurt. What interested us most is that from June to September of that

year Transocean was using DC-4 N65142. Apparently this was leased from Braniff, and previously we had not seen this appearing in any of Transocean's operations. I wonder if any reader of the Newsletter can recall if this aircraft still carried Braniff's name, or had Transocean's titling on the fuselage?

Jeane, your father would not have flown this aircraft as he was flying the DC-6B on trans-Pacific services. Here is a list of the captains who flew the leased DC-4 in June to September 1954; some, of course, were in charge more than once. Am sure some of the names will bring a smile to members of the Association!

Wallace Chapin, Charles Cisto, Jess Forrest, Conn Frank, Alex Harris, Erwin Heering, Douglas Hofmann, Robert P Jones, Leonard van Kalmthout, Frank Kendall, Walter Kyse, Richard McCullough, William McMakin, Dwight Mefford, Shelby Pitts, Frank Rupar, Rodney Stich.

All best wishes, John M Davis

A Big Hello!!! Imagine my surprise to see your wonderful club still flying, via the internet! I just finished reading Arue's wonderful book. I'm in no way connected with Transocean, but am a lifelong aviation fan, especially of the Golden Era. Doing some math, I'm guessing Ms.Sura would be 87. Is she still with us? I'd love to tell her how much I enjoyed that book! Best Regards, Fran Festa, Scranton, PA.

Hi Fran,

We haven't heard from Arue in a while, however, I'll publish your note in our next alumni newsletter and hopefully either she'll write in or someone will give us some information.

Hello Jeane! And thanks for the speedy reply. That would be wonderful if you posted my note in the newsletter. Much appreciated! I'll be reading through the website tonight. If per chance I come across any interesting aircraft pics or other items of interest, I'll share here if you'd like. All the best! Fran

When & where is your next reunion??? Chuck Hagen - Co-Pilot on 1st Martin ferried from OAK to TYO

Good morning Mr Hagen, My family spent 6 years living in Tokyo while my father flew mostly inter-island and Hong Kong. Perhaps you knew him - Capt. Frank Kennedy.

Some years ago the alumni membership voted to keep the memory of Transocean alive through our website and newsletters. Our reunions were dwindling in numbers as alumni found it harder and harder to attend.

You can find our current newsletter as well as the newsletter archive at: <http://www.talooa.org/newsletters.html>

Thank you for your prompt reply. I've had no contact or info about Transocean or JAL since early 1951. Hard to believe where the time has gone. I am sure most, if not all those I flew with are gone now. But I would like to try and find out what happened to them.

There were fourteen of us that started JAL. Some of us worked for Transocean and a few were hired by an employment company. I can't remember its name... something like Unesco.

I don't remember your dad as I probably left JAL before he arrived. When I was with JAL I was on layoff from NWA and got called back to work in early 1951. In fact, I left TYO on a Transocean DC-4 bound for OAK and the next day, the Martin I was scheduled fly, crashed into Oshima island. When I walked into Transocean's operation in OAK about three day later everyone there thought they were looking at a ghost, not a 21 year old kid.

I wonder what happened to pilots [Joe Goeller](#), [Sid Joiner](#), [Morrie Clough](#), [Bill Murray](#), [Chuck Benioty](#), [Carlos Mathias](#), [Cris Cristy](#). Great guys. I was so young and they kind of took me under their wing. Any information you can help with will be greatly appreciated. The Best, Chuck Hagen, 218-732-8522

Hi Chuck, I'll publish your note in the next alumni newsletter (comes out aprox. quarterly) and hopefully we'll get some response. By the way... the employment company you were trying to remember was IASCO - International Air Service Company. Would it be okay to publish your phone # in case anyone wants to contact via phone?

Absolutely! Please release my phone number and also my E address (omasal@live.com).

I have a model of the Martin 202 made with JAL paint scheme and markings. Presently, I am writing a story re: my JAL experiences for the NWA Retired Pilots Association. I am excited about possibly having new information to include. I'll send you a copy of their magazine when it come out.

Again, thank you soooo much for your help!!!

Chuck Hagen

14590 Gazebo Drive, #16
Park Rapids, Mn. 56470

[John Lannom](mailto:John_Lannom), 415 454 1403, johndlannom@icloud.com would like to get in touch with Keith Anderson who flew

the C-47s in Libya for [Stan Kochenderfer](#) in the mid 1960s. If anyone knows where Keith is John would appreciate his tel nupmber or e-mail address.

Thanks. [John Lannom](#)

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

A lady never takes off her gloves to shake hands, no matter when or where, and never apologizes for wearing gloves when shaking hands. (The only exception is when she is wearing earth stained gardening gloves, or possibly golf or riding gloves!) So don't worry about a hearty *Aloha* - there have been many comments on how nice the new white gloves look.



I just discovered your TALOA Newsletter, and the article about [Stan Kochenderfer](#), [Rollie Swanson](#), and the the International Aviation Development Corporation. I worked for them for two years in Libya, flying as a young copilot on DC-3s. The aircraft had been moved from Amman, Jordan and an operation set up in Tripoli for oil field support. The captains were mostly a bunch of wonderful guys committed to making sure we copilots got lots of experience, including much time in the left seat. Few navigation aids on the desert, somewhat beat-up old airplanes, things broke often, maintenance perhaps a bit shoddy, long flying hours...but probably the best flying job I ever had. A glorious two years. [Ed Scarboro](#)



LAVCO pilots, L to R: [Sid Truesdale](#), [Joe Hanley](#), [Ed Scarboro](#), [Clark Jordan](#), [Gene Beville](#), [Achmed Alameh](#), [Archie Hughes](#), [Dave Car](#), [John "Mac" McGuinness](#), [Bob Beechler](#), Chief Pilot [Keith Anderson](#)

TALOA Members

Lifetime Members: Barbara Allardyce, Betty Bountis Anderson, Val G. Barrett, Val Bednekoff, Jane Bountis Berthet, Augie Blasquez, Linda Bountis, Bill Broussard, Chiseko Chapin, Sarah Collins, Verna Cravens, Judy Grohs Cubillo, Terry Mantz Dalessandro, Joseph & Susan Delazerda, Billie Downing, Janet T. Farmer, Derrel T. Gibbins, Bob Glattly, Faith Glenn, Donal Goggin, Francis R. Grinnon, Oscar Grohs, Virginia Dewey Hager, Robert & Doris Ann Harde, Carol Johansen Hill, Lee & Marion Jenkins, Billie Joiner, John M Kearins, Pat Stachon Kearns, Colm J. Kennedy, Kathy Kennedy, 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, 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, Dr. Norman L Wherrett, Mary Kay Whitaker Zainab, Ron Winiker.

Current Members: Barbara Allardyce, Bill Broussard, Bernald Smith, Elizabeth Lambert Kearins, George Gracy, John M Davis, Walter & Mary Blessing

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, Doug Rogers, Sharon Minson Linford, Linda Bountis, Mary Kay Whitaker Zanies



If you already haven't done so, please send your 2017 dues (\$20.00) to:

TALOA Treasurer Pat Kearns
15592 Maplewood Dr.
Sonoma CA 95476

Thank you...that's how we continue to soar!

TALOA Alumni Newsletter

Jeane Kennedy Toynbee, Editor
PO Box 243, Copperopolis CA



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