



REFLECTIONS



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

Northwest Airlines 1926-2010

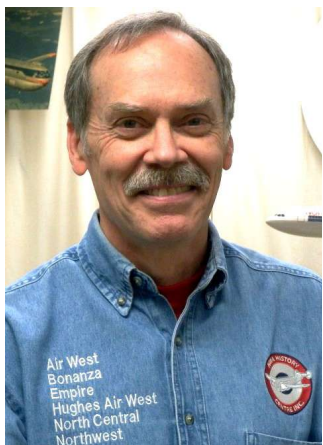
WE'VE MOVED!

Our relocation—a new chapter for the NWA History Centre.



From the editor: The last three months at the NWA History Centre have been intense. As regular readers will recall, last November our Executive Director Bruce Kitt reported that we would be forced to move (see REFLECTIONS, Dec. 2014) and then in February, our Board of Directors, after an exhaustive (and exhausting) search, announced the selection of a new location and a timetable for packing and moving (see REFLECTIONS, March 2015). For the past several months, the Board met *at least* weekly, and a dedicated group of volunteers were actively involved in packing and moving during March and April. As this issue goes to press, the move has been largely completed (an additional storage area remains to be consolidated), and the laborious, painstaking process of unpacking, organization and setup, already underway, is a process which will take the next few months to fully accomplish.

This issue of REFLECTIONS is, in large part, a photo retrospective of our move, and is dedicated to our Board members and member volunteers, whose energy, enthusiasm, patience, grit and dogged determination in the face of adversity are, in ways symbolic *and* tangible, a testament to what the history and memory of Northwest Airlines and its people mean to all of us. →



Bruce Kitt Photo: Joe Callaci

From the Executive Director

Phew! The task of moving the NWA History Centre is complete. A “High-5” and a well-deserved “Thank You!” to all the volunteers who spent most of April carrying our history from our previous home to our new home.

March was spent packing. During April, we walked each item in the museum across the street. Happily, there were no volunteer injuries and not one artifact was damaged in the move. Considering the stairs – going up at our former location and down at our new home - and the venturi affect of the wind whistling between the buildings, this is a positively amazing bragging point! Again, I can’t mention enough how careful everyone was during the move. I’m also glad we hired out the heavy lifting to a commercial

moving company; otherwise, we’d still be moving!

Our goal is to reopen the NWAHC as soon as possible. Much like when 400 passengers arrive at a departure gate, only to discover that there is an equipment change and the 747 they expected is now a 300-passenger DC-10, we’re going to have to do some creative juggling. Please be patient as we try new arrangements, displays and ideas on how to showcase 84 years of commercial aviation history.

A number of subtle – and not so subtle – changes have been made. We met with the Director of the University of Minnesota’s Museum Management Studies Department and offered the NWAHC as a learning lab for their graduate student intern program. We’re excited at the thought of being partnered with students who will bring their classroom ideas to the museum to try them out in a real-world setting. We hope to have an intern working with the museum this fall.

Change has also come to the daily operations at the NWAHC. The museum’s hours will change. When we reopen in June (stay tuned for an exact date. We’ll post that information on our website and on Facebook), the new schedule will be:

Tuesday-Friday, 11AM – 5PM

Saturday, 9AM – 1PM.

Closed Sunday and Monday.

The membership structure will also change. Realizing the NWAHC was not offering a commensurate value for the higher membership levels, the decision was made to fall back and regroup. Beginning July 1, 2015, the new membership/subscription rates:

\$30/year for quarterly *digital* edition issues of REFLECTIONS, via email.

\$35/year for quarterly *print* edition issues of REFLECTIONS, via First Class Mail.

All Lifetime memberships will be honored. The NWAHC is committed to improving itself in all aspects of the museum; we are striving to adhere to museum-industry “best practice” standards. From what you see when you walk into the “new” NWA History Centre, to what you receive as a valued supporter of the NWAHC’s mission, we want change to be for the better. As the NWAHC gets better at achieving these goals, membership levels will match greater benefits.

