



Send photos & letters to: Jeane Kennedy Toynbee, Editor, PO Box 243, Copperopolis, CA 95228  
Or email: [jeanenbob@caltel.com](mailto:jeanenbob@caltel.com) If you would like items returned, please include a note along with a self-addressed, stamped envelope

Wow! Thanks for "publishing" my ramblings again. I will have to scour my memory for other unusual, and hopefully comic stories of my limited time in the air. By the way, I proof read my writing and found at least one mistake that Spellcheck wouldn't flag. I do definitely enjoy reading your newsletters. Thanks again and keep up the good work. **Neil Kleinman** \*\*\*\*\*



Thanks for all you do and have done. Bye the bye, I was just given my very first grandchild. A girl. 8lbs 2 oz, 20" long, born May 11. At very near age 90, that's brinkmanship. Enjoying it to the max. **Bob Allardyce** \*\*\*\*\*

*If you've been wondering why Jennie Cook hasn't emailed you lately...*

Thanks Jeane---per usual terrific newsletter. I was hacked last week and lost many of my email addresses but now I have yours again. **Jennie Cook** \*\*\*\*\*

Hi Jeane, Great newsletter as they all are. You always apply your best expertise and the results show. Thank you for my article – nicely done. My relatives and friends have expressed their enjoyment . Keep up the great work. Thanks Again. **Mac (Charles MacQuarrie)** \*

Hello Jeane. My name is Jane Bountis-Berthet. My dad, **Captain Nick Bountis** (passed in 1992), and your dad were very good friends at TALOA. I've met your dad several times. It was wonderful to read Joe's interview on his 95th birthday. Please tell him "hello" from the Nick and Jean Bountis family. I'm a lifetime TALOA member. My husband (pilot), daughter (pilot) and I moved to Penn Valley, CA earlier this year and I'd like to give you my new address: P.O. Box 1604, Penn Valley CA, 95946. Thank you so much for doing a great job on the newsletter. My husband and I enjoy all the stories and pictures. I hope one day to contribute a story or two from my dad. Best to you and your dad, Jane \*\*\*\*\*

Hello out there -- Many thanks for recent phone call and for updating my e-mail address. I thought the newsletter had been discontinued. Have now caught up with the past two years. Great job, as always! MJ (Martha Jane Ekstrand) \*\*\*\*\*

Once again another interesting newsletter, and the Association members continually find new and interesting items to write to you about.

Of the 60+ DC-4 used by Transocean there are now only five for which I have no accurate record of any dates that these aircraft flew the TALOA banner. I wonder if you could ask your members if any have a recollection of the following aircraft. I am quoting the full registration and emphasizing the last three - as it is those numbers that are most remembered:

**(N54)373; (N88)818; (N90)911; (N79)999; (N466)64S**

I realize, of course, that the report of the use of some of the above may be in error, but I do not believe that is so. Again, many thanks for the great job you do, John - John M. Davis \*\*\*\*\*

Subject: Capt Harry Kincade

I worked with Captain Harry Kincade in Hawaii from 1963 to 1966, a mechanic on a DC6 he was retired from South China Airlines. Capt Kincade had a little over 28,500 hrs flying time. Did he ever fly with Transocean? Clifton R Morse, USAF retired \*\*\*\*\*

Subject = Former TALOA/Transocean employee. I went to work at Bradley field CT in 1955 as a mechanic. We were doing IRAN work for the Air Force on C-118 A & B Aircraft. Then we overhauled C-54's that had been stored in the desert after being used in the Berlin Airlift. The head pilots that ran the Bradley Field Division last names were Zipfel, and Ringo. I also reworked the B-377, and Connie 749 planes that we got from BOAC along with a C-124 Air Force contract to refurbish crew quarters, and other mods. I left the company after they gave up their base at Bradley, and went with Mohawk Airlines, where I worked until 2002 and retired. Any old Bradley folks out there? Email me, Bruce Pike: [supercyke@yahoo.com](mailto:supercyke@yahoo.com)

*Hi Bruce. Did you see the account of the Atlantic-European Division we have at:*

<http://taloo.org/AED.html>

*There's a photo there for both Zipfel & Ringo.*

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**Miles Mackey reminisces...**

On a C-172 flight down the Central Valley near Marysville in the 70s I saw a U-2 climbing at 12 o'clock

about a mile away. I swear that it looked like it was going up at a 30 to 45 degree angle. ATC did nothing to warn me so I guess it was under radio security. The plane must have departed Beale AFB on a mission or training flight.

