

Thank you. I appreciate reading the newsletter whenever it comes out, and all the work you do on it. Receiving it as an attachment to my email is great, but if it will save you some time, just sending the announcement that it is available online, you can do that and I will pull it off the TAL website. Also, you can perhaps save a little more time if you like by only sending stuff to emoberg@lycos.com and not bother with bkrdlrsvcs@consultant.com. I use the latter for work but I check the Lycos mail site all the time so I won't miss anything. Your choices as far as the above. **Erik W. Moberg**



Thank you, Erik, for all the helpful information. I'll make a note of your email preferences. Everyone seems to have their preferred way of viewing TALOA Alumni Newsletters. Approximately 65 hardcopies are mailed out for those subscribers not having email addresses or just preferring to have a "hardcopy in hand". Others have written in to say they have trouble viewing the newsletters online, therefore the email attachment file was added. Some have trouble opening up attachments, so TALOA's online address is given which makes it easy for them to view the current edition on our website. It's really quite efficient to make all these various options available in just one email note to the 117 email subscribers and send hardcopies to the other 65. I'm just pleased that you enjoy reading the newsletters and took the time to write! Sincerely, Jeane *****

Another excellent newsletter! I didn't see my name on the roster. Did I fail to send in my dues? Keep up the good work! **Bob Harder**

Hi Bob. I haven't recorded 2012 dues for you but I'll check with our treasurer, Pat Kearns, and see if my roster is in error. I'll email you after I get a response from her. Take care, Jeane

I need to just stop fooling around and become a Lifetime member. I have Pat's address, but I don't recall the dunnage. Is it still \$100? Thanks! Bob

Hi again, Bob. I just received a response from Pat Kearns and she has no record of a dues payment for 2012 either. Check your records and let us know. Yes, you might want to think about a "hassle-free"

Lifetime membership of \$100. We sure don't want to loose track of you! *****

As usual a great and interesting newsletter. I can't recall if I have told you that I had the pleasure of meeting Orvis Nelson. It was in Sept. 1963. I was serving as FO on a DC-7, (N359AA) ferry flight from OAK~SLC~DLH~QX (Gander) ~PK (Prescott) ~EKCK (Copenhagen). I don't recall the captain's name, but, the FE was Vic Honey, and the navigator was Ed?? Hoenninger. I remember him having to "shoot" out a side window with a sextant since this DC-7 didn't have a "bubble" to shoot vertically. We had to layover a couple of days in Gander to change a cylinder we borrowed from ONA. We made a pit stop in Prescott to wash and clean up the aircraft so it would look nice and pretty when we arrived in Copenhagen, since (I believe) it was the 1st DC-7 to be seen there. The one thing that really sticks in my memory, is that the airport had green "follow-me" lights in the taxi ways to lead you to your gate – pretty advanced for 1963. Oh, I also had the pleasure of meeting **Captain Ed Landwehr**, who was running the C-74 operation. After this we went to FRA, and dead-headed back to SFO on LH. Keep up the good work! Regards, **Val Barrett**

Thanks for the kind words, Val. Each time you write I enjoy publishing the little tidbits of information you pass along. It's all so very interesting!

No, thank YOU. I had just been RIF'd [Reduction In Force] from World as an DC-6 captain and had flown DC-7's for a year with ONA [Overseas National Airline] in '59. as you know. Most of my time with TALOA, I was at hangar #28, Wake Island, Guam, and as an inspector at O.A.E.S. This was my last job before I started flying as F/O-A&E [First Officer, Aircraft & Engine] on a C-46 with the fateful Arctic Pacific in '58. It is really enjoyable that someone keeps TAL alive! Regards, Val *****

An email from John Foster...