Don’t be surprised if some areas of the museum appear to be under construction during your visits to the NWA History Centre. It’ll take awhile to get the mix of displays set. As we become more organized we’ll have a better idea of what we have and what stories or displays we want to show you. This change idea is going to be fun. CAVU. →

NWA History Centre Visitor Information

The NWA History Centre is currently closed, as we set up and organize our new location. Please monitor our website and our Facebook page for our reopening announcement.



THE NWA HISTORY CENTRE

Founder **Henry V. “Pete” Patzke**
1925-2012

8011 34th Ave S, Suite C26
Bloomington MN 55425-1637
952.698.4478

nwahistory.org

facebook.com/NWA.History.Centre

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

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.

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ANNUAL MEMBERSHIP

Email **\$20** (correspondence and digital edition newsletter via email. Increases to **\$30** effective 7/1/2015).

USPS mail (print edition newsletter) **\$25** (Increases to **\$35** effective 7/1/2015).

Annual Silver Sponsor **\$100**

LIFETIME MEMBERSHIP

Life **\$500**

Donations are gratefully accepted and are tax-deductible. Enquiries:

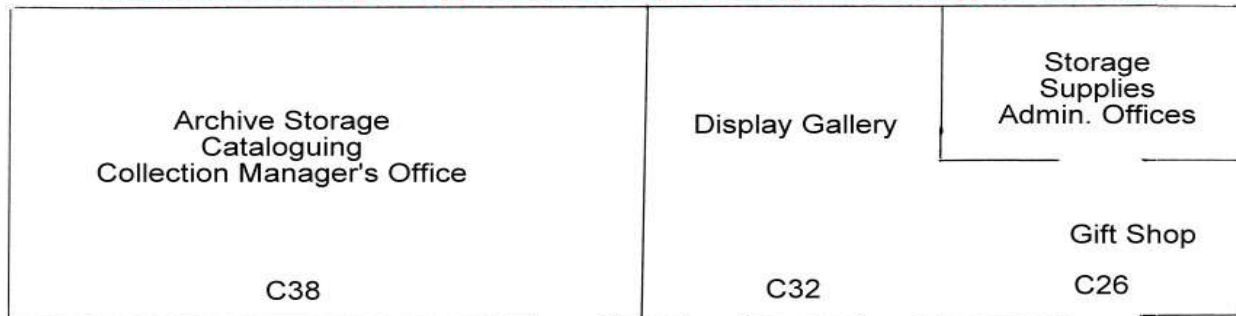
donations@nwahistory.org



THE SAGA OF OUR MOVE: Planning, Training, Packing, Moving and Setup

PLANNING The new space at Two Appletree Square, 8011 34th Ave. S, is located on the Concourse Level, and consists of four rooms—C26 (two rooms), C32 and C38—59 feet long in total by 17 feet deep—plus a separate storage area down the hall. Here's a schematic diagram of the new space, drawn to approximate scale, with the general layout:

NWAHC Schematic Layout. Approx. 60 ft. wide by 17 ft. deep. Drawn to approximate scale.



Down the hall: additional Storage, 195 sq. ft. →



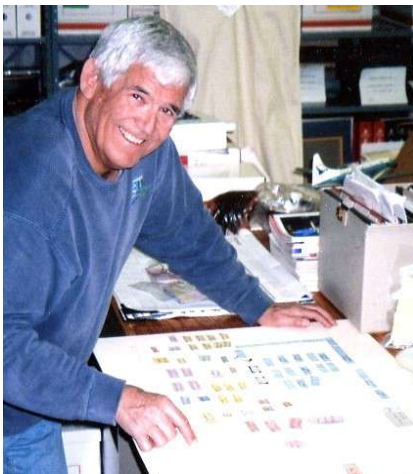
Above: The main entrance at Two Appletree Square, and the lobby.

Our Board of Directors ponder the plan.

