



NEWSLETTER FOR THE TALOA ALUMNI ASSOCIATION

October 2016

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

Dear Jeane,

Greetings from Ireland! We are still waiting for summer to arrive and are getting sick and tired of rain and wind. My real reason for this email is maybe some members of the Alumni might have heard this and maybe can add to it.



My Dad who was with PanAm in Shannon for more than 25 years mentioned to me casually many years ago that they (Pan American) had a DC4 that was converted to carry propellers completely assembled in the cabin of the DC4. Seemingly the diameter of a 'built up' propeller was bigger than the cabin diameter so this awkward problem was overcome by cutting 'SLITS' in the cabin to allow it inside!

Very recently Peter Marson, of whom you are familiar, contacted me out of the blue asking me had I ever heard of this DC4 modification by PanAm. Peter, who has authored a magnificent Constellation history, is now involved in writing a DC4 history. He, knowing of my connection via my dad, contacted me. I was flabbergasted that this modification was not just a figment of Dad's imagination but had basis in fact. Alas in my and indeed Peter's records there is no record of this. This brings me to the reason I contacted you. Transocean had quite a large DC4 fleet and was well versed in modifications. Remember the modification of your DC4 for the John Wayne film of Ernie Gann's book, *The High and the Mighty*?

And so in an effort to have this modification confirmed or not, naturally my thoughts went to the Transocean alumni for possible help. Now I am not aware of a TAL modification like that mentioned but perhaps if you maybe ask around and see if any veteran Taloean's heard tell of this...?

I have mentioned this on the Flying Tiger's web site as well to see if they might have heard of this.

Funny thinking of the modification...I am assuming it was used to move propellers for Douglas DC 4's and 6's not for the Stratocruiser!

Jeane anything you hear I would be grateful if you passed it on. Very Best Regards, Donal Goggin.

Hi Donal. Yes, I will certainly publish your note and hope that we get a response! Interesting stuff, Jeane

Transocean is also in the movie **3 Came to Kill**:
<https://www.youtube.com/watch?v=ARuZspiT1SY>, including at 1:03:00 and 1:04:00 and a few earlier places. Ted

Hi Ted. I never knew that! I just finished watching the movie - rather hammy - but sure enough, there were lots of shots of TAL aircraft. I captured a screen shot of one of the scenes. Thanks so much for the info.



Hello! I found your website today because it is the 66th anniversary of my grandparents arrival to the US on this airline. I happened to find the passenger list for December 1950 (under "Photo Index") and wondered if you have others.

Zivko and Danica Njezic left from Munich and arrived in New York 12 May 1950 on Transocean Air Lines. (info found on New York, Passenger Lists 1820-1957) I'm not sure how much room there is to write in this space so I'll stop.

I am more than willing to provide any information you may need and would be very grateful if you can help. We are here in the Bay Area/Oakland so I may be able to even help in person.

I can't thank you enough for any help you can provide. My mother will be 95 in July and this bit of

information would be precious to her. I am So Glad to have found your site! All the best- Smilja

Dear Smilia, Unfortunately we do not have any passenger lists other than those images sent to us by our readers. You can, however, obtain some passenger lists for international flights at www.ancestry.com. Because those international passengers had to go through customs, those government records were often kept. Good luck in your search!

Hello Jeane. Please excuse the delay in getting back to you. My mom has been unwell recently so my energy is focused on her. I appreciate you taking the time to reply. I'll check on the site you mentioned. Also, I plan to spend more time looking at your site - what an exciting time for the airline! Again, thanks so much! All the best- Smilja

First of all, great website! My uncle was **Don McAfee**, who worked for Transocean Air Lines in the 1950s. Does any information about him still exist? I know that this is a long shot. Best Regards, Paul McAfee, Tempe, AZ

Hi Paul. In what capacity did your uncle Don work when at Transocean? I will publish your note in our next newsletter and maybe a reader will have some memories to pass along to you. Would you happen to have a picture of him circa TAL days? Thanks, Jeane Kennedy (Capt. Frank Kennedy's daughter)

Dear Jeane: Thank you for your quick response.

Don was my hero growing up. I loved hearing his Transocean stories whenever he and his lovely wife Dorothy 'came to town' when we lived in Des Moines Iowa in the 60's and 70's. Don and his brothers (one of which was my dad) grew up in Norwalk, Iowa. All three brothers served their country in WW2. I can tell you that Don got to visit places such as China (before chairman Mao) while working for Transocean. He told me a story about applying jumper cables to an airplane to get the engines started when the Shah of Iran got kicked out of Iran (before being reinstated by the U.S. government).

Don also worked for Global Associates for several decades, living on Kwajalein.

