



August 2013

Newsletter for the TALOA Alumni Association

www.taloo.org

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Or email: jeanenbob@caltel.com If you'd like items returned, please include a note along with a self-addressed, stamped envelope



Dear Readers, I received a note from Bob Glattly in response to a few emails we've received of late. We had requests for [Mildred Kosteff's](#) address. Bob provided that and I'll be happy to let others know upon



request. My contact information is above. Also, this newsletter contains many other requests for information about former Talooans as well as an author searching for information about aircraft flying into typhoons.. Please respond if you have any information. Regards, Jeane Kennedy, Editor, Webmaster, Chairman of the TALOA Alumni Board

As usual, another great newsletter! Oh, please tell Joe Stachon happy birthday for me. Wow, 96! Glad to hear he's still hanging in there. Keep up the good work, Val Barrett *****

Hi Jeane, As you suggested I'll pass on what little info I have to help Dorothy Overfeldt Petersen's quest to track down some background on her dad. I, of course, knew him only in his official capacity as a Captain for TAL but there was one thing that made him different from the other Captains. He had wheels in Honolulu! As I recall he owned a Jeep that he kept parked at the crew quarters house on Seaside Ave. It was parked in the garage and any time he was in residence he was very popular. I was lucky enough to get invited to join him for dinner one night at the Ala Wai officer's club. The club was on the banks of the Ala Wai Canal and very picturesque. We had a great dinner and he was fun to be with. As I recall, he was killed flying a private plane when he hit a hill near Hayward. I also flew with some of the other guys mentioned in her request. I remember Herman Hum – a nice guy who we would call Ho-Hum. John Garcia I remember because he always took his shoes off when we were air borne. Co-pilot MacGowan and I went swimming together in the lagoon on Wake Island. Frank Ambler I remember as a fellow Purser. I

did fly with him once when I was dead-heading to Oakland. I wish I could add more to help Dorothy but that's about it. [John Foster](#) *****

Hello; my name is Donna and I care for a gentlemen who is 100 years old and for his birthday we printed out a few of the articles about TALOA and he enjoyed reading them. We were wondering if there was any mention or pictures of Nick Maltese in the articles. He does not remember dates, he thinks 1955 is when he flew for TALOA! Any help we be so very much appreciated. Thank you, Donna Stull

*Hi Donna, We're so glad to hear that Mr. Maltese is enjoying the TALOA newsletters. I'll publish your email in the next edition & hope that someone will respond with information. Sincerely, Jeane Kennedy Toynbee (Capt. Frank Kennedy's daughter)******

Hoping you and your organization can help me with a book project I'm working on. I'm writing a book on aircraft that have flown into tropical cyclones (hurricanes, typhoons and cyclones) since WWII.

With regards to flights into Pacific Typhoons, US Navy records suggest that SA-16 Albatross aircraft flying for the Trust Territory Pacific Islands flew augmenting typhoon reconnaissance flights - reporting to the Joint Typhoon Warning Center in Guam.

I know that the US Navy took over TTPI flights at one point, with the flights flown by NAS Guam for the TTPI. I suspect it was the Navy / NAS Guam period that the typhoon flights were made. However, I wanted to know if any Transocean Air Line crews ever ran into typhoons and if they were asked to provide reconnaissance data on storms during their period flying for the TTPI? Any information would be greatly appreciated. Regards, David Reade, P-3 Publications, Nova Scotia, Canada

Hi David, By publishing your email in the next TALOA Newsletter, I'm hoping one of our readers will be able to supply you with the information you are seeking.

So, please stand by...Jeane

Thanks Jeane. It would be great if some of your members could verify the airline's possible participation in typhoon reconnaissance. I see in your website's history section that **“the Transocean crews voluntarily take**

(took) a series of observations on sky conditions, temperatures, turbulence, and they radio this information back to Fleet Weather Central, Guam.” Given this info, it seems likely that Transocean had some role in supporting the weather picture and possible typhoon movements in the Western Pacific. I look forward to hearing back from your organization in the near future. Regards, David Reade *****

Sign in the airport hallway...

If at first you don't succeed, skydiving is not for you.