L-R: Standing-Jerry Nielsen, Bill Marchessault. Seated: Fay Kulenkamp, Sue Rostkoski, Bruce Kitt, Vince Rodriguez.



Left: Drawing on his skills in facility planning, Board member Vince Rodriguez created layout planning blueprint boards, with movable pieces representing every piece of cabinetry and furniture, to determine where each would be placed in the new space. This proved invaluable for directing the professional movers and guiding the volunteers.



Right: The Board of Directors spent dozens of hours poring over the planning board, deciding how to use the available space most efficiently. The new space is smaller than the old HC but more efficient in its linear layout. Our new HC will be more compact, but just as functional.

Photos: Bob Johnson and Robert DuBert.



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TRAINING We expected that packing and moving would be disruptive *and* expensive, with professional movers charging by the hour per crew member. To keep expenses as low as possible, our volunteers were asked to help with the packing and moving of smaller and fragile items, leaving the furniture, display cabinets, filing cabinets and other bulky, heavy items for the movers (luckily, the new HC is only 300 feet from the old). But packing and moving a museum differs from moving a household, so Erin Anderson of Museology Museum Services, a Minneapolis-based museum design, research and consulting organization, and Kurt Sprinkle of Mayflower/Metcalf Moving and Storage, were called in on March 21 to lead a training session for our volunteers. 25 volunteers attended this meeting, and they and others would relentlessly pack and move over the course of the next four weeks.



Above: Erin Anderson addresses the volunteers. Expressing astonishment at the “shocking diversity of materials”—models, uniforms, glassware, paper items, large, small, heavy, light—she stressed the “Rembrandt Rule” when handling the museum collection: “Every item is of equal value, and deserves respect.”



Left: Kurt Sprinkle, right, demonstrates proper wrapping technique for (L-R) John Yuen, Fay Kulenkamp, Elaine Hernke, Dave Trautman, Judy Jurgensen and Anne Kerr. Right: Bruce Kitt reviews the moving schedule with (L-R) Erin Anderson, Kurt Sprinkle, Flo Dreyer, Kay Ferrell, Arlye Weisheim and Joe Olson.

Our profound thanks to these volunteers who attended the training: Bev Carlson, Dave DeBace, Gail Diercks, Flo Dreyer, Bob DuBert, Kay Ferrell, Art Gorgen, Elaine Hernke, Karen Jensen, Judy Jurgensen, Anne Kerr, Karen Kihlman, Bruce Kitt, Fay Kulenkamp, Darlene Lemke, Dave McCarthy, Karen Melchior, Elaine Mielke, Jerry Nielsen, Joe Olson, Vince Rodriguez, Karen Roth, Dave Trautman, Arlye Weisheim, John Yuen AND to the many others who also became “packers and movers”.... but not “movers and shakers!”



Fay Kulenkamp and Keith Oberg contemplate the task at hand.



Darlene Lemke quietly gets to work.

Photos: Bob Johnson and Bob DuBert.

PACKING AND MOVING Facing an unyielding April 25 deadline to be completely vacated from the old space, we set to work.



Left: Arlye Weisheim gently pries the lettering off the wall. The letters were glued on, in the expectation that they would never be moved. Surprise!



Right: Elaine Hernke prepares to fill yet another box with items from the display cases.



Left: Karen Roth, one of several volunteers who spent hours packing up the items from the display cases, carefully arranging them by shelf and case number so that they can be easily retrieved for setup in the new HC.



Right: Joe Olson and Arlye Weisheim, with 6 of the hundreds of boxes of "accessioned" items in the HC collection. Accessions are items that have been received, their donors acknowledged, then catalogued in the museum database and filed in boxes such as these.



Left: John Yuen prepared to take down the boss's portrait. Donald Nyrop was president of Northwest Airlines from 1954-1978.



Right: The Mayflower crew, consisting of 5 men and 1 woman, spent three full days moving a seemingly endless number of display cabinets, filing cabinets, desks, chairs and other furniture.



Left: Kay Ferrell with one of several racks of uniforms in the HC's collection. The uniforms almost completely fill one of the storage areas.



