

November 2021
NEWSLETTER

816-234-1011

TWAMUSEUM@GMAIL.COM

10 Richards Road

Kansas City, MO 64116



WE ARE NOW OPEN WED-SAT 10-4

Museum

at 10 Richards Road

www.twamuseum.com

From the Director, Pam Blaschum. . .

Fall greetings to all our members, supporters and friends. After an understandably difficult 2020, our museum is again a busy place as we continue to see our visitor numbers increasing. Our volunteers occasionally comment to me how busy their days have become and while I often feel their fatigue (after all, some of us are getting just a bit older!), it's a good feeling. At the museum, we recognize more than only TWA's history. Our hometown, Kansas City, has also played a significant role in the development of aviation. On October 4th, that history came to life in a most meaningful way as a B-25D Mitchell bomber, nicknamed **Rosie's Reply** paid a visit to our airport and parked on the ramp, right by our museum. We often see unique and historic airplanes touch down here at the Wheeler Downtown Airport, but **Rosie's Reply** was special. The aircraft was built over 70 years ago during World War II by a staff of women who worked at the North American Aviation plant which (at that time) was located just across the Missouri River from us in Kansas City, Kansas.

The name of the airplane pays tribute to the name "**Rosie the riveter**" which was universally used to recognize the work of thousands of women across the country who built planes, ships and armaments for the war effort, while male factory workers went into the service. On hand to greet the return of **Rosie's Reply** to Kansas City were some of the local women who helped build her. Known as the "**Rosies**", members of this group (some well into their 90s) took some time to tour the airplane and meet the crew. It was a wonderful day at our home airport, recognizing an important part of Kansas City's great aviation heritage. We thank every "**Rosie**" from that great generation for their efforts. The ladies in the picture chosen are not the actual Rosies, but members of the organization that flies the plane.



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From the Director, Pam Blaschum

continued. . . .

I also want to note a sad but significant anniversary in TWA's history. December 1 of this year will mark the 20th anniversary of TWA's final day of operation. On that day in 2001, the ceremonial last flight was flown from Kan-



sas City to St. Louis. The airplane that made that flight was an MD-83 registered as N948TW. Everyone at TWA knew that plane as the "Wings of Pride", a special aircraft dedicated to the TWA employees who helped finance its acquisition in 1994. Thanks to the amazing efforts of its owner, Kerry Floyd, N948TW still stands proudly today outside the hangar by our museum, appearing as it did when it first rolled out of TWA's paint shop. I sometimes look at that airplane and picture it making that last flight. Who would have thought then that it would be standing by our museum today, being admired by our visitors and helping us to keep TWA's history alive? It's a beautiful sight. Well, Another busy day at the museum today. Think I'll take a break!

FROM OUR MUSEUM'S BLOG

TWA's exterior paint schemes (also known as "liveries") have always been a topic of interest at the museum. We recently came across a unique one and shared it with our blog readers:



When the National Football League's Los Angeles Rams moved their franchise to St. Louis in 1995, TWA became the official airline partner of the St. Louis Rams. The Rams' brand-new domed Stadium in downtown St. Louis was named the Trans World dome and to spread the image of the partnership even further, TWA cleverly painted a graphic of a Rams football helmet over the cockpit and forward section of aircraft N64347, a Boeing 727-231. Even an image of the helmet's face mask was wrapped around the airplane's nose! N64347 joined TWA's fleet back in 1979 and became the "Rams airplane" from

1996 until its retirement from the fleet in 1999. After that, TWA moved the helmet graphic to a Boeing 757 aircraft.

We're always posting interesting stories and photographs on our blog. You can access it at www.twamuseum.com/blog.

Our museum’s historic Lockheed Electra 12-A (known affectionately at the museum as “Ellie”) was recently honored as one of the State of Missouri’s “historically and culturally significant objects” by Show Me Missouri, a collaboration of historians, librarians and archivists across Missouri. The project, coinciding with Missouri’s bicentennial, is led by the University of Missouri at Kansas City, the Springfield (Missouri)-Greene Country Library District and the Kansas City Library.



