



# REFLECTIONS



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



Caz, greeted by daughter Lona, after the last flight of his airline career. All photos courtesy the Falencyzkowski family.

His family recalls a story of Mohammed Ali as a passenger on one of Caz' flights right after Ali had changed his name from Cassius Clay. Invited to the flight deck, Ali confessed that he was afraid of flying. Caz responded, "Don't worry, I'm the greatest!"

**THE EARLY YEARS** Born to Polish immigrants Edmund and Marie Falencyzkowski on Aug. 7, 1914 in Fairpoint, Ohio, Caz remembered his coal miner father telling him, "Son, you're never going to set foot in a coal mine." Neither Caz nor his sister Sophie spoke English until they were 8 years old. His father believed in education, and Caz graduated from St. Clairsville, Ohio High School in 1932.

Caz was attracted to flying while still in his teens. His daughter Mary (Falencyzkowski) Tanghe relates that her grandfather and some neighbors plowed a field to create a landing strip, and Caz learned to fly in a Northrop primary glider when he was 16. After high school graduation, Caz attended the New York Electrical School. In 1933, he enlisted in the United States



Caz at the tiller of a Northrop 30 glider.

Army Air Corps, and was posted to Langley AFB (Va.) to train as a radio operator.

### NARROW ESCAPE

On Aug. 6, 1935, on-board a Douglas Dolphin Amphibian on an aerial navigation training mission with

the Advanced Avigation School, Caz and his crew headed for

## Patriarch Pilot Inspires His Family of Fliers

by Anne Billingsley Kerr

Casimir Falencyzkowski, known to many NWA employees as Caz Falen, was the patriarch of a flying family I like to call the Flying Falencyzkowskis. Caz was a pilot with Northwest Airlines from March 31, 1942 until his mandatory retirement as a 747 Captain on Aug. 6, 1974, the day before his 60<sup>th</sup> birthday. He was among the group of pilots that fought the age 60 retirement rule that was raised to 65 in 1982, unfortunately too late for him. Caz died on July 22, 1978, at the age of 63.

Baltimore. As part of the exercise, they attempted a water landing on Chesapeake Bay, about eight miles from shore. They crashed, and three of the five crew members were injured. As the plane sank, all five struggled into their life-jackets while treading water and pumping up the liferaft, whose CO2 cylinder was inoperative. Miraculously, a fishing boat appeared and took them to Solomon's Island. They called Langley Post Operations and were told to wait for an ambulance to be sent from Bolling Field (Wash. DC). Caz later wrote in his crash affidavit that after waiting four hours, "some civilian drove us all to Walter Reed hospital in a school bus." Later, Caz told his son Donny that it was at Walter Reed that he saw a woman officer for the first time, a nurse. Caz and the other uninjured crew member were directed to proceed to Bolling Field on their own, to await transport from Langley.



Caz proudly wears his unit's distinctive "Mors et Destructio" (Death and Destruction) insignia on his uniform flight jacket.

**THE FLIGHT INSTRUCTOR** While in the service, Caz completed the Radio Electricians Course in the Signal

School of the US Army Signal Corps. After his discharge in 1936, he moved to Ohio, near Cleveland, where he was employed in a radio repair shop. During this time, he also taught flying lessons using a Taylor Cub, building his own flight hours in the process.

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## President's Message

I'd like to thank three very important groups of people who are so supportive of our efforts here at the NWA History Centre:

First, our volunteers, who come everyday to the HC, engage our visitors, and who spend countless hours on so many tasks and projects. More about them in this issue.

The second group I thank, on behalf of all of us here, are the people who respond to our fund-raising drives. We're all very appreciative of your thoughtfulness and generosity when we ask for help, and for the kind words and unexpected surprises that often accompany your checks.

And third, I thank all the people who have donated items to the History Centre archive collection. We have a heartfelt appreciation for the items that you bring in, things that were (and are) near and dear to you, your parents, or another family member. When these donations find their way to the HC, we are constantly amazed at the photos, documents, and other objects that come through our door. Not a week goes by that we don't exclaim "Wow!" when we open a box or bag of donated items, whose historical importance, uniqueness, and creativity utterly amaze us.

Our volunteers, our financial supporters and our donors together make up a big collaborative effort that has helped the History Centre to thrive these past 10 years. We're proud of what we do and what we've accomplished together, and we expect to be here for another 80 years, passing on the legacies of NWA and its people to future generations.

