

# Beatles Encounters 1965: Unplanned & Planned

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## *Flying with the Fab 4*

While working on a story about the long history of railroads in the Milwaukee suburb of Brookfield where I live, a contact told me I needed to talk with fellow resident and train maven Jerry Hilton.

Jerry, a retired business executive whose grandfather worked for the Great Northern Railway and helped stimulate Jerry's interest in railroading, is also a writer and had already published a story on the subject in the *Milwaukee Road* magazine.

When I contacted him, Jerry asked what kinds of things I had written. I mentioned several stories including one about The Beatles' appearance at the Milwaukee Arena in 1964.

He surprised me—to say the least—when he said his father had been on the flight with The Beatles during their first trip to America. "Wow!" I said. "Yeah," he continued, "and I have pictures of him with them."

I said "Wow!" again and, "Could I see the pictures?" He replied that he wasn't sure where they were but would let me know if he found them. "Great," I said.



**John, Ringo, and probably George Boarding TWA Flight 703 in London. Courtesy of Jerrold F. Hilton.**

## ***Returning from England***

Months went by, and after I finished my rail story and uploaded it, I e-mailed a link to Jerry. He had a favorable response and floored me a few days later when he sent scans of five black and white photographs of The Beatles. One showed Ringo Starr and George Harrison sitting in the second-from-last row of a jetliner with a distinguished-looking gentleman behind them.

Jerry explained: "That is my father, Henry M. Hilton, with the tie on. (I don't think any of The Beatles ever wore ties!) This was taken on the TWA flight that brought The Beatles to America the first time."

Clearly, Jerry, a man in his 70s, isn't a Beatles fan—the Fab 4 made it big *after* his teen years. He told me his father was born in 1903 and ran the Hilton Company, which was located in Butler, another Milwaukee suburb. "We manufactured aluminum products, including ladders and beer barrels," he said. Jerry was vice president of engineering and production. Hops grows next to his 1962 ranch home and commemorates his decades of involvement in the brewing industry.

"We also represented an American firm that developed a cold-mold casting process for aluminum," he continued, "which is one of the reasons my father flew to England. He was visiting a company called Alumasc, in Burton Latimer" (a town of 6,700 located 80 miles north of London<sup>1</sup>). "Alumasc made cast aluminum beer barrels and tapping systems. It was interested in the cold-mold casting process we represented, and we were interested in selling Alumasc tapping systems."

Asked if he was related to Paris Hilton, Jerry said, no, but added that the first Hilton in his family to immigrate to America arrived on the *Fortune*, "the second ship to land at Plymouth, after the *Mayflower*." I popped "fortune mayflower" into Google and, sure enough, the ship docked in Plymouth on November 9, 1621.<sup>2</sup> The passenger list included William Hilton, who, another site records, hailed from London.<sup>3</sup>

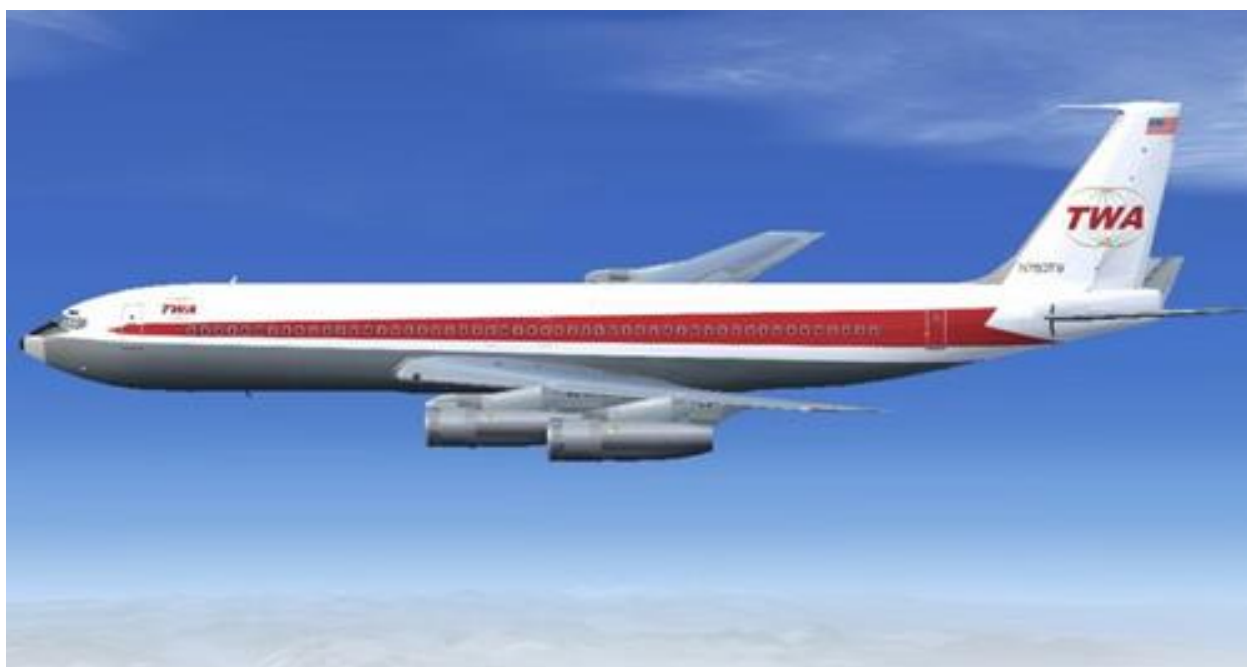


**Paul boarding TWA Flight 703 in London.  
Courtesy of Jerrold F. Hilton.**

### ***August 13, 1965***

I was pretty sure the photograph of George and Ringo sitting in front of Henry wasn't taken in 1964, an opinion shaped by Ringo's shirt, which looked to be in the style of later fashions, especially the unusual collar with its ring of symbols. In addition, a memory in the back of my head told me The Beatles flew Pan Am when they traveled to New York in 1964.

Meeting with the press was typical during the group's tours, so I searched Google for "Beatles news conferences" and found the "Beatles Ultimate Experience" website<sup>4</sup>; it has a database of Fab 4 press events. Soon I was at a page with a photograph of the group sitting behind microphones, and there's Ringo in the same shirt. The shot was taken August 13, 1965,<sup>5</sup> at the Warwick Hotel in New York, so I now had the date of Henry's flight.



**TWA Boeing 707 similar to the one that transported The Beatles. Copyright owner unknown; found at <http://www.aviationexplorer.com/>**

### ***Fashion digression***

A shot by photographer Ken Regan on the JFK tarmac indicates Ringo was even more the odd man out than depicted in the black and white photograph. His suit is powder blue and shirt, ocean blue, except for the collar, which appears to include white and possibly other subtle hues. George is in a black suit and blue dress shirt, John's wearing a light gray suit and brown shirt, and Paul, a white shirt and pin-striped suit.

Ringo's shirt is strikingly different from the open- and button-down-collar styles the others are wearing. It looks Indian, perhaps part of a trend that

brought South Asian culture into the world of 60s pop, culminating in Ravi Shankar concerts and transcendental meditation. The decorations on the collar and cuffs might be star- or sunbursts.

Googling for an expert opinion, I found Mike Pretious, a lecturer in marketing, retailing, and consumer studies at Queen Margaret University, Edinburgh, Scotland. He was a buyer for many years and now gives talks on 60s fashions.

"The shirt appears to be a 'pullover' style," he responded by email, "with no buttons at the front...the embroidered pattern may be ethnic symbols, though I cannot recognize any particular Indian or other script."

Another Web find, Shaun Cole, course director of the History and Culture of Fashion at the London College of Fashion, replied: "...looking closely at the images it seems to me that the shirt could well be made from a woven rather than knitted fabric and so might be of the type that buttons at the side of the neck and across the shoulder that were beginning to be imported from Asia and fitted with the beginnings of an 'ethnic' influence in young men and women's fashions...It also appears to me that the 'pattern' around the neck is on a piece of ribbon or other form of embroidered textile..."

Woven fabrics tend to be tighter and more constraining, knits, looser; it's the difference between a woven dress shirt, and a knit golf shirt.

Guitarist-singer-writer-friend Howard Hinterhuer said the shirt might have a "mandarin"<sup>6</sup> collar. The examples of mandarin-collared shirts I found online, however, either have a vertical opening just below the wearer's Adam's apple or a button. Neither is present on Ringo's shirt.

A website I encountered comments on the band's changing attire: "As The Beatles began to experiment with their music on *Rubber Soul* and *Revolver*, they also began to experiment with their clothes. Their days of touring were almost over and so were the matching suits. Turtlenecks replaced white dress shirts as the lads took a more casual approach to dressing."<sup>7</sup> Ringo's shirt looks a little like a mock turtleneck, albeit a fancy one.

The Beatles flew to America that Friday the 13th on TWA Flight 703<sup>8</sup> to begin their two-week, 1965 North American tour (one appearance was in Toronto). They opened in a big way two days later at Shea Stadium, where they wore matching tan suits with epaulets and what appear to be the mandarin collars Howard mentioned.



**Henry M. Hilton in the last row of the Royal Ambassador section on TWA Flight 703. Courtesy of Jerrold F. Hilton.**



**Collar and cuff of Ringo's shirt. Courtesy of Jerrold F. Hilton.**



**Courtesy of Ray E.**

## TWA

Trying to learn more about the flight and locate additional photographs of The Beatles aboard, I contacted the TWA Museum in Kansas City, where the airline's headquarters were located. TWA was founded in 1930, the result of a merger. Originally, the letters stood for "Transcontinental and Western Airlines."

Howard Hughes bought 25% of the company for \$15 million in 1938,<sup>9</sup> the name was changed to "Trans World Airlines" in 1950,<sup>10</sup> and the company operated until 2001<sup>11</sup> when it was acquired by American Airlines.

Staff member Zana Allen, one of the museum's founders, gave me several leads, including a contact at the Kansas City Museum named David Boutous. Zana is a former "hostess," as TWA called its flight attendants in the '60s, a time when most airlines referred to them as "stewardesses." Although male stewards were employed in the early days of air travel, a Wikipedia entry states, "female flight attendants rapidly replaced male ones, and by 1936, they had all but taken over the role."<sup>12</sup>

Many thousands of images shot by TWA photographers and freelancers employed by the company exist, David said, "but unfortunately they reside in crates, file drawers, or boxes and haven't been sorted or indexed." No plans or budgets are in place to do the work. It's a shame because probably there are many gems, including additional shots of The Beatles.

Zana also told me about a TWA newsletter called *Skyliner* that was published for employees beginning in 1932. "An archive of the publication is online," she said, and it proved to be a valuable resource.<sup>13</sup>



**John and unidentified assistant, possibly Neil Aspinall or Derek Taylor. Courtesy of Jerrold F. Hilton.**



### ***Skyliner* article**

The August 30, 1965, *Skyliner* covers The Beatles flight in a page 2 story titled "Beatlemania Aboard 703 Beats 007 Adventures." According to the article, "The Beatles...and their entourage had taken refuge in the Royal Ambassador (first-class) section of the London-New York flight."<sup>14</sup> Security measures in place for the jet's landing at JFK International Airport inspired the James Bond reference.

A group of fans learned about the band's travel plans, the *Skyliner* article continues, and managed to buy coach seats: "Only a thin partition restrained 120 eager Beatlesnuts in the rear section who at the very least hoped to catch a glimpse of the famous group up front. In an effort to divert the attention of the newly formed airborne Beatle fan club, public relations representative Bill Liss employed the tactic of handing out autographed photos and Beatle record albums to the teenagers aboard. The ploy worked like a tranquilizer."<sup>15</sup>

The Beatles Bible website states the flight left London at "midday" and arrived in New York at 2:30 p.m. eastern standard time.<sup>16</sup> Co-pilot Art Lorentz, whose nephew sent a reminiscence (See Addendum 1.) about his uncle's overseas trip with The Beatles, logged a time of "9 11" (nine hours, eleven minutes) for the flight



**Aboard TWA Flight 703. Courtesy of Jerrold F. Hilton.**

### ***Planning for perfection***

I was able to locate Bill Liss who recalled: "The trip was planned a good month in advance. I flew to England and spent some time with Brian

Epstein who later died at just 32. I had some caricatures of The Beatles made that we put on the inside of the cabin door. They were autographed by each Beatle, and I believe I still have them somewhere in the attic. The crew was handpicked because TWA wanted everything to go well; the company chose people it was sure could handle taking care of the Beatles and coping with the crush of fans we knew would be along."

