



# REFLECTIONS



Dedicated to preserving the history of a great airline and its people.  
Northwest Airlines 1926-2008

## Bryan Moon: An Artist's Life

How a talented and plucky British lad became a  
Vice-President at Northwest Airlines

By Robert DuBert

In previous issues of REFLECTIONS, we've read about former NWA Vice-President of Advertising Bryan Moon--his work with Northwest's ad agency Campbell Mithun (Fall 2012) and his induction into the Minnesota Aviation Hall of Fame (Summer 2012).

But, I wondered, what was the backstory--the events in his formative years which led to his singular, multi-faceted career? Intrigued, I interviewed Bryan at length last August, and the result is this biographical report.

**THE EARLY YEARS** Bryan Moon was born in 1928 in the port city of Southampton on England's south coast. His father abandoned the family early on, so Bryan and his elder brother Eric were raised by their mother.

With the outbreak of war in 1939, Bryan found himself caught up in Operation Pied Piper, the government's evacuation of almost 1.9 million school children from London and Britain's major coastal cities to the presumed safety of temporary foster homes in smaller inland towns and villages. Young Bryan got a lucky break when he was billeted in Bournemouth. "My hosts took an interest in my education and got me enrolled in St Mary's College" (prep school). Mrs. Moon took a job as a butcher to pay his school fees. At St Mary's, Bryan took his first art classes: "I was always sketching. It was the only thing I could do. I wasn't much good at anything else. Art was my passion." Then came the "Southampton Blitz" of 57 Luftwaffe bombing raids in November-December 1940, and the family home was severely damaged: "An incendiary bomb fell through the roof onto my mother's bed." For four months afterward, Mrs. Moon lived in a makeshift steel "Anderson Shelter" in the back yard, and Bryan would visit her during lulls in the Blitz. When Bournemouth itself became a potential landing site for the expected German invasion, Bryan was transferred to a home in Devon, near a US Army Air Force base. He and a friend would cycle to the base perimeter to watch the B-24s takeoff and land: "I was always crazy about aeroplanes!"



Photo courtesy Bryan Moon

**ART, ANIMALS AND AIRPLANES** At the war's end, at age 17, Bryan enlisted in the Royal Air Force and was assigned the task of training guard dogs for RAF airfields. His mutual rapport with animals soon became apparent, and he especially bonded with a dog named Killie. "My dog was my best friend. She would protect me to the death." One day while walking Killie, Bryan met a woman named Cicely, who would become his wife of 60 years, until her premature death in 2011.

As a young teenager, Bryan won Gold, Silver and Bronze awards for works entered in national art competitions for youth in the UK, so it's no surprise that he enrolled in the Southampton College of Art after his RAF demobilization. Focusing on commercial art, he earned seven Distinctions in seven subjects of art and design, leading to his promotion to the teaching faculty at the age of 24. His goal of using his art to "make a living in the commercial world" was realized when he was hired



The Moons and Killie  
Photo courtesy Bryan Moon

## President's Message

Notice the new look? As you will read in this issue of REFLECTIONS, we have a new editor, Bob DuBert. Bob is standing upon the shoulders of Anne Kerr, who has given Bob the challenge of raising Anne's considerable achievements to even higher levels. The History Centre's Board of Directors is sold on Bob's ability to answer the challenge - and we're glad we're not in the editor's chair. We can all look forward to interesting, new changes to REFLECTIONS, but the goal to provide the best news and articles about the NWA History Centre and its legacy airlines will always remain foremost.



**Bruce Kitt**

One of the changes that you'll also notice is the display ad for the World Airline Historical Society, publishers of the quarterly *The Captain's Log*. This is a topic-focused magazine that covers airlines from around the world and makes a worthy addition to topics covered in REFLECTIONS. Copies of *The Captain's Log* will be available in the reading area at the NWA History Centre.

Another permanent display ad that will soon appear will be for AirSpace Minnesota. The NWA History Centre is part of the founding group that is promoting a museum in Minnesota dedicated to celebrating the state's achievements in aviation and aerospace. AirSpaceMN is still organizing itself; as its structure and goals are formalized I will keep you updated on the NWA History Centre's role in this new endeavor to keep our collective airline histories from fading away.