After two months working at TALOA (Transocean Air Lines - Oakland) at Hanger 28, I visited Beale AFB in the summer of 1958 as an AFROTC cadet. We were transported by C-123 from Hamilton AFB to Beale AFB, unloaded and run through the Beale obstacle course. Our group was divided into six man B-52 crews, and told that we had completed our bombing mission, but been forced down in enemy territory. We were then told to travel to a position on the map (20 miles away) within 24 hours and avoid capture.

Unfortunately I got captured. My penalty was to undergo interrogation by pseudo-Russians with deep south accents (i.e., Alabama), do sixty or so push-ups, get stepped on a little while on my belly, and then stay awake for hours that night on guard duty. I didn't fall asleep, but boy was it hard to stay awake after a long hike in the hills. The next day we made it to the destination after crossing an old railroad bridge with a missing rail bed and only a girder structure to walk or crawl on. The prospect of falling into the river below the bridge skeleton was the scariest part of the ordeal, even though we had already passed our water survival test in the swimming pool at Hamilton AFB.

The physically hardest part of the Beale ordeal was five of us carrying a wounded crewman on a GI blanket in 100+ degree heat. Fortunately we had water barrels stationed along our route. Not much of a realistic challenge, but a taste of hardship if we get into trouble on a mission. During the cross country hike, I enjoyed the C-rations and traded my cigarettes for chocolate. I even liked the Lima beans and crackers and remember the tiny but efficient can opener supplied with the rations.

Eleven years later a highly decorated 50+ mission B-17 pilot (Col. Frank Halm - member of the "Lucky Bastard Club") gave me a set of USAF survival manuals to read. I visited Col. Halm at Oregon State University during the summer of 1969. Frank Halm was the Professor of Air Science at the AFROTC Detachment at OSU. We shared a cocktail in his study on campus, I examined the dozens of medals he had been awarded, and I asked him which of his missions were the toughest and he replied "Schweinfurt and Regensburg". Col. Halm was a humble man and I was honored to make his acquaintance.

In 1989, while a visiting professor of chemistry at the Virginia Military Institute (VMI) I met a highly respected US Army Colonel at the VMI farm. I cannot remember the Colonel's name but I remember that he commanded the company which fought the last battle

(before the armistice) of the Korean War on Pork Chop Hill. The battle was made into a movie called "Pork Chop Hill" and the Colonel's role was played by Gregory Peck.

At the VMI farm we were testing the results of an two engineering students' senior year project. The cadets' goal was to design and construct a suppressor (aka silencer) for a MAC-10 submachine gun that was quieter than special forces and CIA issued hardware. They had military and agency data to compare with their results. The rounds for the MAC-10 were down-loaded (reduced powder) to make the bullets subsonic so firing the weapon would not produce a sonic 'crack' when the bullet left the barrel. The cadets' suppressor was found to be several decibels quieter than the government issued hardware.

From the hip I fired the MAC-10 (semi-automatic mode) three times 10 yards from the target and placed all three shots in the center of the chest (Saddam Hussein effigy) over the heart area. I felt smug. Then the aforementioned Colonel, also firing at hip height played two shots above the nose of Saddam in a 3/4 inch group. I was appropriately humbled. The suppressor attached to the MAC-10 was so bulky that the MAC-10 sights were of no use so the shooters fired by 'feel'.

*Editors note: Gregory Peck played Lieutenant Joe Clemons*

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If you didn't get a copy of *Folded Wings* the first time around, now is the time to pre-order yourself a copy.

Pre-order is required to determine if enough interest exists. The reprint won't be done until 45 orders and checks have been received. Checks will be held and if the advance order minimum is not met, all pre-order checks till returned.