As the airliner approached New York the *Skyliner* article reports, "Captain Jack Hulburd opened a sealed envelope of instructions from the Port of New York Authority...The veteran pilot unfolded a detailed map...with eight possible parking points." Number 8, the pilot was informed, an area "two miles removed from the International Arrival Building," would be the place where the Beatles deplaned.<sup>17</sup>

"Hostess Gisa Kothe," the article concludes, "who is Miss New York Press Photographer and Queen of the Forest Hills Music Festival, first peered out to see if the coast was clear. As The Beatles braved their way out the door and deplaned, Paul McCartney turned to her and said: 'Thanks so much, luv, for a wonderful flight.'"<sup>18</sup>



**TWA Hostess Gisa. Courtesy of Gisa.**



## ***Gisa***

I was also able to locate Gisa, who retired from flying in 1967, married, and had two children. "TWA was often called 'the Airline of the Stars,'" she said, "and I had the opportunity to meet many celebrities, but none caused as much excitement as The Beatles."

Gisa wanted to work for an airline since she was a young girl: "It was a passion of mine; I read books about it! When I was old enough after college, I applied directly to TWA, mainly because it had a reputation for being an international carrier. I was born in Germany and wanted to travel to my home country now and then." She had to have been *extra special*. "Two hundred girls were interviewed, but only two of us were called back," she remembered.

When TWA telephoned, Gisa said she was: "Ecstatic! Flying was my dream so I was thrilled to get the job."

### ***Becoming an international TWA hostess***

She trained for about nine weeks. "Safety was the primary topic, but we also were taught how to dress and apply makeup," she said. "In some ways, it was like a finishing school. Taking care of the food service properly was another focus. Training was challenging; not everyone made it."

Her first assignment was flying domestic routes out of New York City. After a few months, she transferred to the international division and particularly liked working the first-class section which she described as "a lot of fun." Air travel was a different experience in the 60s. "People got dressed up," she said. "Men wore suits and women, dresses. In the Ambassador Section, meals were served on fine China with tablecloths. Very classy. Today, it's a job to fly anywhere; back then it was a pleasurable experience."

She said she "flew all over the place" but particularly liked flights to Germany where many of her relatives lived.



**Courtesy of the Hartford Courant and Gisa.**

### ***Rested and ready***

Gisa enjoyed Beatles music but recalled being more of a fan of Elvis Presley and Doris Day. She said "Love Me Tender" and "Que Sera Sera" were favorites. Today she still likes Paul McCartney songs.

It's been a long time, but she believes the crew for The Beatles flight "deadheaded" (traveled as passengers for logistical reasons<sup>19</sup>) to London because "management wanted to be sure it had the best." She and other personnel, including the captain and copilot, arrived a day ahead of time so everyone was well rested. Otherwise there weren't any special preparations. "We always represented TWA to the best of our ability—we were professionals, so we just gave the band our usual," she said.

Flying on Friday the 13th didn't bother her as she was "never superstitious," although she said she was aware that some airlines didn't (and still don't) use the number 13 to mark rows in their planes, an oddity I never noticed.

The jet that carried The Beatles was a Boeing 707<sup>20</sup> which she flew many times.

Another hostess worked first class with Gisa along with Purser Ed Bauer. (According to a Wikipedia entry, a purser is "...the cabin manager [chief flight attendant]...The purser oversees the flight attendants making sure airline passengers are safe and comfortable."<sup>21</sup>)

### ***"One of whom passed out cigars"***

Gisa's parents lived in East Hartland, Connecticut, and *The Hartford Courant* published a story on November 21, 1965, about her flight with the band. The article reports that Beatles manager Brian Epstein, his secretary, Wendy Hansen, and two of the band's road managers were also in the first-class section. Five other passengers are listed: "...a college professor and his wife...and three businessmen, one of whom passed out cigars."<sup>22</sup>

I asked Jerry if his dad smoked cigars: "No more than 14 per day," he replied. "His favorite was 'top quality throw-outs,' i.e. cheap seconds! My mother called them 'foul, stinking weeds.' That I agree was quite accurate. He never was allowed to smoke in their house."



**Shaking Gisa's hand as the Beatles deplaned TWA Flight 703,  
Paul said, "Thanks so much, luv, for a wonderful flight."  
Snapshot courtesy of Gisa.**

### ***Smoking section***

It's likely Henry, a successful businessman, booked his first-class seat well in advance, and because he was a smoker, it's understandable he was in the last row of the section with George, John, Paul, and Ringo—all smokers at

the time—just in front of him. Smoking was permitted on most flights in the 60s, and smoking sections typically were in the rear of the coach and first-class cabins.

Jerry's father talked with the group during the flight and told family members The Beatles were friendly and unassuming. Ringo even spilled coffee on Henry and was apologetic. United Press International distributed a story about The Beatles' flight and arrival in America, versions of which were printed in various newspapers, including *The Milwaukee Sentinel*, which detailed Henry's reaction: "'I didn't mind it,' he said, 'it was just a little bit of coffee. They (The Beatles) were very nice guys. I was very impressed with them. They walked around the first class section, smoked, had a few drinks, and talked with some of the other passengers.'"<sup>23</sup>

A *Sentinel* reporter contacted the family in Wauwatosa, spoke with Henry's wife, Alice, and quoted her in the local story: "'Though our three-year-old granddaughter dances to The Beatles records, we just laugh at the group,' Mrs. Hilton said here when notified of her husband's mishap."<sup>24</sup>

Apprised of her Uncle Henry's liquid interaction with the Fab 4's drummer, a teenaged niece wanted his coat. "Dad thought that was ridiculous and refused," Jerry laughed.



**Closer view; note autographed caricatures on inner door. TWA PR representative Bill Liss is standing in the doorway holding a Kodak Retina II camera. Snapshot courtesy of Gisa.**

### ***Observations and mementos***

"Paul was the cutest," Gisa said, "and my recollection is vague but they ate very little and drank soft drinks." The *Hartford Courant* article quotes her as saying: "They were very reserved during the flight." Reporter Steve Nidetz added: "Besides eating chateaubriand, lobster, and cheese and crackers with wine (George's favorite), the fearless foursome occupied its time playing games (Paul won the navigation game), drinking champagne, and watching a movie."

Gisa said crew members, *for the most part*, did not take advantage of the situation by soliciting autographs or other mementos. Without asking, however, she was given two "treasures," as she termed them: a just-pressed 45 of "Help," with first names signed on the sleeve by each Beatle and an 8" x 10" black and white glossy of the group with full signatures. (Gisa has stored these carefully and securely in a safety deposit box.) A photo in the *Skyliner* story also shows the flight's purser with a group of kids vying for Beatles souvenirs, including a wash cloth, he collected on the flight.

In addition, PR man Bill, fulfilled the fervent wishes of two Missouri girls: Ruth, the daughter of a TWA supervisor who worked in the airline's Kansas City training center, and the daughter of Robert Helmer, who Bill said was "head of TWA public relations." Ruth sent Bill a stamped, self-addressed envelope, and he asked each Beatle to sign it on the back. (See Addendum 2.)

The autographs Bill secured for the second daughter were later purchased by Ray E., a buyer and seller of memorabilia. (See Addendum 3.)

### ***Just fellow travelers***

One of the things that attracted me to this story was the peculiar situation that existed on the jetliner with Jerry's dad and The Beatles. Henry Hilton, who was 62 at the time, wasn't a Beatles fan, and in fact, Jerry told me, "Dad wasn't a fan of any music, really."

So, for The Beatles he was just a fellow traveler, not someone who fawned over them or tripped over himself in an attempt to be cool in their "toppermost-of-the-poppermost" presence. Certainly they met other people like Henry, and I have a feeling it was always refreshing. Despite their cosmic success and fame, they could relate to Henry, probably in the same way they related to family members and friends they had known since before Beatlemania.





**Another view. Courtesy of the Associated Press.**

### ***Stars and VIPS***

Other notables who flew in Gisa's section included Rex Harrison, Patricia Neal, Geraldine Chaplin, Twiggy, and Elizabeth Taylor's sons Michael and Christopher, whom she called the "Wilding boys." "Paul Newman would pay for three seats in coach so he could stretch out and sleep during cross-Atlantic flights," Gisa said.

But nothing compared to John, George, Paul, and Ringo: "The energy on the airplane was positively electric; every time the curtain to the Ambassador Section opened, many heads bobbed up in coach, and many pairs of eyes strained to get a glimpse of our special passengers. The Beatles were kind, sociable gentlemen, who interacted with me like any other normal, nice people would. I remember complimenting John on his sunglasses but don't remember what was special about them."

Interviewed by *The Harford Courant* just a few months after the flight, her memory was fresher: "Throughout the trip, John wore a pair of 'wild



sunglasses that looked like mirrors,' Miss Kothe said. 'But when I asked him to try them on, he said, 'No, I'm sorry, maybe next time.'"<sup>25</sup>

### **"Lennon lemon acid"**

John's reaction comports with the picture painted of him in *Elvis Meets The Beatles* by Chris Hutchins and Peter Thompson. The authors relate various examples of his unfriendly, even cruel behavior, including an incident that occurred in Las Vegas during their 1964 tour:

"I (Chris) was enjoying a drink with the group at the Sands Hotel when a bespectacled teenage girl, not the usual Beatles groupie, burst in unannounced. We were trying to work out how she had managed to slip past the security guards when she explained in a loud, friendly voice: 'Hi, guys! I'm Donald O'Connor's daughter.' John did not hesitate. Eyes narrowing, he looked up and said: 'Oh, I'm sorry, luv, I really am.' Puzzled, Donald O'Connor's daughter said: 'Whadda ya mean, you're sorry?' 'Just heard it on the radio,' replied John, straight-faced. 'Your dad's dead.' Donald O'Connor's daughter reeled beneath this dose of what we called the 'Lennon lemon acid.' She broke down in hysterics and had to be sedated. The last I saw of her, she was being driven away in an ambulance."<sup>26</sup>

Donald O'Connor had a daughter named Donna Gwen who was born in 1946 and would have been 17 or 18 in 1964.<sup>27</sup> Her father actually lived until 2003.

The book recounts other examples of John's nasty side, including one involving Jayne Mansfield. Quite a surprise for the "All You Need Is Love" guy and staunch peacenik, a position he had already taken by the 1965 tour.



**Detail showing caricatures commissioned by PR Representative Bill Liss and placed on the inner panel of the cabin door. Courtesy of the Associated Press.**

### ***Food fight***

PR representative Bill Liss was also on the flight: "Paul was very quiet, and Ringo, relatively effusive. Paul was doing some writing, and I sat next to him for a while. All four were polite; George was particularly friendly."

Bill remembered that Brian Epstein sat forward of the band but couldn't recall anything about him other than that he was "sort of the monitor and kept everyone in tow." This didn't prevent band members from engaging in a food fight. "Ringo started it," Bill remembered, "then everyone joined in—they were slinging food at one another."

### ***TWA-Beatles flight bags***

Bill also coordinated production of the special TWA-Beatles flight bags that were given to the group, members of their entourage, and other VIPs. He said that when the Beatles first traveled to America in 1964, they flew on Pan-Am and were pictured getting off the plane carrying Pam-Am flight bags. "We wanted to take advantage of the situation like Pan-Am did so we had special bags made."

The group and the people traveling with them were, "Not the least bit taken with themselves," Bill recalled. "They were good, decent people, and truly there wasn't anything unusual about them. Very unpretentious."