So, sit back, relax with this newest edition of REFLECTIONS, and enjoy the read! CAVU →

### **NWA History Centre Visitor Information**

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Admission FREE (special events may incur a charge)

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The NWA History Centre is an independent not-for-profit 501(c)(3) corporation registered in the state of Minnesota.

REFLECTIONS is published quarterly by the NWAHC and is a benefit of membership. Submissions are welcomed, and subject to editing for content and length.

Editor **Robert DuBert**  
Reporters **Bob Johnson, Anne Kerr**

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## CREW CHANGE

## Anne Billingsley Kerr

## AN APPRECIATION



On January 10, the NWAHC Board of Directors, with great reluctance, accepted the resignation of Anne Kerr as Editor of this newsletter. She has

resigned in order to devote more time to her family and to her creative work.



For the past five years, Anne has brought style, grace, personal warmth and high reporting standards to these pages. A published author and regular blogger, her keen sense of story and eagle's eye for detail enriched and enlightened every issue she edited.

Although her airline career was brief by today's standards, four years as a Northwest Orient stewardess were obviously a magical time in her life, and her affection and respect for the company and the people who worked there never faded.

No one regrets her resignation more than your new Editor, who has spent the last few weeks frantically learning word-processing. You'll notice a new look to REFLECTIONS; I blame this in part on computers—Anne's Mac and I'm PC. However, I am very pleased to report that Anne has agreed to stay on as a Features Reporter, and her work will appear regularly in REFLECTIONS. She already has several historical research projects underway on a variety of topics.

Meanwhile, you can continue to enjoy the writings of "our Anne" in her book *Fujiyama Trays & Oshibori Towels* (on sale in the HC gift shop!) and on her blog, [LadySkywriter.com](http://LadySkywriter.com), whose archive section deserves your special attention. Book and blog are full of engaging stories which give truth to the belief that, in the final analysis, an airline *is* its people.

Now it's back to work. ➔

Robert DuBert, Editor

"Hi Anne, it's Bob.  
Can I please have your  
finished story on the  
Martin 202 by Friday,  
5pm?"



"Are you kidding me?!?  
Well.....OK!"



## HELP WANTED

## A Message from Anne Kerr

I need some help from our readers. I am working on two feature articles for upcoming issues of REFLECTIONS.

One is about the Falencykowski family. I would appreciate hearing from anyone with first-hand stories about flying with NWA pilot Caz Falencykowski. Here's a photo of him and Tom North and North's daughter Julia in front of a NW Martin 202, which has a yellow underbelly:



Caz is on the left. Anyone remember this unique airplane with the yellow belly?

Caz (L) with Ed LaParle. Can anyone identify the stewardess?

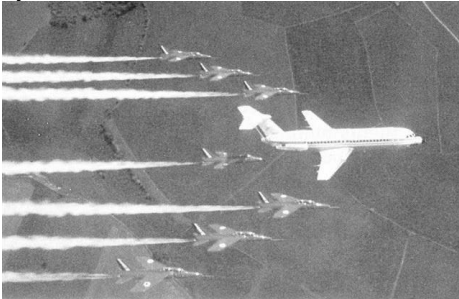


And speaking of the Martin 202, I am also doing a story about Northwest's tumultuous 202 era. If you flew on the 202 or have any first-hand experiences, I am eager to hear them. I'd also love to see any photographs that you might have of this aircraft, its operations and its crews. Please contact me at [anne@ladyskywriter.com](mailto:anne@ladyskywriter.com) or call me at 612-865-5377. You may also drop me a note at 2301 Wildwood Trail, Minnetonka MN 55305. Thanks in advance for your help! Anne

## Bryan Moon's "MGM" Productions



1965 Mohawk Airlines 1-11 rollout, Photo: BAE Systems



Aloha 1-11 in formation with the Red Arrows. Photo courtesy Peter Forman



US Army Maj. (temp) Bryan Moon in Viet Nam, with the Aloha Airlines USO Tour. Photo courtesy Bryan Moon



Spokane Expo 74. Photo courtesy Bryan Moon

(cont. from p1) by Southampton's Supermarine Aviation Works, a division of the Vickers conglomerate, as a technical artist to create line drawings of the technical systems of the Mk.24 Spitfire fighter aircraft. But he soon found this work confining, and yearned to paint. "If I could paint, I should be able to take on the world." But Vickers had other ideas for the frustrated artist, and Bryan found himself "drifting very easily into the promotional side", managing local advertising and publicity projects for Vickers. Eventually, he joined the London office and was appointed Publicity Officer for Vickers-Armstrong, "one of the turning points of my life." Following the 1960 consolidation of the British aircraft industry, Bryan Moon was promoted to Assistant Advertising Manager for the newly-organized British Aircraft Corporation.