It's Summertime. Get out, have fun, spend time with your family and friends, and come visit us at the NWA History Centre! CAVU →

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

Open M-F 11am-5pm, Sa 9am-1pm  
Closed Sundays and major holidays  
Admission FREE (special events may incur a charge)

Advance reservations preferred for visits by groups of 8 or more.  
Please call 952.698.4478

FREE parking      Metro: LRT American Boulevard



**Bruce Kitt**

## **The NWA History Centre**

Founder **Peter Patzke** (dec.)

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

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Cont. from p1



A rakish Caz with a Taylor Cub.

**NWA** While in Cleveland, Caz met Susan Sestak, the young daughter of Slovakian immigrants, and the two married in 1941. Caz applied to several airlines for a pilot's position, and was called for interviews at Braniff and NWA. Caz and Susan pooled their savings to buy him a new "interview suit". Accepted at both companies, Northwest called first, and the couple moved to Minneapolis where Caz began his career with NWA on March 31, 1942, with a seniority number of 176.

The couple had five children: Mary, Richard, Bob, Lona and Donny. Growing up, the kids loved to play "airline", acting out the roles of pilot and stewardess.



Lona (with Stewardess Kit) and Donny portend their futures.

The three boys learned to fly at the Southport, Minn. airport, and pumped gas there to pay for their lessons. Did Dad push them into this? Not a chance. Richard says, "Dad wasn't too "keen" on my wanting to become a pilot. But if he was trying to dissuade me, he made a mistake by taking me along when I was 6 or 7 to Link Trainer sessions, where I sat

on his lap as he did the required training." Adds Donny, "Dad never pushed us to a flying job. When I was older, I saw Dad go to work happy with his job, and that made me want it more." As for Lona, "I don't think I ever thought about it. I know we all played airline pilot and stewardess. I always thought being a stewardess would be so glamorous, but found out shortly that although it wasn't always glamorous, it was a lot of fun."



Christmas at Home, 1957. L-R rear: Susan, Mary, Caz, Lona, Bob. Front: Donny, Richard

The boys and Lona started their airline careers when NWA had a firm anti-nepotism rule, so they all signed on first with other airlines. Bob flew for Skyways, North Central, Republic and NWA; Richard for North Central, Republic, and NWA. Lona is a retired North Central/ Republic flight attendant. Donny flew for Skyways, Mississippi Valley, and Air Wisconsin before joining Southwest Airlines, where he is currently a 737 Captain.



L-R: Bob, Caz, Richard, and Donny in 1974.

Lona's flight attendant career spanned the years 1972-1984. She was mischievous, which sometimes landed her in trouble with her supervisors.

The elder daughter chose a different career path. Dr. Mary Tanghe is a retired physician. Growing up, she believed her poor eyesight would keep her

out of an airline job. A different career appealed to her desire to help others: "I loved watching 'Gunsmoke' on TV, and Doc Adams was my idol. I saw myself as his sidekick." But there was yet an airline link—Mary and husband Jan, also a physician, had a group medical practice in suburban Minneapolis, and she laughs at how Dad promoted their practice. "Caz kept our business cards with him at all times. If another pilot coughed, he'd whip out a card and advise him to see his daughter. We were privileged to treat airline employees and their families from NWA, North Central, and many other airlines." ▶ p4



Lona skateboards down the aisle while working a flight.



Non-regulation eyewear.



Dr. Mary, at home in 2013 with a yoke from NW B-747 N610US, s/n 19787. Caz flew this aircraft 27 times from 1971 to 1974. His son Donny was a passenger on one of those flights, MSP-ORD-HNL in 1974.



cont. from p. 3

**OPEN HOUSE FOR REFUGEES** Having grown up as first-generation Americans, Caz and Susan had a special place in their hearts for refugees. "It was not unusual for Dad to bring a stranded refugee family home when he returned from a trip," Mary recalls. "They would also invite foreign students from

the University of Minnesota to share holidays with our family, as it was such a lonesome time on campus." Mary met her future husband, then a U of M medical resident from Belgium, one Thanksgiving at her parents' home. "The most important thing I learned from Mom and Dad was caring for other people," she says.

