



REFLECTIONS



The Newsletter of the NWA History Centre
Dedicated to preserving the history of a great airline and its people.

NORTHWEST AIRLINES 1926-2010

AMAZING GRACE

The Airline Career of Grace Cary Nyrop

by Robert DuBert

We've all experienced it—a chance encounter, a choice we make which seems inconsequential at the time—and life takes a new direction we might never have predicted. One day over 75 years ago, a young airline stewardess stopped to chat with a passenger on one of her flights, and both lives were forever connected. That stewardess was Grace Cary and her passenger was a young attorney named Donald Nyrop. Much has been written about him. Now it's her turn.

Grace Juliet Cary was born on July 28, 1916 in Gothenburg, Neb., a small town about 150 miles west of Lincoln on US 30, the youngest of five children (Harold, Walter, Dorothy, Earnest and Grace) of Merritt Cary, a farmer and lumberman, and his wife Eirene Young Merritt. Tragically, Merritt died in 1918 at age 38 and Eirene about a year later, leaving the five children orphaned. There were no other relatives living nearby, and as often happened in small rural towns of that era, the orphaned children were informally adopted by local friends and neighbors. Grace and Earnest were raised by a widow, Mrs. Esther L. Scott, who had three children of her own. Mrs. Scott insisted that children have a proper education, and Grace graduated from high school at age 16.

Setting out on her own, Grace decided on a career in nursing, and attended nursing school at the United Methodist Hospital in Omaha, where she received the R.N. (Registered Nurse) training and diploma. She subsequently worked as an obstetrics nurse at Chicago's Cook County General Hospital.

Meanwhile, her older brother Walter, who at age 10 had decided he wanted to be a pilot, quit school a few years after his parents died and hitchhiked to Detroit, to work in a factory and take flying lessons (sidebar, p.3). After several years of barnstorming and flying sightseeing tours for a small airline, he landed a job flying for American Airlines in 1939.

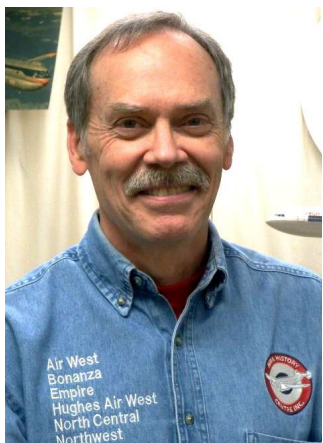
One day at work, in late 1939 or early 1940, one of Grace's nurse colleagues announced her intent to apply for a stewardess job at American Airlines (She may have seen an advertisement in a local paper; American's headquarters and training facility were in Chicago. At the time, being a registered nurse was a requirement for hire as a stewardess at most airlines and major cities offered a large pool of potential candidates). Grace's friend was too timid and fearful to go to the interview alone and asked Grace to come along for moral support. Grace, possibly on a whim, decided to interview as well and, in an ironic twist of fate, Grace was offered a job at American and her friend was not! Training would be in



Grace Cary, circa 1940. Photo courtesy Nancy Nyrop Scherer.

Chicago and the base assignment would likely be New York, where American's operation was expanding due to the recent opening of LaGuardia Airport. If leaving her hospital job and moving to the biggest city in the country was a daunting prospect for a small-town girl from Nebraska, the fact that her older brother Walter was already living in New York and working at American Airlines was a comfort, and besides, her upbringing had endowed Grace Cary with pluck and self-confidence. By late Spring of 1940, Grace was a New York-based stewardess, working the DC-2 and DC-3 Flagships of America's largest airline. She shared what we call today a "crash pad" apartment with five other stewardesses, and Nancy Nyrop Scherer (daughter of Donald and Grace Nyrop) remembers her mother telling her "If we ever all showed up on one night, there wouldn't be enough beds!" Many airline people that Grace met during her time in New York remained lifelong friends.

One autumn day in 1940, stewardess Grace Cary was annoyed because the flight she was working from Washington, D.C. to New York was being delayed to accommodate the late arrival of a passenger, a government official on urgent *cont. p.3*



Bruce Kitt Photo: Joe Callaci.

From the Executive Director

The NWA History Centre is a small non-profit organization. The upside to being so is that the NWAHC's expenses are few; the downside is that that there is not much fat available to trim in order to lower expenses. Of the NWAHC's expenses, rent is the whale in the hangar, and represents the biggest challenge the NWAHC faces.