**Blow-up of George's hand on one of the special flight bags (below) commissioned by TWA for the occasion. The printing near the top reads "George Harrison" on the first line and "MBE" (Member of the Order of the British Empire) on the second. Each of the Beatles received the MBE award on Queen Elizabeth's birthday in June, 1965. Courtesy of the Associated Press.**



**Flight bag commissioned by TWA to commemorate the Beatles' flight. Courtesy of Legendary Auctions.**

**Note: The *Antiques Roadshow* program (Charleston, West Virginia, Hour 3) that originally aired on May 25, 2015, includes a segment on the 1965 TWA Beatles flight bags. Click [here](#) to view it.**

### ***Unappreciative press***

In my first Beatles story, I quoted *Milwaukee Journal* columnist Gerald Kloss' recap of their September 4, 1964 concert at the Milwaukee Arena. He referred to them as "bushy haired intruders from Liverpool" and added, "So here they were at last, almost within falling dandruff distance and they looked even more cuddly than they had on *The Ed Sullivan* TV shows."<sup>35</sup>

*Newsweek*, then a major American weekly, published a cover story called "Bugs About Beatles" in the February 24, 1964 issue. Though the article accurately describes the origin of the band's name, the title conveys the standard arthropodal connotations. The story itself opens scathingly: "Visually they are a nightmare: tight, dandified, Edwardian-Beatnik suits and great pudding bowls of hair. Musically they are a near-disaster: guitars and drums slamming out a merciless beat that does away with secondary rhythms, harmony, and melody. Their lyrics (punctuated by nutty shouts of 'yeah, yeah, yeah!') are a catastrophe, a preposterous farrago of Valentine-card romantic sentiments."<sup>36</sup> Crude appraisals such as these were not

unusual when The Beatles first appeared in America. Fifty years later it's hard to imagine how *different* they were from what was normal in an era dominated by The Beach Boys, Bobby Darin, The Four Seasons, and similar pop acts.



Courtesy of **Legendary Auctions** <http://www.legendaryauctions.com>

### ***Hits in the making***

Bill overheard bits of conversation the four exchanged and his memory is that they were mainly about music, not surprisingly. *Help!*, the band's second movie, had premiered in the UK on July 29<sup>28</sup> and opened in the US just two days before the flight.<sup>29</sup> Soundtrack albums came out about the same time.<sup>30</sup>

Their next LP, *Rubber Soul* was released four months later<sup>31</sup> and included "Drive My Car," "Nowhere Man," and "Norwegian Wood (This Bird Has Flown)." The latter featured what is said to be the first use of the sitar in a Western pop song.<sup>32</sup> Hits that would appear on *Rubber Soul* might already have been forming in the minds of John, Paul, George, and Ringo and surfacing in their discussions aboard Flight 703.

### ***Irritated passengers***

The *Lima News* version of the UPI story about The Beatles' flight and arrival in New York includes, "the plane landed at Kennedy International Airport and taxied to a secluded section about two miles from the main terminal..."<sup>33</sup>

The delay upset some passengers as evidenced by a Henry Hilton remark that appeared in the story: "...I heard one fellow seated in the economy section say, 'This is a damn outrage...all this attention being paid to four screwballs.'"<sup>34</sup> Disparaging characterizations of The Beatles by "grownups" were typical in the mid-sixties, at least in America. Even journalists and critics often wrote about the band using insect metaphors. Few identified "beat" as the root of the name. Snide comments about their hair were also common.

### ***Changes***

I was a 13-year-old living in Janesville, Wisconsin, in January, 1964, when The Beatles' first American Top 40 hit, "I Want To Hold Your Hand," began playing on WLS-Chicago, the only station I knew of back then that broadcast rock and roll. (Evidently, "Please, Please, Me" was on WLS in March of 1963,<sup>37</sup> but it didn't make much of a splash, and I don't remember it.)

On a Friday night at about that time, I attended the Marshall Junior High School seventh-grade dance and won a raffled gift certificate worth \$1.00 at Dorothy's Record Shop, located on Janesville's Main Street. A 45 rpm single could be had for that price, so I visited the store the next day with a bunch of friends and got "I Want To Hold Your Hand," with "I Saw Her Standing There" on the "B" side. My family didn't have a record player but that didn't stop me.

My buddies and I returned to my parents' small cape cod, gathered in the basement, and passed around the record still in its sleeve, which featured a black and white photo of the band. My memory is this was before The Beatles made their widely viewed first appearance on *The Ed Sullivan Show* in February, 1964. We all liked Beatles' music, but each of us in turn made rude, teenage-boy comments about how *ugly* John, Paul, George, and Ringo were. Seems impossible now, but all of us back then had short, Brycreemed, Vitalised, or Wildrooted hair that was combed back to look something like the way Elvis Presley, Edd Byrnes, Fabian, and a long list of other TV, movie, or rock and roll stars wore theirs.

*It didn't take long for us to abandon our previous understanding of what was cool!*

By July, 1964, when the first Beatles' movie, *A Hard Day's Night*, was released, my friends and I went to see the film on its opening night at Jeffris Theater and by then we were all wearing long, dry, combed-down Beatle cuts.

The same sort of metamorphosis was visible across America. The dancers on Dick Clark's *American Bandstand* quickly went from looking something like Bobby Rydell and Leslie Gore to mimicking the fashions of early British Invasion troops such as The Beatles; Dave Clark Five; Gerry and the Pacemakers; Peter and Gordon; the many slinky, Carnaby-Street-attired

women band members were pictured with; and the occasional female English pop singer such as Cilla Black.

(Ultimately, I gave the "I Want To Hold Your Hand"/"I Saw Her Standing There" 45 to an early unrequited love named Kristy and have sometimes wondered whether she still has it and remembers where she got it.)

As TWA Flight 703 eased to a halt at a remote spot on the JFK tarmac, just over 18 months had passed since The Beatles began dominating American Top 40 AM radio airwaves. Nevertheless, the transition among the young to "My Generation" sensibilities of what looked and sounded hip was nearly complete.



**Hostess Gisa.  
Courtesy of the Associated Press.**

### ***Fans at the gate***

"When The Beatles deplaned," Gisa recalled, "they were whisked away, and we taxied to the terminal where the other passengers disembarked. The terminal was an absolute mob scene of wild, screaming teenagers awaiting the arrival of their idols—of course, by then, The Beatles were already well on their way into the city. The next best thing was the crew, so we were mobbed and even asked for autographs." *The San Antonio Light* also picked



up the UPI story and reported, "...an estimated 250 teenagers waited to greet the singers."<sup>38</sup>

Gisa thinks she gave five or ten autographs, and, *maybe, somewhere, someone* still has one in a frame, a cherished memento signed by a hostess who had just flown across the Atlantic with the ultimate pop stars of the swinging sixties.

After their arrival, "The Beatles were driven straight to the Warwick Hotel on 6th Avenue and 54th Street," reports the Beatles Bible website, "where they stayed on until 17 August. They gave a press conference, directed by their press officer Tony Barrow, for around 250 reporters. The group had the entire 33rd floor of the Warwick Hotel to themselves..."<sup>39</sup>



**Sleeve of The Beatles' first American hit.**

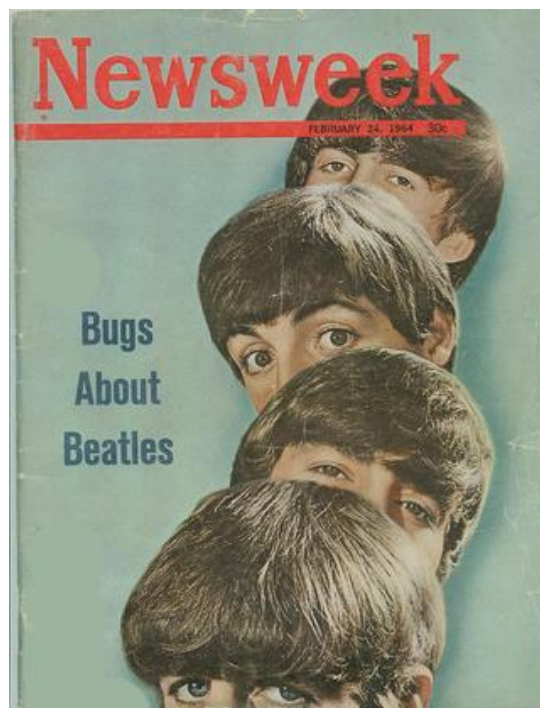
### ***Busy weekend***

On Saturday they visited CBS-TV Studio 50 for an *Ed Sullivan Show* appearance, beginning rehearsals at 11:00 a.m. and taping six songs ("I Feel Fine," "I'm Down," "Act Naturally," "Ticket To Ride," "Yesterday," and "Help") at 8:30 p.m. in front of 700.<sup>40</sup>

Sunday evening, August 15, they played Shea Stadium before the largest audience ever assembled for a rock and roll concert up until that time. Some 55,600 fans attended; gross revenues were \$304,000 and the group's share was \$160,000,<sup>41</sup> which is comparable to more than \$1.1 million in today's dollars.<sup>42</sup>

It was a huge crowd, but far short of an overall record. Eight years earlier, for example, on July 21, 1957, the Reverend Billy Graham drew 100,000 to Yankee Stadium, "the largest crowd in stadium history," a *New York Times* website reports.<sup>43</sup>

Vice President Richard M. Nixon was on the platform with the reverend, who lauded Nixon as "one of the hardest working men in the United States"; his country's "ambassador of goodwill, a young man with vision, integrity and courage."<sup>44</sup>



**February 24, 1964.**

***On the East River***

*Elvis Meets The Beatles* relates that Mick Jagger and Keith Richards were in New York and attended the Shea concert. Co-author Chris was invited aboard the *Princess*, a yacht owned by The Rolling Stones' American lawyer Allen Klein, and motored up the East River with them to the concert venue: "As we lazed on the deck in the sunshine, Mick told me: 'I don't envy The Beatles. Look how much freedom we have and they're locked up in their hotel rooms...Then he played Bob Dylan's latest single—'pressed secretly for eager maniacs'—and danced on the deck in the androgynous style that identifies him on stage."<sup>45</sup> It seems likely the song Mick gyrated to was

"Positively 4th Street" which was recorded in New York on July 29, 1965, and wouldn't be released officially until September 7.<sup>46</sup>

### ***Rolling the Stones***

Keith and Mick were present when the band was introduced: "Ed Sullivan," writes Chris, "compere for the event, announced: 'Now, ladies and gentlemen, honored by their country, decorated by their queen, and loved here in America: Here are The Beatles!' If the stadium had had a roof, it would have been blown sky-high. Never have I heard such a blast. The screaming, shouting, whistling, and stomping swelled into a crescendo that sent me and the Stones reeling backwards in the aisle. The Beatles had literally rolled the Stones."<sup>47</sup>

It's hard to imagine anyone heard much over the screaming fans. "Back at the hotel after the concert," Chris continues, "George said: 'I've never felt so exhilarated in my life...it was unbelievable that so many people wanted to see us.' Added John, 'It would have been better still if we could have heard what we were playing. I wasn't sure what key I was in on two numbers.'"<sup>48</sup>

(Note: Eight weeks earlier, on June 20, The Beatles played two concerts in Paris. Video of one of the shows is available on You Tube. Fans at this appearance were comparatively reserved, and it's possible to hear how the group sounded live in 1965.)

The *New York Journal American* afternoon newspaper, now defunct but fairly popular in 1965, had a number of condescending, deprecating, and sensational stories about the band, its arrival in the Big Apple, and the Shea concert. (See Addendum 4.)

The Beatles played nine more concerts during their North American tour, culminating in three California performances, including shows in LA on August 29 and 30.<sup>49</sup>



**Image previous page: JFK International Airport tarmac. John's wearing the mirrored shades that Hostess Gisa, visible at the top of the passenger boarding stairs, asked him about. All but Paul appear to be wearing so-called Beatle boots. Courtesy of the Associated Press.**

### ***Jamming with Elvis***

While in the Golden State they visited Elvis Presley on Friday night, August 27.<sup>50</sup> He was in LA finishing work on his latest film, *Paradise Hawaiian Style*, which was released in 1966.<sup>51</sup> Events leading to the band's time with the King in his Bel-Air residence and the jam session that ensued are detailed in *Elvis Meets The Beatles*, which also includes interesting insights into the personalities of wife Priscilla and manager Colonel Tom Parker.

Elvis comes across as the true southern gentleman his parents raised him to be—down to earth, friendly, and genuinely interested in The Beatles. He recognized their talent. Clearly he was bothered by how the updated rock and roll the band and other British Invasion groups played was leaving him behind. Just 30, Elvis was *obsolete*—at least in terms of teens and young adults. He knew it and didn't like it.



**JFK International Airport.**  
**Found at <http://meetthebeatlesforreal.blogspot.com/>**  
**Copyright owner unknown.**

### ***Vietnam***

Some friction occurred that evening between Elvis and John due to the former's nationalism and the latter's pacifism. Elvis was a vet and had rode a tank while serving in Germany.<sup>52</sup>

About two weeks earlier, on July 28, President Lyndon Baines Johnson approved sending an additional 44 combat battalions to Vietnam bringing the total to 62.<sup>53</sup> (By December, 1965, nearly 200,000 US troops were in the country.<sup>54</sup>) As he walked around Elvis' living room, John encountered a model of a covered wagon with lighted words on the side that proclaimed, "All the way with LBJ," the 36th president's 1964 campaign slogan.

