



REFLECTIONS



Dedicated to preserving the history of a great airline and its people.

Northwest Airlines 1926-2010

CHASING HERMAN

Visiting Small Airports of the Northland.

July 26 – August 2, 2014

by Arthur Na

Photos by Arthur Na, unless otherwise specified.

For nearly forty years, the airports of the upper Midwest were served by an airline that braved harsh weather conditions and sometimes a lack of infrastructure, and yet managed to carve out a niche for itself to become the most profitable of America's Local Service Airlines. For most of those forty years, from 1948 until 1984, an unforgettable emblem graced the company's aircraft as they flew from one small town to another, from Wisconsin to Michigan to Minnesota to the Dakotas, serving the people of the Northland.

That emblem, first introduced in 1948 on a Wisconsin Central Airlines Lockheed Electra 10A, was the inimitable mallard duck known as Herman. Appearing on the planes of Wisconsin Central, North Central and Republic Airlines, Herman was the symbol of an airline that gave wings to an entire region of the country. Alas, I was never lucky enough to fly on any of Herman's airlines. My loss.

This is not the comprehensive history of an airline, however. It's the story of an 8-day road trip I made last summer, which included a series of visits to small airports scattered across the northern tier of the United States, all of them once served by Herman. As long as the people who worked so tirelessly to provide airline service in those small communities still worked there, I thought that the spirit and legacy of Herman probably still survived, but I aimed to see for myself (*ed: to this day, North Central/Republic alumni refer to themselves as "ducks"*).

BACKGROUND In the wake of World War II, when the large "trunk" airlines were serving major cities across the country, the government, through the Civil Aeronautics Board (CAB), encouraged the creation of small "Feeder Airlines," to serve smaller communities, flying shorter "thin" routes that weren't profitable for the trunk carriers. Wisconsin Central, certificated in 1946 and beginning operations in 1948, was one of 25 Feeder Airlines established in the postwar years; only 13 received permanent certification in 1955 and were designated as Local Service Airlines.

The origin of Herman seems to have begun with an unnamed pilot who used it in some cartoons, but it wasn't until Milwaukee design consultant Karl Brocken entered the picture that the official logo we know as Herman was created. Brocken began with a detailed representation of a mallard duck, streamlining it through several iterations until he arrived at the final silhouette we know and love. The circle represents



Arthur Na. Photo: Robert DuBert.

the sun by day and moon by night. Over the years, Herman came to symbolize not only an airline but the people who worked hard to make *three* airlines successful.

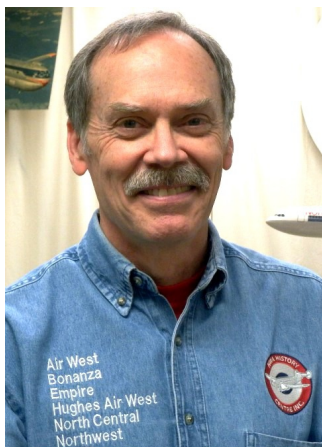


Left: Wisconsin Central president Francis Higgins and designer Karl Brocken, in 1947. The airline began scheduled operations on Feb. 24, 1948. Photo from *Ceiling Unlimited*, Robert Serling.

In 1952, Wisconsin Central moved its headquarters to Minneapolis and was renamed North Central. Herman continued to grow. In 1979, following a merger with Southern Airways, North Central Airlines became Republic Airlines, but it never forgot its roots, and Herman continued to fly to the airports of the Northland while spreading his wings across the nation with the further acquisition of Hughes Airwest. In 1984, Herman was replaced by Stephen Wolf's red, gray and blue Republic color scheme, and in the end, when Republic merged with Northwest Airlines in 1986, Northwest acquired the routes of an airline that served more domestic cities than any other airline at the time. Herman may still have been a duck, but he was a seriously gargantuan one.

What follows now is my diary of visits to a baker's dozen airports, which are located in some of the most isolated yet picturesque areas of the country. All but one still have commercial airline service. For each, I'll compare the service offered in 2014 (all airlines) with that provided by Herman a half-century ago, in 1964. You're invited to come along with me as I tour airports and follow the trail of Herman the Duck. Fasten your seatbelt, and straighten your cupholder. Off we go!

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Bruce Kitt Photo: Joe Callaci

From the Executive Director

Then and Now

The NWA History Centre was created in a world of three presumptions: that Northwest Airlines would continue; that the Wings Financial Credit Union would continue to be its sponsor; that the NWAHC would continue in its present location. One out of three, then two of three, then all three assumptions went awry.

The NWAHC survived the loss of our parent airline, and adjusted to the departure of Wings Financial. The loss of our location, however, has been the most daunting challenge the NWAHC has ever faced---welcome to the world of commercial real estate. The Board looked at a dozen sites in the

preceding four months and we are now real estate terminology experts in “net rent”, “gross rent”, CAM, etc. I am relieved to tell you that the NWAHC has found a new location --- across the street from our present location. So near and yet, from the physical task of moving, so far! The museum said good-bye to its last visitor in our current location on Saturday, February 28th. The Board is now working on the planning and logistics of moving everything---packing, labeling, sequence of what goes first, and, “Where do we want this?” On April 1st the NWAHC will begin moving out of our “Then” and into our “Now”.