Within the past three months, however, several unexpected possibilities have presented themselves, giving us a feeling of optimism as all three have the potential to reduce our rent burden. At this time, details are sparse, but each of these opportunities is under active discussion and consideration, and as the specifics are made known we will be able to gauge which would offer the NWAHC the best possibility for the long-term success of the museum. We will keep you updated on these developments.

In the meantime the work of the museum goes on. The final phase of the Donald Nyrop memorial sculpture artwork was completed this month. On May 19th, about 200 people gathered at Centennial Lake, in Edina, Minn., to celebrate the installation (see pp. 6-7). I thank all the volunteers who assisted that day, especially as they all are also volunteers at the NWA History Centre. There is a nice article which covered the event in the May 21 issue of the *Star Tribune*. Here's the link: <http://www.startribune.com/sunrise-banks-will-build-new-st-paul-headquarters/380202231/> (scroll down).

The NWAHC is also supporting a large flight attendant uniform display at the SFO Museum in the San Francisco Airport (SFO). *Fashion In The Sky* will run from June 2016 through January 2017 and will feature over 60 mannequins dressed in vintage F/A uniforms. The majority of the display will be in the International Terminal with satellite displays scattered throughout the other terminals. SPOILER ALERT: The NWAHC provided the Hughes Airwest F/A uniform and the hat for the 1969 NWA F/A uniform (aka the "caterpillar uniform"). You'll have to find them on your own!

Ah, a hint of optimism (maybe even a tailwind, or at least a lessening of our headwinds) and a concrete example of what the NWA History Centre is capable of doing. CAVU. →

NWA History Centre Visitor Information

Open Tuesday-Friday 11AM-5PM Saturday 9AM-1PM.
Closed Sunday and Monday 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 (Two Appletree Square office lot. Enter from American Blvd.)
- Metro Blue Line—American Blvd. Station.



THE NWA HISTORY CENTRE

Founder Henry V. "Pete" Patzke
1925-2012

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Donations are gratefully accepted, are necessary for the continued operation of the NWA History Centre and are tax-deductible. Enquiries:

donations@nwahistory.org



**WALTER CARY**

Grace Cary's older brother was born on Oct. 1, 1909. At age 10, after seeing a Curtiss Jenny airplane flying in Gothenburg Neb., he vowed to become a pilot. He

left school at age 16 and hitchhiked to Detroit to work in a factory and take flying lessons. He earned an aircraft mechanic's license and in 1926 soloed as a pilot. After working at the Stinson Aircraft Company in suburban Detroit, he left to join a barnstorming group and to fly for Sky View Lines, which offered Ford Tri-Motor sightseeing flights over Niagara Falls. He was hired by American Airlines



in 1939, based in New York, and upgraded to Captain in 1942. After flying for the Air Transport Command during the war, he transferred to American's LAX base and retired on the B-707. He died in 2005 in California, at the age of 95.

<http://www.yoursavinggrace.org/redcary/redbio.html>

town about 120 miles (as the crow flies) from Grace's hometown of Gothenburg! He attended Nebraska's Doane College, and was in Washington as a result of a job offer after working a summer job as an advance man for the 1934 United States senatorial campaign of Edward Burke. One thing had led to another and now he was a lawyer dealing with airline industry affairs. The two agreed to keep in touch; for the next several months they corresponded regularly and dated. Polly Harlan Viertel (see p.5), a former American Airlines stewardess, recalls Grace saying about Donald, decades later, "She said he was charming, knowledgeable, upbeat and ambitious. All these qualities attracted her to him." On April 19, 1941 Grace Cary and Donald Nyrop were wed, in a small ceremony at a church in New York, and she resigned from American Airlines, as



The Nyrops' wedding. Photo courtesy Nancy Nyrop Scherer.

Cont. from p.1 business.

During the flight, possibly out of curiosity, Grace paused to chat with this passenger, who turned out to be a young attorney named Donald Nyrop, the Executive Assistant to L. Welch Pogue, Chairman of the Civil Aeronautics Board (CAB), the federal agency whose responsibilities included route award decisions for the nation's airlines. Nyrop's position required frequent travel between his Washington office and New York City, where the major airlines and the large investment banks which financed them were headquartered. Stewardess and passenger soon discovered that they shared a common background: Donald was born in Elgin, Neb., a tiny

then required of stewardesses who married.