**A SHOWMAN'S FLAIR** At BAC, Bryan functioned as a liaison to airline customers for the BAC One-Eleven airliner, and he acquired a creative knack for organizing attention-getting promotional events. For a Mohawk Airlines 1-11 rollout, he engaged a group of retired guardsmen to march with the plane. In 1966, at the request of HRH The Duke of Edinburgh, Bryan organized a BAC display as part of an exhibition in Chicago promoting the British aviation industry, and Bryan would meet the Prince during the event. One fateful day, returning from a sales tour for Concorde in Australia, Bryan stopped in Honolulu and called on Kenneth Char, the president of Aloha Airlines. Aloha had ordered three 1-11s but needed a new image for their entry into the jet age. Bryan went to a local art supply store, purchased paints and canvas, and stayed up all night designing a livery scheme and painting a portrait of an Aloha 1-11 in flight. He presented the still-wet canvas to Char the next morning. What followed was a job offer from Char for the position of VP-Advertising at Aloha. With surprisingly little hesitation, Bryan accepted and in 1966 moved his family

to Oahu. "That painting changed my life--I painted my way into the airline. Art brought me to America."



"The Painting that Changed my Life". Bryan and Aloha president Kenneth Char. Photo courtesy Bryan Moon

**ALOHA** "I knew I could do a good job for Aloha and put them 'on the map', which I did." Bryan began with another of what he now wryly calls his "Metro-Goldwyn-Moon" productions: he arranged to present one of Aloha's 1-11s at the 1967 Paris Airshow, followed by a formation flight over the English Channel with the Red Arrows aerial acrobatic team. His daily schedule at Aloha was total immersion in the cut-throat hurly-burly of the airline business, generating advertising, publicity and public-relations programs, all on a miniscule budget and with minimum staff. In 1967, when some US Army helicopter pilots in Viet Nam requested Aloha Airlines decals to decorate their army helicopters, Bryan responded with the stickers *and* a 14-day USO tour in Viet Nam--a program of Hawaiian song and dance using talented Aloha employee/entertainers, which he accompanied. Since they would visit front-line units in Nha Trang, Pleiku, Phu Cat and elsewhere, Bryan and the other Aloha employees received army uniforms and temporary commissions, lest they be executed as spies if their choppers were forced down behind enemy lines.

Unbeknownst to Bryan, these years of publicity-generating events *and* his proven ability to achieve maximum bang for minimum buck had attracted the attention of senior management at a

certain large airline based in Minnesota's Twin Cities.

**MSP** The call came out of the blue—an invitation from Northwest Airlines VP Bob Wright to interview, in secret, for the job of Asst. VP-Advertising, Sales and Promotion. A job offer followed. A sheepish Bryan Moon approached Ken Char: “I wasn't looking for this. They called me.” A wise and gracious Char responded “It was inevitable that one of the big guys would get you. You can't turn it down.” Bryan's wife Cicely asked “Is Minnesota much different from Hawaii?” He didn't know; he had to look on a map to see where Minneapolis was! They arrived in 1968, on a cold March weekend: “An aloha shirt on Friday, then all of a sudden it's a different world.” On Monday, Bryan had his first meeting with Donald Nyrop: “The first thing he says to me is 'I want you to know how I run this airline. All I do is hire and fire vice-presidents.' It was an unreal conversation.” Nyrop then added, according to Moon, “I've got another job for you. I want you to redesign the airline.” Taken aback, Bryan replied “Look, I've been on the job for half an hour. I really don't know Northwest at all.” Noting the existing NW brand imagery--an outdated hotchpotch of designs, fonts, and colors--he asked “This may sound stupid, but what *is* the name of this airline? Northwest, Northwest Airlines, Northwest Orient, NWA?” (*editor's note: this confusion persists to the present day!*). After a pause, the answer was Northwest Orient, and furthermore, the red tails on the aircraft had to stay, no matter what. Bryan was given a big drafting table for his office, minimal staff assistance, a rep from Campbell Mithun and several months to come up with a design solution (see REFLECTIONS, Fall 2012). The job took over 6 months, and Moon designed a new look for everything—aircraft, ground equipment, building signage, uniforms, office supplies, the works—everything, that is, except the stewardess uniforms, the purview of the Inflight department. Their choice of new yellow ensembles clashed badly with Bryan's red, white and blue master plan, designed around the sacrosanct red tail. Aghast, Bryan asked a staffer to take photos of everything he had designed, plus the offending yellow uniforms, and make it into a jigsaw puzzle. He then took it to The Boss. Laying the puzzle pieces on Nyrop's desk, Bryan presented his designs, then plunked down the final puzzle piece: “And *this* is what the stewardesses want for their uniforms.” Nyrop asked for time to consider, and the next day Bryan Moon received a very frosty phone call from Inflight—the stewardess uniforms would be red, white and blue.