Hello Jeane, it's me again. As you are well aware I was a flight purser for TAL from 1947 to 1950 so I made many flights with various crews and on different C54's. Your last issue of the newsletter talked about different C54's and included some comments from

Sharon Minson and Robert Severin about their dads. For some strange reason I felt compelled to share some memories. So here goes: First let me say all the flight crew guys were great. We had a lot of scare 'em moments (really a lot) and we had a lot of fun on layovers. When away from Hawaii we shared a room and I, being the low man on the totem pole, usually was paired with the radio man or the navigator. So I got to know some of these guys including, [Hank Severin](#), [Bill Charnley](#), [Wally Barnett](#) and others. I flew with many captains including [Roy Minson](#) and your dad [[Frank Kennedy](#)]. What really struck me as a coincidence was the questions from Greg McCallister and John Davis about aircraft N68961. You may not remember, but on May 10th 1950 that was the aircraft I was on when we lost 2 engines two hours out of Wake Island. [Ted Vinson](#) was the captain and my log book shows [Hank Severin](#) was the navigator. It's a long story but the short version is we lost #1 with a run-away prop, then #2 blew a jug, we turned back to Wake, issued a "May Day", jettisoned every thing we could, dropped to 500ft and then #3 started losing oil pressure but Ted said we'd keep going till we had to swim back to Wake. Air Sea Rescue found us out of Midway and escorted us back to Wake. It made the headlines in the newspapers. Now that was a "scare-em" moment. Another one I have written in my log book was on April 4th 1950. [Bob Judd](#) was captain flying N74648 and we were 3 hours out of Honolulu when we had to feather #1. We turned around and headed back to HNL. Then #2 had to be shut down. For some reason that I didn't note we were able to restart #1 and keep going. When we were on final approach to HNL #3 shut down. This didn't make the newspapers, but as I look back on it I wonder why I kept doing this for a living. I have a letter from [Orvis Nelson](#) thanking me for my actions on N68961. *****

I am searching for information about [Hazel Bawden](#) who I believe was a stewardess for TAL in the 1950s. Are there any employee records available from the company? Francis Shawn Bawden

Hi Francis. We don't have any employee records, however, many former Transocean employees read our newsletters and often respond to questions such as yours. I will publish your email in our next newsletter so please stand by.

Readers: Please write in if you have any information or memories of Hazel. *****

Jeane: Another interesting issue - you do a great job of keeping Transocean's memory alive. Reference Scott Becker's Stratocruiser flight from New York to Las Vegas in 1959 [*Scott's email inquiry follows*], I think he has to be correct in that it was one of TALOA's aircraft. At that time there were only three US carriers flying the Stratocruiser - Northwest, Pan American, and

Transocean. Pan Am would not have flown a domestic charter, and Northwest's aircraft had airborne weather radar by that time. Also it is unlikely that Northwest would have flown a charter to Las Vegas, a point not on their network. Thus Transocean's ex BOAC aircraft are really the only choice. It would seem that six of Transocean's fleet were in service at that time - N401Q to N406Q, but I cannot suggest which one was used on Scott's charter. John Davis, Wichita, KS

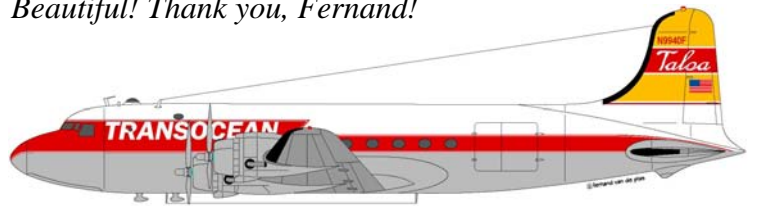
Scott Becker's inquiry posted in March's newsletter: ...My family flew a Stratocruiser non/skred or charter from New York (Idlewild?) to Las Vegas in early 1959. The night flight passed through severe T-storms with significant turbulence. Post-flight, my dad, a private pilot, spoke w/ the captain who praised the inherent strength of the B-29 based airframe while lamenting the absence of airborne weather radar. I was but 4 months old and have no recollection! But this never hampered my love for aviation and today I fly for UAL. I'm guessing this was a Transocean flight given the a/c type and timeframe....any confirmation possible?

So...John Davis' email was forwarded to Scott and he responded:

Thanks so much for orchestrating placement of the final piece of a decades-old puzzle! From my parent's memories of an unforgettable flight to your newsletter and finally the assessment of John Davis, the mystery appears solved. While such matters are utterly inconsequential in the global arena they are hallmarks of and a testament to the allure of aviation nostalgia. Thanks to the inspiration of yourself and countless other aficionados I have been saving artifacts and keeping a journal of the mundane events in my own career at United. Just wish I had started earlier!! Thanks again! Scott *****

Hi Jeane. Enclosed another free profile. This time the good old Skymaster. Kind Regards, Fernand Van de Plas - Belgium

Beautiful! Thank you, Fernand!