The couple at first lived in Donald's Washington apartment at 2150 Pennsylvania Ave., but later moved to an apartment in Arlington, Va. In his oral history memoir, dictated to the Minnesota Historical Society in 2006, Donald Nyrop remembered what the couple were doing on Dec. 7, 1941: "Well, on Dec. 7, 1941, my wife and I were sitting in the stadium in Washington, D.C., behind the goalposts on the first balcony, watching the Washington Redskins play the Chicago Bears. It was on Sunday. About halfway through the first quarter the public announcement came on and said will Admiral so and so please report to his headquarters immediately. Probably thirty minutes later the broadcaster came on again and said will General so and so please report to his headquarters immediately. But nevertheless it wasn't until the game was almost over that they finally made the announcement that Pearl Harbor had occurred. I don't remember who won the football game." Almost immediately, the CAB became heavily involved with the transfer of a large portion of the civil airline fleet to the military, but in May 1942, facing the draft, Donald enlisted in the Army Air Corps, where he was sent to Officer Training School, commissioned as a First Lieutenant and assigned to the operations department of the Air Transport Command, where he administered the pilot training programs run by the military and some of the airlines. His demanding military duties entailed long hours, and he recalled, "Grace was a nurse and she got a little bored. We didn't have any children, and we weren't going to have any until the war was over. We were sure of that. So she finally decided.....persuaded me that she wanted to work. So I agreed that she could work four days (per week) with a local hospital there. She was the head operating nurse in the operating room in one of the major hospitals in Washington, D.C."

By the war's end, Donald Nyrop had been promoted to Lt. Colonel. He resigned from the military in May, 1946 and held a series of governmental positions (for a detailed account of Nyrop's federal career, see *Airline Executives and Federal Regulation*, by Walter David Lewis, available online). The Nyrops started the family they had postponed during the war; Nancy was born first, in 1949, William (Bill) in 1952 and twins Kathryn and Karen in 1954. The family moved to a larger apartment in Arlington in the same complex where Nancy's godparents lived, and eventually the Nyrops bought their first house, also in Arlington. Donald left the government in 1952 to enter the private sector as an attorney with the Washington law firm of Klagsbrunn, Hanes and Irwin, where his clients included the Conference of Local Airlines and small cities desiring improved airline service. Grace was a stay-at-home mom, busy with her young family and outfitting a new house.

On Oct. 16, 1954, Donald Nyrop accepted an offer (a desperate plea, really) to become the president of Northwest Airlines, whose finances were precarious due in part to a series of plane crashes and whose management was in turmoil following the firing of company president Harold Harris (see REFLECTIONS, Dec. 2013 and March 2014). Nyrop accepted the job only after his careful two-month analysis convinced him that the company could be saved, but NWA remained a risky proposition. The Nyrops were attracted to the prospect of returning to the midwest, which they felt was a good place to raise a young family and where they felt rooted. Nevertheless, their lives had

Cont. from p. 3 been in Virginia and Washington for many years—their friends were there, Donald's law practice was thriving and they had just bought a house—so the move to Minnesota was a major family uprooting and a career gamble. In 1955, they bought a house at 4505 Golf Terrace in the suburban town of Edina; this and the house in Arlington were the only two principal residences the Nyrops ever owned. They were now fully committed to making NWA succeed.



The former Nyrop Home in Edina, Minn. Photo: Anne Kerr.

Donald Nyrop might have been the president of a major corporation, but the Nyrop children were raised as normal kids. They attended public schools, and Grace and Donald encouraged and supported their children in a wide-range of activities. Says



Nancy Nyrop Scherer.
Photo: Anne Kerr.

Nancy Nyrop Scherer: "Grace was a typical suburban mom who chauffeured all of us to lessons of every kind—skating, skiing, piano, flute, clarinet, tennis, swimming, etc. She was involved in everything having to do with her children, a very busy girl taking care of a very busy home. She kept everything ship-shape. She loved her life." Grace served as a Blue Bird Scout Leader, a Cub Scout Leader, was active in the Concord Elementary School PTA (serving a

term as president), sang second soprano in the choir of the Colonial Church of Edina (Congregational) and chaired the church's wedding committee. Scherer remembers that for her father, his job stayed at the office and didn't intrude on their home life. Although his job entailed a lot of travel, he scheduled those trips as much as possible around important family and school events. A special attraction for the family was son Bill's budding prowess on the hockey rink; later he would go "pro", playing for the Montreal Canadiens. As Scherer summarizes, "We had the most normal middle-class suburban childhood you can imagine, because my parents were committed to it."