For now, the NWAHC will be closed as we move, shuffle and reconstruct the museum and storage area. Our goal is to have a small display area as soon as possible with additional space available as we process the artifacts in our storage area. The NWAHC is the recipient of a grant from the Minnesota Arts and Cultural Heritage Fund that has allowed the museum to hire a professional archivist for one year to begin cataloging our collection. The cataloging began in advance of our packing, will continue as we unpack, and wrap up in December. Our volunteers will work and learn from the archivist so we can continue after the grant expires to catalog and arrange our storage area to support the museum’s displays.

Our “Now” is going to be a new path for us. The premise of the NWAHC’s “Then” will not work for our new “Now”. There are going to be changes ahead as the Board writes a new business plan to insure the continued success of the NWAHC. AirSpace Minnesota remains a work in progress and it still represents our best future, but until then the NWAHC needs to grow and prosper. We’ll provide updates as plans firm up, so don’t go away. We are committed to the future of the NWAHC and are doing everything *we* can, but we also need you, to do what *you* can to give to – and support – the NWAHC. It’s 1978 to the NWAHC...we’re in a deregulated world where we now have to contend with budget demands that are new to us. We are spending our capital reserves to effect this move to keep open. Please don’t be a non-rev; we truly are now a membership-supported museum and your membership is very important. Please join us, so that when we reopen you can feel like you just sat down in First Class. We may even have peanuts at the event!

Now, sit back and enjoy Arthur Na’s article, a nostalgic “Then and Now”. CAVU.



NWA History Centre Visitor Information

The NWA History Centre is currently closed, pending our upcoming relocation. Please monitor our website and Facebook page for our reopening announcement.

Like us on facebook



AirSpace MINNESOTA

THE NWA HISTORY CENTRE
Founder **Henry V. “Pete” Patzke**
1925-2012

8101-34th Ave S
Bloomington MN 55425-1642
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nwahistory.org

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Admin. Director **Jerry Nielsen**
Development **Susan Rostkoski**
Directors-at-Large **Drew Dunwoody, Bob Johnson, Fay Kulenkamp, Bill Marchessault, Vince Rodriguez**
Collection Manager **Bruce Kitt**

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

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Life **\$500**

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CODE KEY

AIRPORTS

APN	Alpena MI
ATL	Atlanta GA
ATY	Watertown SD
AUW	Wausau WI
AZA	Phoenix/Mesa AZ
BEH	Benton Harbor MI
BRD	Brainerd MN
DEN	Denver CO
DFW	Dallas/Ft Worth TX
DTW	Detroit MI
DVL	Devils Lake ND
ESC	Escanaba MI
FNT	Flint MI
FSD	Sioux Falls SD
GRB	Green Bay WI
GRR	Grand Rapids MI
IMT	Iron Mountain MI
JVL	Beloit/Janesville WI
LAN	Lansing MI
LAS	Las Vegas NV
LAX	Los Angeles CA
LSE	La Crosse WI
MBL	Manistee MI
MBS	Saginaw MI
MKE	Milwaukee WI
MNM	Menominee MI
MOT	Minot ND
MSN	Madison WI
MSP	Minneapolis/St. Paul MN
MTW	Manitowoc WI
OFK	Norfolk NE
OMA	Omaha NE
ORD	Chicago IL (O'Hare)
OSH	Oshkosh WI
PLN	Pellston MI
PTK	Pontiac MI
RHI	Rhineland WI
SFB	Orlando/Sanford FL
SLC	Salt Lake City UT
STE	Stevens Point WI
TVC	Traverse City MI
YKN	Yankton SD

AIRLINES

AA	American
DL	Delta
F9	Frontier
G4	Allegiant
ZK	Great Lakes
3E	Air Choice One

AIRCRAFT

DC-3	Douglas DC-3
CV440	Convair 440
CRJ	Canadair Regional Jet
ERJ	Embraer Regional Jet
E75	Embraer E-175
A319/320	Airbus A319/320
MD-80	McDonnell Douglas MD-80-88 series.
B1900D	Beechcraft 1900D

Day One: July 26, 2014 –CIU This day, I visited just one airport, Chippewa County International Airport (CIU) in Sault Sainte Marie, Michigan. Located on the site of the former Kincheloe Air Force Base and formerly known as Kinross Municipal Airport, it's clean, efficient and modern. On this late afternoon, there was no activity and no one in the terminal.

Below is a table showing North Central's weekday departures from CIU in July 1964 and current weekday service by all airlines in July 2014. You can compare North Central's linear routings with today's hub and spoke systems. I'll show the same schedules for the other airports in this report.



CIU 1964	CIU 2014
Daily DC-3: PLN-APN-MBS-FNT-PTK-DTW. 2 daily CV440: PLN-TVC-MBL-GRR-BEH-DTW.	(DL) 2 daily CRJ: DTW.

Day Two: July 27, 2014—MQT Sawyer International Airport (MQT), serving Marquette and Michigan's central Upper Peninsula, is a particularly nice facility, located on the site of the former K.I. Sawyer Air Force Base. However, it's larger than necessary-- even in the middle of a Sunday afternoon, there were no passengers in the terminal and only a few employees at the ticket counters, security checkpoint and gift shop. A historical display case inside the terminal includes a model of a DC-3 in original North Central colors, the perfect model for my trip.



MQT 1964	MQT 2014
2 daily CV440: IMT-GRB-GRR-LAN-DTW. Daily CV440: ESC-MNM-GRB-GRR-LAN-DTW. Daily CV440: ESC-MNM-GRB-OSH-ORD.	(AA) 2 daily CRJ: ORD. (DL) 2 daily CRJ: DTW.

Right: Herman at MQT: a DC-3 model, part of a display of aviation-related memorabilia inside the terminal.



