

November 2024

NEWSLETTER

816-234-1011

TWAMUSEUM@GMAIL.COM

10 Richards Road

Kansas City, MO 64116

twamuseum.org



# Museum

## at 10 Richards Road

OPEN WED-SAT 10-4

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### *From the President, Pam Blaschum*

The Museum hosted the TWA Ambassadors Club Members on August 24<sup>th</sup>. The tour was conducted by Greg Tyler who is one of our Founders Club Members. They were in Kansas City from August 22-25<sup>th</sup> for their Annual General Meeting.



September 15<sup>th</sup> marked our annual Volunteer Appreciation Dinner. It was a great time for volunteers who work a certain day and time slot to meet and visit with volunteers who work on different days.

(Continued on page 2)

*From the Director, Pam Blaschum (continued)*

The food was delicious and was prepared by our favorite caterer, **Emily McMurray** owner of **"Gourmet-ish"**. When dinner was completed, we had to say good-bye to **Carol Emert** who has been our **Head Archivist** since 2011. She will be joining **Director Amanda Martin** at the **Wyandotte Museum of History**. Carol sent the following "farewell" to the museum:

"I hereby submit my resignation as an Archivist at the TWA Museum. I am sad about this decision as it has been a part of my life for about 14 years, and I consider all of you friends. I have spent many thousands of miles, time, and money commuting to the TWA Museum over that 14 years." We wish her the best and thank her for her service and dedication to the TWA Museum!



*Left: Carol Emert / Right: Dwight Donald*

## ***Update on the September 7th event to Remember and Honor Harold Neumann***

### ***Geneseo Historical Museum Geneseo, Illinois***

Special thanks to Jim "JET" Thompson, Historian with the Ohio Air & Space Hall of Fame & Learning Center, who represented our museum at the event. Jim is a co-member, along with our Museum, of the Airline Archivists/ Historians Association, and he is heavily involved in the capital campaign related to the Ohio Air & Space Hall of Fame and Learning Center that will be housed in the 1929 TAT Port Columbus Terminal Building. Both Jim and our Museum have collaborated regarding the history of the TAT Columbus terminal. Here is Jim's summary of the event, along with some photos:

"Here's some photos from my trip to Geneseo, IL to represent the TWA Museum at the dedication of the TWA Capt. Harold Neumann Mural in downtown Geneseo. It represents his flying career with Biplanes and Air Show performances along with his Air Racing Career. He flew the twin racing planes in the early 1930's "Ike & Mike" as well as the passenger racing plane "Mr. Mulligan" (all three of them were owned by former TAT Pilot Benny Howard). During his career with TWA from 1936-1966, Harold flew several aircraft to include the DC-1 and possibly the Ford Trimotor (but that's not confirmed yet). He was hired in October 1936 when T&WA brought five Tri-Motors out of retirement to fly cargo, but that only lasted a few months since they lost a bunch of money doing that. He went on to the DC-2, DC-3, 307, all models of the Connie, and the 707.

*(Continued on page 3)*

*"Harold Neumann" Article (continued)*

An interesting story behind the photo "supposedly" of him beside the Biplane; It's actually Jimmy Doolittle, one of his best friends! They didn't discover it until someone looked closely at the photo they used and the artist had already painted it. Someone looked on the back and there was a note from Jimmy Doolittle to Harold, with a wise-cracking remark about him beating Neumann to something and proof he was there!

Another interesting fact for those who knew him was that the late TWA Capt. Don Peters later owned racing plane "Mike" after it had been retired from air racing. He purchased it as his first plane when he came across it at the Plain City, Ohio Airport and purchased it along with two other friends before he went away to the military. When he returned from the military he found out his two other friends had sold it while he was away. He and I came across it in 2019 in a hangar at the Wadsworth, Ohio Airport hanging from the rafters, just the frame, along with "Ike"! The owner plans on restoring at least one of them.

He made an emergency landing in an L-049 just after departing AMA back into the airport when he lost an engine. As he came back in, he had to fly UNDER a powerline and the #4 engine's props snagged the line and he landed short of the runway in the mud. The passengers had to trudge through a muddy cornfield to get to the terminal. Later, he flew the inaugural TWA Connie flight from ORY-ORD in 1955 which officially made ORD an Int'l Airport. He brought with him a three-foot tall metal replica of the Eiffel Tower from the Mayor of Paris to the Mayor of Chicago John Dailey.