Wake Island
by John Foster

Arue Szura wrote extensively about Wake Island in her book "Folded Wings" but most of her coverage was in the 50's when the island was quite civilized. I want to go back a little bit and talk about an earlier time and add a little history about the Japanese ship Suwa Maru for the benefit of the younger audience that may not know much about WWII and its impact on the Island. The Suwa

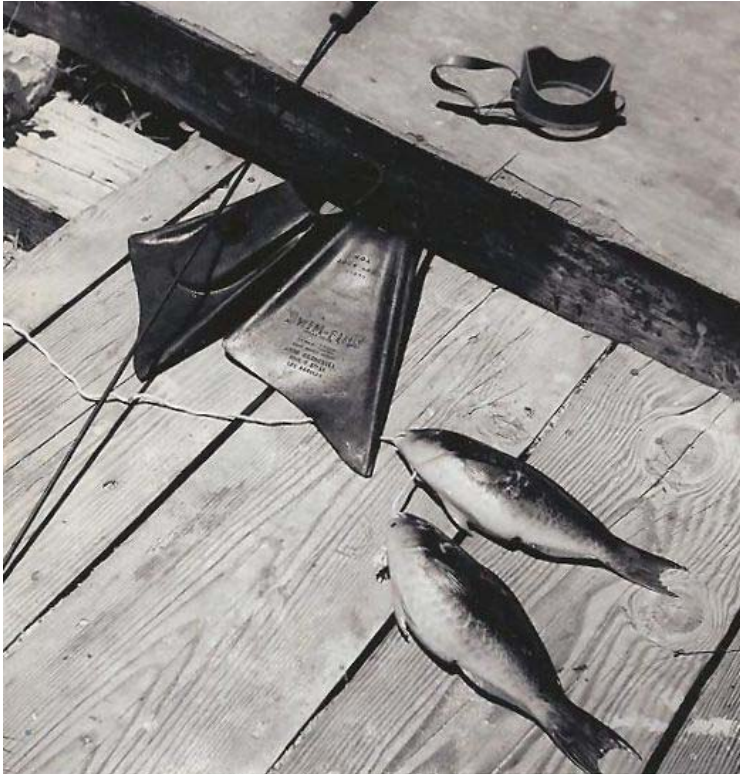
Maru shipwreck was a prominent part of the Wake Island landscape when I first landed there in 1947. The war had



been over for less than two years and the island was covered with "war garbage" which, of course,



included the shipwreck. The flight crews stayed at "Taloa Village" and had plenty of time on their hands between flights so they entertained themselves in different ways. You could swim, go spear fishing or net fishing in the



lagoon. You could explore the gun emplacements, bunkers and walk the shore line searching for war souvenirs. The only distraction was when the Pan-Am flights came in which afforded us the opportunity to



go flirt with the stewardesses. If you wanted to get your hands dirty you could help the mechanics restore some moving equipment found on the island, like jeeps and various water craft and a Piper Cub aircraft. There was also a horseshoe pit next to the little store where many a beer was wagered on bragging rights. The biggest challenge, by far though, was bragging rights for the fete of boarding the Suwa Maru wreck. Several guys made it. They won no beer but did enjoy the right to brag. I made several attempts and finally made it on a day the tide was out. I remember saying to myself, now that I'm out here I hope I can get back before the tide comes in. What I didn't know at the time was another part the ship played before the war that is rather interesting.

To tell that story I must go back to the beginning of the conflict. We all know the war started on Dec. 7th 1941 when the Japanese attacked Pearl Harbor. Wake Island was attacked on the same day but because it sits on the other side of the International Date Line it was officially attacked on Dec. 8th. After a fierce battle the island surrendered on Dec. 23, 1941. The Japanese occupied the island until Sept. 4th 1945. In the interim the US bombed the island intermittently but rather than try an invasion the Navy initiated a blockade to attempt to starve the garrison into surrender. On March

28,1943 the Suwa Maru tried to brake the blockade and was torpedoed by the Submarine Tuny. In an attempt to salvage the ship and its cargo the captain ran the ship aground. It was later hit by two more torpedoes from the subs Seadragon and Finback. That is how it got there for the TAL crews and others on the island to gaze upon and try their luck at boarding the wreck for bragging rights. But before the war it was a sailing passenger ship for the Japanese which leads to my rationale for writing this story. To trace the irony we have to go back in history a little more.