Jeane...This information came from Air-Britain Information Exchange.

Chinese Air Force C-46s converted in Oakland, CA.

The first group of C-46s to be delivered.

The planes were delivered from Oakland using crews from Pacific Overseas Airlines (POA) or Transocean (TALOA) between 18Apr48 and 22Apr48. The USAF and Chinese Air Force serials are quoted.

POA #1 44-77689, C-46321 Captain Q. N. Sowell. Departed 22Apr48

POA #2 44-77816, C-46215 Captain E.F. McIntyre Departed 22Apr48

POA #3 44-77801, C-46318 Captain M. E. Hinds Departed 21Apr48

POA #4 44-77876, C-46214 Captain F. J. Dolinski Departed 21Apr48 (Note: 44-77646, C-46316 scored out and replaced as shown)

POA #5 44-77860, C-46317 Captain L. D. Weatherhead Departed 21Apr48

POA #6 44-77652, C-46315 Captain R. H. Jackson Departed 21Apr48 (Note: 44-77871, C-46314 scored out and replaced as shown)

TALOA 44-77723, C-46319 Captain J Allan Departed 18Apr48

TALOA #2 44-77808, C-46320 Captain J. Rega Departed 20Apr48

TALOA #4 44-77827, C-46322 Captain N. B. Johnson Departed 20Apr48

TALOA #3 44-77649, C-46313 Captain C. W. Hallinan Departed 20Apr48

TALOA 44-78075, C-46324 Captain J. A. Maloney Departed 22Apr48

Regards, Tom Singfield

Hi Tom. From my father's logbook I note that on March 18th he flew C-46315 for 2 hours around Oakland to familiarize himself with the aircraft. His first flight to Shanghai was on April 20th, C46320, evidently with Capt. Rega as you reported. In total he delivered 7 C-46s to Shanghai, one each month except for August in which he was able to deliver 2. On September 3rd he took off

*from Oakland in C46296 for his last trip to Shanghai. That was a 43.15 hour flight from OAK→HJR→WAKE→GUAM→OKINAWA→KADENA→NAHA→SHANGHAI. Whew! Take care, Jeane ******

I am the son from one Indonesian cadets at TALOA Academy of Aeronautics, 1951. Just wondering whether there are photos of them that can be shared to me. Thanks.Regards, Totok Dewanta

Hi Totak, All the photos I have access to have been published on our website. You can find them and information about the TALOA Academy of Aeronautics at: <http://www.taloa.org/academy.html> What was your father's name? Do you happen to have a photo of him? I would like to publish a story about your father's experiences in the next edition of the TALOA Alumni Newsletter. Regards, Jeane

Hi Jeane, My father's name is Ignatius Dewanto. Please see this URL

http://permesta.8m.net/relates/artikel_angkasa_al_pope.html

So, readers, I followed the link above and found an article about the pilot who learned to fly at TALOA Academy of Aeronautics...

Dewanto's Mustang Shot Down Pope's B-26 Invader

He was the only Indonesia fighter pilot who shot down an enemy plane. He was also the only person who reconciled two armed forces who were engaged in shooting each other in Halim AFB, October 1965. But nobody cared when in an effort to survive he became a pick-up driver transporting coconuts along the Banten-Jakarta route.

Liang apron, May 18, 1958

Air Force Captain Ignatius Dewanto in his P-51 Mustang's cockpit, was preparing for a take-off. That morning, he was assigned to attack AUREV (Angkatan Udara Revolusioner/Revolutionary Air Force) of the rebellion movement Permesta in North Sulawesi (Celebes). Rockets were under the Mustang's wing, impatiently to be fired. Just a few seconds before Dewanto started the engine, he received order to cancel the attack mission on Manado but instead was diverted to Ambon.

What the hush about? An AUREV bomber B-26 Invader bombed Ambon! Immediately he started the engine. The four blades turned the 1.590 horsepower Rolls-Royce engine. Dewanto took off and sped his Mustang impatiently. From the air, he saw black smokes engulfing Ambon. Ruins were seen scattered everywhere, indicating it had just been under heavy air attack. He flew around for awhile but there was no sign of the B-26. He later headed his plane to the west. The ferry tank was released to speed up his Mustang.