Ellie was owned by TWA between 1940 and 1945 and was used to conduct aeronautical engineering research. The airplane also provided transportation for TWA executives and special guests of the company. Prior to being purchased by the museum, Ellie was owned by Ruth Richter Holden, the daughter of Paul Richter, one of TWA’s founders. Ruth’s affection for Ellie is evident in the airplane’s pristine condition, highlighted by the exterior that Ruth had restored to its original 1940s TWA appearance. In 2019, Ruth graciously agreed to sell Ellie to our museum and Ellie was flown to Kansas City. Today, Ellie sits in the hangar adjacent to our museum, the same spot the airplane occupied when TWA owned it over eighty years ago.

You can see Ellie “in person” on our museum tours. We also invite you to see Ellie featured on the Show Me Missouri website at showmemo.org. Just type “Ellie” in the home page’s search box.

Thinking of Donating Items to the Museum?

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

twamuseum@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!

By Pam Strutz

I got very lucky on that day. I had an MCI layover on the first day of my 3 day trip. I wanted this trip because of a super long layover in New Orleans which was the second night of the trip. So I got to the airport on Tuesday morning with a 7 AM check in and an 8 AM departure to STL. We had just finished the service when the cockpit told us that we would not be going anywhere after landing in STL. All airports would be shutting down because of an event in New York. Upon arrival after making sure we were grounded, several of us got into a taxi and went to the bus station in STL and waited for our buses to go home. We got home around 4 PM and somebody met us at the bus station and took us to the airport to get our cars. What a day!

By Lori Zemianek

I was starting my last day of a four day trip. We were laying over in Raleigh Durham, NC. We only were scheduled for one leg home, (RDU-STL). We had a full load of passengers, most were elderly on their way to Hawaii. We were on our take off roll, half way down the runway, when the captain came to an abrupt stop. My flying partner and I looked at each other and both said, "Mechanical". The captain made an announcement "we had to return to the gate". When we got to the gate the agent opened the door, and both of the cockpit crew got off. (None of us knew what was going on.) Upon returning, they explained "all air traffic was being stopped and all passengers had to deplane to the gate area immediately with their luggage.

The captain then told us what was going on regarding the towers (luckily, he called the same hotel we had just left, and told them to keep our rooms), the hotels were filling up rapidly. We had to quickly leave the airport. On the way to the hotel, we were informed all planes were landing at the closest airports as quickly as possible. When we got to the hotel, we were told to go straight to our rooms and not to leave under any circumstances, until he notified us. I did not have a cellphone. I had to use the phone in my room. I remember using my Sam's card, to call family members about my whereabouts. (It took forever, as I had to input a lot of numbers.) This went on for 5 days. On the fifth day, the captain allowed a couple of us to go to the mall, but only for two hours. Upon returning, we had 10 min to pack and get back to the airport to ferry our plane back to STL. When we got to the airport, it was totally empty. At the gate there was one military gentleman who was allowed to go with us.

I remember, it was a very odd feeling walking thru the airport and getting back on the plane knowing our lives were changed forever.

By Frank Von Geysso.

On 9/11/2021 I was having breakfast with the "Romeos"--retired old men eating out!--, a group of TWA pilots. They usually meet on Tuesdays at the Corner Cafe. The owner of the cafe, Ed Rule, came in with a small TV and said he had some bad news and said that we might like to see what was happening. Needless to say, we were all stunned. A few hours later I walked out of the cafe and looked up. The sky was full of contrails of aircraft circling, obviously looking for places to land. It was eerily quiet.