The price will be \$30.00/each (postage and handling included). Make check payable to Arue Szura. If ordering more than one copy please specify how many you want, make the check out for the total cost and mail to: Arue Szura, 455 Santa Monica, San Leandro, CA 94579-1946. [Arue Szura](#) \*\*\*\*\*

*The following email is published without editing...*

Dear Mrs. KENNEDY TOYNBEE, allow me to ask you for kind consultation concerning Capt. Donald Kosteff name of whom is also mentioned at your "Transocean Air Lines 1946-1960" Website. I would like to be more familiarized with his post-war life story in order to be able to identify five "people" as mentioned hereunder:

- Donald L. KOSTEFF (b. 22 Nov 1919, d. June 1988) with his last know residence in Lander, WY 82520;
- F/O Donald L. KOSTEFF as a test pilot for the CBI Air Service Command in 1944 (<http://home.comcast.net/~cbi-theater-5/roundup/roundup022444.html> and <http://cbi-theater-1.home.comcast.net/~cbi-theater-1/roundup/roundup100544.html>);

- Donald KOSTEFF as a pilot/crew captain of Japan Air Lines in mid-1950s (

<http://www.gettyimages.com/detail/news-photo/captain-donald-kosteff-of-japan-air-lines-and-his-wife-news-photo/3346617>), in

my opinion, he is the same individual who was working for Transocean Air Lines;

- Don L. KOSTEFF as a pilot of Air America ([http://www.air-america.org/ArchiveGuide/Collections/don\\_kosteff\\_collection.htm](http://www.air-america.org/ArchiveGuide/Collections/don_kosteff_collection.htm));

- Donald KOSTEFF as a pilot volunteering for the Israeli Air Force (see picture in attachment and/or <http://101squadron.com/101/101.html> - click to "Pilots and others of 101 Squadron" in the left column and " Sid Antin; USA; June 11-17?; went home" subsequently).

I guess all the 5 "people" could be one and the same person.

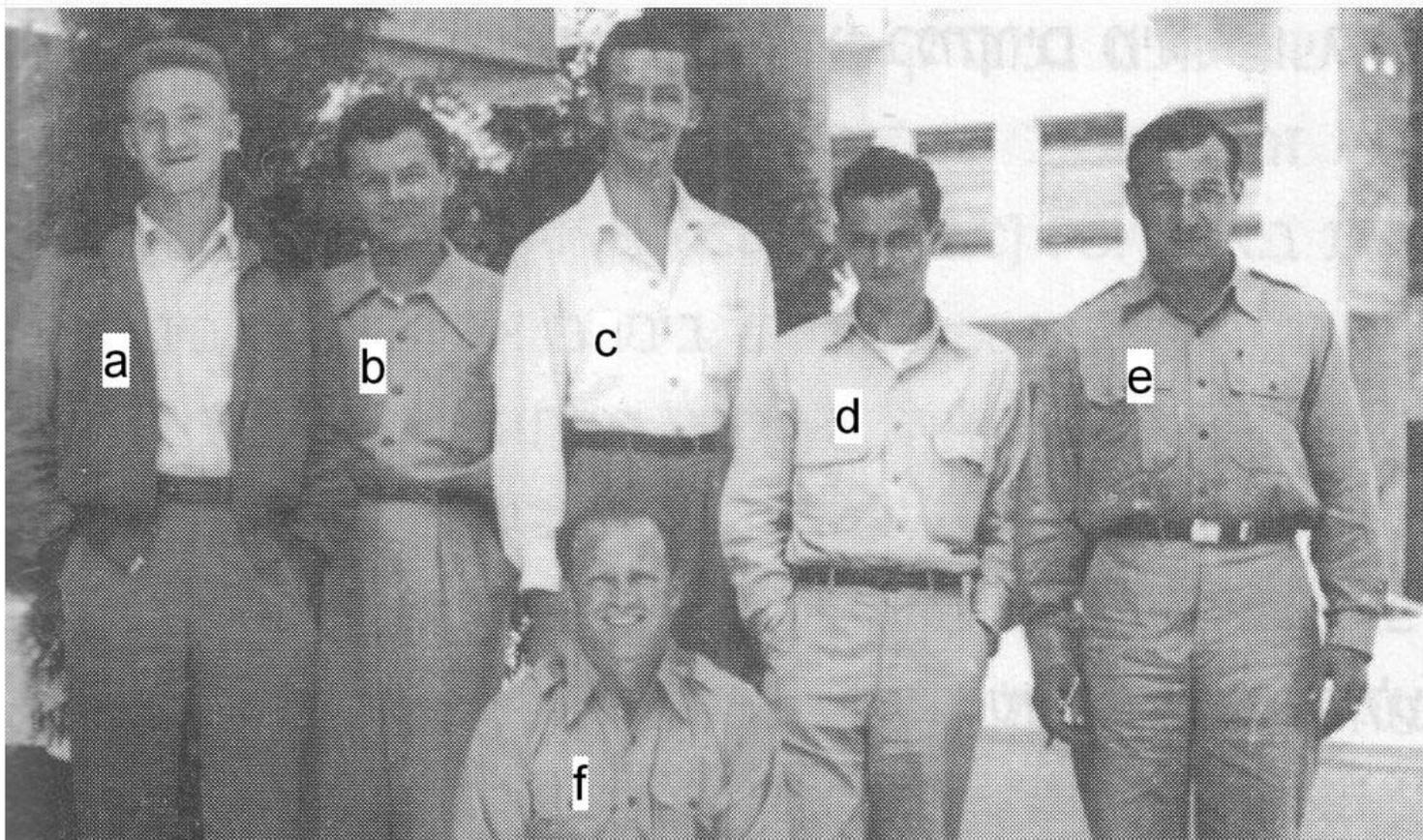
Because Ms. Mildred KOSTEFF is among TALOA Alumni Association's Lifetime Members, I presume she is a close relative to Mr. Donald KOSTEFF of TAL, and could prove (and/or disprove) my assumption. I, therefore, would very welcome a possibility to get in touch with her in order to consult above mentioned matter. Could I ask you for your advice how to reach her? Any e-mail or mailing address of her would be very appreciated by me. Thank you very much in advance.