CMX Houghton County Memorial Airport (CMX) serves both Houghton and Hancock, Michigan, which sit on opposite banks of the Keweenaw Waterway. On this Sunday evening it was totally deserted; I was the only person in the terminal. The terminal is adorned with a large piece of copper ore, a testament to the importance of copper mining in the development of northern Michigan. I'm including some vintage photos from the excellent Michigan Technological University Archives and Copper Country Historical Collections, in Houghton.



Photos from the Michigan Tech Archives:

Right: North Central station staff, 1956.

Far upper right: the terminal, 1956.

Far lower right: the 1958-built new terminal, with Convair, in 1966.

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Right: Charlotte Westberg, assistant to NC President Hal Carr, and NC exec Harold Sage accept a plaque marking the dedication of the 1958 terminal. Photo: Michigan Tech Archives.



Far right: today's terminal, built in 1972.



Right: the copper ore which festoons the current terminal.



<p>CMX 1964 Daily CV440: IMT-GRB-GRR-LAN-DTW. Daily CV440: IMT-GRB-MKE-ORD.</p>	<p>CMX 2014 (UA) 2 daily ERJ: ORD.</p>
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Day Three: July 28, 2014 –IWD Tiny Gogebic-Iron County Airport (IWD) serves Ironwood, Mich. and the western Upper Peninsula and has subsidized service provided by Air Choice One, under the provisions of the Essential Air Service program of the US Department of Transportation. The small, modern terminal isn't much larger than a typical pharmacy, with a single check-in counter and a small waiting room.

<p>IWD 1964 Daily DC-3: RHI-AUW-STE-MSN-JVL-ORD. Daily DC-3: RHI-GRB-MTW-MKE-ORD. 2 daily DC-3: DLH.</p> <p>IWD 2014 (3E) 3 daily Cessna Skyvan: ORD.</p>



ASX Ashland, Wisconsin's John F. Kennedy Memorial Airport (ASX) is a tiny single-room log cabin, with an upstairs lounge containing four chairs and a television set. A wall plaque explains the airport's history: Ashland Bayfield County Airport was visited by President John F. Kennedy on September 24, 1963, and a photo on the wall shows this historic occasion. After the Kennedy assassination two months later, the airport commission quickly renamed the airport in his honor on November 29. It was the first airport in the U.S. named after the late President, predating New York's JFK International Airport by a few weeks.



<p>ASX 1964 Daily DC-3: IWD-RHI-AUW-STE-MSN-JVL-ORD. Daily DC-3: IWD-RHI-GRB-MTW-MKE-ORD. 2 daily DC-3: DLH.</p>	<p>ASX 2014 NO SCHEDULED SERVICE.</p>
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President Kennedy arrives at ASX on Marine One, Sept. 24, 1963. (ed: over 12,000 people came to the airport to hear him speak about the importance of safeguarding the environment and conserving natural resources. He stayed overnight in Ashland.)

Day Four: July 29, 2014 DLH My day began with a stop at Duluth International Airport (DLH) where I was greeted by an incredible sight: a full size F-16C Fighting Falcon, one of the type flown by the 148th Fighter Wing, Minnesota Air National Guard, based at DLH. Other airports may have interesting displays upon entry, but few can match the visual impact of seeing DLH's entrance for the first time. After that, I was prepared for almost anything, and the terminal itself didn't disappoint; it's a beautiful, brand new two-story facility.



DLH, early 1960s. Photo: NWAHC Archives.

DLH 1964

2 daily DC-3: ASX-IWD-ORD.
 3 daily DC-3: MSP.
 3 daily CV440: MSP.
 3 daily CV440: GRB-MKE/MSN-ORD,
 or ORD nonstop.

DLH 2014

(DL) daily CRJ: DTW; 7 daily CRJ:
 MSP; daily A319: MSP.
 (G4) 2 weekly MD-80: LAS.
 (UA) 4 daily CRJ: ORD.



HIB Range Regional Airport (HIB) is located between the cities of Hibbing and Chisholm, Minn., an hour's drive from DLH. This is a part of the state known as the Iron Range, an area known for its vast deposits of iron ore. The two cities are at the center of one of the largest ore deposits, the Mesabi Range, and have been important cities ever since iron mining began in the 19th century. HIB is another small, clean airport, and like many of the other terminals visited on this trip, almost devoid of people. *(ed: there's no denying the charm of the stuffed animals.)*

HIB 1964

Daily DC-3: DLH-MSP.
 2 daily CV440: DLH-MSP.

HIB 2014

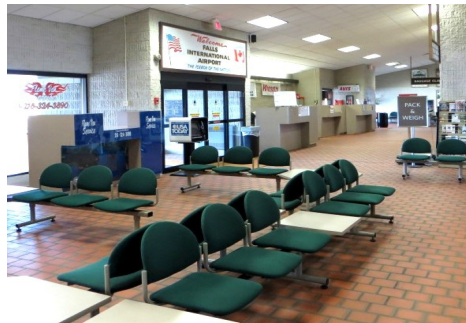
(DL) 2 daily CRJ: MSP.



NW Airlink model on display in the terminal.



INL About two hours drive north of Hibbing is International Falls, Minn., a small city of about 8400 people, and the primary Canada border crossing in this area. Falls International Airport (INL) is a beautiful facility, without a single person inside when I visited. Proudly calling itself the "Icebox of the Nation", the city often sets records for winter cold temperatures for the continental United States. It's downright depressing when you consider that the city's all-time record low for June 8 was set in 2009, when the temperature plunged to 27 degrees. In June! If Herman were still serving the city, he'd have to wear a coat, hat, gloves and scarf. In June.