So there you have it, the story of a family who, as individuals, are typical of so many thousands of others who have worked in the airline industry, but who as a family are unique. And grateful to a loving father. Richard sums it up: "Old joke about a teacher who asked a young fellow what he wanted to be when he grew up, and he replied, "a pilot". But the teacher said, "You can't do both." After 50+ years of flying, I can attest that is the truth. Thanks, Dad, and to all of my mentors over the years for letting me prove it." →

*Special thanks to Lona, Richard, Donny and Joe Falencykowski, and Mary Falencykowski Tanghe, for the memories, documents and photographs that made this story possible. All photographs in this article are courtesy of the Falencykowski family.*

**Anne Billingsley Kerr**

.....Caz Flew 'Em All



Douglas DC-3 with Capt. Ed LeParle and unidentified stewardess.



In MSP Crew Scheduling with Harry Detwiler.



Martin 202, an uneventful flight with co-pilot Tom North and Tom's daughter Julie. NC93044, painted in experimental livery, later crashed on aug. 29, 1948, at Fountain City, Wisc., near Winona.



Caz and unidentified B-377 Stratocruiser crew.



At the controls of Boeing B-377 Stratocruiser "Chicago".



Boeing B-707 in Detroit, 1967



Boeing B-747 at JFK, 1970.



## Anne spends a Day in Chicago with Lona and Donny Falencyzkowski

Donny invited his sister Lona and me to Chicago to tour his collection of airline memorabilia and to meet with the Midway Airport Historians. A captain for Southwest Airlines, Donny set us up on a brand new Southwest 737-800 out of MSP to MDW on April 7. What an airplane! The interior was gorgeous, legroom ample, crew capable and friendly. A perfect beginning to that perfect day.

Donny met us in a huge, glitzy terminal that bore absolutely no resemblance to the Midway terminal I was intimate with in the 1950s when I flew two-a-day NWA DC-4 trips in and out of Midway, dodging the DeKalb corn cob water tower on takeoff and landing. As we drove the perimeter of the airport, I saw a couple of familiar sites: the old TWA hangars (with TWA logo still visible, embedded in the exterior brick), now occupied by Southwest.

At Donny's home, we viewed his incredible collection that spans items from his father's NWA uniforms to his USAAF patch, "Mors et Destructio". The photos below give you some idea of the extent of Donny's collection, truly a museum to rival others I have seen. Donny's bathroom has airplane lavatory doors attached to both the inside and outside of the door. On opposite walls, Boeing B-377 and B-737 instrument panels grabbed my attention.

Our next stop was the Midway Airport Historians meeting. The group is dedicated to preserving the history of this remarkable airport, which, in the 1950s, was the busiest in the world. I learned of this group from Donny a couple of years ago. Last December, they launched their website: <http://midwayhistorians.com/> which is chock full of great stories, videos and photographs. Members include retired airline people, historians and authors. It was great fun to meet these folks who share a common bond, made us feel so welcome and part of what they are about.

Back home at MSP, we reveled in our extraordinary day spent doing all of the things we love: flying, talking hangar talk and meeting new friends. Thank you Donny, and the Midway Historians! → **Anne Billingsley Kerr**



Donny Falencyzkowski, with his collection. Photo: Anne Kerr



Donny shows Anne the Boeing B-377 instrument panel, above and below.



Airplane Lavatory Door. Photo: Anne Kerr.



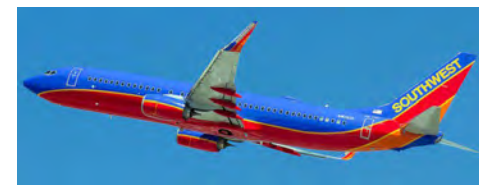
Lona and Donny, October 2012, at the NWAHC 10th Anniversary Celebration. Photo: Anne Kerr



A centerpiece of Donny's collection is this Hamilton Standard propeller blade, from an NWA DC-7C. Photo: Donny Falencyzkowski



Anne chats with United Airlines Captain Bob Russo (ret.) at the Midway Historians meeting. Russo is one of the co-founders of the group. Photo: Lona Falencyzkowski



WN B-737-800. Photo: flickr Southwest Pool.





It takes a lot of people to run an airline, and it takes a lot of people, doing a variety of jobs, to run an airline museum. Here's a look at some of the activities of our volunteers— daily routine and special events— that are all part of the operation of your NWA History Centre.

Photo: NWAHC Archives

**SPRING CLEANING** Volunteer coordinators Flo Dreyer and Gail Diercks mobilized a crew, who spent a Saturday cleaning the display cases, dusting and vacuuming. Many hands made for reasonably light work for everyone!



Flo reviews the tasks at hand.

Photo: Robert DuBert



Lunch Break.