The attack on Pearl Harbor, Wake Island and other Pacific targets was a plan designed and implemented by Admiral Isoroku Yamamoto of the Imperial Japanese Navy. Feeling a little revenge might help the war effort FDR ordered the US Navy to "Get Yamamoto". The mission was assigned to the Army Air Corps because they had the aircraft with the longest range. After receiving intelligence information that put Yamamoto on a flight to Bougainville in the Solomon Islands at a time certain, a very dangerous and daring mission was launched. On April 18th 1943 sixteen Lockheed P38 Lighting fighters took off from Guadalcanal and ambushed Yamamoto on that flight. His Mitsubishi transport escorted by six Zero fighters was shot down and Yamamoto was killed. We lost one P38.

Now back to the Suwa Maru and its connection to this most infamous Japanese Admiral...I recently learned that Yamamoto attended Harvard University from 1919 to 1921 and guess how he got to San Francisco. You guessed it...he came over from Japan on the Suwa Maru. I wish I'd known that when I was hanging on to that wreck so many years ago. It might be said that FDR's revenge mission extended from Bougainville to Wake Island.



C 46 on its way to China

Board Chairman's note to Carol Johansen Hill...

Hi Carol. I'm just checking our roster to make sure everything's correct. I noted that you have one address on your dues check - 21759 Monte Vista Tr, Monte Rio, CA 95462 - and another return address on the

envelope: P.O. box 395, Monte Rio, CA 95462. Which address do you prefer we use? Thanks, Jeane

Hi Jeane. PLEASE use the PO Box- they don't deliver mail to us here in the boonies. I finally mailed the check today at the Post Office. I am now a LIFETIME member! I think what you are doing is great; know we all enjoy your news. Aloha, [Carol Johansen Hill](#); [Carol J Hill](#)- what most know me as- easy to spell; Carol Hill-Castagnola, yikes, what a life! *****

Picture below submitted by Arue Szura.

(Your editor makes no comments)



Thanks for the latest Taloa Newsletter, March 2012 issue. Interesting story about the passenger manifest! I had a few flights in N75416. The picture might have been on Wake Island, judging from the Quonset huts and cloud structure, probably in the very early 1950s judging from the airplane paint job shown in the picture. Also have N68961 in my log book. Lots of pleasant memories brought back to life. I worked my way through Cal Berkeley as a Flight Navigator, with many thanks to [John Hoenninger](#). My new address is: 132 Sycamore Lane, Lexington, VA 24450. We've moved to a continuing care community, although Margy and I are both in good physical condition. The good thing is that this little town has two colleges, Washington & Lee University and the Virginia Military Institute. A nice feature of the location is that we can audit classes -- particularly at W&L. After TAL's wings were folded I had a career in engineering and Management Consulting, partly at Stanford Research Institute in Menlo Park. My TAL Atlantic flights (out of Bradley Field and Idyllwild Airport) have special places my memories. Having grown up in the desert of Southern California, I found New England surprisingly green at first. But got used to it. Our daughter went to Wellesley, not too far from Bradley Field; one son to Yale, in a more southerly direction; and the other son to USNA. We were very proud. We have eight grandchildren but no greats yet. Many thanks for the

good work you're doing in keeping the flame a-glowing!
Richard Werling. *****

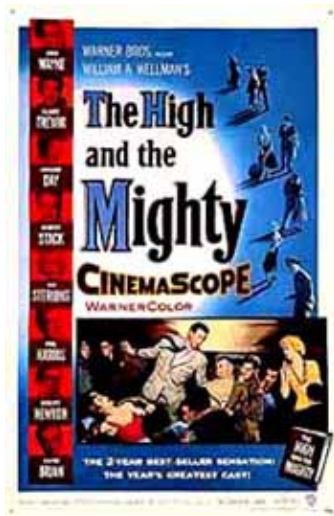
Anyone remember Earl Parish? Please respond...

