

NEWSLETTER SEPTEMBER 2013

Volume 1, Issue 2



Museum at 10 Richards Road

Events

Up, Up and Away Reunion
October 26

Group Visits

Challenge Air
September 7

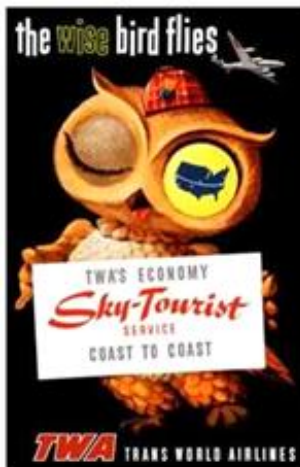
Glider Pilots Association
September 13

Clipped Wings International
October 5

Letter from the Director and Museum News

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Editor: Karen Martin	



New Exhibits

Charter-Pope John Paul II
Flight Attendant-Black History

Pam Blaschum, Director

In the summer of 2009 Marie Trainer, the TWA Museum Director, approached Pat Brinkman, a former Flight Attendant and asked if she would take over the Directorship of the TWA Museum. Pat Brinkman then asked if I would like to be part of the **TWA** Museum. Pat Brinkman, Betsy Martin, Joy DeCoursey, Pam Dennis and I began meeting with Marie Trainer. We worked on inventory lists of the collection. Zana Allen already a member of Marie's team joined in and soon Karen Martin, Linda Maloney-Liberty and Mary Ellen Miller joined the committee. Pat Brinkman and I set out to find a new permanent home for the museum. We met with Bryan Orr, Area Director for Signature Flight Support (BBA Aviation). Signature Flight Support, through Bryan's efforts, offered the Museum use of the current space that presently houses the Museum, its inventory and a Gift Shop. The Museum is proud to occupy space in the original **TWA** Corporate headquarters at 10 RNW Richards Road.

With all of our volunteer hours and the financial support from former employees and the community at large, we are able to announce our expansion into additional hangar space that will become the Museum's Educational Center. Plans are underway to create this learning, educational and research center. It will be open to visitors and researchers seeking factual aviation history. Stay tuned for updates on this planned project. Executive Committee member Carol Emert continues to inventory and preserve the Museum's collection. We thank all of

you who continue to donate your **TWA** artifacts to the Museum. All members of the Museum Executive Committee are dedicated to preserving the history of TWA and making this Museum an important part of Kansas City's cultural scene. The Museum has occupied this space since April 2011, opening the doors on March 3, 2012. The Museum owes a great deal to the **Platte County Historical Society** for taking it under its protective wing as a chapter of their Society. This action, having taken place years before the American Airlines takeover, saved many **TWA** artifacts from an unknown end. The **TWA** Museum has greatly valued Platte County Historical Society's 501(c)3 tax exempt status and partnership. The application for the **TWA** Museum's own 501(c)3 status was submitted to the IRS in May 2013. We received word on September 17th that the Museum has been granted its own tax exempt standing.

You are invited to come and visit the Museum. Enjoy the unfolding of **TWA** history, find fascination in reviewing the glory years of the **TWA**, Airline to the Stars, fly the Connie simulator and buy a souvenir from the Gift Shop.

Be sure to visit the Museum online at www.twamuseumat10richardsroad.org

TWA Museum at 10 Richards Road

Suite 110

Kansas City, MO 64116 816-234-1011

Museum Hours 10AM—4PM

Tuesday - Saturday

Closed Holidays - Please check website.

Admission

Adults \$5.00 Children 6-12 \$3.00

Seniors(60+) \$3.00 Military FREE

Call to schedule a Special Group Tour

TWA History



Aero Corporation of California

<http://www.reocities.com/nas51st/Jack-Frye.html>

Excerpts taken from [AAHS Journal](#)

Vol 39, Number 3, Fall 1994

Aero Corporation of California, which was formed in 1926 by Jack Frye

William John (Jack) Frye was born on March 18, 1904 and was raised on the family ranch near Wheeler Texas. The 15,000 acre cattle ranch was a family affair and Jack, along with his brother Don and sister Opal, each owned a small portion of the herd. Jack's first exposure to aviation was almost his last one. He was age 14 at the time when three Army planes made an emergency landing near Wheeler due to weather and mechanical problems. They were stuck there three days waiting for good weather, during which time young Jack ran many errands for them. He didn't get to watch their departure as he was bedridden with a severe case of pneumonia. In 1921-1922 he served a year with the Army Engineers. After some time working on the ranch, Jack sold his share of the herd and bought a car. Along with Don and two friends they set out for Southern California where the "good paying jobs" were supposedly available.