Photo: Robert DuBert

Many thanks to the crew: Joe Callaci, Bev Carlson, Gail Diercks, Flora Dreyer, Bob DuBert, Sandy Elliott, Kay Ferrell, Gordon Gilbert, Art Gorgen, Dianne Herrmann, Karen Jensen, Judy Jurgensen, Karen Kihlman, Jerry Nielsen, Vince Rodriguez, and Gary Thompson.

**GROUP VISITS** The HC often hosts visitor groups who are not airline employees or retirees but rather members of the general public. For these visitors, the displays usually trigger memories of past travels—vacations, family visits, business trips—and all the other reasons why people fly.



Left: a group from the Presbyterian Home.

Photo: Anne Kerr



Right: HC VP Wayne Snyder relates the history of NWA, and tells how the merger with Republic created the nation's fourth-largest airline.

Photo: Joe Callaci



Left: Lois Thoreson O'Donnell, from the Presbyterian Home, signs the guest book. She was a Northwest stewardess, 1943-1948! Photo: Joe Callaci

Right: The Bloomington, Minn. Chapter of the Red Hat Ladies visit the HC. (Note: Wayne Snyder is *not* a member)

Photo: Joe Callaci







Left: a group from Control Data Corp. Some in this group were Northwest World Perks Elite-level members, thanks to frequent business travels. One gentleman still has two million unredeemed frequent flier miles!

Right: Volunteer Kay Ferrell makes a sale. Gift Shop sales are an important contribution to the HC revenue stream.

Photos: Robert DuBert



### AT THE DELTA BLOCK PARTY

Left: Volunteers Rita Lee, Vicky Pritchett, Bruce Kitt, Bill Marchessault and Vince Rodriguez with visitor Perry Sloan (far right, Delta manager in SLC).

Right: Volunteers Bonita Benson and Donna Burger, with Bill and Vince.

Photos: Robert DuBert



**To: All HC Volunteers**

**From: Flo and Gail**

**Re: Your volunteer statistics**

In 2012, our volunteers worked a total of 8838 hours, for an annual average of 176 hours/person, on and off-site. The Independent Sector, a trade organization for non-profits and foundations, estimates that a volunteer-hour is worth \$22.14. Therefore, your time and effort were worth \$195,673 to the NWA History Centre! Congratulations and many, many thanks to all of you!

We thank all who have put in a total of 1081 hours during the 1<sup>st</sup> quarter, 2013: Donna Burger; Ray Carlson; Joe Callaci; Al Carriveau; Julie Cohen; Bev Carlson; Dave DeBace; Gail Diercks; Flora Dreyer;

Bob DuBert; Sandy Elliot; Kay Ferrell; Mary Fryer; Joan Gibson; Gordon Gilbert; Art Gorgen; Elaine Hernke; C. Diane Herrman; Karen Jensen; Judy Jurgenson; Anne B. Kerr; Bruce Kitt; Karen Kihlman; Fay Kulenkamp; Steve Marks; Karen Melchior; Elaine Mielke; Jerry Nielsen; Warren Nentwig; Keith Oberg; Joe Olson; Vicky Pritchett; Vince Rodriguez; Karen Roth; Wayne Snyder; Don Swanson; Jack Schillinger; Kevin Sliwinski; Uli Taylor; Gary Thompson; Dave Trautman; Arlye Weisheim.

Did you work, but don't see your name listed? Did you fill out your time card? ☺



### MEET KRISTEN HARLEY, ARCHIVIST

Ms. Harley is not a volunteer, but a professional archivist with a graduate degree in Library and Information Science. She comes to the HC thanks to a Legacy Grant from the Minnesota Historical and Cultural Heritage Grants Program of the Minnesota Historical Society. Her project at the NWA History Centre involves the examination, identification, cataloguing, and advising on proper storage for the over-1000 photographic negatives in the HC archive. This photo shows her detective work on a negative from the Republic Airlines corporate archive.

Photo: Robert DuBert



## TIPS FOR FLYING NON-REV: What is ZED?

by Bob Gelpke Reprinted by permission from *Clear & Sixty*  
(the quarterly newsletter for Republic retirees, families and associates)

**ZED**, which stands for **Zonal Employee Discount**, allows employees and retirees participating in the ZED Program to purchase reduced-rate standby transportation for leisure travel on other airlines. ZED fares are fixed/standard fare levels (High, Medium, Low) applicable to global zones, based on mileage. ZED replaces the "industry discount" fare programs (ID90, ID95, etc.) for employee and retiree leisure travel. Delta chose to become a ZED participant because ZED has become the industry standard and many carriers participate in it. The goal is to replace all ID-type agreements with ZED agreements. BG →

*Editor's note:* A major advantage of ZED is the ability to buy passes and create listings online, anywhere, with little advance notice on many carriers, including KLM and Southwest, two airlines which are especially useful for international and domestic travel. No more standing in line at your home airport, buying paper tickets in advance for flights you may never use!