Wishing you a nice day and looking forward to hearing from you. Yours sincerely, Zd. KLIMA, Prague, Czechia

*Dear Zd. KLIMA, Thank you very much for your inquiry. I will include your email in our next TALOA Alumni Association Newsletter. Hopefully we can obtain some information for you. I have also sent out several emails to members asking for contact information for Mildred Kosteff. Although she is listed as a Lifetime member, we have not heard from her for a number of years. I hope soon I will be able to respond with more information. Sincerely, Jeane*

Dear Jeane (if I can call you by your first name), thanks a lot for your prompt reply as well as your goodwill to help me in my effort to learn a little bit more about Capt. Donald KOSTEFF. I will be keeping my fingers crossed to you and me for some success in searching for Mrs. Mildred KOSTEFF (and/or any other relatives of Capt. D. KOSTEFF). By the way, according to my virtual searching for Mrs. Mildred KOSTEFF, one person of such name (aged 88) seems to live in Pensacola, FL. Perhaps, this info might be also useful for you.

And last, but not least, my congratulations to "Transocean Air Lines 1946-1960" Website and Taloa Newsletter as well. Both of them are very interesting and



crew of Curtiss C-46A "Commando" Freighter (under Panamanian civil registration RX-137) along with two passengers shortly after release from a prison in Treviso (Italy) on 18 July 1948: (a)- Donald KOSTEFF (cpt), (b)- Julian SWING (c/p), (c)- Robert LUTT-RELL (n), (d)- Saul FINGERMAN (w/o), (e)- Sidney ANTIN, (f)- Aaron Leo FINKEL (last both fighter pilots after graduating the conversion course in flying the Avia S-199 Fighter in Czechoslovakia)

source: אבי כהן [Avi Kohen]: תולדות חיל האוויר במלחמה לעצמאות [toldot heyli ha-avir bi-milhamale-'azma'ut] (History of Air Corps in the War of Independence) (vol. 2: p. 140) - משרד הביטחון - ההוצאה לאור [misrad ha-bitahon - ha-hoza'ala'or] (Ministry of Defence Publishing House), Tel Aviv 2004

useful. It's my pleasure to be in touch with you as a leading figure and natural personality in TAL Alumni Community. Good Luck for everything. Best regards, Zdenek \*\*\*\*\*

I have recently come across your very excellent website on the history of Transocean Air Lines, and noted with great interest the article on the ferrying of Curtiss C-46s across the Pacific to China in 1948. This was something I had only vaguely known about before, so to find a detailed article on it was fantastic!