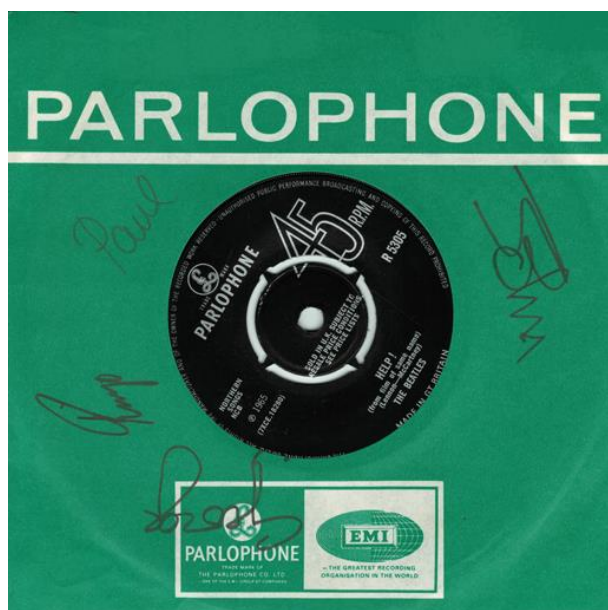
"John frowned," Chris writes. "To John, LBJ was a warmonger responsible for the slaughter of innocent civilians in what he regarded as a civil war between the Vietnamese people. John's mood could change in an instant, and that is exactly what happened at Elvis Presley's party that night."<sup>55</sup>



## ***Equals***

He didn't say anything about the war or LBJ, but when Elvis told him he was "making movies at a million bucks a time and 'one of 'em—I won't say which one—took only fifteen days to complete.'" John quipped, "Well, we've got an hour to spare now...let's make an epic together."<sup>56</sup> The King wasn't used to people making fun of him.

"I would classify that crack from John as the final insult," writes Chris who believes from that moment on, Elvis launched a vendetta primarily against John but also the other Beatles that ultimately led him to condemn the band during discussions with President Nixon and the FBI.



**Autographed 45 given to Gisa during the flight.**

## ***Strange meetings***

Elvis' time with Nixon was recounted in a December, 1970, memo for the "President's file" written by administration official Egil "Bud" Krogh. It stated that Elvis "indicated that he thought The Beatles had been a real force for anti-American spirit."<sup>57</sup>

Not long after, in January, 1971, Elvis met with the FBI. A memorandum by bureau officer M.A. Jones says he "indicated that he is of the opinion that The Beatles laid the groundwork for many of the problems we are having with young people by their filthy unkempt appearances and suggestive music..."<sup>58</sup>

Astonishing stuff. Right-wing, nationalistic, typical-of-the-"silent-majority" stuff. The kind of slander that was expected from Spiro Agnew and Merle Haggard but not from the King of Rock and Roll. Probably as much as his enlistment in the U.S. Army, it reveals how his early rebel persona was just



an act and how well-suited he was to the carnival marketing genius of Colonel Tom Parker.

It also is indicative, perhaps, of a mind already deeply wounded by pharmaceuticals, self-imposed isolation, endless adoration, gargantuan financial resources, and his manager's exploitative though lucrative money-making schemes.



**News conference at the Warwick Hotel.**  
**Found at <http://www.beatlesinterviews.org/>.**  
**Copyright owner unknown.**

### ***Into the abyss***

Just six years after his meeting with the FBI, on August 16, 1977, Elvis was found dead in his bathroom. The Medical Bag website reports: "The coroner recorded the cause of death as cardiac arrhythmia, a condition that can be determined only in someone who is still alive. This has caused claims of a cover-up. What was not recorded was Elvis' addiction to the drugs codeine, Valium, morphine, and Demerol, just to name a few. While Presley's main physician, Dr. George Nichopoulos, was exonerated of criminal liability for the singer's death, the facts were startling. The Tennessee Medical Board, which investigated the case, found that Nichopoulos had prescribed Presley more than 10,000 doses of narcotics, amphetamines, and sedatives, and that was just in the first eight months of 1977. The medical board suspended Nichopoulos for three months and in 1995 his license was permanently revoked."<sup>59</sup>

I tried to obtain copies of the Tennessee Medical Board reports, but Blake Fontenay, communications director for the state of Tennessee replied in an e-mail, "Nashville had a very bad flood in 2010 and all of our archived records were destroyed..."

Two other sources report the same facts about Elvis' demise that are detailed on the Medical Bag website: a white paper titled "When Prescribing Psychotropic Drugs Becomes Criminal Negligence: Cases And Convictions," published by the Citizens Commission of Human Rights International<sup>60</sup> and "Dr. Nick...Medically Irresponsible or Misunderstood?" at the Elvis Information Network.<sup>61</sup>

It's appalling that Elvis, despite his towering talent, allowed himself to slide so deeply into a chemical and ego-centric abyss, from which there would be no escape—starlight trapped in a black hole. Many pop stars consume illicit and licit drugs and cope with fame responsibly, but for some there is only decline, misery, and death. It's the mystery train on its way to the final station; it's David Bowie's "Always Crashing in the Same Car."

Ironically, in 1973, Elvis recorded "Good Time Charlie's Got The Blues,"<sup>62</sup> by Danny O'Keefe, but omitted the third verse:

"I've got my pills to ease the pain  
 Can't find a thing to ease the rain  
 I'd love to try and settle down  
 But everybody's leaving town."<sup>63</sup>

And he didn't heed the advice in the second verse:

"You know my heart keeps tellin' me  
 You're not a kid at thirty-three  
 You play around you lose your wife,  
 You play too long, you lose your life."<sup>64</sup>



**Autographed glossy given to Gisa during the flight.**

### **Paul's memory of Elvis**

When Paul eulogized John during his Beatles songwriting partner's induction into the Rock and Roll Hall of Fame as a solo performer on January 19, 1994,<sup>65</sup> this is all he said about the group's get-together with Elvis nearly 30

years earlier: "...we met up with Elvis Presley for one great evening. We saw the boy, you know, we saw him on his own home territory. He was the first person I ever saw with a remote control on a TV. Boy, he was a hero, man."<sup>66</sup> In May of 2013, Paul visited Elvis' grave while in Memphis for an appearance and left a personalized guitar pick.<sup>67</sup>



### ***Life goes on***

Henry Hilton, after his momentous but largely unheralded—especially by him—trip across the Atlantic with John, Paul, George, and Ringo, lived another 32 years, dying at 94, in 1997. What counted to him was his family; his company; his hobbies, including building rustic outdoor furniture and fishing; and his cigars, which, along with his entrepreneurial success, put him one row behind the Fab 4 for nine hours.

He probably never knew that just a day after his journey with The Beatles on TWA Flight 703, they taped an Ed Sullivan appearance that was broadcast on Sunday, September 12, 1965, and viewed by more than 47 million.<sup>68</sup>

And most likely he was unaware they played to the largest audience ever gathered for a rock and roll concert to that date just 48 hours afterward and met with the genre's previous monarch two weeks later.

Odds are, he wouldn't have cared anyway; he had much more important things to think about and do.



**On-stage at Shea Stadium, August 15, 1965.  
Copyright holder unknown.**



**December 21, 1970.**

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## **Addendum 1**

### **Flying The Beatles: TWA Pilot Art Lorentz**

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People with connections to the August 13, 1965, Beatles flight to JFK International Airport continue to e-mail me, and I enjoy every remembrance. The following arrived on a March morning from Cameron Lorentz, Pleasanton, California. It's about his uncle, a TWA pilot who learned to fly during World War II.

#### **Nephew Recalls Uncle's Memorable Flight**

"It was with great interest that I read 'Beatles Encounters 1965: Planned and Unplanned.'

"I found your article Googling about that flight while writing the obituary for my uncle, Art Lorentz (1922—2015), who was in the cockpit. He was a pilot



for TWA from 1951 to 1982. I thought he was the captain on The Beatles flight, but perhaps not as you name a different captain (Jack Hulburd). I was born in 1956 so was just a bit too young to understand the excitement."



**TWA Pilot Art Lorentz, circa early 1970s.  
Courtesy of Cameron Lorentz**

### **Autographed slips**

"My uncle spoke about how nice The Beatles were. Although I hadn't asked about that trip for many, many years, here's what I remember him saying:

"The Beatles joined in a navigation game (the article mentions Paul won). Those in first class who wanted to play were given a slip of paper, and the object of the game was to guess (my memory is vague here), but I don't think it was the arrival time in New York; instead it was the time the flight would cross a navigation point above Maine. Regardless, Art showed us slips of paper signed by each Beatle with his guess. I'm sure my sister and I promptly lost them.

"He described many times how they taxied past the normal gate full of screaming fans upon arrival to let The Beatles deplane in a remote area.

### **Minor hero**

"He was a minor hero in his New York town when it became known that 'Art flew The Beatles.' He too had a couple of 45s signed by each Beatle that he 'gave to a neighborhood kid.' My sister and I were like his kids, and I thought many times as I grew up and looked back: 'Damn, I missed out on some historic souvenirs!' I just wasn't into rock and roll at nine years old, so

whatever Art got signed, he gave to his neighbors. Art is my Dad's identical twin brother. He never married and died on February 10, 2015.

### Respected pilot

"I found a file of letters written to TWA from passengers who were on his flights praising the 'humorous but very reassuring captain on the microphone.'

"As happens all too often, it's unfortunate I didn't find your article when it first appeared. You would have enjoyed talking with Art about that flight. He loved flying and he enjoyed telling the story of 'When I flew The Beatles on their 1965 trip to the US.' Thanks for giving me more detail on a story I have heard for 50 years!"

THIS PAGE BEGINS ON <u>July 1 65</u> AND ENDS ON <u>Aug 18 65</u> NAME OF AIRLINE <u>TWA</u>										BREAKDOWN OF TRIP TIME INTO DESIRED CLASSIFICATIONS						REMARKS						
DATE ID	FLIGHT NUMBER	FROM	TO	AIRCRAFT MAKE AND MODEL	AIRCRAFT CERTIFICATE MARK	MILES FLOWN	DURATION OF FLIGHT	Miles		1	2	3	4	5	6	7	8	9	10	REMARKS		
1	700	JFK	EGLL	B 707	764		6:53	5:30														
2	709	EGLL	DIA		762		7:30	1:55														
4	704	DIA	FRA		762		8:05	1:55														
5	701	FRA	JFK		771		9:20	2:41														
11	876	JFK	EDIN		775		6:27	5:42														
12	877	EDIN	JFK		773		7:15	5:0														
18	876	JFK	EDIN		768		7:15	5:0														
19	877	EDIN	JFK		764		6:54	3:44														
26	580	JFK	EDM		789		7:32	1:40														
27	700	JFK	EDM		781		8:52	4:46														
4	702	JFK	EDM		766		8:08	4:08														
6	703	JFK	EDM		788		8:53	4:23														
11	702	JFK	EDM		767		8:12	4:12														
13	703	JFK	EDM		772		9:11	4:06														
18	703	JFK	EDM		772		9:11	4:06														
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CERTIFIED CORRECT							TOTALS FOR THIS PAGE ONLY	117:26	43:53													
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							GRAND TOTALS FORWARD TO NEXT PAGE	139:29:50	92:52:48	912												
SEE SEMI-ANNUAL PAGES IN THE BACK OF BOOK AND READ THE INSTRUCTIONS FOR THEIR USE.																						

### TWA Log Beatles Flight

Courtesy of Cameron Lorentz

TWA Pilot Art Lorentz' log from July 1 to August 18, 1965. Duration for Flight Number 703 with The Beatles aboard was just over nine hours but nephew Cameron recalls his uncle enjoyed telling the story for the next five decades.

Surprisingly, the log's remarks column contains no mention of the group or the commotion that greeted the flight's arrival at JFK International Airport.

### Addendum 2

#### Beatles Autographs: A Half-Century Memory of Kindness

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### Re-connecting

Kindness truly is its own reward, and sometimes the gratitude of a recipient remains alive and re-appears, unexpectedly, decades later.