To learn how to use ZED, follow this path in the DeltaNet employee and retiree website: **DLnet.Delta.com**

DLnet.Delta.com ▷ Sign in ▷ TravelNet ▷ Leisure Travel ▷ Interline Travel ▷ Other Airline Index ▷ ZED tutorial.

**To buy ZED e-Tkts:** Sign in as above ▷ TravelNet ▷ Leisure Travel ▷ Interline Travel ▷ my ID Travel ▷ Booking/Listing

**Good Luck, and Happy Travels! → RD**



## VISITING THE TWA MUSEUM IN KANSAS CITY

Trans World Airlines was an airline with corporate roots dating to 1925 which grew to be a major international carrier. Acquired by a corporate raider, the company eventually entered Chapter 11 bankruptcy and ultimately merged with a larger airline, completely losing its identity in the process.

This scenario will be familiar to many REFLECTIONS readers, who may well enjoy a visit to the new home of the TWA Museum, 10 Richards Road at the Charles B. Wheeler Airport in downtown Kansas City. The museum's collection, begun by TWA mechanic Tom Perry, languished in limited access at the KCI Expo Center until a small group of retired flight attendants seized the initiative to negotiate its relocation to the Signature Flight Support building, built in 1931 as the headquarters of Transcontinental & Western Air. Adding items rescued (literally) from AMR forklifts and dumpsters, the determined flight attendants have created spacious and impressive display galleries which proudly present the history and heritage of TWA. Don't miss the memorial shrine to the passengers and crew lost in the 1996 explosion of flight 800, a tragedy which many TWAers maintain was due to military error. Staffed by a friendly crew of volunteers, you can be sure of a warm welcome at the TWA Museum at 10 Richards Road.



Photo: Robert DuBert

### Visitor Information

[twamuseumat10Richardsroad.org](http://twamuseumat10Richardsroad.org)

Nearest airport: MCI  
Ground transportation: car rental  
Open: Tu-Sa 10-4  
Adults: \$5 Children/Seniors: \$3  
Military with ID: Free

Note: KC is the home of TWO airline museums! The National Airline History Museum, home of Super Constellation, Martin 404, DC-3 and L-1011 aircraft, is also located at Wheeler Airport.

For information: [www.airlinehistory.org](http://www.airlinehistory.org)



TWA Museum president Pamela Blaschum leads a tour.

Photo: Robert DuBert



From the display "Airline to the Stars": Cary Grant and wife Betsy Drake fly TWA.

Photo: Robert DuBert



## VISITING THE MINNESOTA HISTORY CENTER

Recently, a team from the HC went “Out and About” for a special tour of the conservation laboratories of the Minnesota History Center in downtown St. Paul, to learn about the techniques and materials used by professional museum conservators to repair, preserve and properly display historic artifacts.



Thomas Braun, with century-old farmer's clothing. Photo: Robert DuBert

Our guide was MHC conservator **Thomas Braun**, who, with university degrees in Art History and Art Conservation, is an expert in the field. The MHC's vast underground complex includes labs for the conservation of photos, paper items, textiles and physical objects - categories all found in our NWAHC collection.

The MHC presents extensive exhibits about the history of Minnesota and the upper Midwest. The Gale Family Library, on the third floor, is a research library open to the public, with holdings including the corporate archives of Northwest Airlines! Check it out - you may be inspired to do some research to prepare and submit an article for publication in REFLECTIONS!

**Visitor Info:** [www.minnesotahistorycenter.org](http://www.minnesotahistorycenter.org) 651.259.3000

Nearest airport: MSP

Ground transportation: Metro bus 54 from MSP Terminal 1 to 5<sup>th</sup> St. and W 7<sup>th</sup> St. Walk two blocks uphill on 5<sup>th</sup> St. \$1.75 off-peak/\$2.25 peak



**Rear:** Jerry Nielsen, Joe Callaci, Don Swanson, Elaine Hernke, Bob DuBert  
**Front:** Karen Jensen, Vicki Pritchett, Flora Dreyer

### Tips for using the Gale Family Library at the Minnesota History Center

This is a research library, so materials are mostly stored in large boxes on closed shelves and do not circulate. The NWA corporate archives are vast; just the summary inventory takes up 44 pages online! Save time and check out the inventory beforehand and make a list of the boxes you want to see: [www.mnhs.org/library/findaids/00110.xml](http://www.mnhs.org/library/findaids/00110.xml).