Thank you very much for your March 2012 TALOA Alumni Association newsletter. I greatly appreciate you taking the time to let other former employees of Transocean Air Lines know about my interest in finding out whatever happened to Mr. Earl Parish, and for inviting me to become a member of the TALOA Alumni Association and to receive advance notice of your newsletter for \$20.00. Because I am 83, I no longer type on my computer as much as I used to, so this e-mail message is being typed out for you, by my next door neighbor. But, if you wish to speak with me, you are always welcome to telephone me, at my home telephone number of: (408) 867-6508. The best time to reach me is on weekday afternoon's, and you are even welcome to telephone me collect. Wishing you all the best, Anna V. Johnson *****

March, 1954, my family flew HNL-MNL (Manila) aboard a DC-6 named "Bataan". Was Transocean still operating those PAL trips, or had PAL taken them over by then? Norman L Wherrett

*Hi Norman, As I am just a daughter of a Transocean employee, I don't know the answer to your question. I would direct you to a page on our website devoted to the PAL story: <http://www.taloo.org/manila.html> In the meantime, I'll publish your note in our alumni newsletter in the hope that someone can answer your question. So, as they say, please stand by... ******

The High and The Mighty was a great movie and I think John Wayne gave a very understated performance. About 2 years ago I was privileged to see the re-issued film and two aspects of the film piqued my interest. The first was the scene in the Honolulu airport with the child running all around with a cap gun. That would never happen in today's world. The other was that passengers were required to have a passport as Hawaii was not a state at the time but rather a territory. The film's theme song struck me as very beautiful and haunting, and as a musician I enjoy either playing it or whistling it. In the early 1980s my wife and I flew from Long Beach, CA airport to Catalina on an old Grumman sea plane. I was the last passenger on the outbound flight and as such got to sit with the pilot. First time seeing a take off and landing from the front. On the way back, there were only



me, my wife and a passenger and the pilot. As we took off, I glanced back behind me and saw that there was water leaking into the plane from one of the starboard windows. That stopped as soon as we lifted off. The flight was about 15 minutes in duration and as we passed the "point of no return" (about 7-8 minutes) the plane's PA system came on and the pilot began whistling the theme from *The High and the Mighty*. I knew exactly what was going on and delighted my wife with the knowledge. Neil Kleinman

OMG Neil...what a wonderful story! I'm going to publish it in our next TALOA Alumni Newsletter so I've recorded your email address and will send you a notice when the next issue comes out. Thank you so very much for taking the time to relate your awesome memories.

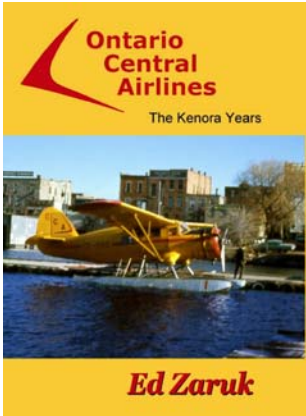
My pleasure. I have another recollection of flying with propeller equipped planes. On July 24, 1962 I joined the US Navy in Denver where I grew up. I had flown "prop" planes before, but on this flight we were on a Boeing 707, jet equipped. Now there was no "roll-up" of each engine as in the past, but the pilot simply threw the throttles forward and we were off. After landing in Los Angeles, we transferred to a United Air Lines DC-6, 4-engine, tricycle landing gear, much the same as the plane in *The High and the Mighty*. As we taxied out to the runway, the PA system came on and the pilot announced that there was a problem and we were returning to the concourse. About half-way back the plane turned around and the pilot announced that they would be able to take care the "engine" problem after we were in the air. I had visions of mechanics crawling out on the wing while we were at 10,000 feet and lifting cowlings and working. Ironically 2 years later in an episode of *The Twilight Zone*, that is similar to what William Shatner saw on his flight where the monster ruined one of the engines.

Although I've always been an ardent Transocean admirer and a nut for all things TALOA, I have no relatives that worked for the airline. What does it take to become a member of the association and get the newsletter? Please advise - Bill Broussard

Good morning, Mr. Broussard. The TALOA Alumni society would welcome your membership! Many of our members are NOT former employees, but rather are airline or aircraft aficionados. These members often contribute to or ask information from other members which keep the memory of this once great airline soaring! Your membership would entitle you to not only receive our quarterly (approx.) newsletters, but engage in communication with others who have either been a part of aviation or are very interested in all things aviation. There are 2 types of memberships: Yearly (\$20) and once only Lifetime (\$100). Most people

opt for the Lifetime membership as it avoids the yearly hassle of being notified and then paying dues. Either way, your payment can be sent to our Treasurer, who I have copied in on this email: Pat Stachon Kearns, 15592 Maplewood Drive, Sonoma CA 95476. ...**And Welcome Aboard** *****