Dewanto flew low. Just seconds as he saw the ALRI (Angkatan Laut Republik Indonesia/Indonesian Navy)'s convoy ships, he also saw a glimpse of a plane. "B-26," he mumbled. Oh no! The plane was flying towards the ships. Dewanto throttled full speed his Mustang. Luckily his position was right behind the Invader. For a moment he hesitated to release his rocket because the enemy plane position was between his Mustang and the ship. One, two rockets were fired. They all missed. None hit the target. In seconds, he then fired his 12.7 machine gun. Rows of bullets spurted from the gun. Dewanto was definitely sure, this time he hit the target.

At the same moment, KRI Sawega also fired its guns. Bofors, Oerlikon, 12.7 and 7.62 Water Mantle simulatenously were barking. The platoon on the deck by chance, was also manning their gun on the enemy plane. "The enemy is hit," shout was heard from the ship. The B-26 Invader, piloted by Allen Lawrence Pope, a U.S. soldier of fortune with radio operator Hary Rantung (a former AURI personnel), burning with thick smokes, plunged down to the sea. For Dewanto the tension has not eased yet.

While returning to his airbase, Dewanto confronted another B-26. Head on attack and face-to-face air duel, could not be avoided. With full courage Dewanto fired his Mustang's gun on the B-26, flown by Cony, another U.S. hired pilot. Cony returned the firing. "He fires until the last bullets," said Petit Muharto, the former Permesta Airforce Chief-of-Staff remembering the event to Angkasa.

Both Dewanto's and Cony's plane suffered from the air duel. The tire of Cony's plane was hit. According to Petit, it was known when the bomber landed on Mapanget runway skidding to a trench. While Dewanto's Mustang suffered bullets shot on the fin. "He's a brave pilot," Cony said to Petit after he landed, praising his opponent.

Long after the air duel action, Petit met Dewanto. Petit asked, "Why don't you use the rockets to bring down Cony?" Dewanto answered, "I had used all my rockets to the other B-26 (Allen Pope)." In other words, Dewanto's rocket or his machine gun brought down Pope's bomber to the bottom of the sea. Up to the present the polemic who shot down Pope still remains a question the Navy claimed their guns brought down Pope's B-26 Invader.

Unfortunately we could never get an answer from Dewanto, a fighter pilot who with his virtuosity deserved an ace title – the honorary title for a pilot who shoots down an enemy plane. The word "ace" is taken from the ace playing card, the deadly card to beat an opponent. There are many basic reasons in giving an ace title. In America for example, the title is given to a pilot who has

shot down at least five enemy aircrafts. The World War II produced 268 P-51 Mustang aces alone!

Four days earlier, Dewanto was involved in operations attacking Permesta Airforce Base at Mapanget (now Sam Ratulangi, Manado), Tasuka (near Tondano Lake), Morotai dan Jailolo (Halmahera). The operations engaged five P-51 Mustangs and four B-25 Mitchell bombers, flying from separate places. From Laha, Air Lieutenant Soewoto Sukendar flew a B-25 escorted by Air Lieutenant Rusman and Air Major Leo Wattimena in P-51s. Two other B-25 Mitchell bombers were flown from Liang, piloted by Air Captain Sri Mulyono Herlambang and First Air Lieutenant Sudarman. The bombers were escorted by Captain Dewanto's Mustang. From Amahai, two P-51s piloted by First Air Lieutenant Luly Wardiman and First Air Lieutenant Nayarana Soesilo escorted Air Captain Suwondo's Mitchell bomber. Leo Wattimena was the operation commander, while the bomber fleet was trusted under Sri Mulyono command. The Mustangs were assigned to shoot down every enemy aircraft seen and Mitchell bombers were to destroy enemy runways. Departing from three different places, they rendezvoused at the edge of Lifamatola of the Sula Islands, the Mangole chain islands before heading for their targets.

Leo Wattimena briefed all the pilots. The briefing was short, he only said, "Tomorrow at dawn an air strike will be conducted to grab air supremacy over the East Indonesian sky."