On arrival, register at the front desk using photo ID. You'll receive a library user's card. Store personal belongings in a nearby free locker (bring a quarter)--the only items allowed inside the library are paper, pencil, camera and laptop. Fill out a request form for each desired box and submit to the request desk. Be prepared to be fascinated by the wealth of photos, newspaper clippings, letters, corporate memos and promotional items! Using the library is **FREE**--no museum admission fee required.

For further information: <http://sites.mnhs.org/library/>

Happy Researching!



Summit meeting attendees in the central atrium of the Southwest Airlines headquarters. Standing, 9th from the left: Bruce Kitt.

### NWA HISTORY CENTRE PRES ATTENDS SUMMIT

**DALLAS** Last April, NWAHC President Bruce Kitt attended the Aviation Archivists and Historians Summit Meeting, held at the corporate headquarters of Southwest Airlines. Also there were representatives from the TWA Museum, Delta Air Transport Heritage Museum, CR Smith Museum (American Airlines), National Airline History Museum, National Museum of Commercial Aviation, Carolinas Aviation Museum, Frontiers of Flight, 1940 Air Terminal Museum, the SFO Museum, University of Miami Richter Library (Pan American World Airways), United Airlines, Southwest Airlines and Boeing corporate archive departments, the University of Texas and Embry-Riddle University. Kitt appeared in a panel discussion about common issues which confront commercial aviation archivists, museum directors and staffers, and the weekend conference was a valuable opportunity for networking and learning. Thank you, Bruce, for representing us so well!

## News, stories and lore about NWA and its people



Photo: Dirk Jan Kraan

Recently, retired NWA Captain **Ken Warras** visited the NWAHC for the first time. Capt. Warras was the Second Officer on NW714 on July 1, 1968, which was hijacked to Cuba. An indirect consequence of Cold War geopolitics, hijackings to Cuba plagued the airline industry during the 1960-70s, and Northwest suffered two, in 1968 and 1971. These events will be the subject of a future REFLECTIONS feature article.



Ken Warras. Photo: Robert DuBert

Last winter, HC Vice President **Jerry Nielsen** was contacted by the Property Department of *Mad Men*, the AMC channel hit television drama about a fictitious Madison Avenue advertising agency during the 1960s. The prop staffer requested materials showing NWA brand imaging as it existed in mid-1968 (before the Bryan Moon makeover--see REFLECTIONS, Spring 2013).

*The New York Times* calls the show "ground-breaking television", and the *Mad Men* production team is renowned for its ability to accurately recreate the look and feel of a turbulent period in American history. Nielsen scanned some items from the HC archives, and the *Mad Men* staff used them to create fanciful but evocative stage sets of Northwest airport departure lounges as they might have looked in 1968. One of the characters in the episode is a Northwest employee, whose unethical actions are pivotal to the plotline. *Twin Cities Business* magazine was intrigued by the appearance of Northwest Airlines on the show—watch for an upcoming article. We don't have permission to show images from the episode, but check your cable or satellite provider for episode 606, "For Immediate Release", on-demand. The DVD and Blu Ray of *Mad Men* Season 6 will be released later this year.



Also in media news, you may have heard about veteran broadcaster Barbara Walters' recent announcement that she will retire in 2014, after a very distinguished 53-year career, including 37 years at ABC News. Her time at ABC began on a very sour note, thanks to former NWA employee **Harry Reasoner**, who famously resented sharing a prime-time news anchor desk with a woman. Reasoner, an Iowa native, attended high school and college in Minneapolis. After working as a reporter for the *Minneapolis Times*, he joined Northwest Airlines as Asst. Director of Publicity in 1948, where his name appeared on the masthead of several issues of *Northwest Passage News*. After a year, he left to join CBS. His celebrated career spanned 45 years at ABC and CBS, and he is remembered for being a co-founder, with Mike Wallace, of the popular CBS show *60 Minutes*.