The one photo is of my lapel pins to represent the planes he flew for TWA. I would have brought my 307 pin but I didn't find out he flew that until the day before the event and I didn't have it with me. The others in the following photos are also of the display table I set up to display various TWA artifacts from his career with TWA. I didn't realize it, until I arrived for the event, that the TWA Ambassador plaque came out after he retired.

I hope I represented the TWA Museum in an honorable fashion. Everyone seemed to appreciate what I had to say about him and the history of TAT & TWA. They also wanted to hear some stories about the illustrious Howard Hughes I described to them, some my father had told me, and others I'd read about in the book and from what a number of TWA retirees from the Overhaul base's at FFX & MCI had told me over the years. They all really enjoyed them. I really appreciated being asked to represent the TWA Museum at this event."



## TWA Museum Hosts Historic Warbird

By Caleb J. Flake

The Douglas C-47 Skytrain, as the name implies, is an aerial work horse of legendary fashion. This rugged, low-wing, tail-dragger cargo plane features sturdy main landing gear with large tires, gracefully swept wings, and two large radial engines. It played a versatile role in military aviation and was used extensively by the Allies during World War II, but its rise to popularity didn't start in the armed services.

The Skytrain's lineage pre-dates World War II and owes much of its fame and success to commercial aviation. During the early 1930's, the "big four" airlines (United Airlines, American Airlines, Transcontinental and Western Airlines, and Eastern Airlines) were in stiff competition with one another in the nascent industry of commercial air travel. United Airlines had recently begun operating the Boeing 247, and the other airlines needed something to compete. Boeing was unwilling to sell 247's to the other carriers until it had fulfilled its contract with United. As a result, TWA approached Douglas Aircraft to design and develop a new aircraft. The result was the creation of the DC-1, then the DC-2, and ultimately the DC-3 which entered commercial service in 1937. The DC-3 could fly over 200 mph, had a range of 1,500 miles, and could seat 21-32 passengers. This performance represented significant improvements over the 247.

At its peak, TWA maintained over 100 DC-3s and C-47s in its fleet. Trans World Airlines (TWA), originally known as Transcontinental and Western Airlines, was formed in 1930-2001, when it was eventually acquired by American Airlines. From 1951-1972, TWA was based at the Kansas City Charles B. Wheeler Downtown airport (KMKC). Today, the TWA Museum is located in the very same hangar where TWA called home. At times, if you stand quietly in the expansive hangar, you can still sense the watchful presence of Howard Hughes, aviation pioneer and long-time owner of TWA.

Derived from the Douglas DC-3, the C-47 is one of the most reliable and durable airframes of its time and became very popular for its versatility. The C-47 was one of sixty different variants of the DC-3 and was heavily used by the United States and RAF to transport troops, carry paratroopers to their jump sites, haul cargo, and tow gliders into action. There was even a gunship variant, the AC-47 Spooky.

On September 24-25, 2024, a C-47 Skytrain nicknamed Hairless Joe from the Michigan Flight Museum in Belleville, Michigan visited the TWA Museum. This airframe, Serial No. 476716, was built in 1945 and was too late to see combat action and was used primarily for training. Nearly ninety years later, and after a 20-month restoration concluding in 1984, she continues her service. This time, rather than transporting military troops, Hairless Joe is giving heritage rides to the general public and aviation enthusiasts.

The Hairless Joe nose art and livery was not the original paint scheme for the plane. During restoration it was decided to paint the plane in a historical livery as a tribute to the Veterans who served in the China, Burma, India Theater of World War II. During WWII, the original Hairless Joe flew supplies for US war effort in China, and was piloted by a legendary pilot named Dick Cole. Prior to flying Hairless Joe, Cole was the co-pilot to Jimmy Doolittle in the raid on Tokyo, April of 1942.

One of the great mystiques of aviation is its ability conjure up the imagination. The Douglas Skytrain's heritage is deeply woven into the fabric of TWA and the City of Kansas City. Hosting the modern-day Hairless Joe, the TWA Museum continues to carry out its mission of pioneering spirit and contributions of TWA to aviation history. For without TWA and the development of the DC-3 and Hairless Joe may never have happened. While this was officially the inaugural visit of Hairless Joe to the TWA Museum, it's easy to wonder: Could Hairless Joe have visited this very hangar in a previous life?