"In the afternoon around 15.00 hours," recalled Sri Mulyono, nine aircrafts departed from their respective airbases to three designated points around Ambon Island and spent the night there. When they reached Ambon, the sun had gone already. One by one, the planes landed. A habit of Allen Lawrence Pope, the Permesta's hired U.S. pilot, he never showed up at night. At dawn on May 15, Leo launched his mission. He calculated as the sun rose at 05.45 a.m., formation of his air attack aircrafts arrived on the target location. Based on intelligence reports, Permesta has about 10 aircrafts consisting of B-26 bomber, P-51 Mustang and PBY Catalina amphibian plane.

In this air theatre Dewanto, Leo Wattimena and Rusman formed an umbrella for the B-25s piloted by Sri Mulyono, Soewoto Sukendar, and Sudarman who successfully destroyed Permesta Airforce bases, feared by the TNI. The heroic air assault was dramatized by Noordono the aviation painter on canvas. His painting depicted an Indonesian Airforce's B-25 number M-429 passing and its bomb left catastrophic blast on the enemy runway airfield. Smokes came out of the parked Catalina, probably in front of an operation room, indicating it was hit during the surprise attack.

From this big air assault operation, air supremacy was finally seized. "We destroyed eight planes," recalled Sri

He was called Totok. Only few people really knew who Ignatius Dewanto was. Like his name, according to Sri Mulyono, "He wanted his name to be written as Dewanta not Dewanto. But many knew him as Dewanto."

Just mentioned (Ret) Air Chief Marshal Saleh Basarah, (Ret) Air Marshal Omar Dhani, (Ret) Air Marshal Sri Mulyono Herlambang, (Ret) Air Marshal Wisnu Djajengminardo, (Ret) Air Commodore Agustinus Andy Andoko (Dewanto's former mate in TALOA), (Ret) Air Major Petit Muharto, to (Ret) Colonel PGO Noordraven and many other names all agreed to say: "Dewanto is a brave man!"

"We called him Totok," said Saleh Basarah. Omar Dhani who called himself as observer to his colleagues, explained that underneath his tough figure, Dewanto was in fact a cheerful and "an all round" person. He played piano, loved singing, swimming, athletic, and loved to hang out. "Compared to his friends, his progress chart was higher than the others," he added.

Wisnu had other opinions. To him, Dewanto who always kept well his mustache, actually was a gentle person, different than Leo Wattimena. Saleh Basarah added, not only Dewanto had firmed characteristic, his IQ was above average.

Born from a Catholic couple, M. Mardjahardjana and Theresia Sutijem in Kalasan, Yogyakarta on August 9, 1929, Dewanto's young life was greatly influenced by the struggle for Indonesian independence atmosphere. It burned the young soul of Dewanto. Gun shots, bomb explosions, cries of agony those who were tortured and tales of heroic deeds for independence in the frontline, crystalized in Totok.

His father who was a teacher, could not subdued his son's intention to join the fight for independence. Totok chose Solo and he melted into the fighting force, which in history is known as "Solo youngsters," or well known as Tentara Pelajar (TP). He joined the Slamet Riyadi group. His career was quite bright and was trusted to head a squad (1950). Earlier (1948) he was trusted head of TP's grenade manufacturer.

"We were in the same lighting (generation), but we looked up to him because of his leadership qualities. Perhaps also because of his Faculty of Technique Gajah Mada University background," explained Sri Mulyono who had enough knowledge to describe Dewanto's obstinacy. Dewanto once led TP to intercept Dutch tank convoy enroute from Semarang to Solo in Boyolali area. To Sri Mulyono the unforgettable part was when TP were in ready position and the tank convoy was getting closer, Dewanto behind a trench suddenly with "craziness" opened fire with local built sten-gun against the Dutch

armoured troop. "He was so brave and yet less considerate," he recalled.