Below is the story of TWA Public Relations Representative Bill Liss' beneficence toward a 15-year-old Missouri girl who called herself "Ruthie,"

whom he didn't know but who never forgot him, though nearly 50 years elapsed.

For me, it began with an e-mail I received from the all-grown-up Ruth in August of 2013.

### **Ruth's e-mail**

"I recently ran across your article about the Beatles '65 US tour, and I have a personal interest.

"I live in the Chicago area but grew up in Kansas City, where my father worked as a supervisor in the TWA training center. In 1965 when I was a teen-age Beatles fan, my dad came home from work one day and told me to write a letter to Bill Liss, who was going to be the TWA PR rep on The Beatles flight to the U.S.

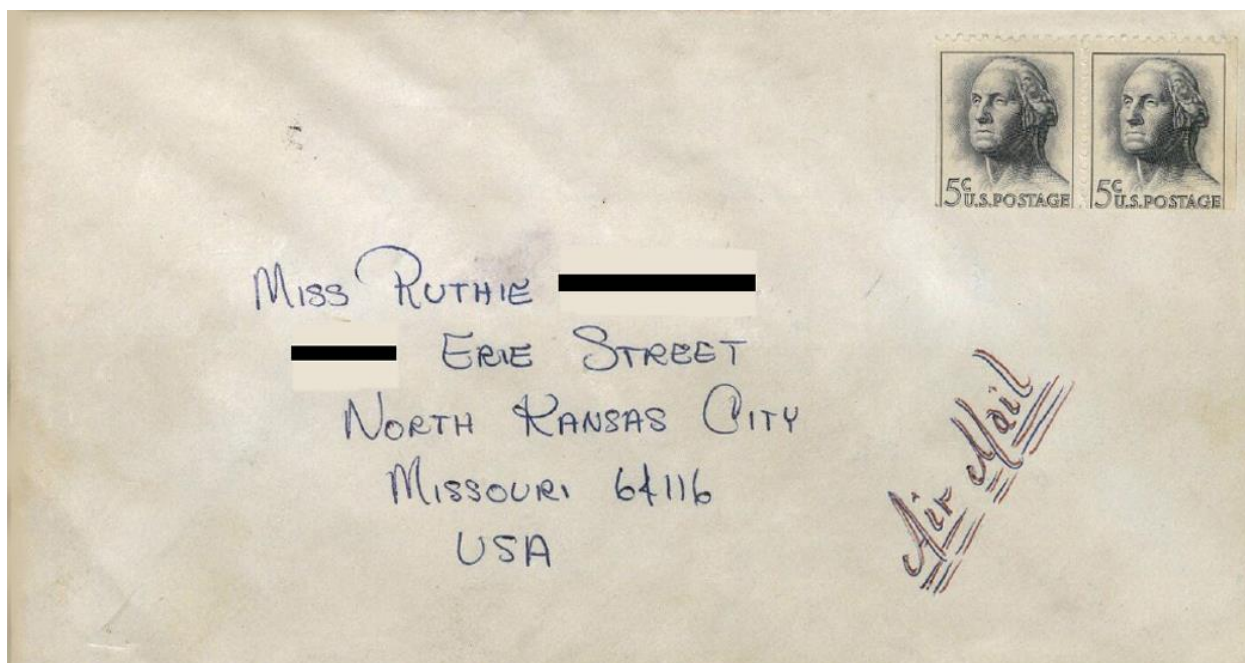
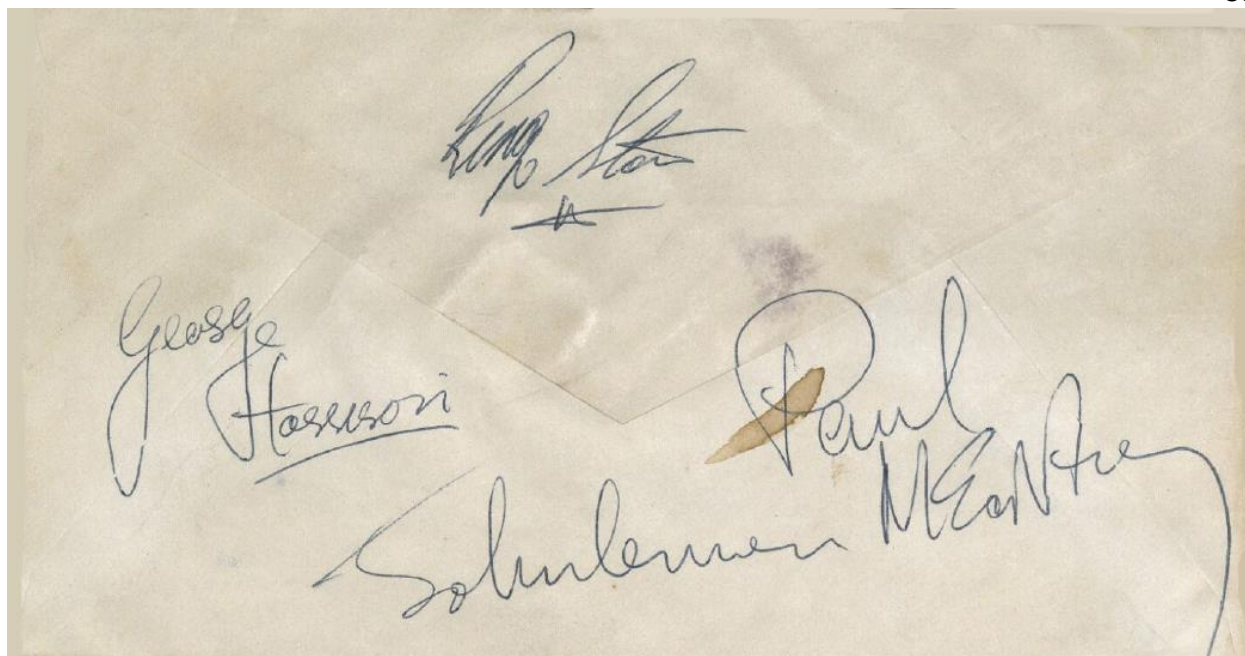
"He directed me to ask him to get me their autographs, so I wrote my letter and included a stamped, self-addressed envelope for him to mail back to me. Some time later, I received a letter from him in a separate envelope with the four autographs signed on the back side of the return envelope I had sent to him.

"He explained he handed the envelope to 'the boys' as they settled into their seats. Unfortunately, I have lost this letter from Mr. Liss, but I still have the autographs, preserved in an encapsulation and stored in a safe place.

"It would be so interesting to contact Mr. Liss and thank him (again) for getting those precious autographs for me."



**Ruth with cherished envelope  
(scroll down for close views).**



**Autographs signed aboard TWA Flight 703, August 13, 1965.  
 Note the simple, quickly drawn star under Ringo's name.  
 Courtesy of Ruth Y.**

### **Original Beatles lyrics**

Ruth, who works in Northwestern University's Charles Deering Library in Evanston, Illinois, has another surprising connection to The Beatles.

Just down the hall from her office, high-fidelity facsimiles of handwritten lyrics for seven Beatles songs are exhibited.



The originals are owned by the university and stored in a secure, "temperature-controlled room," according to an article in The Daily Northwestern, the campus newspaper.<sup>1</sup>

Associate University Librarian for Special Libraries D.J. Hoek said they are, "most likely the most valuable materials that the University Library owns."<sup>2</sup>

Displayed are lyrics for "The Word" from Rubber Soul (1965) and "And Your Bird Can Sing," "Eleanor Rigby," "For No One," "Good Day Sunshine," "I'm Only Sleeping," and "Yellow Submarine" from Revolver (1966).

John Cage, described by Wikipedia as "an American composer, music theorist, writer, and artist" and "one of the leading figures of the post-war avant-garde"<sup>3</sup> donated the sheets along with other materials. Cage obtained them from John Lennon and Paul McCartney in the 1960s for inclusion in a trove he collected of "400 manuscripts by 274 composers."<sup>4</sup>

Rhyming lines and doodles have been committed to paper for centuries, and all but the smallest fraction vanish into incinerators or landfills.

But these, despite their carefree, even dashed-off appearance, gave birth to songs loved by millions. As this appears on your screen, it's probable all seven are being played and enjoyed somewhere around the world, maybe in Russia, where President Vladimir Putin has shown himself to be a Beatles fan.



**Frames on the far wall of this Charles Deering Library reading room hold true-to-life facsimiles of original Beatles lyrics for seven songs (two sheets are for "Yellow Submarine"). A brief explanation of the display is on the far right. Note: Tight shots of the lyrics are prohibited, so if you want to see them up close, you'll have to visit.**

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### **Addendum 3**

#### **Beatles prospector Ray E.**

Associated images below belong to Ray E.  
and are displayed with his permission.

Ray E. found "Beatles Encounters 1965: Unplanned and Planned" and contacted me in early 2015; his story about a collection of TWA Flight 703 Beatles items he purchased in 1989 follows. He wishes to keep his last name private; the Beatles items on this subpage are for sale. If interested, send an e-mail and I will forward it to Ray.

#### **Purchase of Beatles Autographs**

The following remembrance is by Ray E.

In the '70s and '80s, Antique Mall Shows around Kansas City offered great opportunities to buy and sell collectibles.

Many basements had aging game rooms where jukeboxes (some from the Golden Age, including prized Wurlitzer 1015s with colorful bubble tubes), mechanical slot machines, pinball machines, coin-operated video games, and a variety of other cool stuff (dust collectors to some) resided.

Many hadn't worked in decades and now owners were selling or passing them on to the next of kin.

It was the perfect time and the Midwest, the perfect place.

#### **Blue Ridge Mall**

The unexpected often happens, and it happened during my first show at Independence, Missouri's Blue Ridge Mall.

A 1946 jukebox was on display along with a slot machine from the 1940s and hundreds of Rock and Roll 45s, picture sleeves, albums, and a sprinkling of 78-rpm, 10-inch records.

Large hallways encouraged people to shop and purchase antique chairs, dish sets, or hard-to-find, 33-rpm, 7-inch jukebox records and sleeves.

It was a very nice mix for young and old.



## Beatles

A couple approached my table and the wife asked: "Do you have an interest in The Beatles?"

The Beatles played Kansas City in 1964, but I couldn't afford to attend. My 15-year-old next-door neighbor went with her boyfriend but there wasn't room for me. Anyway, I didn't have the cash.

I was close enough to the stadium where they played to hear the screams but not The Beatles, who were drowned out by their fans.

The wife said she had Beatles' autographs obtained by someone who worked with her father at TWA. Some were signed by The Beatles while flying across the Atlantic.

Hmmm.

"Sure, I'm interested," I said. But I was suspicious.

They were remodeling their kitchen and wanted to sell their Beatles memorabilia to help pay for the improvements. The wife no longer had the passion for The Beatles she had as a teen.

In 1965, she flew to New York on TWA to see the band at Shea Stadium accompanied by her mother. A dream come true. When I met her, she was in her mid-to-late thirties, just a year or two younger than me.

Everything sounded reasonable.

I needed to see The Beatles autographs in person, I told the wife. One of the albums in my booth had printed, "authentic" signatures for comparison. The couple said they'd be back.

### The next day

I had almost forgotten them, when they returned the next day, a cardboard box tucked under the wife's arm.

She pulled out a TWA envelope postmarked August 19, 1965, and inside were a note signed by Bill Liss on TWA letterhead; a sheet with all four Beatles signatures; a Parlophone "Help!" 45, in a green Parlophone sleeve with all four Beatles' first-name signatures; and a black and white photograph with full signatures from all four; some news releases; and various New York newspaper articles about The Beatles' 1965 visit.

I compared the wife's signatures to the printed versions on my Beatles album and they looked remarkably similar.

"How much do you want for all of this?" I asked. They did not know, and I had no clue. "Take these to an autograph dealer in Kansas City," I recommended. "Get an offer; I will pay 20% more."

I didn't expect to see them again. The memorabilia appeared authentic but the autographs? Problematic, I thought.

She put everything back into the carton and left.

### **Down payment value**

The next day, Sunday, the last day of the three-day sale, I was primping my booth and adding items.

Walking towards me were the couple with The Beatles' stuff. They had good news. The autograph dealer was interested and made an offer on Saturday. (She might have mentioned which autograph dealer, but it's too long ago to remember.) I went to my bank, got a cashier's check on Monday, November 27, 1989, and the collection was mine.