By Vickie Simmons and Sharon Hamilton

Vickie and Sharon were Flight Attendants working TWA Flight 720, ST. Louis to London Gatwick on Sept. 10, 2001. The flight was routine and on-time. It was normal for the flight Crews to take a short nap after arriving at the Hotel and then do dinner, shop, etc. When Vicki woke up she turned on the television and saw the devastating news of the World Trade Center. She called Sharon Hamilton and told her to turn on her TV. After seeing the second plane hit, they all proceeded to the lobby of the Hotel in Brighton. Sharon advised all to go to an ATM machine to get cash as she knew the Hotel would probably not take checks. There was no phone or internet for them to use. Everything was shut down. Sharon remembered she had an old AT&T calling card. She got someone on the phone who told her to use it, one call per person to let family know they were safe and where they were. She passed the information to all the incoming crews to use. Sharon called her son to let parents and friends know where she was. (It just so happened her son Andy flew for the first time without his instructor on 9/11 in attendance at the airport with a red biplane as it was the only other aircraft anywhere around. He is now a Captain for Spirit Airlines.)

During this chaos there were two TWA 747's still in the air bringing in all the crews that were in Cairo. At least 100 crew members, but no passengers were allowed. Vicki and Sharon just went out walking and were stunned. When people overheard them speaking, they told them how sorry they were, some were crying and hugging both of them.

(continued on next page)

(9/11 Remembrances continued. . .)

They decided to go in to a pub. Everyone was watching CNN and when they showed the footage of the second plane, some guy started clapping. Another patron belittled him and told Vickie and Sharon how sorry he was and apologized for the rude person and the way of the world! He insisted they stay and have anything they wanted to eat and drink. They were allowed to leave on the 7th day.

By Cindy Baker

On Sept 11 I was in St. Louis boarding a flight for San Diego. Boarding was interrupted and for several minutes there was no reason given to us. Eventually passengers began to get calls on their cell phones about the first plane hitting the first of the twin towers. When the second plane struck passengers were immediately deplaned and sent into the terminal. We were still getting very little information. At that point our plane was pulled from the gate to the tarmac and we as the crew were told to remain with the plane. Our captain was convinced we would be leaving for San Diego soon. We waited there until it was evident, we weren't going to be going anywhere anytime soon. One of my flying partners informed the captain that we would be leaving the aircraft and heading to the terminal. A baggage tug driver loaded us and our bags on the tug and off we went. The terminal was absolute chaos. I was lucky enough to find two friends and we were fortunate to find a ride to the bus terminal to make a reservation to get home to Kansas City. We waited there almost the whole day. The buses were full and additional buses had to be scheduled. We finally made our way to Kansas City on a full bus. I remember the days immediately after with no idea when I would be scheduled to fly again. The silence in the sky was so eerie. The sound of any siren prompted fear that there had been another awful tragedy. Always remember, never forget.

By Karen Martin

As a TWA Flight Attendant, on September 11, 2001, I was on a layover in one of our most beautiful places, Honolulu-Hawaii. At my hotel on 9/11 the phone rang at 3am waking me from a sound sleep. It was my son, Jason and I immediately was concerned about a family related issue. He asked me where I was and what I was doing. I answered that I had been sound asleep in a hotel in Honolulu. He told me to put the news on, that "the United States was under attack." He said a commercial jet had just flown into the North Tower of the World Trade Center at 8:46am. I hung up and turned on the news just in time to see people jumping from the uppermost floors of that crumbling North Tower. I watched in great shock and disbelief as a second commercial jet flew into the South Tower at 9:03am. As I watched more news, I learned that the American Airlines flight 11 had hit the North Tower and then United Airlines flight 175 had hit the South Tower. Watching those towers crashing to the ground, I kept thinking, 'How is this possible?' As more facts were being brought forth a third jet was crashing into the Pentagon, American Airlines flight 77. Then unbelievably a fourth jet, United Airlines flight 93 was heading for the White House or the Capitol building. A nightmare was playing out on the mainland and I wanted to be home, with my family and friends. That was not to be. In less than 2 hours four USA commercial jets had been used to destroy icons and kill several thousand people.

I waited until 6am local time to call a few of my crew members to tell them to put the news on. All flights were grounded for 5 days nationwide and nothing could be done about getting home. No buses or trains would get me there from Honolulu. That first day no one from the crew got together, I watched news all day. Everyone did what was personally necessary to process what had happened. The next day the Captain contacted all the crew, rented a van and took us on a day trip north along the west coastline and back down the east coastline. We stopped at a few beautiful beaches, visited the Polynesian Cultural Center and stopped for lunch. On day 2 our Captain bought extra cell phone chargers for the crew to pass around to keep their phones charged. A few of us met each day for breakfast or lunch. I did some shopping for clothes as I had one outfit for the overnight layover. I bought a few muumuu dresses and still have them.