**WINGS** During the design process, two captains approached Bryan and asked that the design of their wings and cap badges (designed in the 1920s by company founder Lewis Brittin) not be changed--“It speaks to the history of the airline.” Bryan honored the request: “I came from a country that believes in the continuity of historical heritage!”



NWAHC Collection

**THE MEATBALL** Oddly enough, Bryan did not design the new logo for Northwest. He felt that Clarence Lee, a graphic artist he had met while in Hawaii, could do a better job and so sub-contracted that crucial task to him. Lee's roundel containing a stylized aircraft tail pointing northwest was originally to be blue and red, but Bryan changed it to all-red. “It looked better that way and was more economical to produce.” It would become affectionately known as the Northwest Orient “meatball” and would serve the airline well for the next 20 years.



Logo introduced in 1969

**THE JOB** Bryan settled into a routine of 12-hour days of planning campaigns, reviewing advertising, meeting relentless deadlines, often 6 days/week. He began with an annual advertising budget of \$2.4 million, compared to \$120,000 at Aloha (“When I left Northwest, the budget was \$80 million!”). Eventually he acquired a permanent staff-Executive Assistant Mavis Strandlie (“Mavis was a godsend.”) and Bob Aldag (“I stole him from Campbell Mithun.”) For over 15 years, “we were the advertising department.” “Donald Nyrop was great. He'd give you responsibility and let you run with it.” Well, up to a point. “Nyrop wasn't comfortable with advertising or public-relations” but he knew what he liked. “He would drive to work every morning and listen to the WCCO news on the car radio. If he heard a Northwest commercial he didn't like, he'd call me in. If I wasn't called in by 8am, it would be a good day.” At one meeting, Nyrop announced that the print advertising had “too much photography and not enough facts.” Bryan sensed his job was on the line; things changed fast. Nyrop's favorite NW musical jingle was “Give Wings to Your Heart.” Twice Bryan tried to introduce a new jingle; Nyrop became angry and Bryan backed down; six months later, he successfully introduced a replacement. Mavis Strandlie: “You can be certain that the office tempo → p 6

(cont. from p 5) was intense; in that intensity we recognized Bryan's leadership: his ability to be fair, decisive, and humor shone through. Even more, he is a leader who knows how to express deep appreciation. What an honor to have worked with such a talented, appreciative man."



Bryan Moon at the HC, August 2012. Photo: Robert DuBert

**RED SAILS** Bryan Moon recalls the Chinese junk affair for Spokane's Expo '74 as his favorite company project. For a detailed account of that event, see the Dec. 2005 and Jun. 2006 issues of this newsletter.

**TRANSITION** Donald Nyrop retired in 1978, and change came fast. CEO Joseph Lapensky and COO Stephen Rothmeier both wanted to try out new ad agencies. There was the turmoil of the merger with Republic, and staff turnover. Bryan began to sense that he had accomplished everything he could at Northwest *and* he wondered if he could still paint. In 1988, he decided to take an early retirement package. He wasn't disgruntled; indeed, he was grateful. Mavis Strandlie tells us: "Upon his departure from Northwest, Bryan left with a simple statement to his

colleagues, delivered in a manner consistent with his role—an advertising message by mobile billboard that was parked at the entrance to the Eagan headquarters. With these two words, he bid 'Adieu': 'THANKS NORTHWEST' (signed) BRYAN MOON'."