In several ambushes, TP acquired assistance from the Pasukan Pertahanan Pangkalan (PPP) AURI led by OMO (Second Lieutenant) II A. Wiriadinata because Sri Mulyono recalled, Wiriadinata's troops were the only troop who had a 12.7 mm. He later became the first PGT (Pasukan Gerak Tjepat, now Korpaskhau/Airforce Special Troop) commander in 1952. Because of his distinction, Wiriadinata was appointed Battle Commander of Panembahan Senopati 105 (PPS-105) which later on became known as Pasukan Garuda Mulya. Even after Dewanto became a pilot, Totok was still the old brave Totok. Andoko had a unique tale. Not long after he landed in Halim AFB, a Mustang landed. "To my astonishment, a long electric wire was hanging behind the Mustang. I asked the (ground) crew, who was the pilot. Pak Dewanto they answered lightly," Andoko recalled the incident to Angkasa.

While still wondering what kind of manouver Dewanto did and how low he flew, Andoko was even more confused when someone burst out saying that it was not Dewanto if he had not brought along an electric wire after his routine exercise flights.

After the cease-fire (1948), Dewanto (also Sri Mulyono) was posted in Semarang only for TPs who spoke Dutch making them as counterpart between Dutch Military Police and the Indonesian Army. On July 25, 1950, the Indonesian Defence Ministry announced the Airforce needed pilots. So Dewanto and Mulyono enlisted and recalled Sri Mulyono, (the late retired Colonel) Abdul Kadir and (Lieutenant) Soegiarto from TP, were also accepted while some of their colleagues had already joined AURI. "Soegiarto crashed with a P-51 in Depok," Omar Dhani added.

TALOA

Except those from TP, 60 young cadets who were sent to California just knew each other on their departure date. Saleh Basarah who was once recommended by Dewanto as Operation Staff Officer of Mandala Airforce Commander, Leo Wattimena in Trikora, met Totok. They were sent to Transocean Air Lines Oakland Airport (TALOA), California, on November 1950 to become pilots. The cadets were grouped into six according to their heights. Among them, Andoko was close to Dewanto spiritually because both were Catholics and there only three of them the other cadet was Richardus Darjono.

Fit to his body shape short, squat and dark skinned with tough character, Dewanto was in the fighter class with Leo Wattimena, Hapid Prawiranegara, Iskandar, Aried Riyadi, Dono Indarto, Soegiarto, and Sumitro. Intelligent combined with talent made him finish each phase of training without any difficulty. After

terminating their training in the U.S., the young officers returned to their homeland. Dewanto, along with 19 others, including Leo, Omar Dhani, and Andoko had to stay behind and continued for instructor training for another additional seven months.

Back to Indonesia (1952), 10 men were immediately assigned to the squadron and the rest were assigned as instructors of the Sekolah Penerbang Lanjutan (SPL/Advanced Flying School) at Husein Sastranegara AFB. In 1954, Dewanto joined the Skadron Udara 3, home of the P-51 Mustang fighter planes. One year later, on the 10th Anniversary of Indonesian Republic Independence Day, Dewanto led a dozen of AT-6 Harvards, fly-passed above the Presidential Palace. The Harvards that took off from Kalijati, while fly-passing, made a formation depicting "RI-10." "Only a week to practice," said Andoko who led the "10" figure formation and met Dewanto again in Trikora.

During his career as a fighter pilot, Dewanto had not a chance to experience the "mightly" of the Russian aircraft. His jet fighter experience was only with de Havilland Vampire F.1. But there was doubt among the old fighters who attended the interview in Sri Mulyono's house Omar Dhani had a picture of Dewanto standing in front of a MiG. "It's only a photo and I myself could have made one," said Andoko and responded by laughter from the others.

Raiders vs RPKAD

Sometime after he was installed as Deputy Minister/Chief-of-Staff for Operation Affairs (appointed on July 1, 1965) replacing Air Vice Marshal Sri Mulyono who was promoted to State Minister to the President, Dewanto and several AURI officers were invited by Minister/Airforce Commandant Air Marshal Omar Dhani to meet President Soekarno at the State Palace.

Instantly when Bung Karno met Dewanto, the President spontaneously commented, "You look like a wedono in East Java." Everybody burst in laughing. Actually Bung Karno was amused by Dewanto's thick mustache, which he twisted upward. "The President love to see it," recalled Daned, Omar Dhani's nickname.