When the flight restriction was lifted it came down to being able to get on a flight home using our stand-by status, granted according to seniority. From the day of the attack it was 8 days before I was able to get to Kansas City, to get home. Each morning for 3 days the crew would go to the airport to standby for a flight and have to return to the hotel. Each day a few of the crew got seats home. For all those days our expense lists grew for meals and essentials that were needed. As I remember we did receive our flight attendant contractual expense pay but that did not come close to the covering all the expenses incurred. That 3rd morning those of us left were able to get on a flight. I was glad and relieved to finally get home.

Are you looking for a unique venue for an event? Perhaps a birthday party for an Aviation enthusiast or a Celebration of Life? The TWA Museum may be just that place. We have an Ambassador's Club you can rent for an event. You can bring in your own food and beverages. For an additional fee, your guests may take a tour of the museum.

A local company, Williams Financial Group, recently rented the Club for a party of 40 people. Most of those guests also toured the museum. The guests posed in front of our Lockheed Electra, "Ellie" for a group photo.

Call the museum at 816-234-1011 for availability and reserve the space.



NEW ITEM IN THE GIFT SHOP!

Koozies in two sizes with various cities. Bottom of koozie has TWA in twin globe logo. Price is \$5.00. Large fits water bottle and small fits can or small water.



Royal Ambassador Service



Filet Tips Stroganoff

1 1/2 lb beef tenderloin, cut into 3/4 inch cubes

Salt and pepper to taste

1/4 c. butter

2/3 c. onions, chopped

1 tsp paprika

1 c. fresh mushrooms, cleaned and sliced

1 T lemon juice

1 cup sherry

Sprinkle meat with salt & pepper. Heat half of the butter in a large frying pan until foamy and sauté half of the meat cubes until well browned on all sides. Pan must not be overfilled. If necessary cook meat in three batches instead of 2. As meat is cooked place on serving dish and set aside retaining the butter. Add onions and sauté until light brown, turning the heat down to medium. Add paprika, blend and stir while cooking for a minute or so. Add mushrooms and lemon juice and cook until mushrooms are tender and all moisture evaporated. Add sherry, bring to a boil and pour over meat cubes.

Sauce:

1/4 cup butter

1/4 cup flour

1/2 cup stock or consommé

1/2 cup half & half

1/2 tsp salt

1/8 tsp pepper

1/2 cup sour cream

Melt butter and blend in flour. Stir over low heat until mixture bubbles. Add stock, stir until smooth; bring to a boil. Add half and half and simmer for 5 minutes. Season with salt and pepper. Whip sour cream in a bowl until smooth and then mix in 1 cup of the sauce. Just before serving combine sour cream sauce with the meat and the mushrooms. Blend well and heat to a boil. Accompany with rice or noodles. Yields: 6 servings.



A VISIT FROM A MEDICAL HELICOPTER CREW



On Thursday, September 20, a very nice group of Air Force Reservists landed at MKC and came to visit our museum (they also needed fuel). They were ferrying a medical helicopter from Massachusetts to Colorado. They really enjoyed touring our site and graciously offered to let us tour their helicopter. It was full of medical equipment needed to fly injured and ill patients to medical facilities where they could receive needed care. There were numerous stretchers stored in different locations that could be moved about to accommodate patients. Each member of the 5 man team had specific duties, including pilots, medical staff, and equipment personnel. Medical helicopters have been used all over the world, especially in dangerous areas. The men were very pleased to show us all the equipment they carried. They present-

ed the museum with their insignia which has been placed in our military display. (Volunteer, Judy Gerling is pictured below.)



TWA Firsts.

First to propose and introduce an inexpensive one-way transcontinental excursion fare. (September 25, 1955)



Wishing our readers and volunteers a wonderful holiday season!