**AFTER NWA** Bryan Moon relaunched his art career, lived with lions in Africa, earned his pilot's license and flew acrobatic aircraft, and searched for the remains of American airmen missing in action from World War 2. These activities are beyond the scope of this report, but you can read all about them on the web. His work with MIA Hunters remains the proudest accomplishment of his life. He lives in Sarasota and intends to sail around the world, solo. I have no doubt that he will succeed.

**FROM THE BOSS** Let's give Donald Nyrop the final word. In 2010, he wrote: "During his tenure at Northwest Airlines, I found Bryan Moon to be an imaginative and creative genius with a wonderful sense of humor. Bryan never did anything half-way; it was all or nothing, whether it be running the Advertising and Marketing programs for NWA, painting Elsa the Lioness while living with George Adamson in Africa, staying on Pitcairn Island with the descendants of the HMS Bounty, flying his acrobatic aircraft, or searching for and finding the remains of US airmen that were missing for over 50 years. Bryan and Cecily live a magical life filled with adventure. Never a dull moment. I can assure you there was never a dull moment when we worked together at Northwest Airlines." You betcha. →

## References

1. Forman, Peter. *Wings of Paradise*, Barnstormer Books. Kailua 2005
2. Letters to the Minnesota Aviation Hall of Fame from Mavis Strandlie and Donald Nyrop.
3. FLIGHT International, 1966-7.

## Further reading

For an excellent account of the Aloha Airlines USO tour, written by a soldier who was there, see:

[alohaworld.com/hanabuddah/749-bringing-aloha-to-viet-nam](http://alohaworld.com/hanabuddah/749-bringing-aloha-to-viet-nam)

For information on Bryan's career after NWA, type *Bryan Moon* in a Google search box. There are dozens of web entries!

## Bryan Moon's aviation art: a sampler



A B-25 aircraft, ditched off the coast of China during the Doolittle Raid of 1942. One of his MIA Hunters expeditions sought to find this aircraft. Image courtesy Bryan Moon.



A composite portrait of General Charles Yeager, World War 2 ace and USAF test pilot, who in 1947 became the first to fly faster than the speed of sound. Image courtesy Bryan Moon.

Bryan is a former elected member of the Society of Aviation Artists of Great Britain, and is a current elected artist member of the American Society of Aviation Artists. For information on MIA Hunters: <http://www.miahunters.com/>



Photo: NWAHC Archives

**The Republic Airlines Story  
1945-1986**

Terry Love, Schiffer Books, Atgen PA 19310. 160 pages, 8.5X11, 250 color/bw images, hardcover. \$49.00

Reviewed by **Arthur Na**

This volume comes from Schiffer Books, which earlier published *Frontier Airlines* (Gregory Stearns), and is a great book covering the history of Republic. Rather than a continuous chronological narrative, the book devotes one chapter to each of

Republic's predecessor airlines, in this order: Bonanza Air Lines, Southwest Airways, Pacific Air Lines, Zimmerly Airlines, Empire Airlines, West Coast Airlines, Air West, Hughes Air West, Wisconsin Central, North Central, and Southern Airways. The final chapter traces Republic Airlines and its operations.

Each chapter is relatively brief, so detailed information is necessarily limited. The book's strength lies in bringing together rare and seldom-seen photographs of aircraft, airport terminals and employees at various events. The many included route maps are excellent and make it possible to see the scope of each airline's operations. Complete fleet lists and two detailed appendices (one for incidents and accidents and a second for aircraft technical specifications) complete the book and are invaluable reference resources.

Photo gems in this volume: various ticket counters, a commemorative plaque honoring Bert Zimmerly (who perished in a crash in 1949), a Wisconsin Central advertisement touting new DC-3 services, and Susanna Southern.

While a longer book with more comprehensive background about these airlines would have been welcomed, this is a fine book overall, with outstanding photographs and route maps that help to construct a vivid impression of one of America's great airlines.