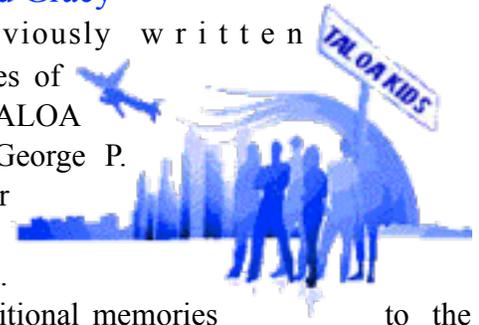
I worked as an A&P mechanic for a time in the 1990's. When I found out that my Director of Maintenance worked on Kwajalein too in the 60's I asked him if he knew a Don McAfee. He jumped up out of his chair to attention and yelled, "You're goddamn right I did!" That left a powerful impression with me. Unfortunately both Don and Dorothy have passed away. I regret not asking them more questions.

To answer your questions then: I believe Don worked at a managerial level for Transocean. I unfortunately do not have any pictures that I can share.

I have truly enjoyed your website! Reading the stories of the ex-employees is like listening to Don all over again. Thank you and Best Regards, Paul

Memories of Growing Up TALOA by Ed Gracy

I have previously written about the experiences of growing up as a TALOA kid. My father, George P. Gracy worked for Transocean in the 50's until the end.



These are some additional memories to the February 2008 and December 2015 articles I sent: I was 8 years old when we traveled to Guam and returned to Oakland when I was 16.

My earliest memory of Transocean was a big building at the (old) Oakland Airport where my dad would go to pick up his pay. Sometimes it would have a plane in it, It was huge to an 8 year old following his dad in to the building.

My next memory is being told by mom that we were moving to Guam(???). We were living in Oakland in the High Street projects and I was still 8.

Then came photos, passport, VISA, and 8 shots! (I am still scared of needles to this day.)

We then prepared for the trip, packing only clothes (except for our best set to travel on the plane, remember when airplane travel was an event?)

Off to the terminal at Oakland Airport, dressed in my finest, going up the stairs to the biggest plane (DC4) I had ever seen. Rolling down the runway forever and then turning to go over the water.

The flight was very long just to Hawaii (over 10 hours). The food was good. The best part was playing cars in the aisle with the Stewardesses. I remember them all looking like Miss America.

About 2/3 of the way to Honolulu, my dad got tired of me asking "how much longer", so he gave me the very important job of watching the engines on my side of the planes Yes, I fell for this, I was only 8 years old.

Only, after a while I saw a black line going down the wing from the top of the engine. I told my dad, and next thing I know, I am only watching one engine, as the engine with the black line was not turning.

Finally, after arriving in Honolulu, I spent many hours in the terminal while my dad and many others changed the engine that stopped turning during the flight.

Back to our trip. After the stay in Honolulu, off to Wake Island. More rolling cars back and forth with the stewardesses, many more hours over the water, some engine watching, and much tormenting my dad with a million questions, we landed on a coral atoll called Wake Island. It was hot and so small I could not figure out how the plane was going to get in the air before it went into the water. I thought maybe they would put skies on the wheels.

Guam! Landing at the Agana NAS, It was a small terminal, There were 2 airplanes already there, I later found out they were seaplanes used for inter island flights flown by Transocean.

The highlights of Guam:

- The Transocean Connie landing at Agana NAS (Big crowd to see this wonder of the time).
- Living at the BPM camp (mostly abandoned) and next to the old Camp Quezon, what a wonderland of treasures was available for us kids in these abandoned bases.
- Riding in the fog of Smokey Joe as it covered the BPM camp (Navy truck pulling a trailer with a machine that made a fog like substance that we later found out was DDT to kill the mosquitoes.)
- Going to school in a quonset hut with no fans.
- Finding old Japanese swords, helmets and bullets in the boondocks. (We used to throw the bullets at rocks to try and make them explode, but did not know it was the other end that made that happen)
- Typhoons and Tropical Storms
- Pago Beach
- Meritzo
- The Guamanian festivals.
- The Town House (only shopping except for the shack known as Sears)

The next 6 years are explained in my previous two articles(Feb2008, Dec2015) about growing up TALOA.

A final chapter to my Transocean experience. I went to work part time for Power Pak at the (old) Oakland Airport while I was in College(1967). We tore down, R&R'd, and rebuilt piston engines (R1600, R2000, and so on), some off the old Stratocruisers. Sitting across from our three man shop was the Transocean Stratocruisers I used to play on in Okinawa in 1959. I would sadly watch as every so often one of these behemoths would be towed about 600 yards to a pad at

the north end of the old taxi ways and set on fire for the airport fire department to practice putting out an airplane fire.

There is nothing in this world to equal GROWING UP TALOA!

George E. Gracy

I see on your list [on www.taloe.org] the DC-4 N30048 as operations ending in 1957. I have a pretty good picture of it at Tachikawa AB Japan taken when I was there in the period Aug 1959 - Aug 1960. I'll send you a copy if you like. Mac Hayes

Hi Mac... Yes, I would love to see the pix! Thanks, Jeane

Here it is. The original is a 35mm Kodachrome.