Right: Fay Kulenkamp and John Yuen prepared Croil Hunter's desk for the Mayflower crew to move. Croil Hunter was president of Northwest Airlines from 1937-1952, and Chairman of the Board of Directors of the company until 1965. He died in 1970.

Photos: Bob Johnson and Bob DuBert.

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Left: To Steve Marks went the important and delicate task of hand-carrying some of the largest models.

Right: Another display cabinet makes the move. There are over 20 display cases, dozens of filing cabinets, and hundreds of linear feet of steel shelving in the NWAHC inventory.



Left: Anne Kerr and Dave McCarthy. Before joining Northwest, Dave worked for National Airlines and Pan Am, and he proudly wore his Pan Am hat during the move. This large airport terminal sign is one of many in the HC collection.

Right: Steve Marks and Bob DuBert moved dozens of heavy boxes, many filled with paper product supplies such as brochures. Said Bob to Steve, "I swear these boxes are multiplying. For every box we move, three more pop up!"



Left: "Hold the elevator! Room for one more?" Anne Kerr, Dave McCarthy, and Carol Hall.

Right: Forming a human convoy--Carol Hall, Vince Rodriguez, Dave McCarthy and Anne Kerr. Carol's got the wings and Dave the fuselage of a large 747 model.



Left: Vince Rodriguez hand-carried smaller models while Bill Marchessault ferried more of what seemed a like a Mount Everest of boxes.

Right: Fay Kulenkamp and Kay Ferrell surveyed a nearly empty old HC. Were we almost finished? Not yet, but there was light at the end of the proverbial tunnel.



Photos: Bob Johnson, Anne Kerr and Bob DuBert.



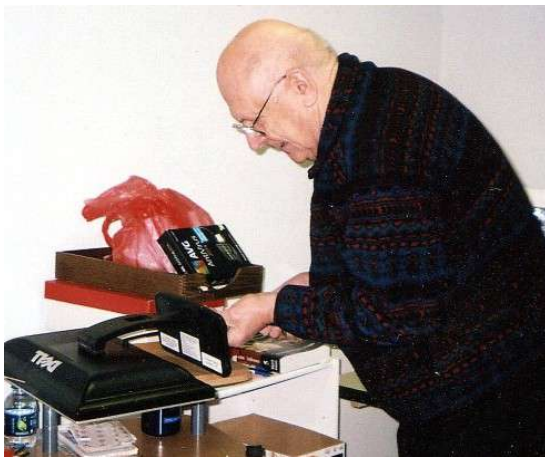
Left: Bill Marchessault, Vince Rodriguez and Jeff Schwalen installed steel shelving in one of the storage areas.

Right: Steve Marks, Vince Rodriguez and Carol Hall on break. Carol's seated on a vintage seatset from a Boeing B-377 Strato-cruiser.



MOVING IN and SETUP As Karen Carpenter used to sing, "We've only just begun." The core functions of the HC are operating, but organizing and setting up the displays and Gift Shop will take the the next few months before we can reopen to the public. Monitor the website and our facebook page for updates and an opening date.

Photos: Anne Kerr, Bob Johnson, Bob DuBert.



Left: Within hours of the computer equipment being moved, Kevin Sliwinski had the computer network, our server and the wi-fi up and running.

Right: Professional archivist Lindsay Marshall kept right on working during the entire move. The collection, preservation and creation of a complete database for historic artifacts are the core missions of the NWA History Centre.



Left: Executive Director and Collection Manager Bruce Kitt's office in the new HC. His workload is never-ending.

Right: Windex at the ready, Fay Kulenkamp is getting the Gift Shop organized.



Left: Elaine Hernke at work. Using the Past Perfect museum software, she classifies and catalogues acquisitions, creating an accession file in the HC database.

Right: Just a hint of the work that remains to be done.



To be continued.....



Photo: NWAHC Archives.