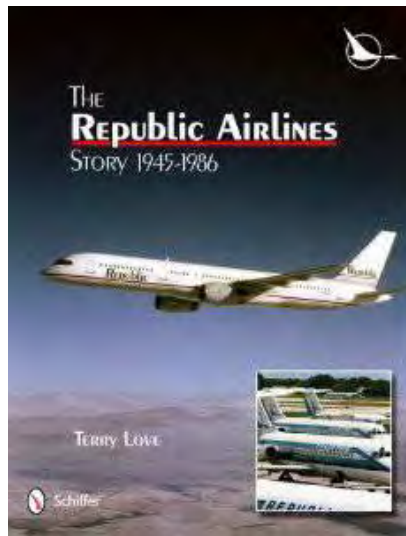
**Arthur Na** is an Imaging and Information Technology engineer in Ann Arbor MI. An avid student of airline history, his collection of over 70,000 airline timetables is one of the largest in the country. For decades, he and his parents were Elite level frequent flyers on Republic and Northwest Airlines.



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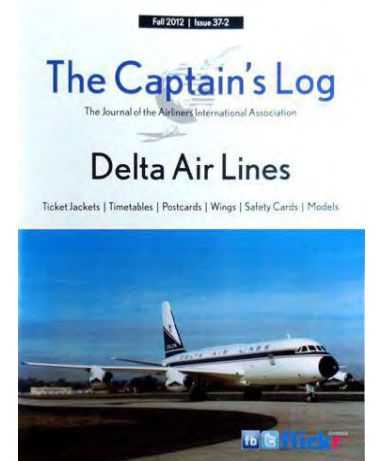
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The Airline Collectibles Show sponsored by Airliners Intl.

For show details, registration, and Hotel Reservations:  
[AI2013CLE.com](http://AI2013CLE.com)



## DAYTRIP: VISITING THE NWA HISTORY CENTRE

Not a resident of the Twin Cities? Never been to the HC? For any airline employee/retiree with non-rev travel privileges, a daytrip to MSP to visit the HC is an easy, inexpensive and fun way to spend the day, and it can be accomplished from many cities. Here's how:

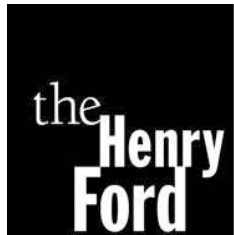
Pick a morning departure. A flight that will arrive in MSP before opening time is ideal (the HC opens at 1100 on weekdays, 0900 on Saturdays). Go through Baggage Claim and follow the signs for *Light Rail Transit* to the underground station for the Hiawatha Line Light Rail Transit (LRT). It's right under the terminal. Buy a ticket from the machine (\$2.25 peak, \$1.75 non-peak; cash, Visa, MC) and board a sleek Euro-style train ("Wowee, just like Vienna or Zurich!") headed toward *Mall of America*. Seven minutes later, detrain at the *American Boulevard* station, and cross the street to the office complex just past the Crowne Plaza hotel. The HC is in the Wings Financial Building, lower level. Take the elevator.

If it's a Tuesday morning, you'll likely be greeted by volunteers Steve, Don, Kay and Julie, who will be happy to answer any questions you might have about just about anything. Prepare to be a bit overwhelmed by the extent of the displays, which cover all 13 of the airlines in the Northwest Airlines corporate DNA. There's a LOT to see. You may overhear some light-hearted banter about times past "on the line". Feel free to join in and share your stories!

Now it's around 1p and you're hungry. Hop back onboard the LRT for the 10 minute ride to the *Mall of America*, for lunch in one of the dozens of food venues-- from cheap to posh, it's all there. Save your LRT ticket; it's valid for 2 ½ hours and you can use it to return to the HC. Spend the rest of the afternoon "doing" the HC exhibits. Don't forget to check out the gift shop!

It's 5p--time to board the LRT for MSP (by now, you're an LRT expert). If your return flight isn't until 7 or 8p, you'll have ample time for a latte or perhaps a cocktail in one of the new ultra-chic spots in the totally remodeled G Concourse ("Is this the Left Bank of Paris?" "No, it's the G Concourse!") Feel like a splurge? The F Concourse Delta Club is swanky and stylish.

It's been a great day, and you know you'll return soon. How do I know all this? I live in Detroit, and I do this all the time! RD



## DAYTRIP: VISITING THE HENRY FORD

Where: Dearborn MI Nearest Airport: DTW Complete info: [www.thehenryford.org](http://www.thehenryford.org)

The Henry Ford complex has four components: the Museum, Greenfield Village, the Ford Factory Tour and the Benson Ford Research Archives. While it is impossible to see them all in one day, a visit to the Museum itself is an easy and enjoyable daytrip from many cities. Don't miss the former Wisconsin Central Airlines DC-3, now repainted in Northwest colors and proudly displayed in the central court.