INL 1964

Daily DC-3: HIB-DLH-MSP.
 2 daily CV440: HIB-DLH-MSP.

INL 2014

(DL) 2 daily CRJ: MSP.
 (DL) Daily CRJ: BRD-MSP.

Day Five: July 30, 2014 BJI Bemidji Regional Airport (BJI) was my first stop for the day. It's an older but well-maintained terminal. Few people, but a big bronze pig.



Left: the bronze "Pig-Bank", for donations to *United Together, the Veterans and Families Resources Foundation.*



BJI 1964

3 daily DC-3: BRD-MSP.
 2 daily DC-3: GFK-DVL-MOT.

BJI 2014

(DL) 2 daily CRJ: MSP.

THE FUTURE LOCATION OF THE NWA HISTORY CENTRE

At a Feb. 25 general meeting of the HC volunteers, Operation Director Wayne Snyder announced that HC Executive Director Bruce Kitt, after intense negotiation, had signed a lease agreement (2 years with a 1 year extension option) for space in the **Two Appletree Square (TAS)** building at **8011 34th Ave S**, the building adjacent to our current location. We must vacate our current space by April 25, but the new lease takes effect on April 1, allowing some flexibility for moving.

The HC currently leases one room at TAS for archival storage, and the new space consists of two adjacent spaces: a large room which can house displays, and a medium-size room which is divided by a partition and doorway, ideal for administrative functions, receiving and further storage. The exact layout remains to be determined as the planning process continues. A Break Room, with tables, chairs and vending machines is adjacent to the HC rooms.

The TAS offers ample free parking, in a designated lot behind the building, with a nearby rear entrance. The Crowne Plaza hotel is immediately adjacent, and the American Blvd. Light Rail Station is across the street.

The Moving Process: Q&A with our Volunteers

Q: How will we move?

A: While the Board plans to have all bulky and heavy items, including furniture pieces, moved professionally, the convenient nearby location of our new space makes it feasible to move small items (especially fragile items) ourselves, thereby saving a lot of money (professional movers charge by the hour). Volunteer opportunities for these efforts will be forthcoming as our plans are finalized, and volunteers will receive e-mail updates for available time-slots. The logistical details of packing and moving are still being worked out.

Q: How big is the new space, and how much does it cost?

A: It's about 3000 sq. feet in total, with a monthly rental of \$3000.

Q: When will we reopen to the public?

A: For the first few months, we may have a "warehouse operation" as we unpack and get organized. We can reopen when we have displays ready to view. Displays and the Gift Shop are priorities to get up and running.

Q: What is our financial situation?

A: This move will be expensive for the HC, and will put a major strain on our finances. The Board recognizes the need for aggressive, ongoing fund-raising and more publicity, and welcomes suggestions and concrete offers of help. One step would be to consolidate our archive collection by the sale of items which are duplicates, or which are not specifically related to our collection or preservation mission, but whose sale would directly support the functioning of the HC.

(ed: at REFLECTIONS, it will be business as usual during the transition. The June issue will be devoted to explaining and showing the transition process and the work of our volunteers.)

VOLUNTEER STATISTICS FOR 2014

HC Volunteers: 60

Total hours worked, on and off-site: 7319

Est. avg. value of a volunteer hour: \$24.31

Total equivalent value to the NWAHC: \$177,924.89 (!)

R: Operation Director Wayne Snyder addresses the volunteers with the announcement of our new space.



R: HC Board member Susan Rostkoski answers questions about fund-raising efforts.



Below: our dedicated and capable volunteers at the Feb. 25 meeting, without whose work we could not exist!



WE HOST OUR FINAL GROUP VISITORS AT OUR CURRENT LOCATION: The Travel Academy, Feb. 25, 2015.



The Travel Academy of Eagan, Minn., offers training programs for students seeking careers in the airline, cruise, travel agency and hospitality industries.



HC Volunteer Coordinator Flora Dreyer and Academy instructor (former NW flight attendant) Julie Povolny.



Career goals of this class: 75% airline, 20% cruise line, 5% travel agency. Photos: Robert DuBert.

OUR LAST DAY OPEN TO THE PUBLIC: Feb. 28, 2015. PACKING AND MOVING TO BEGIN IN MARCH.



Visitors on our last open day included Jess and Lorena Birt (left), Jim Schramm and Lavonne and Jim Rees (center), and Allen Lindaas (right, with HC docent Bob Johnson.) Lorena Birt is a former NW flight attendant; Jim Schramm was a CSA at the MSP ATO (now DL); Lavonne Rees worked in the Northwest Cargo Accounting Department, and son Jim works on the Ramp (NW and DL). Allen Lindaas is an airline enthusiast who loves NWA! Photos: Joe Callaci.

OUR NEW ADDRESS, EFFECTIVE APR. 1, 2015: 8011 34th AVE. S., BLOOMINGTON MN 55425



Clockwise, from UL: The Two Appletree Square Building, a 3-minute walk from our current location.

Ample parking in the dedicated parking lot behind the building, entrance on American Blvd. Visitors arriving by car and volunteers will use this lot. The Metro Light Rail Station *American Boulevard* is located directly across the street (34th Ave.) from the Two Appletree Square Building.

Our storage area, already in the building.

This large room offers design flexibility for our displays. A second, smaller room, is next door.