Business Administration, he entered the savings and loan industry as a branch manager, becoming a mortgage banker for CU Mortgage Services, a subsidiary of the NWA Federal Credit Union. For 11 years, he served as CEO for the Hiway Federal Credit Union, retiring in 2014. A former member of the Northwest Airlines Ski Team and licensed general aviation pilot, Jeff, his wife Jackie and their 6 children reside in the Twin Cities area. Welcome aboard, Jeff!

IN MEMORIAM: Jim F. Redeske 1939-2015.

We were saddened to learn of the death of former Northwest Airlines executive Jim Redeske, who died last February. A Marine Corps veteran, he enjoyed a 24 year career at NWA, working in Inflight Services, Human Resources and Labor Relations, and serving as Vice President of Personnel and Chairman of the NWA Retiree Benefit Trust Board. A member of the crisis response team during the Dan Cooper hijacking in 1971, Jim sent the flight's passenger manifest to federal authorities, and monitored the cockpit radio transmissions.

After his retirement, he became active in another transportation organization, *Railroading Heritage of Midwest America*, which restores vintage railcars and operates train excursions using the former Milwaukee Road steam engine #261.



JACK EL-HAI RECEIVES AWARD The NWA History Centre congratulates **Jack El-Hai**, author of *Non-Stop--A Turbulent History of Northwest Airlines*, who received the Minnesota Aviation

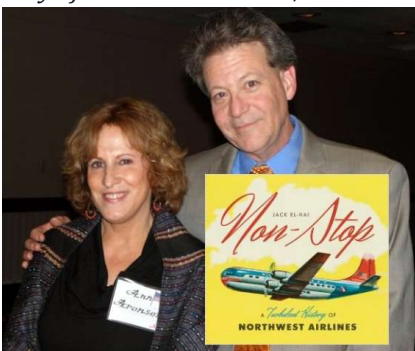


Photo: Anne Kerr.

FRANK JUDD, HALL OF FAME INDUCTEE **Frank Judd**, whose career at Northwest Airlines began in 1931 when he was hired as a pilot, was posthumously inducted into the Minnesota Aviation Hall of Fame at the organization's April 25 award banquet, joining such NWA luminaries as company founder **Lt. Col. Lewis Brittin**, pilots **Charles Holman**, **Mal Freeburg**, **Walter Bullock**, **Joe Kimm** and **Paul Soderlind**, North Central Airlines

News and Announcements

INTRODUCING OUR NEWEST BOARD MEMBER

The Board of Directors of the NWA History Centre is pleased to announce that **Jeff Schwalen** has joined the Board. A native of Breckenridge, Minn., Schwalen has airline experience as an NWA Customer Service Agent in BIL and DTW, and as an Inflight Ticket Agent for Frontier Airlines in DEN. A University of Minnesota graduate with a degree in



Photo: Robert DuBert.

president **Hal Carr**, NWA presidents **Croil Hunter** and **Donald Nyrop**, and many others. Judd held several management posts, retiring as Vice-President of Operations in 1974. He died in 1985.

Frank Judd, right, with NWA president Donald Nyrop.
Photo: *Flight to the Top*, Kenneth Ruble.



REPUBLIC AIRLINES ALUMNI ANNUAL EVENTS

SUMMER DUCK REUNION

Thursday, Sept. 17, 2015

Fox Hills Golf and Banquet Center

8768 North Territorial Rd., Plymouth MI 48170

For information and reservations, please call Bruce or Annie Heiss: 734-481-0027

WINTER DUCK REUNION

Sunday, March 16, 2016

Pelican Pointe Golf and Country Club

499 Derbyshire Dr., Venice FL 34285

For information and reservations, please call Barbara Ike: 517-596-3005.

Memo from Barb Ike: We've had a request for information about former North Central Airlines employee Adele S. Borawski, who worked for NCA during the 1950s, possibly at MDW. Her son, Frank Ryndycz, says "My mother's love for aviation continued throughout her life. She started flying lessons for her private pilot's license at age 64! Any information you can provide about her time at North Central would be greatly appreciated." If you can help, please email Barb Ike: azike@aol.com Thank you!