Just thought you folks might be interested in knowing that Chapter Ten in my new book, *Ontario Central Airlines [OCA]-The Kenora Years* relates the account of Sam Wilson selling the five Norseman to Barney Lamm and Don Watson (Later president of Pacific Western Airlines). One of these airplanes, NC45380 became CF-DRE [Canadian registration #] and is now in the British Columbia Aviation museum in Victoria, B.C. The other four are mentioned through the book. DRF crashed while with OCA, and CF-DRD



Ed Zaruk

is now on a pedestal at Red Lake, Ontario. I drop into your site now and then and always enjoy reviewing the past. By the way, on my website, www.EdZaruk.com I mention that Gann's book, *Fate is The Hunter*, is the best all time aviation book ever written. I think it's because he wrote about people. Your website reflects the same style. Well done, Ed Zaruk, Bush Pilot Historian, Quesnel, B.B., Canada *****

Joe Stachon Turned 95 March 18th Happy Birthday Captain Joe!

Family & friends gathered around to celebrate as Joe



was interviewed by his eldest daughter, Pat Stachon Kearns...

Pat: What's the most hair-raising memory from TAL days?

Joe: In the aircraft, there was a big knob between the captain and co-pilot's seats up above their heads, and early one morning, while we were both pretty tired, the

copilot reaches up and pulls the knob cutting out all the engines. He looks at me with a surprised look on his face, and says "I think I cut out all the engines!" Then he slams back on the knob, which was even worse, because all the engines went into over-speed. Eventually, everything settled down after giving us a pretty good scare! (Joe didn't remember the co-pilot's name)

Pat: Who was TAL's most unforgettable person?

Joe: Rand Reid. He was a real Texan, with a great way of talking. He always had an interesting story to tell.

He was a very lovable man, everyone loved him.

Pat: What was the most unforgettable place? ...or the place you'd like to forget?

Joe: The most unforgettable place was the crew house in HNL, that was a festering place.....

Pat: Why do you say that?

Joe: For the shock effect! There was 4 or 5 rooms, 2 people per room - it was always pretty lively.

Pat: Is that a good thing, or bad thing?

Joe: BOTH! The crew house also had a driver who used to make this horrendous face. He'd push his face with his hands and turn his eyelids inside out...I'll never forget that.

Pat: What about a place you'd like to forget?

Joe: I wouldn't want to forget ANY place.

Pat: How did you come to work for TAL?

Joe: After the war, there were more pilots than jobs. I sent resumes to just about every airline in the world. Harvey Rogers and I had flown together during the war, and we both ended up at Hamilton Field, then we were next door neighbors in SFO. A lot of us just gravitated to TAL, and fortunately, got hired. That ended up being the most incredible job of my life. So many good memories.

Anne Gobel is Remembered

Anne's husband, Charles, called to let us know that Anne passed away March 12th. Ann graduated from Salinas High School and started working for Transocean in the Cost Accounting department in about 1950 or 51. She worked for Transocean approximately 5 years. Anne & Charles were married September 28th, 1945 so would have celebrated their 67th anniversary this year. Please



take a moment to send Charles a note: 15082 Edgemoor, Street, San Leandro CA 94579 *****



Know someone who could become a **TALOA KID**? Kids & grandkids of TAL's former employees have sent in a **one-time only** payment of **\$100** and became **TALOA KIDS!** Their membership will fund the publishing of TALOA's website which attracts thousands of viewers every month! *****



Our daughter, Tamsin has grown up with stories of Transocean, especially those from her grandfather, **Joe Stachon**. She has decided to become a 3rd generation TALOA Kid!! Thanks to all your hard work, Jeane, Transocean is flying again! Pat Stachon Kearns



Welcome aboard! Here's a picture of Tamsin helping out at the 2008 Reunion. Your grandfather must be so proud!

Letters to our Treasurer...