Other vintage airliner-types on display include a Ford Tri-Motor, Stinson Detrouiter, Fokker Trimotor, Boeing 40-B, and Lockheed Vega, all part of the *Heroes of the Sky* exhibition originally sponsored by NWA and now supported by Delta. The museum's vast collection of cars, trains, and Americana will round out your visit.



Visitor logistics: The Henry Ford is located 12 miles north of DTW. Public transportation is non-existent and cabs are expensive, so a car rental is recommended. The restaurants in the museum are very good and moderately-priced. Lamy's Diner is especially charming, but the Michigan Cafe has the best food. Note that Delta employees and Northwest retirees enjoy **FREE** admission and parking upon presenting their Delta ID badge at the ticket office. Don't have a Delta Retiree badge? See instructions below.

*This is the first in a series of articles about other airline museums and museums containing significant collections of airline-related memorabilia.*



Attn: Pre-merger Northwest (PMNW) Retirees--how to obtain your Delta Retiree ID badge:

1. Access the Delta Extranet: [dlnet.delta.com](http://dlnet.delta.com)
2. Sign in using your Delta Passport ID number and password.
3. Follow this path: Employee Info--Retiree Connection--How to Obtain a Delta Retiree ID badge.
4. Note that there are ID offices at MSP and ATL. Appointment required. See details.

Use your retiree travel benefits—you earned 'em!



# Staffing Your History Centre--A Call for Volunteers

A Message from Flo Dreyer and Gail Diercks, Volunteer Co-ordinators



In 2012, we celebrated the 10th Anniversary of the founding of the Northwest Airlines History Centre by a group of employee volunteers dedicated to preserving the history of a great airline. Volunteers founded the HC, volunteers have sustained this organization ever since, and volunteers will help it to thrive in the future.

Every airline employee and retiree who works at the HC is an unpaid volunteer--the officers, the board members, the docents who cheerfully greet visitors to the museum, the folks who work "behind the scenes" planning special events on and off-site, the group that spends hours at the computer processing and cataloging donations to the museum collection and performing administrative tasks, and the buyer/managers of our retail gift shop.

However, we need your help to help solve a staffing shortage: **we need volunteer docents who can work a 3-hour shift, 1-2 times per month.** Duties include greeting visitors, answering questions and phone calls, and selling gift shop items. New volunteers will attend a 90-minute orientation-training session conducted by Wayne Snyder, the HC VP-Operations.

If you have other interests or special skills, we want to hear from you, too.

Working at the HC is fun, and you'll know the satisfaction and pride that come from "doing your bit" to keep the legacy of a great airline alive for years to come. Volunteer today. You'll be glad you did! →

For information and to sign-up, please contact Flo Dreyer or Gail Diercks:  
[fdreyer@q.com](mailto:fdreyer@q.com) [gdierecks9@comcast.net](mailto:gdierecks9@comcast.net) Or call the HC to leave a message: 952.698.4478

## **ATTENTION ALL CURRENT VOLUNTEERS—Announcing our new record-keeping system**

On the HC conference table, you'll find a filebox with ledger cards. Please complete a file card for yourself and enter the time spent on **all** your HC activities (including docent hours and hours off-site) from 01Jan 2013.

By keeping track of your hours, you will allow us to recognize the valuable work that you do, and it will provide verification of the History Centre as a vital, active organization when applying for third-party grants. Thanks for your cooperation! *Flo & Gail*



## HANGAR TALK

Photo: Dirk Jan Kraan

## Stories and news from and about our readers

Our resident IT specialist and computer guru **Kevin Sliwinski** recently visited the Fagen Fighters WW2 Museum in Granite Falls MN, and produced a narrated video tour of the facility, which is posted on the website of the Minnesota Aviation History and Educational Center. To see this video, see the "Hot Items" section of [www.mnaviationhistory.org](http://www.mnaviationhistory.org).

Several retired airline employees recently launched a new website devoted to the history of Chicago's Midway Airport. Jam-packed with excellent photos and news stories, it is well-worth your attention. [www.midwayhistorians.org](http://www.midwayhistorians.org). One of the Midway Historians is **Boyd Kelly**, whose superb YouTube channel *airboyd* will keep you engaged for hours. Check it out. Highly recommended!