SECOND EDITION

Our own **Anne Kerr**, HC volunteer and former editor of this newsletter, continues to be in demand as a speaker. On



Photo: Keri Fladeboe.

May 19, at the Woman's Club of Minneapolis, she presented a lecture based on her award-winning book *Fujiyama Trays & Oshibori Towels*, which was followed by a luncheon which presented recreations of the iconic hors d'oeuvres trays at each table. Anne is pleased to announce that the book is now



in its second edition, which includes plenty of new material: 56 additional pages, 83 more photographs, new stories based on reader response to the first edition, book reviews of recently published books about Northwest Airlines, and a section in tribute to special NWA people who have died since the publication of the first edition. The second edition can be purchased directly from Anne's website, ladyskywriter.com, and is

also available from amazon.com.

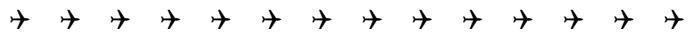
MUST WATCHING *Lost Twin Cities 4*, produced by Twin Cities Public Television, is now available to watch online. The show includes a 16-minute segment about Northwest Airlines, which was filmed in part at the former location of the NWA History Centre. Click on: <http://video.tpt.org/video/2365436746/>

You can also view the program on your Smart HDTV or any digital tv equipped with an AppleTV or a Roku set-top box, even if you don't live in the Twin Cities. Here's how: Select the PBS channel. Choose the option to change your local PBS station,



and enter the 55425 zip code. Select "tpt St. Paul, Minn." Then select "Local" and then "tpt documentaries". It's a bit of a jargonale, but you'll be very pleased when you see the imagery,

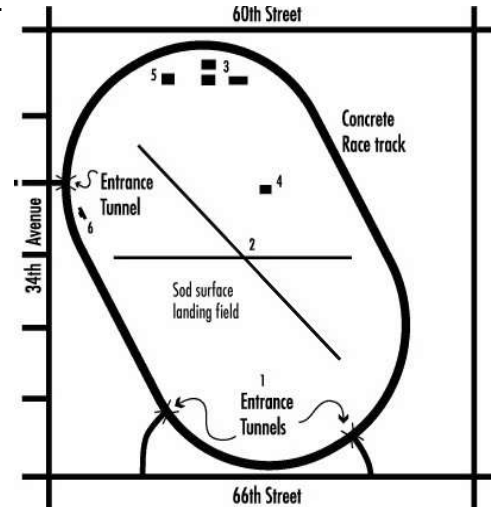
razor-sharp, on a large screen!



AN HISTORICAL VIGNETTE—THE BIRTH OF MSP

HC volunteer **Don Swanson** tells about the early days of MSP and its automotive and military roots: "The Twin City Speedway was built in 1915 to rival the Indianapolis Speedway. There was a big race on the Twin City Speedway in September of that year but poor cement and a brutal winter soon broke up the concrete. After a few minor races the grandstand was sold for lumber, and by 1918 flyers began to use the infield for a landing area. In 1920 the Aero Club of Minneapolis leased the land and air mail started.

In 1921 the state built three hangars for the first chartered Air National Guard squadron in the country.



Right: Schematic view of the Speedway, showing the National Guard hangars (3), original Northwest Airways hangar (4), and a US Navy Squadron hangar (5). Source : wikipedia