Yearly dues in the amount of \$20.00 are payable now to: **Pat Stachon Kearns - Treasurer, 15592 Maplewood Drive, Sonoma, CA 95476**

Dear Pat. Enclosed are my annual dues. Thank you for all your work to keep TALOA alive. Is there anyway to have pictures posted on the website? When the museum first opened in Oakland, there were photos from the Oakland Tribune (I believe) showing a ditching practice conducted by TAL at the Alameda Hotel swimming pool. Perhaps Arue knows where they are and can post them. I can't recall the names of the crew members besides myself who were featured in the article. Thank you, Pat. **Rosemary (Baumgartner) Jones *******

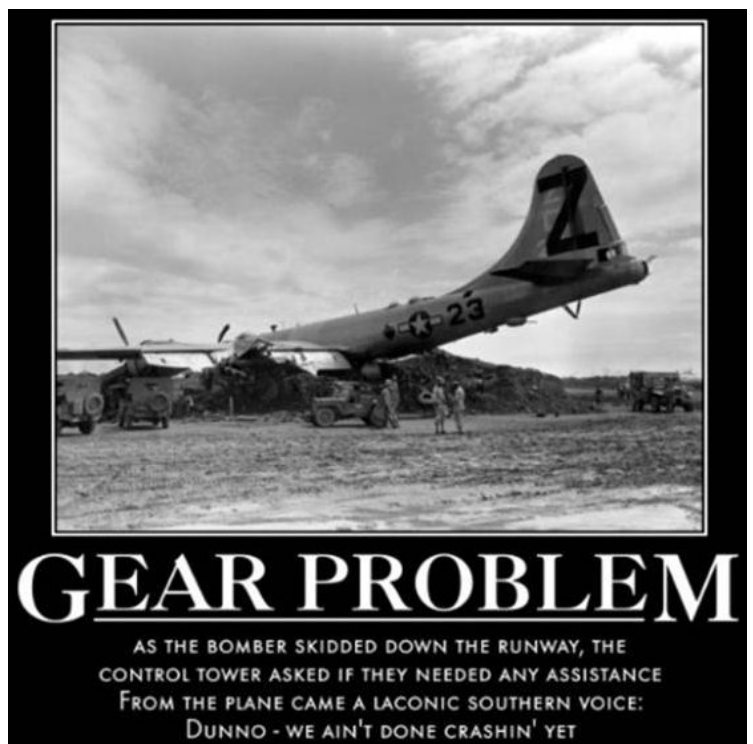


Pat, I'm going with the Lifetime membership to bring me up to date and eliminate having to remember each year! Best, **Bob Harder *******

Forgot our dues were due each year. Thanks, **Carol Johansen Hill**. Enclosed - Lifetime membership dues! ♥

Lifetime Members: Robert & Barbara Allardyce, Betty Bountis Anderson, Trenton W. Barber, Val G. Barrett, Val Bednekoff, Jane Bountis Berthet, Augie Blasquez, Linda Bountis, Jean Bountis, Chiseko Chapin, 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, Robert & Doris Ann Harder, Carol Johansen Hill, Lee & Marion Jenkins, Carol Johnson, Marion Johnson, Billie Joiner, Pat Stachon Kearns, Tamsin Kearns, Billie Keating, Kathy Kennedy, Colm J. Kennedy, Barbara & Robert Kilian, Mildred Kosteff, Ed & Gun Landwehr, Lorraine Landwehr, Rita Lang, Sharon Minson Linford, Penny Loerke, Gene Longo, David McQueen, Florence Morjig, Mrs. Orvis Nelson, Barbara Nemer, Ralph & Eileen Padilla, Gordon Palmquist, Floyd & Georgene Pileggi, Sheldon Paul Purdy, Dr. Charles Quarles, Dr. David & Catalina Quintero, Mary Richter, Jose & Maria Rimorin, Eddie Robeson, Douglas & Pamela Rogers, Charles W. & Tokuko Smith, Joseph Stachon, 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, Tom Von Eckardt, Jeff Ward, Richard & Margaret Werling, Laverne Witteveen, Donal Goggin

2012 Members: Walter & Mary Blessing, John M Davis, William F Dell, Ramona Finlason, Harold Green, Delores Hamm, Rosemary Baumgartner Jones, Elizabeth Lambert Kearins, Katharine Graham Kohler, Charles Mac Quarrie, Mckee Mhoon, Erik Moberg, Sherry Waterman Parker, Judy Porter, Janet Whitaker, John Willhalm, Ron Winiker, Robert V. Withrow





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