The price? Just a bit less than the down payment on the first home I purchased in 1978. I didn't do much with the collection until March, 1995, when I had the following framed for display:

1. TWA envelope addressed to the parents of the woman I purchased the collection from;
2. TWA letter from Bill Liss describing how he acquired the autographs;
3. Sheet with all four Beatles autographs;
4. Parlophone R5305 "Help!" 45 with first-name autographs of John, George, Paul, and Ringo on the sleeve;
5. Black and white autographed photograph of The Beatles; and
6. Newspaper clippings, press releases, and six more TWA photographs.

### **Authenticity**

These items hung in my office for years; I didn't have certificates of authenticity but was comfortable with their provenance.

Around 2001, I sold the "Help!" autographed sleeve to an individual who bought a slot machine from me. I always regretted the sale which netted

not quite 50% of what I paid for the entire trove. Two years later the buyer called about something else and said in a by-the-way manner: "An autograph dealer in Colorado Springs told me the Beatles' autographs on the 'Help!' sleeve are fake."

I had a sick feeling...but recovered quickly. This was the answer to my regrets about breaking up the group of TWA '65 Beatles mementos. I offered to buy it back. He was at my door within the hour. I gave him \$200 less than he paid but he was elated. I was certain these autographs were authentic. It turned out the autograph dealer never saw the signatures in person.

Recently, I decided to cut down on my collection of 25,000 geology and paleontology books and in the process thought now might be a good time to sell my autographs. All of them, Beatles included.

### **Fake?**

In mid-March 2015, I sent images of my Beatles items to an autograph dealer. He judged the Bill Liss letter authentic but thought the "Help!" signatures and black and white photo were fake. Again, I was put into doubt.

I spent most of a day searching the Internet to compare my autographs, Bill Liss, and TWA reports from 1966. The canceled eight-cent Air Mail stamp appeared to bear the year stamp 1966. I could not understand why The Beatles in 1966 signed a record dated 1965. I put on my glasses (I'm retired you know!) and looked closely. Boom! Clarity. The date was 1965, not 1966. Once I modified my search, the dots were connected.

I found "Beatles Encounters 1965: Unplanned and Planned" with its subpage about Ruth (another TWA-connected teenager in 1965) and hostess Gisa and scans of her "Help!" sleeve and black and white Beatles photograph. I was elated and contacted Ted directly; he asked me to tell my story.

### **Ringo in orange**

I didn't notice Ringo's faint orange autograph on my black and white glossy but saw it on Gisa's. The signature on mine is not as obvious as Gisa's, but it's clear the autographs were done at the same time, down to Ringo's orange pen work.

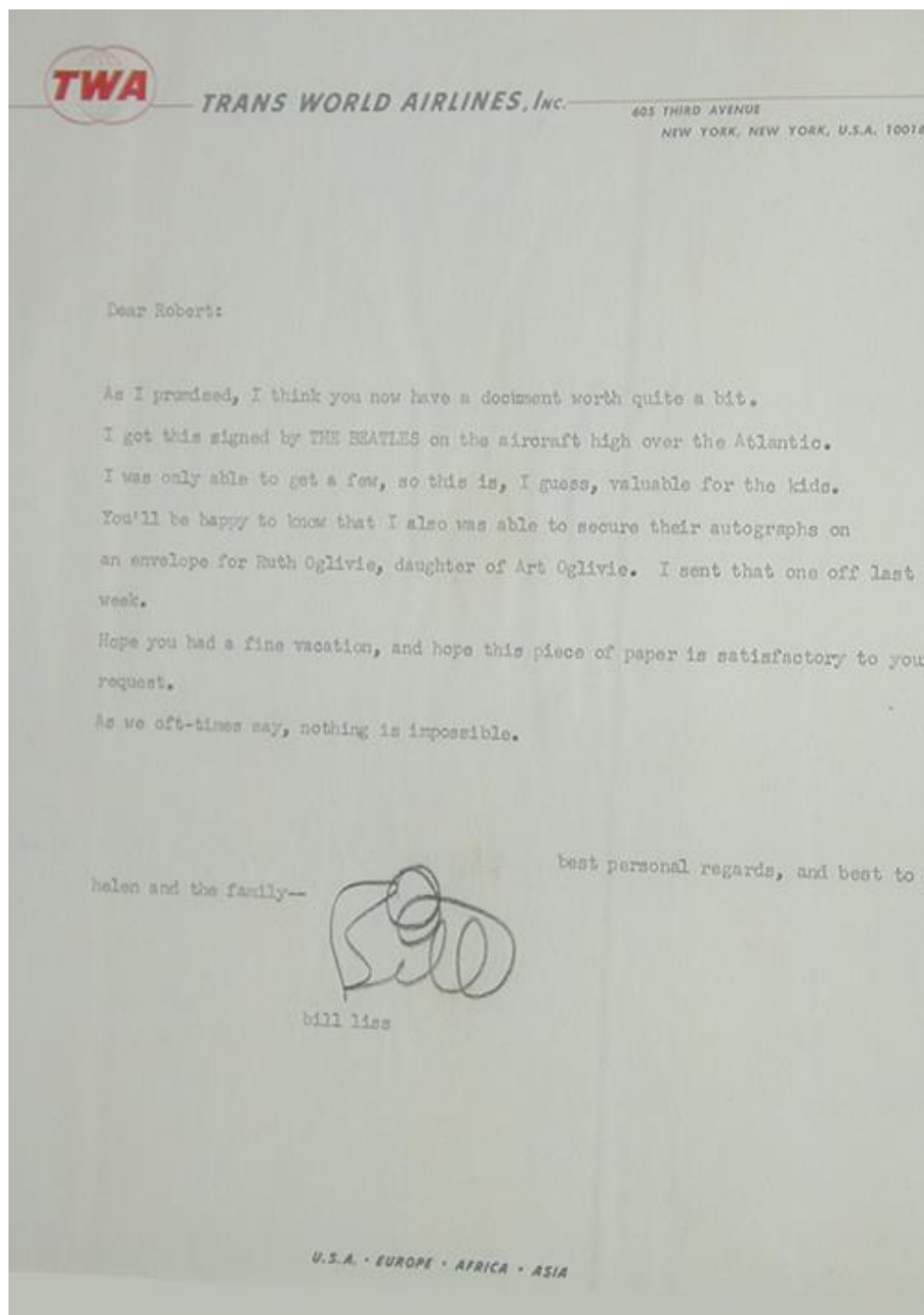
The letter from Bill Liss I have mentions sending the signed envelope to Ruth who lost her Bill Liss letter decades ago but her autographs are authentic and I believe mine are, too. Bill Liss is a real person!

## **Huge**

I do not know the value of my collection, but the significance of The Beatles is huge. All these years I had no doubt what I purchased was authentic. It's a pleasure to share my story with other Beatle fans. Bill Liss said it well: "As we oft-time say, nothing is impossible."

August 13, 2015, will mark the fiftieth anniversary of TWA Flight 703.

My story has gone full circle. Real to me. Fake to others. But now further authenticated by the combined memories of Bill Liss, Gisa, and Ruth—who were there.



**Bill Liss mentions Ruth in the above letter.**

**MEMORANDUM**

TO: THE HELMERS      DATE:

FROM:

SUBJECT:

---

REPLY (if applicable)

*John Warner*

*George Harrison*

*[Signature]*

*[Signature]*

Autographs obtained by Bill Liss aboard TWA flight 703.



307A

BEATLES 8/15 WA

BY EMIL SVEILIS

UNITED PRESS INTERNATIONAL

WASHINGTON (UPI)--THE BEATLES CAME TO WASHINGTON MONDAY AND MORE THAN 25,000 HAND-CLAPPING FANS ROARED THEIR APPROVAL OF THE BRITISH SINGING QUARTET.

FORGOTTEN, AT LEAST BY THE PARTISANS AT DISTRICT STADIUM, WAS BEATLE JOHN LENNON'S RECENT REMARK THAT THE QUARTET WAS "MORE POPULAR THAN JESUS."

FIVE MEMBERS OF THE KU KLUX KLAN OF MARYLAND MADE A BRIEF APPEARANCE OUTSIDE THE STADIUM PROTESTING THE BEATLES PERFORMANCE.

XAVIER EDWARDS, IMPERIAL WIZARD OF THE MARYLAND KLAN, SAID "WE DON'T LIKE THEM AND WE'RE GOING TO TRY TO DRIVE THEM OUT OF WASHINGTON."

THE BEATLES, AT A NEWS CONFERENCE, SAID, "WE HAVE NOTHING TO SAY ABOUT IT," WHEN THEY WERE ASKED ABOUT THE KLAN PICKETING.

LENNON AND PAUL MCCARTNEY SAID THEY HAD "THOUGHT ABOUT" WRITING A BROADWAY MUSICAL BUT IT WOULD STILL BE SOME TIME BEFORE THEY ACTUALLY ATTEMPTED SUCH A FEAT.

"BROADWAY MUSICALS ARE 50 YEARS OUTDATED AND IT IS ABOUT TIME CHANGES WERE MADE" LENNON SAID.

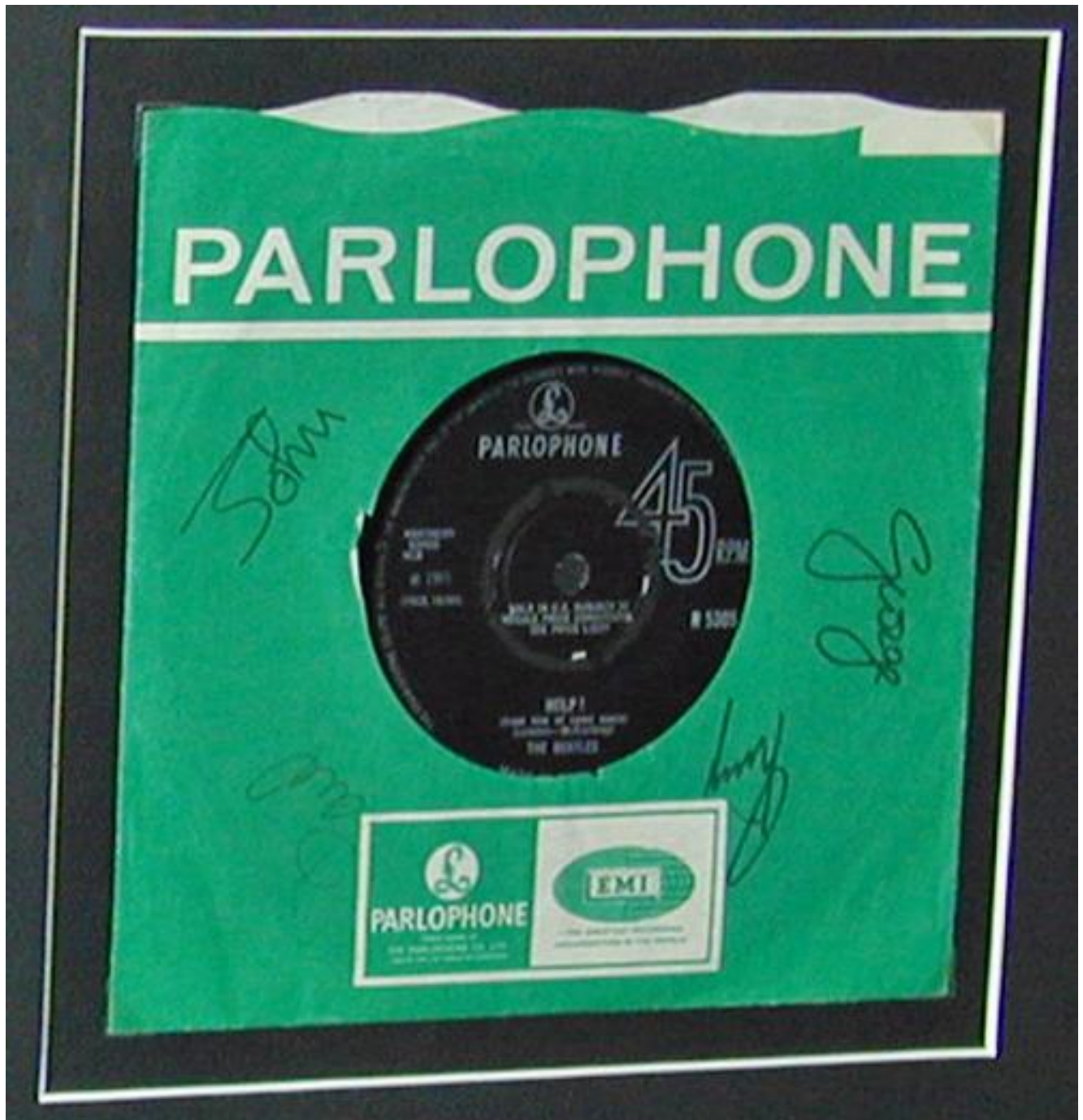
ELABORATE SECURITY PRECAUTIONS WERE EVIDENT WITH THE PRESENCE OF MORE THAN 350 POLICEMEN IN THE STADIUM AREA.