On October 1, 1965, Dewanto who was concurrently the Intelligence Director and scheduled to officially open the Air Intelligence School at Semplak, Bogor, did not showed up. Instead the Education Director showed up. Flight Captain Kundimang, a P-51 fighter pilot who was assigned to prepare the school, wondered why Dewanto didn't appear. He then decided to go to AURI Tanah Abang Headquarters to see Air Commodore Ignatius Dewanto.

As soon as they met, Dewanto ordered Kundimang not to go anywhere. Although confused, he did not asked further questions. He followed his Commander's order and stayed with Dewanto.

At noon they went to Halim AFB but first made a stop at the Theresia Church. Still in uniform, with gun on his waist, Dewanto walked to the empty church. "Just like a cowboy," explained Kundimang. In front of the altar he knelt and prayed. After Dewanto has prayed, they hurried to the airbase and met Halim Perdanakusuma Air Force Base Commander, Colonel Wisnu Djajengminardo.

At 02.00 a.m. early morning hours of October 2, the presidential aircraft Jetstar with Sri Mulyono and pilot Wage Mulyono in the cockpit, landed in Halim after the plane got shot by anti-aircraft guns in Tanjung Priok and Tebet area. No casualties.

The situation became uncontrolled and issues spread fast saying AURI was going to attack the Kostrad Headquarters. So that morning, Dewanto decided to fly with a Cessna 180 with Kundimang to observe the Jakarta situation. Kundimang flew the Cessna at 2.000 feet level, just above the Senayan East Parking venue, Dewanto thought he saw tanks. But Kundimang, the holder of Certificate of Standing Award and just graduated, assured the objects were troop carriers. To reassure, they flew low and indeed the objects were military troop carriers, parked neatly in lines.

Dewanto then realized, he has taken seriously on the issue of unknown origin, AURI was going to attack Kostrad. The plane kept flying to Halim. Above Cililitan, in front of the Intirub tire factory, the scene was worst. TNI AD armoured vehicles were advancing with their guns aiming to Halim. "Drop me off the plane, hurry!" Dewanto gave his order.

Upon landing, the plane went straight to Skatek hangar (Technical Squadron, now Haj Terminal). Still inside the cockpit, they saw three RPKAD troops in the hangar and several AURI personnel. "Who's your commander?" Dewanto asked as soon as he got down. "Major CI Santosa," a soldier answered. The soldiers stripped off Kundimang's Makarov handgun although it was unclear what authority they had. "But they did not dare to do so to Dewanto because he was a general," Kundimang said.

Suddenly, a series of gunfire interrupted their conversation. In seconds the shootings were more intense and answering Dewanto, one of the soldiers explained that it was Sarwo Edhie's troops who entered from Pondok Gede. But the question then arise, whose troop returned Sarwo Edhie's RPKAD crack troops gunfire.

In a Toyota hardtop jeep, the two Airforce officers looked for the source of the commotion. While on their way, a PGT soldier joined them to assist. Dewanto was surprised to find the "battle" on Pondok Gede Street were between Batallion 454 Banteng/Raiders of Central Java and RPKAD. A small public commuter commonly called "opelet" full of passengers passed by during the exchange

of fires. Fortunately it escaped unscratch from flying bullets.

Dewanto, a graduate from Royal Air Force Staff College (1961) of England was very worried considering they were both commando troops. "There is no retreat in the Raiders vocabulary," answered Captain Kuncoro who led the troops. He was ready to move but not to retreat, but only if there was a guarantee from a middle ranking officer. Kuncoro informed that he was ordered to protect the head of state and no one was allowed to get in, not even a mosquito. According to Sri Mulyono, it was unclear who had given the order.

For that reason, Kundimang went from one troop to another troop and finally after he could not reconciled the two troops, decided to meet Sarwo Edhie. But Sarwo said, "You just bring your General here." And without thinking about ranks, General Dewanto agreed to meet the colonel. He informed Sarwo Edhie that the Raiders agreed to move with the guarantee from "rambutan," the AURI's nickname for RPKAD. The negotiation reached an agreement Sarwo Edhie agreed to send Major Gunawan as guarantor. So Kuncoro kept his promise, he moved east wards.