My own particular interest in this comes from my general interest in anything related to aviation in Taiwan, and I am, in fact, in the early stages of attempting to write a book on the history of aviation in Taiwan. As you may appreciate, finding out any specific details for this during the post-war years is all but impossible, but I am writing to you in the hope that you might be able to provide a few more snippets or know where such information could be found.

What I am currently trying to find out is exactly which aircraft were involved. They seem to have been ferried with their Chinese serial numbers, rather than their US numbers, which makes things even more difficult. Do you know of any records that might show these (USAAF serial numbers preferably, but even Chinese ones would be a help)? My thoughts of where these might be found would be: photographs (I have found a few taken at Oakland), ferry pilots' logbooks, or, ideally (the Holy Grail!) - official Transocean acquisition/overhaul/conversion records or similar.

I'm not holding my breath, but if you do know of anything that could help, or have any leads as to where such information might be found, I'd be extremely grateful. Many thanks, Phil Hawks

*Hi Phil. Here are 3 pages from my father's (Capt. Frank Kennedy) log books from 1948 which show the delivery of C-46s to Shanghai. Please keep us informed about the book you are writing as I'm sure it will be of great interest to our readers. Sincerely, Jeane*

Hi Jeane, Many thanks for the log book pages - very interesting, and it helps to fill in a few of those elusive gaps. Do you know anyone else who might have flown (or is related to the pilots of) any of these C-46s, by any chance (perhaps members of your TALOA Association)? It would be great to see some more of these log books if any others still exist. As for the book, well, it's still in its very early stages and won't be ready for quite a while yet, but I'll let you know closer to the time! Regards, Phil  
*Phil - I'm publishing your email in our alumni newsletter hoping that others will check their log books. So, stand by. Jeane*

*Readers - Seems like every newsletter we receive an appeal for information. Please help. If you'd like, send any log books to me and I'll be happy to check through them & provide information.*

AIRCRAFT FLOWN										TIME																						
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SIGNED											TEST HOPE C46 FAMILIARIZATION																					



I was looking through a scrapbook the past while and found a couple of post cards I had forgotten I had. They date from the last half of 1959. I must have intended to send the one of Wake to someone as I had stamped it but never used it. The one of the Connie was given to me by someone; I believe it was a fellow named Jack Hester but don't know for sure. He was a mechanic at Wake in '58-'59 but was gone before I got there. I ran across him in the mid 70's in Northern California.

I had sent you a CD of some more people at Wake along with corrections to the captions on the previous ones in the photo section of the website. I do not know if you ever received it. I also asked if you would like scenic shots taken around the island at that time. I would be more than happy to make another CD for you with this stuff on it.

Let me know if you are still interested in receiving this stuff, I finally retired this past spring, health problems are gaining on the wife & myself. I have time to do things now. I will send this stuff forthwith if you like. Sincerely, **Richard C. Micel**



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Hi Jeane! You are never out of mind and your inspiring TAL newsletters. I would appreciate knowing if in TAL archives there would be any information of Moffett Field and TAL'S association of landing, take off or repair service in 1949 and 1950. I have a faint remembrance of the field and TAL's involvement but can't quite tie the events together in my bag of memories. At the time we rented a house in Mountain

View while I flew with TAL. Any information I would appreciate. I am considering an airship tour from Moffett before my time runs out. Haaa! Thanks so much, always a pleasure to chat. Keep em flying. Sincerely, Mac (**Charles Mac Quarrie**) \*\*\*\*\*

I'm still here! I joined TALOA on August 1948 as a passenger service ground agent at Ciampino airport in Rome – until the end of operations after the incident at Shannon Ireland. I hope that any one can contact me to change some memories! **ESPOSITO Virgilio** [esposito.virgilio@alice.it](mailto:esposito.virgilio@alice.it)