### Reasoner, Peyer Added to Staff



HARRY REASONER

*Northwest Passage News*,  
June 18, 1948. NWAHC  
Archives



HC volunteer and retired mechanic **Don Swanson** recently enquired about a tale making the internet rounds, claiming that the American Motors Gremlin auto was designed on the back of a Northwest Orient airsickness bag. Fact or fiction? It turns out to be true. AMC headquarters was in suburban Detroit, but the assembly plant was in Kenosha, Wisc., so company execs routinely flew NWA between Detroit and Milwaukee. According to

Drew Beck, former editor of *American Motoring*, the AMC owners association magazine, AMC Design Chief Richard Teague sketched the design concept for a subcompact car on the back of a "barfbag" during a Northwest Orient flight in 1968, and then delegated the project to AMC production designer Bob Nixon. The result was the 1970-8 Gremlin, a car which TIME magazine has dubbed one of the "50 Worst Cars of all Time". Apparently, the barfbag was not saved, and AMC and the Gremlin are long-gone from the automotive scene as well. →

**Got newsworthy stories or photos?** Send 'em my way, via email: [BobNWFA@aol.com](mailto:BobNWFA@aol.com) or if you insist on the postal service, c/o of the NWA History Centre. We'll print them in this space, subject to review and editing. Robert DuBert

Airport quiz answers, from p. 11

1. Lp, 2. Sz, 3. Ig, 4. Dk, 5. Ns, 6. Xn, 7. Hu, 8. Rx, 9. Ba, 10. Cj, 11. Mb, 12. Gt, 13. Zd, 14. Jv, 15. Uh, 16. Om, 17. Pe, 18. Vw, 19. Kc, 20. Ql, 21. Ao, 22. Tq, 23. Yr, 24. Ey, 25. Ff, 26. Wi



# NWA History Centre Recurrent Training

## Quiz: Airports served by Northwest Airlines

As Northwest employees and retirees, we enjoyed the opportunity to travel all over the world on the "Red Tail" and its SkyTeam partners. With Delta Airlines, our travel benefits are greater than ever!

Below is a list of airports served by Northwest, Northwest AirlinK, and/or a SkyTeam partner in December 2008, as listed in the final issue of Northwest Airlines *World Traveller* magazine. Each airport is **currently** and **officially** named after a famous person. Example: JFK-- John F Kennedy International Airport in Queens NY, named after the 35th President of the United States. See how many you can identify, by destination city *and* its namesake.

Instructions: for each airport code on the left, select a name *and* city from the lists in the right-hand column, following the example for JFK. Answers are found on page 10. Good luck! →

(Many thanks to the following people who assisted in the preparation of this quiz: NW/DL flight attendants Erik Hansen and Keith Mock; Theo Spanos of United Airlines; and Wayne Vogan of the Canadian Opera Company.)

### American Presidents

- 1. JFK      L     p
- 2. DCA    \_\_\_\_\_
- 3. GRR    \_\_\_\_\_
- 4. IAH    \_\_\_\_\_

### Canadian Prime Ministers

Note: NWA served more Canadian cities than any other American airline!

- 5. YOW    \_\_\_\_\_
- 6. YUL    \_\_\_\_\_
- 7. YXE    \_\_\_\_\_
- 8. YYZ    \_\_\_\_\_

### Military Officers

- 9. AUS    \_\_\_\_\_
- 10. BDL    \_\_\_\_\_
- 11. BOS    \_\_\_\_\_
- 12. CDG    \_\_\_\_\_
- 13. CRW    \_\_\_\_\_
- 14. FSD    \_\_\_\_\_
- 15. GRB    \_\_\_\_\_
- 16. MKE    \_\_\_\_\_
- 17. ORD    \_\_\_\_\_
- 18. SYD    \_\_\_\_\_

### Celebrities, Musicians, and Athletes

- 19. BUR    \_\_\_\_\_
- 20. LBE    \_\_\_\_\_
- 21. MSY    \_\_\_\_\_
- 22. OKC    \_\_\_\_\_
- 23. SNA    \_\_\_\_\_
- 24. WAW    \_\_\_\_\_