The Airport was dedicated as Wold-Chamberlain field in 1923 to honor Ernest Groves Wold and Cyrus Foss Chamberlain, two Minnesota pilots who died in France in WW1. Both were sons of prominent bankers. The only other hangar in 1929 was the Northwest Airways hangar. There was a little wooden frame office next to the hangar, just one room, a couple of desks, a wood stove in the center, a chimney going out the roof and an outhouse. There was no terminal, no controllers, no radios, very few navigational aids. To warn pilots returning from Chicago of bad weather in the Twin Cities, the dispatcher would call by phone to a gas station in La Crosse, Wisc., and ask the owner to turn on a string of red lights-- a primitive stop signal. The pilots would land there and call the Twin Cities dispatcher. In 1928 the Minneapolis Park Board took over operations at the airport, installing a warming house from a skating rink for the main terminal. In 1930, a new terminal was built along with a control tower, and three 3,000 ft runways were added in 1938. In 1943, the state created the Metropolitan Airport commission to manage the airport, which was renamed Minneapolis- St.Paul International Airport at Wold- Chamberlain Field in 1948. In 1962, construction on a new terminal began, which is the current central ticketing/security/shops and restaurants area. St. Paul's Airport was created to compete with Wold-Chamberlain. Airline tenants moved back and forth and parochial feelings abounded, but in the end, Wold-Chamberlain prevailed. Years later, proposals for new airport in Ham Lake (north of the Cities) and a remote runway in Eagan were considered but not approved, thus allowing Northwest Airlines a home and hub operation for decades, until the operation merged with Delta." →



OUT & ABOUT



Visiting the Delta Flight Museum

1060 Delta Blvd., Bldg. B, Atlanta GA 30354
Office: 404.715.7886
Store: 404.773.1219

Museum open M, Tu, Th, F, Sa 10a-430p. Closed Wed.
The Store is open 7 days/week. See website for schedule:
deltamuseum.org facebook.com/deltamuseum

Adults: \$12.50 Seniors 65+: \$10
Youth 5-17: \$7 Children 0-4: Free
Employees/Retirees with Delta ID: FREE
Up to 4 guests: half price when with an employee/retiree

The museum is located in two large hangars on the perimeter of ATL, within the secured Delta headquarters campus. DL/NW employee/retiree badge holders may use the free Delta employee bus, marked "GO". Board on the lowest level of the terminal, below South Baggage Claim. The buses run every 10-15 minutes. Free parking for visitors arriving by car—check in with security at the headquarters main entrance. A visit to the museum is an easy daytrip from many cities served by Delta.

The Delta Flight Museum is a 68,000 sq.ft. facility located in Delta's two original hangars at ATL. More than just a museum, it offers multi-functional spaces which can be used for business meetings, conferences and banquets, by the airline or by third-party renters. Aircraft in the collection and on display are a **Waco 125** (former Northwest), a **TravelAir 6-B**, **Stinson Reliant** (former Northeast), **DC-3**, **Convair 880** cockpit section, **L-1011** fuselage section, **DC-9-51** (former Northwest), **757-200** and **767-200**, as well as a fully operational **737-200** flight simulator, with flight time available for purchase.

Permanent exhibits in display cabinets tell the history of airline travel, using artifacts mostly from the five major airlines in the Delta "Family Tree"—Delta, Northeast, Western, Northwest and Pan Am's Atlantic Division. Temporary exhibits are creatively housed in baggage carts; Southern Airways and Joint Venture partner Virgin Atlantic were featured during our visit in April. Interactive display panels offer the visitor detailed information on Delta and all the airlines in its heritage. The Store is open 7 days/week and offers online shopping. And for excellent food and drink, don't miss the delightful CE Woolman Cafe, located in the nearby General Office building. Who knows—you may run into a former co-worker. One of us did!

Three Northwest Retirees on a Daytrip Adventure



Photo: Sly Pittman.

April 21, 2015 Photos: Bob DuBert
A glorious Spring day in Atlanta, and here we are at the Delta Flight Museum—former res agent Kay Ferrell (left), former IT specialist Joyce Landgren, and former flight attendant (and your REFLECTIONS editor) Bob DuBert.



Kay and Joyce enter the museum. Ahead, the 767 named "The Spirit of Delta". Purchased in 1982 by employees and retirees as a gift to the company, it now serves as a display gallery.



The Propeller Era of Air Travel display.



Admiring the uniforms on display in the 767.



The Waco 125 used to hang in the MSP G Concourse. It was donated to Northwest by Capt. Daniel F. Neuman in 1985.