Well it turned out to be washing dishes, selling newspapers and "soda jerking" at a drugstore. Jack met a veteran pilot and barnstormer named Burdett Fuller, who operated a flying school and had a few WW1 surplus *Jennies* for local and charter flights. He flew out of a field located on "Barnstormers Row", a group of airdromes located on the outskirts south of downtown Los Angeles on Western Avenue. For the price of \$5, Jack took his first ride in an airplane. It only lasted 15 minutes, but this was enough to convince him he wanted to be a pilot. Jack rented the plane for \$20 a week on his

meager \$25 a week pay, so it took several months before he had enough experience (7-1/2 flying hours) to solo. On the same day as he made his solo flight he took his first paying passenger for a ride. Within a short time Jack owned his own *Jenny* (it cost \$350).

Frye soon established a reputation as an excellent pilot and instructor. The new Long Beach airport hosted a Memorial Day Air Meet (May 30, 1925) where 25,000 fans witnessed 50 pilots and their planes compete in 10 events for cups and cash prizes. Jack won the "Dead Stick Landing" contest.

Among the students at the Burdett School who also became an important part of TWA's roots in later years were Paul Richter and Walt Hamilton.



TWA 1936

**VP Paul Richter - President Jack Frye
VP Walter Hamilton**

The trio of "Jack, Paul and Ham" became very close friends and in early 1926 they pooled their resources (\$5000) and bought Fuller's interests. This included the goodwill of the business, 14 planes, the repair shop and equipment, a well-established flying school and air taxi service.

On February 3, 1926, the **Aero Corporation of California** was formed with a total investment of \$50,000

Continued in next newsletter.

TWA Museum Executive Committee

Pam Blaschum, Director

Zana Allen

Karen Martin

Mary Ellen Miller

Karen Holden Young

Carol Emert

Ann Noland



Meet Committee Member - Karen Martin, Office Administrator

From Chicago, IL. August 1962 – May 1964, attended Northwestern University July 1964-December 1964. Field Enterprises – Computer Division. January 1965 – November 1966, **TWA** Inflight Hostess. Reinstated June 1972 (returning mother law suit - she has two sons). Bases: Chicago Domestic, Chicago International, Boston, Kansas City, New York International, St. Louis International and St. Louis Domestic. January 2004-May 2006, Johnson County Community College, graduating with honors, with Associate degree and Paralegal Certificate. January 2005, retired from furloughed position at American Airlines. (cont. p3)

Meet Committee Member(cont from p2) August 2003 – June 2013, appointed as Secretary of the Kansas City Chapter of Silver Wings. January 2006 - March 2007, Paralegal in Lenexa Tax Law. June 2008 - September 2009, Director of Children’s Ministry and Office Manager at Blue Springs First Church of the Nazarene. August 2010, joined the TWA Museum Executive Committee. The 2010 museum committee facilitated the moving of all existing artifacts to the museum’s present home. Karen’s duties have included office administration, graphic design, policy and procedure development, forms development and website design/webmaster. She is on duty in the museum every Wednesday and she has been dedicated to making the **TWA** museum an important part of Kansas City’s cultural offerings to residents and visitors.



Fundraising News, Zana Allen

The first year of fundraising was enthusiastically embraced by former TWA employees and their families. Throughout the year unsolicited donations continued to come to the Museum and Signature Flight Support gave the Museum a \$16,000 grant. All of this response put the Museum in a sound financial position as we become a stand-alone 501(c)3 organization separate from the Platte County Historical Society. The PCHS created a TWA Museum Chapter in the 1980s and their continued support in shielding the TWA artifact collection has made it a reality for this museum to be open to the public in its new home. A heartfelt “THANK YOU” to each and everyone of you!



Museum Volunteers

- Cheri Carnes
- Jawn Collins
- Dean Conner
- Carol Conner
- Keith Epperson
- Bill Leonard
- Larry Lillge
- Marcia Lillge
- Don Lueke
- Art Lujin
- Elspeth Pierce
- Frank Ruege
- Charlie Sheldon
- Judy Shenefield
- Susie Spears
- Lee Wilhite
- Gwynn Williams
- Judy Wilson

New Volunteers

- Ann Cavlovic
- Cyrus DeVry
- John “JJ” Jackson
- Nancy Sitzmann

Volunteer Profile



Charlie Sheldon

Graduated K-State College 1/26/1957 – BSME
 Hired by TWA 1/28/1957
 at Newly opened MCI/Overhaul Base
 Drafted 6/2/1957 and Discharged 6/2/1959
 Returned to TWA Power Plant Engineering
 Transferred to GE Facility in Ontario, CA 1962
 Engineer Representative – CJ805 Overhaul Program
 Transferred to AAL in Tulsa, OK 1964
 Overhaul Representative – CJ805 Overhaul Program
 Transferred to MCI in Kansas City, MO 1966
 Supervisor of Power Plant Engineering
 Manager Power Plant Engineering
 Transferred departments to Production Control
 Manager – 2 years
 Transferred back to Power Plant Engineering
 Manager
 UMKC –MBA Program 1975 – 1983
 Promoted 1987-Director of Propulsion and Ground
 Support Engineering
 Retired March 1997
 He married Jo Ann Ibarra(TWA Hangar Office Bldg #1) in
 1967 and they have a son and a daughter.