One day in 1970, Dewanto flew with a SMAC (Sabang Merauke Raya AC)'s Piper PA-23 Aztec plane from Medan to Cot Girek, Aceh. The passengers were plantation businessmen. That day marked the last flying day of an AURI veteran fighter pilot's career. The plane had engine trouble. It crashed with Dewanto, the founder of the Airforce Academy.

That morning Dewanto was in Singapore and Roesdi Riza, the Customs pilot, saw Dewanto taking off to Medan from Singapore Payalebar Airport. In the afternoon, when Roesdi went back to his hotel room, "Suddenly a sparrow entered and hit the wall. It was a bad omen.," Roesdi recalled. He told about the sparrow to Syaiful Nawas, Sinar Harapan journalist who was with him.

For no reason, he thought about Dewanto. He rushed his car to the airport. As soon as he got there, a Singapore Flying Club instructor approached him and said haltingly. "He had it. He bought the farm."

Before Dewanto took the job in SMAC, the father of five children was jobless when he was released from AURI penitentiary. Because of his high spirit and enthusiasm, he didn't mind to do anything. He became a transport truck driver on Banten-Jakarta route. He no longer carried machine gun or 2.75 rockets, instead vegetables and coconuts. "This is how he struggled for life in three months," Sri Mulyono said.

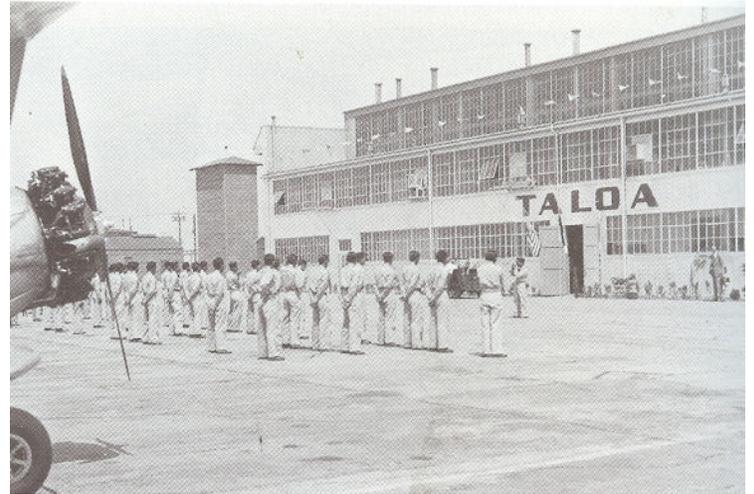
He was among those who were detained after the September 1965 Movement. Dewanto was detained for a few months in Halim Air Defence quarter, while Sri Mulyono in Nirbaya prison., prior to becoming a civilian

pilot, Dewanto was an Air Attache in Moscow (1966). A year later he was summoned back to Indonesia and was respectfully dismissed from the military duty since March 31, 1967.

His body was found eight years later. It was assured that Dewanto survived the crash his skeleton was found several meters away from what was left of the Aztec plane. Sri Mulyono explained that Dewanto was identified from his watch and his dental autopsy.

Dewanto's remains was buried with honor in the Kalibata Hero Cemetry after laid in Airforce Headquarters, Pancoran by Soeharto's permission (President at the time). His name is immortalized in "Dewanto" Auditorium at Iswahyudi AFB, Madiun and having 16 honorary medals, Dewanto deserved also an 'ace' title.(ben/donna)

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Graduation ceremony for Indonesian cadets at Taloa Academy of Aeronautics, Minter Field, Bakersfield, CA, 1951

Robert William Allardyce 1922-2013

Bob Bob Allardyce, 90, died peacefully Tuesday, June 25, 2013, at his home surrounded by his family. Robert, known as "Bob" to his friends and family, was born in Sacramento, California, on September 23, 1922. He graduated from Oakland (California) High School in 1941 and completed an Airplane Engine Mechanics program at the National Youth Administration Vocational School in Sacramento. He graduated from the CAL-Aero Technical Institute in 1946. Following vocational school Bob was as an airline mechanic at the Sacramento Air Depot at Plane Haven, California. He enlisted in the U.S. Army in December 1942 and became a flight engineer on B-17 and B-29 aircraft in the Pacific Theater as part of the 6th Bombardment 39th Squadron 20th Air Force in the Marianas. Bob flew photo reconnaissance and bombing missions over Japan from the U.S. base on Tinian Island.