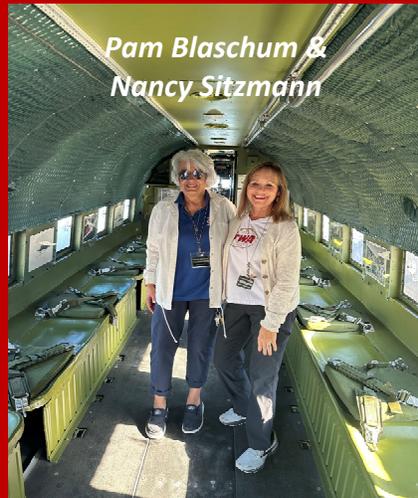
*Photo courtesy of Lane Sisson*



*Photo courtesy of Lane Sisson*



*Grant Schwartz, Michigan Flight Museum Pilot & Pam Blaschum*



*Pam Blaschum & Nancy Sitzmann*



***Santa Claus is Coming to the  
TWA Museum!***

***Saturday, November 30th  
11 AM to 1:00 PM***

***Bring your little ones to tell Santa their  
wishes and take their picture with Santa  
and our 1937 Lockheed Electra (Ellie)!***





# THE TWA Museum is proud to announce *The TWA Experience*

A special evening for you and your group of 12 or more!

You will begin your experience with cocktails and appetizers in the Ambassador Club

Enjoy a fashion show of Vintage TWA Uniforms!

You are now ready to go through the jetway and board your flight!

Once seated in the cabin you will be treated to a hot towel, sorbet and a glass of Champagne.

Next, you will be served House Salad accompanied by Homemade Artesian Bread and Honey Butter served on

Royal Ambassador China.

Your choice of Beef or Chicken Entree

Three Cheese Au Gratin Potatoes

Vegetable Medley

A Fruit & International Cheese Plate

Crème Brulé with Berries & Whipped Cream

Coffee

Red or White Wine served with Dinner

*Catered by Emily McMurray of Gourmet-ish!*

*\$250 per Person*

*Minimum number of Guests-12 (Maximum of 25 Guests)*



## Thinking of Donating Items to the Museum?

Before sending or dropping off items to the museum, please send an email to:

[twajohnmays@gmail.com](mailto:twajohnmays@gmail.com)

describing your donation, list of items and pictures if possible.

We will respond as soon as we can!  
We truly appreciate the donations we receive but are running out of storage room.

Thank you for your consideration!



## Want to Book a Tour of 10 Guests or More?

Simply follow this link to book your tour online:

<https://twamuseum.org/group-tours>

All group admission prices require a minimum of **10 guests** paying in one transaction.

Reservations are required. Please book **72 hours** before your visit date.

Group Admission Fees:

Adults (ages 17-59), 10 people or over – \$10.00 each.

Youth and Seniors pay usual rates, regardless of number in the group.

Seniors (age 60+) – \$8.00

Youth (ages 6-16) – \$7.00

Children (ages 1-5) – FREE

## From the TWA Lover's Kitchen

### Chocolate Toffee Cake

1 box Devils Food Chocolate Cake Mix

1 can sweetened condensed milk

1 jar caramel ice cream topping

1 regular size Cool Whip container

3 Heath Bars chopped-up

Bake cake as directed. Poke holes with end of a wooden spoon (about 1/4" diameter) or a dowel rod works too.

While cake is still warm, pour sweetened condensed milk over the top (spread it out).

Pour caramel topping over the milk (spread it out).

Cool!

Spread cool whip over the cake after it has cooled completely and top with chopped-up Heath Bar.

(Not particularly healthy, but everyone loves it!)



# History of TWA Flight Attendant Uniforms

(Enjoy the second installment of the history of the infamous TWA Flight Attendant Uniforms!)

## 1960-1965 Winter, Don Loper

The winter uniform was a two-piece brown wool suit. It featured a loose box jacket with a small softly turned collar and a slim skirt. Detachable white cuffs were worn on the sleeves of the jacket. The uniform was worn with a practical white blouse-slip. The newly designed gold wings were pinned on the cap-like hat with an up-curling left brim.



## 1961-1965 Summer, Don Loper

The summer uniform was modified slightly. The lightweight beige tweed box jacket was collarless and piped along the edge with the tan color of the high waisted skirt. The beige short sleeved blouse-slip had a rounded collar ending in a point. A natural colored all-weather coat was introduced, with a red and white candy striped lining. The hat was the same design as was worn in the winter. Both winter and summer uniforms featured black stiletto heeled pumps and black purses. Black gloves were worn with the winter uniform and white with the summer.