Sadly, Grace Cary Nyrop died in 1993, predeceasing her husband by 17 years. Grace and Donald Nyrop are interred in Elgin, Nebraska, a return to their roots. Concludes Nancy Nyrop Scherer, "I have always found it a fun fact that a long-range planner as analytical and deliberate as my Father made each of two decisions in a relatively short time that would prove to be the best and most significant of his life — marrying Grace Cary and joining Northwest Airlines!" →



Left: Grace and Donald Nyrop at the time of his retirement, with artwork presented to him which depicts the various aircraft types he ordered while serving as president of Northwest Airlines.

Right: The Nyrop family in 1980, at a dinner presented in his honor by the pilots of Northwest Airlines. Standing, L-R: Nancy, Karen, Bill, Kathryn. Seated: Donald and Grace.

Photos courtesy Nancy Nyrop Scherer.

Of course, the Nyrops were an "airline family" and enjoyed air travel perks. Nancy remembers fondly the annual family summer vacations at the Lazy K Bar Ranch in Big Timber, Mont. (a "dude ranch" still in operation after 79 years) and winter vacations "to the sun" in Florida and Hawaii. She and Grace went on their first trip to Europe in 1966, becoming stranded in Paris for 10 days due to a pilots' strike. The duo bought a Michelin Green Guide and explored the city. "We really liked wandering the neighborhoods and historic sites. We had a ball!"

Grace Nyrop was active in the Twin Cities branch of the Kiwi Club, a social and charitable organization for former American Airlines stewardesses. Polly Harlan Viertel, who flew for American in the late 1950s, joined the club in 1959 after her husband Lee was hired by NWA and the couple moved to Minneapolis. Polly remembers the warm welcome she received from Grace and how they compared experiences: "Grace explained how competitive it had been for her to be hired as a stewardess. One had to be an R.N., petite, with an outgoing and helpful personality, comely appearance, able to learn all about the aircraft and emergency procedures. Grace said she flew 100 hours/month (!), I flew 80. She served box lunches (until SkyChef took over the food service) and worked the DC-3. I flew the DC-6 and DC-7, served hot meals, in courses. Grace and I felt that the movie "Three Guys Named Mike" (a 1951 film starring Jane Wyman, about the lives of stewardesses at American Airlines) depicted the stewardess lifestyle of those times fairly accurately." Nancy Scherer recalls Grace telling her, during a vacation flight, that the Northwest flight attendants worked harder than she did as a stewardess.



Grace Cary Nyrop's Kiwi Club medallion.

Photo: Robert DuBert.

Donald Nyrop retired from the NWA presidency in 1976 and as board chairman in 1978. Nancy Nyrop Scherer relates that in her parents' retirement, "They spent many happy years driving and touring the western United States and National Parks. They wintered in Arizona for several years. They became very interested students and collectors of western art, traveling to many exhibits and shows. They welcomed six grandchildren and enjoyed their time with them immensely!"



ANOTHER CHANCE ENCOUNTER, ANOTHER AA/NW PAIRING—POLLY HARLAN and LEE VIERTEL

In 1957, Pauline (Polly) Hope Harlan, a Chicago native, saw a recruitment advertisement in a Chicago paper for stewardess positions with American Airlines. She interviewed for the job and was hired in 1957. Based first in Chicago, Polly transferred to Dallas, where she shared a “crash pad” apartment with four other stews in a building where some military pilots lived across the hall. In her memoir, published in the book *More than a Ticket*, a collection of AA stewardess memoirs by Argie Ella Hoskins, Polly tells this story: One day she was in the apartment, preparing some packages to mail at the post office. “We always let the door remain open so the pilots from across the hall could use our telephone. A pilot strolled in and asked if he could help. He held his finger in the center of the string as I knotted it. Then he offered me a ride to the post (office). I told him I would take the bus. ‘But my car is right downstairs, let me drive you.’ He then took me to breakfast, lunch and dinner. Three days later, I received a proposal of marriage to which I remember saying, without hesitation, ‘Sure.’” That pilot was Lee Viertel, who flew F-86Ls for the USAF. A few months later, the two were wed on Sept. 6, 1958. Both were 21 years old. Polly resigned from American, as required.

In 1958, Lee was discharged from the USAF, was hired by Northwest Airlines the following year and the couple moved to Minneapolis. About that time, Polly's mom was hired by American as a reservations agent, and it was Mrs. Harlan who found out about the Kiwi Club and suggested Polly join the Minneapolis branch, which is how Polly first met Grace Nyrop. Due to various developments at NWA, Lee was furloughed at least twice, and Polly was unable to attend more Kiwi Club meetings.