Note that this photo contradicts the table on your web page which says that N30048 did not work for TAL after 1957. The photo was taken by me sometime between August 1959 and August 1960. Mac Hayes, Rawlins, WY

Mac - Thanks so much for helping us display accurate information. I have changed our website to reflect your new information. Sincerely, Jeane

Hello Jeane. I hope all is well and I was just looking through your TALOA site. I found a photo of a Transocean DC-4, N30045, at Heathrow and wondered if



it had a connection to Airwork.

I know two of TALOA's DC-4s operated for Airwork and thought this may be a third....hence checking on your site. It appears no connection, but always worth a check.

The good news is the photo is attached, i think it may be a new one for you. It was taken by the late Brian Stainer, so he should receive any credit of course.

All the very best, Dave T Haxter. www.british-caledonian.com

Martha-Jane Ekstrand

Martha Jane Ekstrand (aka MJ) of North Weymouth, MA, died peacefully on September 3rd, 2016 after a 9-year battle with cancer. She was 89 (two weeks shy of 90!). Born on 9/19/26 in St. Joseph's Hospital in Providence, RI, MJ grew up in Warwick, RI,



graduating from Lockwood High School in 1943. During WWII, she wrote and circulated the Greenwood News, a small hometown paper with news of servicemen and women. She was a member of the U.S. Cadet Nurse Corps from 1944-1947 graduating as a Registered Nurse from the Roger Williams General Hospital School of Nursing in Providence, RI.

In 1952, following a nursing career at the USVA Hospital in the Bronx, NY and private duty at other hospitals in NYC, she enjoyed a second career as a world traveler. She was a Ship's Nurse on the USAT General Harry Taylor carrying displaced persons from camps in Europe to the USA and Australia. Later, she was a Flight Nurse for Transocean Air Lines (1952-1959), carrying



Capt. Roy Minson, M.J. Ekstrand, Marjorie Street, Lorraine Mikosch, Capt. Frank Kennedy

military dependents across the Atlantic from her base at Bradley Field in Windsor Locks, CT. This evolved into years of interesting adventures as Chief Stewardess in Oakland, CA, with contracts carrying vacationing and military passengers across the Pacific. Based for two years in Amman, Jordan, as Manager of Passenger Service for Air Jordan of the Holy Land (1959-1961), her assignment in the Middle East led to life-long interest in that part of the world.

Following two years in RI after the death of her mother, MJ returned to the airline world to train German hostesses for International Airlines, Inc. (1963-1967) based in W. Berlin, Germany, flying Berliners to vacation spots throughout southern Europe. These were the years



Martha Jane Ekstrand, middle right. Zentralfughfen, West Berlin, Germany

of the Berlin Wall and President Kennedy's "Ich bin ein Berline" speech. At Templehof airport, MJ organized a flight kitchen, supervised passenger service, then moved with the company to Shannon in Ireland, Amsterdam in Holland, San Antonio in Texas, and finally Miami, FL, where she decided to return to the area of her roots in New England.

Working in administration during the merger of three Boston hospitals that became the Affiliated Hospitals Center, and eventually Brigham and Women's Hospital, she graduated from Emmanuel College in Boston at the age of 58 with a degree in psychology and economics. This era found her living in the Back Bay section of Boston for ten years. MJ then moved to her last home overlooking Boston Harbor at Weymouthport condominiums in Weymouth, MA. She retired from Brigham and Women's Hospital in 1988 as Director of Risk Management and Loss Control.

Continuing her interest in the Middle East, she was a member of the American Arabic Association, (AMARA), where she headed a child-sponsorship program called Project Loving Care, providing help for needy children in the Holy Land, and received AMARA's Distinguished Public Service Award in 1979. She was a member of the American Arab Anti-discrimination Committee.

Always an eager traveler, she spent a summer as Camp Manager on an archeological dig at Tell Gezer in Israel. Following her retirement, she lived in Warner, NH with a close friend, the late Dr. Frank Maria. Back in Weymouthport she was a founder and Trustee of the Francis Maria Foundation for Justice and Peace; later, an organizer of the Evelyn Abdullah Menconi Memorial Cultural Series in the Boston area.

With a life-long interest in her Swedish roots where her father was born, MJ was a member of the Viking Club in Braintree, MA, and a long-time supporter of American Scandinavian organizations. An avid writer with many published articles, Ms. Ekstrand organized the Warner Writers' Group in NH and was a member of the South Shore Writers Club in MA. For her extended family, she enjoyed serving as archivist and genealogist and compiled several volumes of family history.

Ms. Ekstrand was a member of Emmanuel Lutheran Church in Norwood, MA. She leaves her brother, Dr. Malcolm Ekstrand of Warwick, RI, three nephews, Thomas Sikora of Southbury CT; Robert Sikora of Cambridge, MA; and Philip Sikora of Mansfield, MA; a niece, Jane Trudeau of Edgewood, TX; grand-nieces and grand-nephews, God-children, and a large extended

family in this country, Sweden, and many parts of the world.



Martha Jane Ekstrand and Rosemary Jones at the 2007 Taloa Alumni Association Reunion

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