The rear entrance, next to the parking lot. Photos: Robert DuBert.



IN MEMORIAM-Jay Harrington and Joseph Callaci

We are very saddened to learn of the death, on Jan. 22, of HC Director **Jay Harrington**. Jay was one of the "Founding Fathers" of the NWA History Centre, and its first vice-president. Prior to his retirement, he owned and operated the Uniglobe Travel Agency. His wife Dee was an employee of Northwest Airlines for over 40 years, and the director of the Employee Pass Travel Bureau in MSP. Jay's brother James is a retired Northwest captain. Jay is fondly remembered for his keen sense of humor, big smile and hearty laugh (see photo). One of Jay's many contributions to the operation of the HC is the large round table around which the board of directors meets monthly and where volunteers enjoy a lively camaraderie. A memorial service will be held on April 12 on Bainbridge Island, Wash. The Minneapolis Star Tribune obituary: <http://www.startribune.com/obituaries/detail/64285/?fullname=jay-b-harrington>



L-R: Donald Nyrop, Jay Harrington, John Peterson.
Photo: NWAHC Archives.

Joe Callaci—A Tribute from Fay Kulenkamp

How do I say goodbye to my best friend, Joseph Callaci, who passed away unexpectedly on March 4th, 2015? Joe and I were friends for over 35 years.



Photo courtesy Fay Kulenkamp.

In 1968, after Joe returned from Vietnam to Chicago, his hometown, he was hired by Northwest Orient Airlines as a ticket agent at O'Hare, one of our busiest stations. He always laughed about his training --about two hours of "On the job training"-- and then he was on his own! He became one of Northwest's **FINEST** employees and did a magnificent job in his 38-year career. After working at LAS and LAX, he transferred to MSP for the majority of his years at NWA, working as an agent, in Weight and Balance, Load Control and Air Freight.

Joe was a quiet, reserved man with a wonderful sense of humor and total acceptance of everyone. I first met him while working a flight from Las Vegas to MSP in 1978. He was a non-revenue passenger. I noticed he wasn't feeling well and started a conversation. We discovered that I was hired a few weeks before him (I never let him forget that I was senior!) He was going home to visit his parents and sister in Chicago. We soon realized the similarities of our families.

Eventually, he took the agent position in MSP and we became best friends, bidding the same vacation time so that we could both work at my State Fair booth for 12 years.

When I retired in 2004, he kept me updated on our airline friends. When he heard that the NWA History Centre was starting up, he encouraged me to help with fundraising and development.

When Joe retired in 2006, he also became actively involved at the HC, as a volunteer and reporter

for REFLECTIONS. He also volunteered for Travelers Assistance Program at MSP. Ours was a great friendship.....I'd complain about a problem, he would listen and always come up with a great solution.

I can't tell you how devastating this is for me. Joe was truly a part of my family. He left me as quietly as he had come into my life and I know he will be missed by all. I found a little plaque I gave him many years ago and he still had it on his wall. It reads "Husbands may come and go but best friends are forever". Like "Puff" the magic dragon, I wish Joseph Callaci could have lived forever. Fay Kulenkamp

Ed: At press time, funeral arrangements were pending. In lieu of flowers, the family requests that memorial donations be made to the NWA History Centre, 8101 34th Ave. S, B-747, Bloomington MN 55425.

News and Announcements

Correction: The article about Norm Midthun in the last issue of REFLECTIONS inadvertently omitted the name of one of his sons. Norm and Jean Midthun have four children-Steve, David, Tom and Ann- and eight grandchildren. I'm sorry for the error. Ed.

OUR NEW ARCHIVIST: Meet **Lindsay Marshall**, a professional archivist currently on the staff of the NWAHC, thanks to a grant from the Minnesota Historical Society (see REFLECTIONS, Dec. 2014). Lindsay is a graduate of the University of Wisconsin-LaCrosse and holds a Masters degree in Cultural Resource Management from St. Cloud (Minn.) State University. A veteran of Americorps, she also has worked for Heritage Ohio in the field of historic preservation. Her daunting initial task is to photograph, classify and catalog every item currently on display in the HC galleries, in preparation for our upcoming relocation. After that, she will turn her attention to our vast holdings currently in storage. Welcome Aboard, Lindsay!



Photo: Robert DuBert.



In January, HC volunteers **Anne Kerr**, **Gail Diercks** and **Flo Dreyer** attended a staged reading of the new play *Stewardess*, by Kira Obolensky, which tells the story of flight attendant Mary P. Laffey's successful 1973 class action lawsuit against Northwest Airlines, which forced the company to end its discriminatory policies against stewardesses and grant equal pay, benefits and job opportunities to both women and men. Plaintiffs received compensation totaling almost \$24 million, and the case is considered a landmark in the fight for gender equality in the workplace. The event was part of the *Raw Stages* program at the History Theater in St. Paul, Minn., which gives theater-goers an inside look at the script development process and the opportunity to provide feedback to the playwright. More info:

<http://www.ladyskywriter.com/2015/01/retired-nwa-fa-mary-pat-laffey-inmans-remarkable-story-told-on-history-theater-stage.html>

EVENTS CALENDAR

26th ANNUAL MINNESOTA AVIATION HALL OF FAME INDUCTION BANQUET

Saturday, April 25, 2015. 445pm

Ramada Mall of America Hotel, 2300 American Blvd., Bloomington MN 55425.