## 1965-1968 Summer 1965 (one summer): Paris Couturier, Pierre Balmain

This was introduced in the summer of 1965 and featured an oyster colored jacket with the “dot and dash” motif in turquoise running through the fabric. The turquoise color was picked up in the skirt as well as in the detachable jacket cuffs. The turquoise blouse-slip detailed the TWA insignia on the collar. The hat was a semi-beret shell with an upturned brim to accommodate the wings. White gloves and these black stiletto heeled pumps completed the ensemble.

## 1965-1968 Winter, Pierre Balmain

The winter wool faille suit was in solid turquoise with a collarless demi-fitted jacket with two large buttons down the front. White blouse-slips and detachable cuffs completed the ensemble. The hat was a pillbox style, which Jackie Kennedy had made so famous. The accessories were black gloves, pumps and purse.

## 1966-1968 Summer, Pierre Balmain

A new summer uniform introduced in 1966. The company once again recognized the fact that white was not a practical color to use in a uniform. The remodeled summer jacket was a turquoise tweed box style with a new scoop neck collared white blouse-slip. Again, black pumps were worn and a black leather bag.



*(Pictures courtesy of the TWA Hotel at JFK Airport)*

## TWA Museum 2024 Annual Golf Fundraiser

Tuesday, September 10th was a beautiful day at **Paradise Point Golf Course**! Perfect temperatures and a nice breeze! And the winners are: **Flight A 1st Place: Community America Credit Union** (Kyle Sinclair, Jeff Vineyard, Scot Spencer and Rance Carlson); **Flight A 2nd Place: Fly Kilo Charlie LLC** (Brian Thurston, Robert Renfro, Drew Konicek and Trenton Kinney); **Flight B 1st Place: Heritage First** (Ryan Hurr, Greg Davis, Eric Gray and Don Luke); **Flight B 2nd Place: Community America Credit Union** (Gregg Zafaroni, Jerry Perfect, Ed Rafferty and Scott Dumler).

Thanks to all who participated in this year's tournament and, of course, to all of our wonderful sponsors!

***Save the date for next year's Tournament - Tuesday, September 9, 2025***



### ***Welcome New Volunteer!***

**Pam Henderson** is a graduate from the University of Kentucky, Lexington. She began her career as a TWA "Hostess" in 1970. After completing her training, she was based in NYC, transferring to KC in 1973, and was based there until 1981. Pam flew for TWA for 10 years and then went to law school at UMKC, graduating in 1982. After graduating from law school, she was hired by Blackwell-Sanders (now Husch Blackwell) in KC. While working there, Pam was "fixed-up" on a "blind date" with Stan Henderson, who was the TWA Director of In-Flight Training, and were married just 4 months later. Pam left the law firm in 1986 and was hired as a labor attorney for TWA. She represented TWA in arbitrations with the Flight Attendant Union and was involved in Pilot and Flight Attendant contract negotiations. When Stan was promoted to Vice President of TWA Operations, she resigned and became a stay-at-home Mom. Stan passed away in 2013. Her son Webb and family reside in Denver. Pam just started volunteering at the TWA Museum and she looks forward to telling visitors about TWA's history, its great employees and just how extraordinary it was to work there.



## THANK YOU!

The TWA Museum would like to thank the following businesses for their support in so many ways!



**IWERX** for allowing us use of their space for events and their continuing support!



**Community America** for their history and partnership in the future with the TWA Museum!



**Silver Wings International** for their generous and consistent donations they make to the TWA Museum!

**Chris Funk** owner of **Picture and Frame Industries** is our Treasurer and a member of our Board Directors. Most of the posters you see in the museum, as well as numerous prints, were framed by his company.



**Clipped Wings International** for their generous donation of \$49,000 to the TWA Museum and their wonderful in-person support at special events!



**Signature Flight Support** for their continued support in all our endeavors!



Thank you to our Caterer Emily McMurray of "**Gourmet-ish**", for helping us with the many events that we host!

Also, thank you to our wonderful TWA former employees, Friends of the Museum, and all those who have donated items and money to make sure we preserve the history of TWA here in Kansas City, as well as the world.