THE GROUP APPEARED SMILING AND COMPOSED BEFORE NEWSMEN EVEN WHEN ASKED RIDICULOUS QUESTIONS LIKE: "IF YOU DIED AND WERE REINCARNATED WHAT WOULD YOU LIKE TO COME BACK AS?"

"A TREE", SAID MCCARTNEY PATIENTLY.

THE BEATLES SAID THEY REALIZED "WE CAN'T GO ON FOREVER" AND HAVE STARTED MAKING PLANS IF THEIR SINGING CAREER FOLDS. LENNON SAID THEY WOULD STILL WORK TOGETHER MUSICALLY, PERHAPS WRITING SONGS.

**The above doesn't fit The Beatles 1965 TWA flight items Ray purchased but was part of the trove; it actually dates to August, 1966, when The Beatles visited Washington DC. (Note: When you're on the wrong side of the KKK, you're doing something right.)**



**Help 45 autographed by The Beatles similar to Gisa's but with signatures in slightly different places.**



## Ray's Background

*by Ray E.*

I attended the University of Wyoming and the University of Missouri and have a bachelor of science degree in geology, but I've never worked a day as a geologist. I have always enjoyed finding, buying, selling, repairing, restoring, and hunting for anything that captured my imagination or had some mechanical novelty about it. It has always been about the hunt.

The hunt evolved into collections. Once the collection was complete or large, it was time to "move along." Collections were sold or traded as I had seen it all or actually had it in my possession.



Ray E.

Today, people have access to the Internet and know (or believe they know) what a collection is worth. Back in the '60s and '70s, information was scarce. Antique Trader magazine was one of the few guides although I did not subscribe.

I have owned collectibles from saber tooth tiger skulls to craps table dice from casinos. Autographs are not something I have had much interest in. Still don't and now is a good time to find a new owner with a passion to gather things for their hunt.

My hunt ended the day after I made the purchase.



This photograph in Ray's trove is similar to Gisa's ("Beatles Encounters 1965: Unplanned & Planned") but with the autographs in slightly different places.

#### **Addendum 4**

The trove of Beatles-related materials collector Ray E. purchased included a collage of articles TWA PR specialist Bill Liss assembled after he flew with the group to New York.

He sent the collage to Robert Helmer, his manager in Kansas City, for Robert's teenage daughter.

The "Moptops Arrive Here Tomorrow" subhead (right, below)—with TWA circled by Bill—was one of the clips. It fits my memory of a time when media stories about the band usually were disparaging.



### Beatles New York 1965 Beatles Warwick story excerpt Shush!

The "Moptops Arrive Here Tomorrow" clip was part of a spread titled: "Shush! Beatles and a Shaggy Dog Sleeping." Mort Young (born, 19331) opens with: "Will there be a shaggy dog roaming the 32d and 33d floors of the Warwick Hotel the night of Friday (shudder) the 13th? Or will it be one of the Beatles..."

### Additional *Journal American* stories.

I thought it would be interesting to see what else the *Journal American*—out of business since 1966—reported about the group's 1965 stop in New York



City. Waukesha Library, the largest in my county, obtained August, 1965, NYJAs for me on microfilm from the Library of Congress.

In the full article that follows, Staff Writer Mort Young calls those attending The Beatles concert at Shea Stadium "intruders."

## Moptops Arrive Here Tomorrow

By MORT YOUNG

*Journal-American Staff Writer*

Will there be a shaggy dog roaming the 32d and 33d floors of the Warwick Hotel the night of Friday (shudder) the 13th?

Or will it be one of the Beatles, who arrive tomorrow at 2:30 p.m.—with watchdog—on TWA flight 703 at Kennedy Airport, and then are whisked to the hotel at 64th st. and the Avenue of Americas?

Nobody will know until it happens—and maybe not even then, for no intruders will be allowed on the floors reserved for the Liverpool mop tops. Intruders, please note.

Only 55,000 intruders will see the Beatles officially, and that'll be at the Sunday concert, 8:30 p.m., in Shea Stadium, Flushing, Queens.

### Cops and Cops

The phone company's list of unlisted numbers is guarded no more closely than the Beatles will be, by city cops, private cops, hotel cops and what one person connected with the Beatles called "the entourage," which is French for gang.

Aboard the plane that will leave London at noon (Liverpool time) will be the Beatles minus wives, but plus manager Brian Epstein, a personal chauffeur, a personal photographer and a personal dog, breed and temper undetermined. It may be shaggy.

The gang (see entourage) and perhaps even the dog will debark in an isolated area at the airport. The Port of New York Authority warns fans

to stay away "in the public interest."

It's got the Beatles' beaming their brows, said their press agent, Tony Harrow.

"If the youngsters are at the airport and are orderly, the Beatles want to see them. The Port Authority has made the decision and the Beatles must go along with it, but they don't like it. The Beatles want to see their fans."

After a photo session near their plane they'll make for the Warwick where tomorrow through Monday at \$302 a day, the Beatles will find:

One elevator only that goes all



ONLY the best for the Liverpool larks.

the way to the top; the 33d floor. They will step from the elevator into a small foyer decorated with the American and New York State flags. On their right is a door. A plaque on it reads, "The Governor's Suite."

The floor contains a living room-bedroom suite; two more double bedrooms, one pale blue, the other yellow; another single bedroom; a tiny bar, a small dining room, two baths, many closets.

The suite's living room rug is green as in Sherwood Forest. The drapes are an off-white shade. There is a crimson velvet divan and armchairs, black coffee tables, tall, modernistic lamps, Japanese prints hang on the walls, and a couple of occasional chairs in black patent leather provide a refrain.

One bedroom has a white and gold

double headboard and two single beds, the style that Louis XV (a great one for entourages, himself) made famous.

The dining room boasts gold-bamboo chairs around a marble table, which is important because "we don't dare let them eat in the hotel dining room," said a spokesman for the Warwick. "It would cause a riot."

### On 32d Floor

On the floor below, the 32d, which is reached by elevators and two stairways, the entourage will sack out. It's similar to the Beatles' quarters, except it will be more crowded.

Security guards—Pinkerton police mostly—will be posted 24 hours a day on the stairways and by the elevators.

Extra phones — maybe a whole switchboard—will be installed on the 32d floor. The Beatles' staff will answer the calls. The Beatles won't.

One surprise awaits the Beatles, particularly John Lennon. He will find Mrs. Anne Lennon making his bed. This Mrs. Lennon, who's English and 28 years old, is a maid. Her husband, John, is not a Beatle.

Teenage girls are already plotting more surprises, by cluttering the hotel phones with calls to reserve rooms during the Beatles stay. They've even got their mothers calling for them, from as far away as Connecticut. Without luck, so far, no rooms available.

The Beatles will get to Shea Stadium by helicopter, and leave after their 90-minute concert the same way. The only other appearances they'll make are on Saturday, when they tape a segment for the Ed Sullivan Show at an undisclosed time and place; and at 8 p.m. tomorrow in a room at the Warwick, where they'll hold a press conference.

## Beatles 1965 New York Journal American Article

The Beatles just-released album and movie *Help!* included "Yesterday" and other great and enduring songs.

### Warwick Hotel news conference

The excerpt below references The Beatles news conference that was conducted on the afternoon of Friday the 13th not long after they arrived in America. Starting with a bombastic bang, Bill Slocum (19152) reports it "didn't do them [The Beatles] any harm but set journalism back a century."



Band members are portrayed as focused on money. For example, "...but a few asked precisely the commercial questions The Beatles wanted asked. About records, movies, future plans. They sounded like shills.

Earlier in the evening the Beatles had conducted a press conference that didn't do them any harm but set journalism back a century. Nobody was permitted in the conference under 21, the rules said.

This rule didn't quite stand up. There was positively nobody in the room under six. And the overcrowded room was filled with teenage girls. Most came to look and sigh but a few asked precisely the commercial questions the Beatles wanted asked: About records, movies, future plans. They sounded like shills.

### THEY'RE AGING FAST

The Beatles answered these plants with charm but snapped savagely at a legitimate question about "What is it you don't like about America?" Turned out they don't like reporters. The ones they had invited to the conference.

The sound system in the jammed room didn't work except at the very end of the pitch when some recording company presented the Beatles with some kind of an award. Then the sound boomed.

Earlier I couldn't hear anything in the back of the room so I fought my way forward through a platoon of glassy-eyed nubile females. I wasn't terribly rewarded for my efforts. I heard such questions as, "Paul (McCartney), what are your cuff links made of?" (Wood).

One wondered if the Beatles have a line of endorsed cuff links going for them?

And, "Ringo, how often do you wash your hair?" John Lennon answered that for Ringo. (Twice a week.) "Will the water shortage cut down on your hair washing?" (No, Ringo didn't know there was a water shortage.)

"What do you think of The Animals, the Rolling Stones and other groups who imitate you?"

John Lennon answered this. He said "Some are great, some are lousy but even the lousy ones are good."

It seemed the perfection description of the Beatles' art form.

I felt free to leave the spot where I could hear the questions and answers when somebody asked, "Who is your favorite movie star?" I shall go to my grave not knowing who is the favorite movie star of the Beatles.

The young men looked weary, which is understandable after a flight across the Atlantic. They also looked bored except when engaged in commercial discussion.

New York Journal-American  
August 14, 1965 page 3

The third paragraph states The Beatles "snapped savagely at a legitimate question about 'What is it you don't like about America?'" Nearly always able to outfox the impertinent, band members replied they "don't like reporters."

## Pukey snobbism

Toward the end of the piece, Slocum decides to "leave the spot where I could hear the questions and answers" because "somebody asked, 'Who is your favorite movie star?'" He proudly informs readers that he is many, many stations above wanting information on that! "I shall go to my grave not knowing who is the favorite movie star of The Beatles."

In sticking to his opinion that the group's primary interest is financial, Slocum concludes: "They also looked bored except when engaged in commercial discussion."

## Adulation

In the following, Parsons (1881<sup>3</sup>) and Manners (1903<sup>4</sup>) describe Beatles enthusiasts as "shrieking addicts." Band members, they report, while focused on security, are even more concerned about being "left alone" which would be "awful." What they *really* care about Parsons and Manners seem to imply is *adulation*.

# Beatles Ban Yachts

By LOUELLA O. PARSONS and DOROTHY MANNERS

**H**OLLYWOOD, AUG. 14.—THE BEATLES ARE DEMANDING complete privacy in their living quarters when they arrive for their Hollywood Bowl concert—but not too doggone much privacy!

A man assigned to finding the mop-tops a place to live informed them he could rent a palatial yacht right off Santa Monica. What better way to shield the boys from their shrieking addicts unless they are channel swimmers.

The reply, from London, came back: "No yachts!"

It's one thing not to be stampeded, but to be left alone would be awful. So they've settled for an estate with a high fence—but no fence is high enough to keep out a real Beatle fan.



New York Journal-American  
August 14, 1965 page 8

## Beatles ban yachts Shea Stadium concert

Below is Slocum's take on the Shea Stadium concert. The band's appearance brought New York City "close to a major disaster," he begins. "It was terrifying."

"The Beatles played for 34 minutes," he continues, "and I didn't watch them for 30 seconds." Negatives abound; positives are few and directed at government officials.



By **BILL SLOCUM**

*Journal-American Columnist  
And a Father Himself*

New York City came this close to a major disaster last night at Shea Stadium. It was terrifying.

We have in this day and age quite enough ways to lose our precious young. We should not let them kill themselves.

The Beatles played for 34 minutes and I didn't watch them for 30 seconds. Instead, I stood on the field looking up into the stands and watching sweet-faced 14-year-old girls turn into mad women.