The interactive display boards cover the history of every airline in the Delta Family Tree.



At the controls of the L-1011 Tri Star, which is used by the museum as a conference room.



Chatting with two of Joyce's former MSP co-workers in the CE Woolman Cafe, after lunch.

We were welcomed graciously by museum staff, and had a great time. Many thanks to Delta Flight Museum employees Tiffany Meng and Sylvester Pittman for their help with our visit!

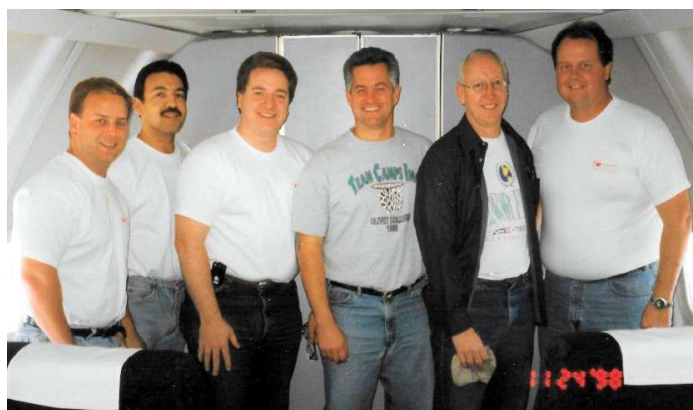
Digital Edition Exclusive Extra: An NWA Disaster Relief Mission

Throughout its history, Northwest Airlines has responded to natural disasters by offering aid, often in the form of airlift for relief supplies. Recently posted on Facebook by NWA retiree and NWAHC member Roger Bonderud are these photos of one such relief airlift mission.

In early November 1998, Hurricane Mitch, the most powerful storm of that storm season, caused widespread devastation throughout Central America, killing at least 11,000 people and rendering 2.7 million homeless. In response, Michigan furniture retailer Art Van, Detroit radio station WJR, local celebrity Mitch Albom and NWA VP-Government Affairs Andrea Fischer Newman organized a flight of relief supplies, which operated from DTW to Ramon Villeda Morales International Airport (SAP) in Honduras on Nov. 24, 1998. Ship 6608, a 747-151 (N608US), was used for the flight.



Right: Volunteers for this flight, L-R: Dan Lindner (DTW Cargo), Dan Vella (DTW Ground Ops), Barry Fitzgerald (DTW Maint.), Gary Skinner (DTW Flight Ops), Jeff Hart (MSP SOC), Bob Muhs (MSP SOC).



Roger Bonderud's career at Northwest Airlines spanned 28 years, from 1974-2002. He served as Station Manager for GEG and YWG, was a Revenue Accountant and Financial Analyst at company headquarters, a Service Manager at MSP, and Manager-Customer Service in DTW at the time of his retirement.

Ed: Check Facebook's "Always a Redtail" page often, where over 7000 NWA employees and retirees post a wealth of material.

ADDENDUM

In the Dec. 2014 issue of REFLECTIONS, we learned of Capt. Norm Midthun's service as pilot to Crown Prince Olav of Norway during World War 2. Thirty three years later, the two would be reunited when Norm served as Captain on a Northwest flight carrying the now King Olav V. Here's the story, from the June-July 1968 issue of PASSAGES:

"King Olav V of Norway boarded a Northwest Airlines fan-jet at SEA on May 4, for MSP. The king and his party occupied the first class cabin on special flight 2761. Capt. Norman Midthun, who was the king's personal pilot during World War II, made the cockpit announcements in Norwegian, and the cabin crew in first class included Purser Terje Andersen and two stewardesses, Siri Haugen and Eva Andresen, all born in Norway. After the flight landed in MSP, one of the king's aides informed Northwest that the flight was "the most enjoyable flight in His Majesty's experience."



LAST MINUTE REMINDER

Airliners International 2015

The World's Largest Airline Collectible Show!

June 17-20, 2015
at

The Delta Flight Museum

www.AI2015ATL.com