### Category of Extra Difficulty:

#### Politicians Who Lost Their Biggest Elections

- 25. DAY    \_\_\_\_\_
- 26. YHZ    \_\_\_\_\_

### Persons:

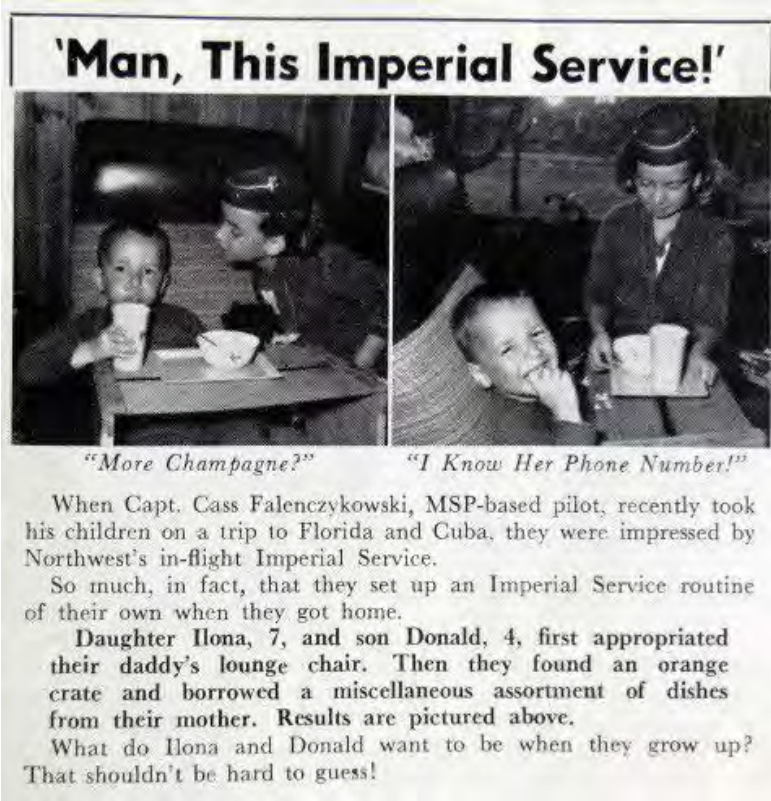
- A. Louis Armstrong
- B. Capt. John Bergstrom, USAAF
- C. Lt. Eugene Bradley, USAAF
- D. George H.W. Bush
- E. Frederic Chopin
- F. James M. Cox
- G. Gen. Charles de Gaulle, Armée de Terre
- H. John G. Diefenbaker
- I. Gerald R. Ford
- J. Brig. Gen. Joe Foss, USMC, USAF, National Guard
- K. Bob Hope
- L. John F. Kennedy
- M. Gen. Edward Lawrence Logan, National Guard
- N. Sir John MacDonald
- O. Maj. Gen. William "Billy" Mitchell, USAAF
- P. Lt. Cmdr. Edward "Butch" O'Hare, USN
- Q. Arnold Palmer
- R. Lester B. Pearson
- S. Ronald Reagan
- T. Will Rogers
- U. Maj. Austin Straubel, USAAF
- V. Sir Charles Edward Kingford Smith
- W. Robert "Honest Bob" Stanfield
- X. Pierre Elliot Trudeau
- Y. John Wayne
- Z. Brig. Gen. Charles Yeager, USAF

### Cities:

- a. Austin TX
- b. Boston MA
- c. Burbank CA
- d. Charleston WV
- e. Chicago IL
- f. Dayton OH
- g. Grand Rapids MI
- h. Green Bay WI
- i. Halifax NS
- j. Hartford CT
- k. Houston TX
- l. Latrobe PA
- m. Milwaukee WI
- n. Montreal PQ
- o. New Orleans LA
- p. New York NY
- q. Oklahoma City OK
- r. Orange County-Santa Ana CA
- s. Ottawa ON
- t. Paris France
- u. Saskatoon SK
- v. Sioux Falls SD
- w. Sydney Australia
- x. Toronto ON
- y. Warsaw Poland
- z. Washington DC

## Digital Edition Exclusive Extras

No need for an address label in the digital edition, so we hope you enjoy these extra images.



Vince Rodriguez greets a pal at the Delta Block Party.  
Photo: Robert DuBert



HC Director Fay Kulenkamp gets into the Block Party spirit.  
Photo: Robert DuBert



MINNEAPOLIS (May 30, 2013) - AirSpace Minnesota and the Museum of Flight in Seattle have joined forces to create the first Museum of Flight Aviation Learning Center (ALC) outside of the Seattle location. Douglas King, Museum of Flight President and Dale Klapmeier, co-founder and CEO of Cirrus Aircraft and Board Chair of AirSpace Minnesota, made the announcement of the new initiative.

For more information: [www.airspacemn.org](http://www.airspacemn.org)



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