I watched them cry, then go hysterical. I watched them try to climb over fences only to be tossed back into the seats like sacks of potatoes. I watched them carried semi-conscious to the first-aid rooms. I watched them fighting and clawing in the dugout to escape harassed cops and get back on the field.

I watched a cop methodically—and rightly—slap a 14-year-old girl in hysterics. She remained hysterical: screaming, unkempt, beat-faced, sweaty, and finally unconscious atop a dugout.

There were 66,500 people in Shea Stadium last night. Legal capacity. Maybe there were more. Most of them were female and in their young teens, all of them were visibly moved by the 34-minute concert, and all of them most certainly did NOT go mad.

But God only knows how many became bereft of their senses in those 34 endless minutes. I plucked them out every few feet in the sea of faces I could scan. And I couldn't see

New York Journal-American  
August 16, 1965 page 6

**Beatles at Shea Stadium article  
"Couldn't care less"**

In the continuation of Slocum's story (below), The Beatles are characterized as "unkempt young men making odd noises out at second base" and attendees, a "mob." Other loaded words include boil, nabbing, glassy-eyed, disaster, hysterical, terrifying, madness, anguished, terrified, mad. He poses the question, "What happened at the concert itself?" And answers: "The hell with that, I couldn't care less."

# How Bill Slocum Was Terrified

one-fifth of the kids jammed into the stadium, some two to a seat.

The cops did a marvelous job of rushing to spots about to ball into riot. Or nabbing some glassy-eyed child wriggling through three-rows of police barriers to get to the four unkempt young men making odd noises out at second base.

Yes, the cops did well. Or today hundreds of our homes would be black with tragedy. But the cops were damned lucky. They were lip-losing atop riot every second.

They can't expect that luck to continue through the next time.

The ushers lost all control of the mob from the beginning. When the concert began at 8:07 p.m. there were six and seven kids seated in every one of the four-chair boxes that line the field.

And then some fireman, a gray-haired fellow wearing no sign of rank, demanded that the aisles leading to the field be cleared and that nobody be permitted to occupy a seat with another person. The cops had to go into the jammed aisles to help the hapless ushers do a job they should have done in the first place.

I am certain that that one fireman prevented disaster because thousands of kids were pushed back to the seats they bought. They were no longer pressed against the rails.

Twenty minutes after that order was obeyed an awful lot of those same kids were hysterical, wanting only to get over that rail and to the four men who exercised such a terrifying influence upon them.

That anonymous fireman did an awful lot of good for an awful lot of children. And for mothers and fathers, in case they are interested. (I should know the fireman's name. But when I heard him issue a routine order I didn't know he was possibly averting a riot.)

It was very trying standing and watching children dissolve into madness. I raised my eyes once, to blot the spectacle out of my anguished and terrified mind, I guess. Then I saw the three tiers of seats so far away. And so high. Kids were falling over rails in front of me. But they landed on soft ground. What if one, bereft of self-control, or pushed, had fallen off a balcony?

I began watching the balconies. But I just couldn't. A job is a job but seeing something like that would be too much. So, I returned to the easier task of watching children go mad. And hoped.

What happened at the concert itself? The hell with that. I couldn't care less. A lot of local disk jockeys cluttered up the proceedings, some peculiar acts performed and finally two

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August 16, 1965 page 6

## Beatles at Shea Stadium article: "Madness"

Sticking to the pattern and tone established earlier, Slocum writes the following into his conclusion: loudest, ache, roar, shrill, piercing, scream, ice picks, savage, abandon, madness, riot, death, dying, disaster, hysteria, riot, tragedy.

## Beatles review conclusion: Haughty dignity

Journalists such as Manners, Parsons, Slocum, and Young not only failed to appreciate the artistry and motivations of George, John, Paul, and Ringo but seemed irritated by the group's success.

They refused to give The Beatles' music serious consideration and didn't evaluate why the band was loved by so many. Contemplation of The Beatles' towering performance and recording accomplishments was beneath the haughty dignity of many mid-sixties commentators.

Less obvious truths such as The Beatles' reshaping of the male appearance and blossoming message of love and peace were missed entirely.

## Fear

Much of this attitude probably was rooted in plain old fear of change—resistance to the familiar being pushed aside by the new.

And clearly it catered to a group of "grown-up" Americans, perhaps a majority, who didn't like or understand what they heard coming from the radios



and record players of their daughters and sons and what they saw tacked and taped to bedroom walls and glowing black and white from TV screens.

slagabands ran out of the visitors' dugout carrying three guitars.

That was the signal that the Beatles were coming and the loudest noise I ever heard literally made my ears ache. It wasn't a crowd's roar. It was a shrill, piercing mass scream that hit my eardrums like two ice picks. It never stopped for a second of the 34 minutes. But, believe it or not, it did get louder.

Then I stood and listened to savage music and watched a lot of your kids go utterly out of their minds. You wouldn't have liked what you saw and I don't care how well you understand your own children. This was not amusing, this was not kids having fun, this was not normal, youthful outlet. This was abandon and madness. Unto the edge of riot. Unto the edge of death.

The Beatles will be back. The act is dying all over the world but they are adored here. When they come the men paid to safeguard this city from disaster must lay down a set of cast-iron ground rules.

I can think of one simple rule.

But that is unlikely. So, the next time the Beatles are here the streets must be laced with police and sections of the house must be roped off. The kids were too close together last night. Massed. Hysteria feeds on hysteria. So does riot.

That would cut down on the future profit all around.

But if it is not done the City of New York will be tempting a tragedy that will leave its mark on the history of the world. And, that would also cut down considerably on the future profit all around.

New York Journal-American  
August 16, 1965 page 6

## Jesus

Fifty years later, it's hard to imagine why some adults of that era were offended by how The Beatles looked and sounded. Their long, combed-down hair was a major contributor to the annoyance but the question—the mystery—is why?

At the time, Jesus was normally depicted with shoulder-length hair and no one seemed to care, in fact, many of those same grown-ups *worshiped* him.



## **"Whatever is in style looks good"**

The Beatles, like Apple Computers, another counter-culture phenomenon at first, are completely mainstream today. Long hair is common, Rock all around, and Apple is the largest company in the world.

My mother, with the birth name Marie Bertha Emily Westfahl, advised me at a young age, "Whatever is in style looks good."

She was born in 1906, played the organ as a girl, and loved dance music, particularly polkas. She never said anything unfriendly about The Beatles and bought a Gibson Melody Maker electric guitar for me the year they played Shea, so I could try to be just like them.

1. [http://cityroom.blogs.nytimes.com/author/mort-young/?\\_r=0](http://cityroom.blogs.nytimes.com/author/mort-young/?_r=0)
2. Jordan Sprechman, Bill Shannon, *This Day in New York Sports*, Sports Publishing LLC, 1998, page 331.
3. [https://en.wikipedia.org/wiki/Louella\\_Parsons](https://en.wikipedia.org/wiki/Louella_Parsons)
4. <http://www.nytimes.com/1998/08/29/arts/dorothy-manners-columnist-95.html>

## **Addendum 5**

### **Beatles Autographs And Images: TWA Executive Manning K.**

The images at the end of this addendum were sent to me by Kevin whose mother received them from her father Manning, a former TWA executive who received them from Bill Liss.

Kevin: "I'm writing you regarding some articles you wrote about The Beatles second trip to the US...Gisa and Ray E., who both have autographed 'Help' 45s, were featured.

"My mother has pictures and a signed 45 just like these and I was wondering if you ever had any follow up from Gisa and Ray E. about whether the autographs were able to be authenticated. My mom has decided it may be time to sell her prized autographs so I sent some pictures to an expert who replied that in his opinion they're not authentic, but probably signed by a member of the entourage.

"In addition to the autographed 45 sleeve of 'Help' we also have several of the TWA Publicity Photos. My grandfather was a TWA executive and able to obtain the pictures and the autographs for my mom."

I wrote back: "Thanks for contacting me, Ken. The autographs look authentic to me but I'm no expert. They sure don't look like they were produced by a counterfeiter imitating the signatures of four individuals.

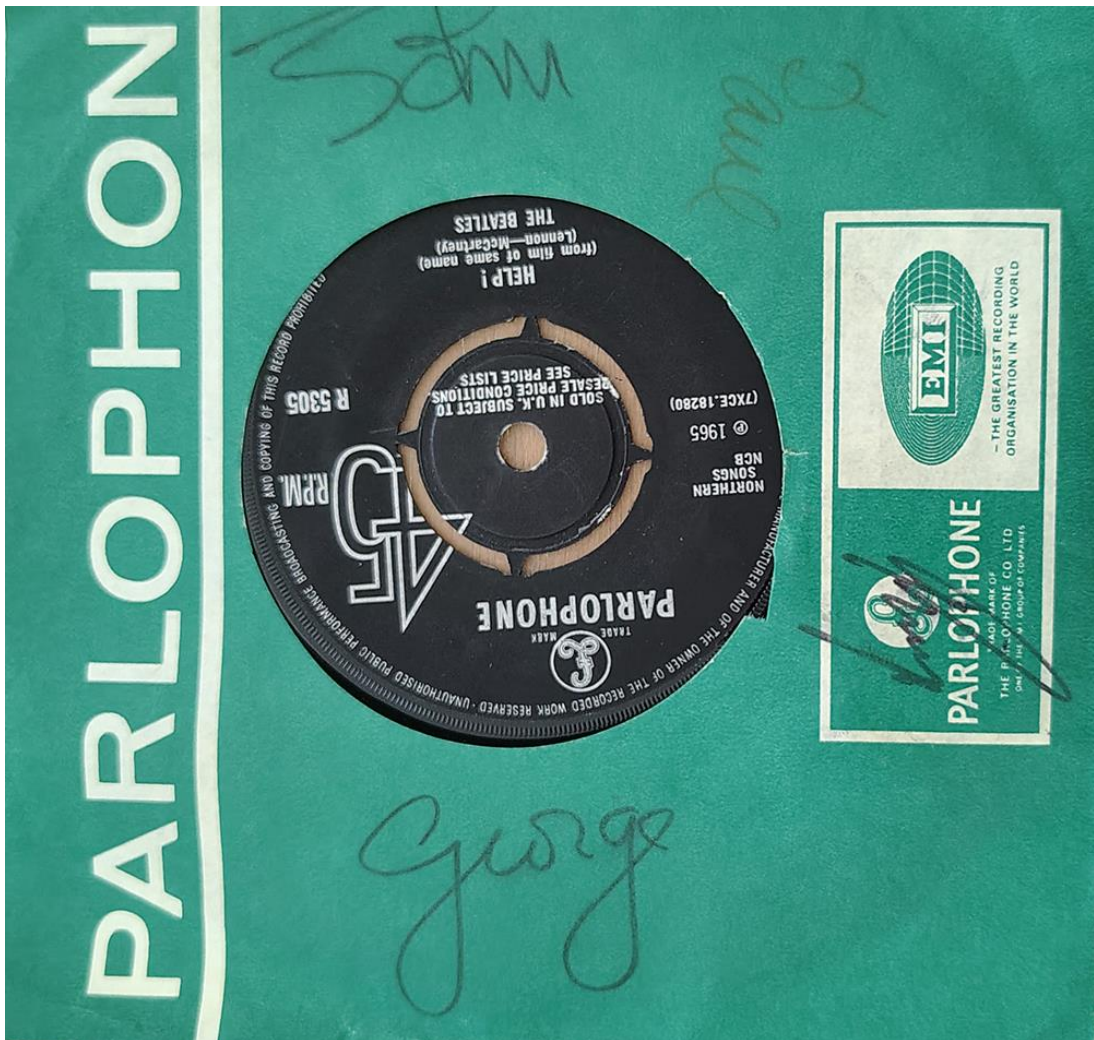
"Moreover, what else did The Beatles have to do on the flight? They had to be excited about their new single "Help" and proud to sign the 45 sleeves. Also, it seems colder than they were—in my humble opinion—to fob off fakes on unsuspecting recipients.

"If I were you, I'd seek multiple opinions. I compared the signatures on the 'Help' 45 image you sent to the one Gisa sent and to the ones Ruth received on an envelope she sent to Bill Liss, and they look the same. And, again, they have characteristic flourishes in common. "My guess is all these 'Help' 45 signatures are authentic—they have great provenance.

"Bill Liss actually handed Ruth's envelope to The Beatles on the flight. Hard to beat that."

Ken contacted his mom and she gave permission to add the images to my article.









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