*Hi Esposito Virgilio! Welcome! I'm glad you were able to find our website! I'll include your email note in our next TALOA Alumni Association Newsletter. The Transocean family thrives on sharing memories so perhaps we'll receive some response to pass along to you. If you'd like to be notified when our newsletters are published and receive your own personal copy, you may want to join the TALOA family. A once only Lifetime membership is still available for \$100. Or if you choose a yearly membership, the dues are \$20 each year. Here's our treasurer's address:*

Pat Stachon Kearns, TALOA Treasurer  
15592 Maplewood Drive  
Sonoma CA 95476

*Sincerely, Jeane Kennedy Toynbee  
(Capt. Frank Kennedy's daughter)*

**Sent in by Miles Mackey ...**

A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this cool guy, "Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?"

The guy replies, "I'm Jack, retired airline pilot from Houston." Saint Peter consults his list. He smiles and says to the pilot, "Take this silken robe and golden staff and enter the Kingdom." The pilot goes into Heaven with his robe and staff.

Next, it's the priest's turn. He stands erect and booms out, "I am Father Bob, pastor of Saint Mary's for the last 43 years." Saint Peter consults his list. He says to the priest, "Take this cotton robe and wooden staff and enter the Kingdom."

"Just a minute," says the good father. "That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be?"

"Up here - we go by results," says Saint Peter.

"When you preached - people slept. When he flew, people prayed."

## Words of Wisdom From Aviators

- Flying is a hard way to earn an easy living.
- Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.
- If helicopters are so safe, how come there are no vintage helicopter fly-ins?
- Death is just nature's way of telling you to watch your airspeed.
- Real planes use only a single stick to fly. This is why bulldozers and helicopters (in that order) need two.
- There are only three things the copilot should ever say:
  1. Nice landing, sir.
  2. I'll buy the first round.
  3. I'll take the fat one.
- As a pilot only two bad things can happen to you and one of them will:
  - a. One day you will walk out to the aircraft knowing that it is your last flight.
  - b. One day you will walk out to the aircraft not knowing that it is your last flight.
- There are Rules and there are Laws:

The Rules are made by men who think that they know better how to fly your airplane than you.
- Laws (of Physics) were ordained by nature. You can, and sometimes should, suspend the Rules, but you can never suspend the Laws.
- About Rules:
  - a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
  - b. If you deviate from a rule, it must be a flawless performance (e.g., If you fly under a bridge, don't hit the bridge.)
- The ideal pilot is the perfect blend of discipline and aggressiveness.
- The medical profession is the natural enemy of the aviation profession.
- Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over, I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.
- Before each flight, make sure that your bladder is empty and your fuel tanks are full.
- He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

- There are certain aircraft sounds that can only be heard at night.
- The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.
- Flying is a great way of life for men who want to feel like boys, but not for those who still are.
- "If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs." President, DELTA Airlines.
- In the Alaskan bush I'd rather have a two-hour bladder and three hours of gas than vice versa.
- It's not that all airplane pilots are good-looking. It's just that good-looking people seem more capable of flying airplanes.
- An old pilot is one who can remember when flying was dangerous and sex was safe.
- Airlines have really changed, now a flight attendant can get a pilot pregnant.
- I've flown in both pilot seats, can someone tell me why the other one is always occupied by an idiot?
- Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.
- There are only two types of aircraft - fighters and targets.
- The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.
- You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, and you weren't nauseated by the food. So you're grateful.
- They invented wheelbarrows to teach FAA inspectors to walk on their hind legs.
- The FAA Motto: We're not happy till you're not happy.
- Experience is something you don't get until just after you need it.



*Yearly dues in the amount of \$20.00 will be due in a few months. Why not consider a once only, Lifetime membership for \$100?*

*Pat Stachon Kearns –  
TALOA Treasurer,  
15592 Maplewood Drive,  
Sonoma CA 95476*



**TALOA Alumni Newsletter**  
Jeane Kennedy Toynbee, Editor  
PO Box 243, Copperopolis CA 95228

Postage  
Here

ADDRESS

CORRECTION

REQUESTED

### ***TALOA Alumni Association***

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