Inductees include former Northwest Airlines pilot and executive **Frank Judd**. **Jack El-Hai**, author of *Northwest Airlines, A Turbulent History*, will receive the Best Aviation Writing Award. Reservations deadline: April 10, 2015!

For more information, and a reservation form: <http://www.mnaviationhalloffame.org/award.html>

RARE (Republic Airlines Retired Employees) SPRING PARTY

Thursday April 30, 2015 1015am

Old Log Theatre, 5185 Meadville St., Excelsior MN 55331

\$45, includes lunch and a performance of the musical **DIRTY ROTTEN SCOUNDRELS**.

For reservations: Call Byron Lind 651-457-8913, 647 2nd Ave. Mendota Heights MN 55118. To join RARE: annual dues are \$10.00. All NC and RC alumni are welcome. Contact Byron Lind for details.

Based on the popular 1988 film, **DIRTY ROTTEN SCOUNDRELS** centers on two con artists living on the French Riviera. A hilarious series of schemes, masquerades and double-crosses will keep audiences laughing. "A Stylish, Sexy, Irreverent Piece of Broadway Musical Heaven." Book by Jeffrey Lane. Music and Lyrics by David Yazbek. Approximate running time: 2 hours, with intermission.



Save the date: **Annual RARE Picnic**, Saturday Sept. 5, 2015, 11a-3p. Apple Valley American Legion, 14521 Granada Dr, Apple Valley MN 55124. Details to follow.

RETIRED NORTHWEST PILOTS ASSOCIATION SUMMER EVENTS

MSP RNPA Summer Cruise, June 11, 2015

Reservation deadline: June 5, 2015.

RNPA Annual Convention, Long Beach, Calif. Sept. 24-26, 2015

Reservation deadline: July 1, 2015

Annual RNPA membership: Regular (NR) \$45 - pilots who retired from NWA, post-merger retired Delta or active Delta. Affiliate (AF) \$35 - all others.

For a membership application and complete information on all RNPA events: <http://www.rnpa.org/> or contact: Dino Oliva, RNPA Treasurer, 3701 Bayou Louise Lane, Sarasota FL 34242-1105.



RNPA

RETIRED NORTHWEST AIRLINE PILOTS ASSOCIATION



AIRLINERS INTERNATIONAL 2015, June 16-20, 2015

The Delta Flight Museum, 1060 Delta Blvd., Atlanta GA 30354-1989

The world's largest airline collectible show and sale includes special events, tours and a banquet.

Information and registration: <http://airlinersinternational.org/> or call 407-496-9668.



Save the date: **Minneapolis Airline Show, Sale and Get-Together.**

Oct. 10, 2015. Best Western Plus Hotel, 1901 Killebrew Dr, Bloomington MN 55425. Details to follow.

Continued from p. 5

TVF Thief River Falls Regional Airport (TVF) is the most northwesterly airport in all of Minnesota, and it has featured prominently on North Central route maps ever since Herman began serving the state. Inside, there's a wall photo from the 1960s of a North Central Convair. Outside, there was a Delta Air Lines DC-9-51, N728NC, the aircraft donated by Delta to the Northland Technical College (*ed: see REFLECTIONS, March 2014*). At last! A tangible link to Herman, who once graced this airplane's tail! On this summer day, to actually see an airplane that once carried Herman around the upper Midwest...well, that was a special moment.

**TVF 1964**

2 daily DC-3: BJI-BRD-MSP.
2 daily DC-3: GFK-DVL-MOT.

TVF 2014

(ZK) 1-2 daily B1900D: MSP.



GFK Grand Forks International (GFK) is just across the state line in North Dakota. Grand Forks has a population of about 98,000, a far cry from

**GFK 1964**

2 daily DC-3: TVF-BJI-BRD-MSP.
1 daily CV440: MSP.
1 daily CV440: MOT.
1 daily DC-3: DVL-MOT.
2 daily DC-3: FAR-ATY-FSD-YKN-OMA.

GFK 2014

(G4) 4 weekly MD-80: LAS.
(G4) 2 weekly A319: AZA.
(G4) 2 weekly A320: SFB.
(DL) 6 daily CRJ: MSP.

the small towns I'd been passing through enroute. GFK's new terminal is larger than I expected, but there weren't any flights at the time I visited and the airport was nearly deserted. For me, it didn't have the sense of historic connection that airports such as CMX or ASX or TVF have, so when it was time to leave, I didn't feel the same reluctance that I did at those other airports.

Day Six: July 31, 2014 FAR Hector International Airport, Fargo, N.D. (*ed: omitted here for space reasons. See p. 12, digital edition.*)

Day Seven: August 1, 2014: A visit to the NWA History Centre!

Day Eight: August 2, 2014 EAU Only one stop: the Chippewa Valley Regional Airport (EAU) in Eau Claire, Wisc., the final airport on my road trip. Eau Claire is a bustling city of over 60,000 people, but on this afternoon, few of those citizens were at the airport; I had the run of the place to myself. The terminal is new, clean and entirely indistinguishable from almost any other new airport. In short, it has no character. It might be the same airport once served by North Central, but this isn't the same; *Herman doesn't live here anymore*. And North Central's descendants are nowhere to be found--on April 22, 2010, Delta discontinued service to EAU, severing the continuity of almost 60 years of service. United Express maintains the only scheduled flights at EAU.

EAU 1964

3 daily CV440: AUW-GRB-OSH-MKE-ORD.

EAU 2014

(UA) 2 daily CRJ: ORD.