He was honorably discharged with the rank of Master Sergeant on Dec. 4, 1945. After the war Bob married his first wife, Maxine, and lovingly raised two children, Pegi and William. With his second wife Barbara, whom he married in 1974, he raised two children, Dagan and Kimberly, in the Berkshires. Following World War II he worked as a commercial airline flight engineer and international relief officer, first for Transocean Air Lines and then Trans World Airlines (TWA). Bob retired in 1985 after 32 years with TWA. Most notable of the various aircraft Bob flew were the Lockheed Constellation, the Boeing 707 and the Boeing 747. As an investigator of aircraft crashes, Bob was recognized as an industry expert in navigation and aircraft controls systems. The highlight of this work was an 11-year investigation into the 1983 Korean Airlines Flight 007 tragedy. In 1995 the two-volume book "Desired Track" by Bob and co-author James Gollin detailed their research and position on events precipitating the passenger aircraft's destruction by a Soviet fighter jet. The work inspired the made-for-television movie "Shootdown." Bob fought for human and labor rights. As a union leader he was instrumental in securing fair salaries and worker protections for flight engineers of major airlines in the early 1960s. Bob also trained the first African-American flight engineer in U.S. commercial aviation history. Bob's TWA retiree business card reads: "Goodwill Ambassador," a testament to his personality.

Although his life experiences and accomplishments could fill a novel, Bob's true love was spending quality time with family and friends. A caring and thoughtful father, he gave first priority to children and family at home, traveling, camping or attending sporting events. He touched many people's lives with his love and sense of humor. Bob leaves his wife, the former Barbara J. Ziehlsdorff, whom he married June 1, 1974.

Following is a piece of history being made public with the permission of Capt. Joe Stachon & family – A letter written by Capt. Stachon to his wife who he affectionally called "Smokey". Note the date of the letter...



January 4, 1949

Dearest Smokey,

This is my third letter from Shanghai. As I said yesterday, I'll write every day as long as I can think of something to say. It costs 50 cents (U.S. that is) for postage to the States so you can plainly see I'm being extravagant. In the old Chinese currency that's \$6,000,000.00. Just call me sport.

We went window shopping all today. All I bought was one necktie, and six cigars. I also spotted just the thing I want to buy for you. Maybe I'll buy it tomorrow.

As I said before, it's miserably cold here. It's just hardly freezing, but there is also a damp, strong wind. 180 people froze to death on the streets here last night, mostly abandoned infants and people weak from lack of food. Many of the people here have no homes, they just huddle in doorways and try to keep warm in their scanty clothes. It's hard to believe that there are millions of people in the world whose only concern is the struggle to keep from starving and freezing to death. How does anyone expect a person in that condition to give a hoot whether the communists or the nationalists rule over him?

When we'll get home is a very vague question now. At least TAL is finally getting its landing rights in China straightened out and two of our planes are leaving here for Tokyo tomorrow. For awhile our planes had been grounded here and not allowed to leave. All we need now is a load for the states, and we're off. I'm highly indignant about being shunted off on this deal and I have been thinking about quitting when I get back if they don't give me some special consideration. Some of my crew would quit right now if they could get a way home. Today I tried to get a ride to Guam on an ATC plane, but no soap. I thought if I could get back there I could catch one of our other trips back home. What do you say? Shall I sell my TAL stock as soon as some sort of good news makes it go up a little and then quit? It doesn't appear that the trips are going to be short anymore, in spite of what they say. One thing I know, this is no sort of life for either you, I or Patso. What do you think? You can call TAL now and then to see what the status of my crew is. They should know where we are. If they don't know, just ask them if any flights have left Shanghai for the States in 1949 yet. When they say "yes" you'll know we're home-bound.

Take care of yourself.

Love, Joe



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