2021 TWA GOLF CLASSIC

The Third Annual TWA Museum Classic Golf Tournament was held Monday, September 20 at The Outlaw, Paradise Point, Smithville, MO. It was a beautiful day, in which we had 92 golfers, 20 Volunteers, 19 Sponsors, and over 30 donations which made this our most successful Golf Tournament.

Below are the winners of the golf tournament.

B FLIGHT:

SECOND PLACE: JADE LISKA, MELISSA COOPER, MIKE WALLER, MATT WESTERHOF

FIRST PLACE: LARRY FRYE, LES CHRISTIANS, GARY POOS, JACK JUDSON

A FLIGHT:

SECOND PLACE: KEN ZICK, JACK SHAFTERMAN

FIRST PLACE: DENNIS WRIGHT, SEAN WRIGHT, ANDY WRIGHT, SCOTT DANIELSEN

WOMEN'S LONGEST DRIVE: MELISSA COOPER

MEN'S LONGEST DRIVE: SCOTT DANIELSEN

WOMEN'S LONGEST PUTT: SHERI WOOD

MEN'S LONGEST PUTT: RYAN REED

WOMEN'S CLOSEST TO THE HOLE: KERRI NOBERGA

MEN'S CLOSEST TO THE HOLE: JACK SHAEFFERMAN

Once more, we want to Thank all the golfers, sponsors, donors, and volunteers for your help in making this tournament a success. We are looking forward to having you all back for the **Fourth Annual TWA Museum Golf Tournament, Monday, September 19, 2022!**



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!



MCR for our partnership with the new TWA Hotel at the former TWA Terminal at JFK and their generous donation!



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



Perfection Floor Tile for the wonderful flooring including logos that they have provided for the Museum and our new Ambassador club!



Signature Flight Support for allowing us to hold our TWA Museum 1940's Style Hangar Dance each spring as our annual fundraiser!



Silver Wings International for their generous annual donation!

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



Did you know you can support the TWA Museum simply by shopping??? Go to smile. Amazon.com and igive.com and list the TWA Museum as your favorite charity. A small portion of your purchase price will be sent to the Museum every time you shop!

We're Looking for missing Skyliners!

Our Archivists are looking for the following Skyliners! Check your attics and storage boxes and see if you can help us find the following:

Any issues from 1929 thru 1978

1979 need issues #10 , 11

1984 need issues #20, 22, 23

1986 need issues #1, 16 thru to last issue. Do not know how many issues that year.

1987 need issue #8, 11



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 501C Non-Profit.

Museum Library Hours

10-4 PM by Appointment

For more detailed museum information, please visit our website at TWAMUSEUM.COM. Upon payment of the museum entry fee, simply advise your welcome volunteer of your intent to visit the library and a volunteer will escort you to the Library. If you have any questions, please contact John Mays at 913-515-0080 or via email at twajohnmays@gmail.com

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

VOLUNTEERS

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 Joe Ballweg
 Dianna Bennett
 Bob Blanc
 Pam Blaschum
 Margo Cabillonar
 Larry Chalberg, Sr
 Dennis Claus
 Kevin Clossick
 John Coleman
 Dean & Carol Conner
 Larry Dingman
 Robert Eckerle
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 Katie Gilmore
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 Art Lujin
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 Mark Murtha
 Nina Newberry
 Chris Nold
 Frank Ruege, Jr
 Nancy Sitzmann
 Gary Smedile
 Mark Townsend
 Alice Wasko
 John Wildman
 Steve Wood



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_____

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)

_____ Family (Mother, Father, Son, Daughter)-\$75.00

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)

_____ Lifetime-\$1,000.00

Benefits: Member card, free family entry life of the member, 10% discount on all merchandise, newsletter, advance notice of special events and exhibits.

_____ Founders Club-\$2,500.00

Benefits: Member card, free family entry life of donor, 10% discount on all merchandise, newsletter, advance notice of special events and exhibits, PERMANENT RECOGNITION on beautiful plaque displayed in the TWA Museum.

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