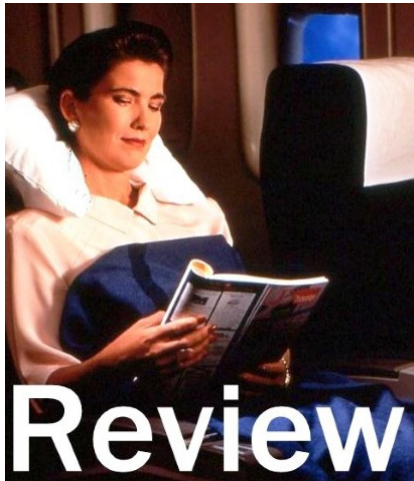
Trail's End As my road trip came to an end, it was time to reflect on what had been a thoroughly enjoyable trip not only through some of America's most beautiful regions but through aviation history as well. I had traced some of the routes flown by the magnificent Herman, Duck Extraordinaire. With seven different aircraft types--Lockheed 10A, Convairs 340, 440 and 580, DC-3 and DC-9, and Republic 727s-- serving airports large and small, Herman had proudly and safely carried passengers for forty years. Northern Michigan, Wisconsin and Minnesota were the heart of North Central territory and as I drove on countless small, scenic roads and highways, I marveled at the isolation of some of the towns. Especially in winter, it must have been quite difficult to get to and from some of these communities, and the friendly arrival of Herman must have been the best, maybe the only, way to reliably travel in the Northland back then.

It was a grand adventure traveling through Duck Country and I enjoyed every moment of it. →

Arthur Na is a native of Ann Arbor, Mich., and a proud graduate of the University of Michigan, where he earned his B.S. and M.S. degrees in Electrical Engineering. He is a partner at Xiomax Technologies of Ann Arbor, a developer of high-performance remote sensing and airborne thermal imaging systems. At heart, however, he is an aviation enthusiast and actively collects commercial aviation memorabilia including timetables, magazines, brochures and other literature.

References:

North Central Airlines System Timetable, May 8, 1964.
EXECUTIVE TRAVEL SKYGUIDE, July 2014. (Amex).
Serling, Robert. *Ceiling Unlimited*, Walworth Publishing Co., Marceline Mo. 1973.



NOTHING STOOD IN HER WAY

Clark, Capt. Julie, with Ann Lewis Cooper. Create Space Independent Publishing Platform, 240 pages, 6X9, B&W images, trade paperback, 2013. \$15.00 (available in the NWAHC Gift Shop).

Reviewed by Don Swanson

Professional, enthusiastic and fascinating, that's Julie's biography. What she accomplished having to depend on herself is more than most people could endure, yet she is a determined person. It seemed when life cornered her she came out fighting. When faced with tragedy, she never gave up. She is a sensitive, caring person, and I say that because she is brave and strong enough to reveal her vulnerability in these pages. The book at times moves fast and I got lost a few times, even going back chapters. With that said, once I started to read it, I could not put it down. I met Julie in the 1980's at Republic Airlines when I worked line maintenance. I have watched her at air shows and loved to hear the music as she flies her aerobatics (I would call it an air dance); the red white, and blue smoke



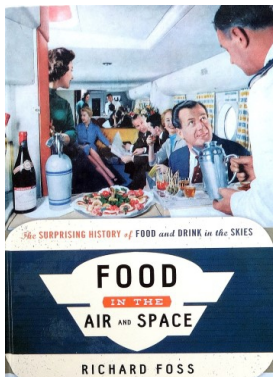
marked her loops and rolls in a patriotic display, accompanied by the song "God Bless the USA", sung by Lee Greenwood. The sky is her stage, and she loves it as much as the sky welcomes her to glide through it. The book is meant to inspire others to reach for their dreams, and all I can add is "WOW, what a woman!" → *Don Swanson was a mechanic for North Central, Republic and Northwest Airlines, 1964-2006, and is an NWAHC docent.*

FOOD IN THE AIR and SPACE

The Surprising History of Food and Drink in the Skies

Foss, Richard. Rowman & Littlefield, Lanham MD 20706. 248 pages, 6X9, B&W images, hardcover, 2015. \$36.00

Reviewed by Carol Hanson Hall



Think dining aloft first began in airplanes? Think again. Picnic lunch was part of the pleasure ballooning of the 1800s. And so begins noted food writer Richard Foss' comprehensive history of the subject. Moving on from ballooning to dirigibles to biplanes to pistons to jets, and concluding with the Space Shuttle, it's like reading six books. Absolutely everything you ever wanted to know is spelled out in its 248 pages—with black and white photos of each topic, and recipes at the end.

As might be expected, the content primarily deals with the meals commercial airlines have been serving since they first came on the scene in the 1920s. Fried chicken and ham sandwiches were early staples before efficient heating methods offered hot entrees. Virtually every airline worldwide is mentioned, with quite a bit about TWA and Pan Am.

Throughout the narrative, which is heavy with context, Foss sprinkles little-thought-of aspects: who knew food tastes different at 5000 feet than it does on the ground? A chapter entitled "The Physiology of Taste Inflight" explains the dryness at high altitudes compounded by the lower air pressure in the cabin affects human taste buds, making them "30 percent less sensitive."

Who knew of the problems associated with heating food in the air? So important was this, two chapters are devoted to it, the first, before 1940; the second after WWII. Solutions range from quicklime in hot water to the modern convection oven.

The name Don Magarell comes up again and again in reference to airline catering. Hired by United Airlines in 1936 originally to punch up their inflight menu, Magarell, a Swiss chef, initiated the

idea of airlines establishing their own flight kitchens at major airports instead of relying on catering firms. United acted on the idea, which was copied by other airlines.