## Museum Legacy Society

The TWA Museum Legacy Society has been established to provide you the opportunity to commit a gift during your lifetime that will help preserve the TWA Museum for years to come!

Dying is not something we want to think about. However, if we want to have a say in what happens after our passing, we need to make sure our wishes are known ahead of time. If in lieu of flowers you would like memorial donations made to the TWA Museum in your memory or the memory of a loved one, make sure that your loved ones are told of your wishes or if you would like to leave part of your estate to the museum, make sure it is put in your will or trust to that effect.

All of the memorial donations are tax deductible as the Museum is a 501C3 nonprofit.

## Need to Conduct Some Research?

The museum offers several links and resources in which to perform research. The museum's archives website and digital collection is a great place to start. Most of the information that you seek may be found by searching through the resources offered here:

<https://twamuseum.org/research>

<http://www.twamuseumarchives.org/>

## MAKE YOUR PROM OR ENGAGEMENT A SPECIAL MEMORY AT THE TWA MUSEUM



We have had several requests for **Prom and Engagement Pictures** to be taken with Ellie, in our **vintage phone booths** or in the **Ambassador Club**. Now we can include our **Cabin Trainer**! We love to get our pictures out there and welcome the opportunity for those special moments in time.

A \$25.00 donation is suggested for personal phone photos and a \$50.00 donation for professional photographers. Reservations are recommended so we can secure the volunteers we need to help with this one of a kind opportunity. Call the Museum at **816-234-1011** to make your reservation!



## TWA Museum Hours

Wednesday - Saturday 10 AM to 4 PM

Zana Allen  
 Joe Ballweg  
 Dianna Bennett  
 Pam Blaschum  
 Margo Cabillonar  
 Larry Chalberg, Sr.  
 Dennis Claus  
 Kevin Clossick  
 Sandra Clouser  
 Jawn Collins  
 Dwight Donald  
 Larry Dingman  
 Linda & Robert Eckerle  
 Chris Elkins  
 Caleb Flake  
 Margie Foley  
 Chris Funk  
 Judy Gerling  
 Jim Hall  
 Pam Henderson  
 Joe & Belinda Hobbs  
 Matt Larsen  
 Janet Lhuiller  
 Don Lueke  
 Art Lujin  
 Seth Mason  
 Gary Mayden  
 Conner McCollim  
 John Miller  
 Bill (Mitch) Mitchell  
 Lori Moore  
 David Morningstar  
 Elli & Eric Morse  
 Mark Murtha  
 Nina Newberry  
 Tom Nicks  
 David Parker  
 Shelley Tork Raker  
 Ray Rowe  
 Frank Ruege, Jr.  
 Lane Sisson  
 Nancy Sitzmann  
 Wendy Smith  
 Jay Stewart  
 Mark Townsend  
 Pam Tucker  
 Alice Wasko  
 Steve Wood

TWA Museum Volunteers

TWA Museum Volunteers

TWA Museum Volunteers

TWA Museum  
10 NW Richards Rd  
Kansas City, MO 64116-4253



## Friend of the Museum

Additionally, if you would like to become a Friend of the Museum, please choose from the options below:

Individual - \$45.00

Benefits: Member card, unlimited free museum admission 1 year, a 10% discount in the gift shop and online sales, and advance notice to special events and exhibits.

Senior \$35.00

Benefits: Member card, unlimited free museum admission for family members 1 year, a 10% discount in the gift shop and online sales, and advance notice to special events and exhibits.

Senior \$65.00

Founders Club-\$2,500.00

Benefits: Member card, free family entry life of donor, 20% discount on all merchandise, newsletter, advance notice of special events and exhibits, PERMANENT RECOGNITION on beautiful plaque displayed in the TWA Museum.

## Donation Form

Your support ensures that the Legacy of TWA and it's influence on early aviation remains intact within future generations, and for that WE THANK YOU!

If you would like to make a donation through this newsletter, please fill out the following form and mail it to the volunteers at:

TWA Museum  
10 Richards Road, Suite 110  
Kansas City, Missouri 64116

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone Number: \_\_\_\_\_

Amount Enclosed: \_\_\_\_\_

\_\_\_\_\_\$250 \_\_\_\_\_\$500 \_\_\_\_\_\$750 \_\_\_\_\_\$1000 \_\_\_\_\_ Other \_\_\_\_\_