From **Anne Kerr** comes this news of the feature article she is preparing for the next issue: "Coming soon: *The Flying Falencykowski's*. What? you say - 'Is this a circus trapeze act?' Not so. Flying, in this case, refers to the remarkable family of former NWA Captain **Caz Falencykowski**, his three airline captain sons and a flight attendant daughter. His other daughter Mary became a doctor. *Just in case she was needed?* Read all about them in the Summer issue of REFLECTIONS."



*l-r: Bob--Skyways/North Central/Republic/NWA; Caz--NWA; Richard--North Central/Republic/NWA; Don--Skyways/Mississippi Valley/Air Wisconsin/Southwest. Bob and Richard retired from NWA. Don is still flying.*



Another note from **Anne Kerr**: "I'm looking for **Patricia Moran**, who started flying with North Central 1955-1957 and Northwest 1959 - ? I don't remember her from NW, but I would have been very senior to her. **Lona Falencykowski** lent me a book of poems written by Patricia Moran, mainly about flying. The book, titled *Come Fly With Me*, was published by Gilbert Publishing Company in Minneapolis in 1962. I would like to purchase a copy for myself, which I cannot find on the web." Can anyone help with either of these? For Anne's complete contact information, please see page 3.

*Photos: Lona Falencykowski was a flight attendant for North Central and Republic. She retired in 1984. She, her brothers Bob, Richard and Don, and her father Caz are The Flying Falencykowskis.*

We mark with sadness the recent passing of former Northwest Orient stewardess **Phyllis Adaire Tack Curry**. Mrs. Curry was the subject of a feature article in the March 2010 issue of REFLECTIONS, and was a speaker at the August 2011 *Coffee and Conversation* program about Northwest Orient Route Pioneers (REFLECTIONS, Summer 2011). Her obituary appeared in the January 16, 2013 edition of the *Star Tribune*. For a detailed account of Phyllis' adventure-filled career, see the November 2009 entries in Anne Kerr's blog: [http://blog.ladyskywriter.com/2009\\_11\\_01\\_archive.html](http://blog.ladyskywriter.com/2009_11_01_archive.html) →

**A note to our readers: the Hangar Talk page is for you. Please send your newsworthy announcements, photos and stories to: [editor@nwahistory.org](mailto:editor@nwahistory.org) or via USPS to the HC, attn: Robert DuBert**

**Reminder: all back issues of this newsletter are available online at: <http://nwahistory.org/newsletter.htm>**



**Northwest Airlines in photographs and imagery**



The Northwest Hypersonic Orient Express NWAHC Archives

Editor's note: If you have any vintage photos of the NWA legacy airlines which are historically significant, unusual, unique or humorous, please let me know. The zanier, the better! If selected, we'll publish your images here. Especially wanted: celebrity photos and Kodachrome color slides. I can scan them for you, if desired. Meanwhile, let's get started with these images:



Wisconsin Central mechanic Norm Ellickson with a company DC-3. Ellickson is the current B-17 crew chief for the Yankee Air Museum, Belleville MI. Photo: NWAHC Archives



What was 23-year old John F Kennedy doing at Chicago Midway in 1940? And why was he flying Northwest? He had graduated from Harvard that Spring and would attend grad school at Stanford. Were TWA and American sold out? Anyone know about this? Photo courtesy the Midway Historians. See p 10 for further info about this new organization and website.



We're stumped: is this a DC-8, a 707, or maybe an Electra? Anyone know for sure? See the online edition for color. Photo courtesy Keith Mock.



Mini-merger? A 757 with a United nose cone. DTW, 1998. Photo: Robert DuBert

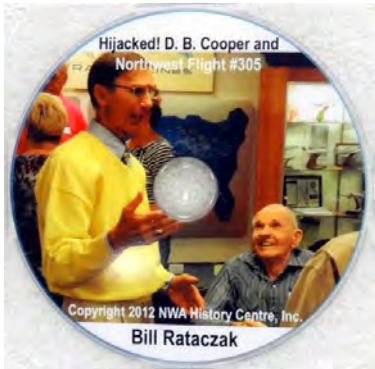


A Chorus Line? Photo: NWAHC Archives

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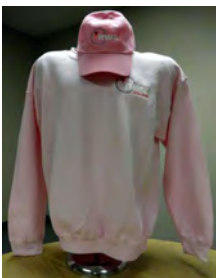
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