L: Richard Foss.

Photo: DavidFranklinStudios.com

The section on space food of course makes mention of Tang, the beverage made famous by space flight: "Chosen for the Gemini astronauts!" It even includes a recipe for Tang Pie. However, the most serious problem with food in space was preventing crumbs from flying loose and clogging the delicate instruments on board. The "toothpaste tube" server solved this problem at first. Experimentation produced the dehydrated vittles that are reconstituted in space with hot water, used today. And it seems M&M's candies are the perfect space food: no crumbs—plus all the astronauts loved them. (It seems they hated Tang!)

Author Foss credits NWA History Center Executive Director Bruce Kitt and REFLECTIONS editor Bob DuBert in the acknowledgments for their help in researching the book. A quote is drawn from former Northwest stewardess Anne Kerr's book *Fujiyama Trays and Oshibori Towels*. And it seems our venerable and famously frugal president, Donald Nyrop was at it even before he became president. In 1950, while still Civil Aeronautics Board chairman, Mr. Nyrop realized the money making potential of expanding coach class service for airlines, issuing a policy statement to that effect.

Food in the Air and Space should fascinate anyone who's ever worked for an airline. It's undoubtedly required reading for hospitality school students. →

Carol Hanson Hall is a freelance writer who lives in Woodbury, Minn. Her column "Memories" has appeared in Minnesota Good Age magazine for 10 years. Carol was a stewardess/flight attendant for Northwest Airlines from 1960 to 1988, and is a regular volunteer at the NWAHC.

Digital Edition Exclusive

Addendum to “Chasing Herman”: **Day Six: July 31, 2014 FAR** Day Six began at Hector International Airport (FAR), which occupies 2500 acres on the north side of Fargo, N.D., and is built on land originally donated by local banker and self-made millionaire Martin Hector. Born in Norway in 1852, Hector moved to the United States in the mid 1850s with his family and settled in Chicago. He came to North Dakota's Red River Valley in 1872, working first as a lathing contractor for the Northern Pacific Railroad, then founding Fargo National Bank and ultimately serving as president of the city council. Upon his retirement, he leased 160 acres of land to the city, to build an airport. In 1931, Hector gave the land to the city outright, and this was followed by additional gifts of land from his daughter-in-law, Margaret Hector, for airport expansion. The airport was named in his honor as Hector Field in 1931. The impressive, modern terminal displays a full-size replica of the original Wright Flyer.



Above and below: vintage postcard views of FAR.



FAR 1964

2 daily DC-3: GFK.
2 daily DC-3: ATY-FSD-YKN-OFK-OMA.

FAR 2014

(DL) 1 weekly CRJ: ATL; 3 daily, various aircraft: MSP; 2 daily E75: SLC.
(AA) 3 daily ERJ: ORD; daily ERJ: DFW.
(UA) 3 daily, ERJ or CRJ: ORD; 3 daily, ERJ or CRJ: DEN.
(F9) 4 weekly A319: DEN.
(G4) 2 weekly MD-80: LAS; 2 weekly MD-80: LAX; 2 weekly A320: SFD; 4 weekly A319: AZA.

RECURRENT TRAINING AT THE NWAHC

An airline is a demanding and challenging business, and so is an airline museum, requiring administrative skill and financial management expertise. Your NWAHC Board of Directors recently participated in a live “webinar” (seminar broadcast over the internet) entitled “MONEY TALKS”, part of the *Standards and Excellence Program for History Organizations* offered by the American Association for State and Local History. Topics included budgetary transparency and analysis, to help board members with goal-setting and decision-making.



L-R: Bruce Kitt, Fay Kulenkamp, Vince Rodriguez, Sue Rostkoski, Jerry Nielsen. Photo: Robert DuBert.

TRY THIS AT HOME

From Richard Foss's book: a recipe from Northwest Airlines chef Harold B. Lindbergh, as printed in the Sept./Oct. 1963 issue of *Northwest Airlines News*. Good luck!



Chan Far Yook Kun (Fried Meat Balls and Crab Meat)

(6 servings)

1½ lbs. pork, ground	½ teaspoon pepper
½ lb. cooked or canned crabmeat	1 teaspoon sugar
½ cup chopped mushrooms	1 cup cornstarch
½ cup chopped canned water chestnuts (optional)	2 eggs, beaten
2 teaspoons salt	2 tablespoons water
	Fat for deep fat frying

Combine the pork, crabmeat, mushrooms, water chestnuts, salt, pepper and sugar in a chopping bowl. Chop until well blended and very fine in texture. Shape into 1-inch balls. Dip each ball in cornstarch and coat well. Combine the eggs and water and dip each ball in the mixture. Heat the fat to 360 degrees and drop the balls into it. Fry for 15 minutes. Drain well. Serve with sliced cucumbers.

These little balls are excellent as hors d'oeuvres; spear each one with a toothpick and a thin slice of cucumber.

1964 Route Map

ROUTE OF THE NORTHLINERS
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SCHEDULE LOCATOR
 Wisconsin, Illinois, Minnesota, Upper Michigan and Canadian Services... **Pages 2 thru 5**
 Michigan, Illinois, Ohio and Wisconsin Services **Pages 6 and 7**
 Illinois, Indiana, Michigan and Ohio... **Page 8**
 Minnesota, N. Dakota, S. Dakota, Iowa and Nebraska..... **Page 9**

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