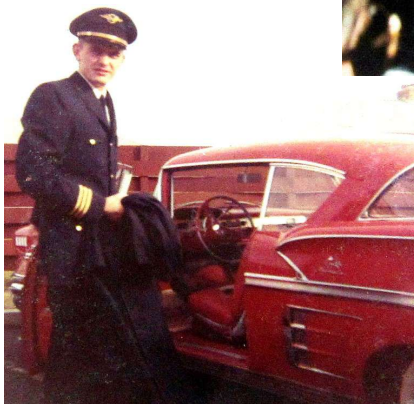
Lee remained loyal to Northwest, qualified as Captain in 1967, and was promoted to Asst. Director of Flying, Eastern Region in 1980, then Director of Flying (Chief Pilot), Eastern Region in 1981. Polly's narrative continues, “As chief pilot, Lee and I enjoyed dinners given by Northwest, also attended by the Nyrops. At one of the last such events we went to, Grace and Don were seated right across the table from us. I reintroduced myself to Grace and she gave me the biggest smile of recall. Both of us got up and hugged. It was a hug of many years gone by, and of course we reminisced about our flying days, marveling at how times have changed, some for the better, some not. So many changes, yet there were so many more to come.”

Lee Viertel retired in 1995 and died in 1998. Polly lives in Bloomington, Minn. and Naples, Fla. Over the years she compiled two huge scrapbooks of photos and memorabilia, one for her career and one for Lee's. Earlier this year, she brought those scrapbooks to the NWA History Centre for me to see, and I happily share some of her photos with you on this page. *All photos courtesy Polly Viertel.*



Polly Harlan Viertel.

Photo: Robert DuBert.



Clockwise, from upper left:

Stewardess Polly Harlan welcomes passengers on one of her first American Airlines Flagship flights.

Northwest Airlines Capt. Lee Viertel.

The Nyrops and the Viertels at a company dinner.

New-hire Northwest First Officer Lee Viertel in 1959, with the Viertels' 1958 Chevrolet Impala coupe.

USAF pilot Lee Viertel, with his F-86L.

NYROP MEMORIAL SCULPTURES DEDICATED AT CENTENNIAL LAKES PARK

The scene at Centennial Lakes Park on a beautiful spring afternoon, as former NWA employees and friends attended the formal dedication of the group of bronze sculptures by artist Nicholas Legeros, dedicated to the memory of Donald Nyrop and the women and men of Northwest Airlines.

Photo: Bruce Kitt



A message from John Horn, former president, Northwest Airlines

On May 16, 2016 over 150 former NWA employees and friends gathered at Centennial Lakes Park in Edina. On behalf of everyone involved, I gave the Mayor of the City of Edina, Minn. the sculptures we had commissioned to honor Donald W. Nyrop and the women and men of Northwest Airlines for their contributions to commercial aviation and to the State of Minnesota.

Our thanks for supporting this project go to:

The Edina Community Foundation (Dick Crockett, Exec. Dir.)

The Nyrop Family

The NWA History Centre (Bruce Kitt, Exec. Dir.)

Wings Financial, Q. Cumbers restaurant, PDI Business Management Consultants

Centennial Lakes Park (Tom Shirley, Laura Knollmaier and Rachel DeVries)

The Edina Public Art Committee (Barbara La Valleur, Chair)

The Edina Parks & Recreation Dept. (Ann Kettreh, Director)

Edina City Council member Ann Swenson, and Mayor Jim Hovland, City of Edina

Bronze Sculptor Artist **Nick Legeros** and his staff

AND

the over 200 former employees and friends who supported the project with both their assistance and their financial support.

With each month that passes we all lose more of our friends and colleagues from our time at NWA. Among them are Joe Lapensky and Steve Rothmeier who continued Mr. Nyrop's leadership and growth of the airline. I hope you will be as proud as I am that this distinguished sculpture group represents all of us and our airline.

And its not too late if you would like to participate. Send your donation, any amount, to:

NWA Nyrop Fund

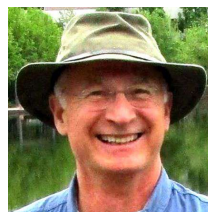
Edina Community Foundation

5280 Grandview Square, Edina, Mn 55436

THANK YOU, John Horn



Medallion and Sculpture Group-
GLAMOROUS DAYS OF FLIGHT.



Nicholas Legeros,
Bronze Sculptor.
Photo: Jeff Smith.



Right: Medallion and
Sculpture Group
(details)- **DREAMS
TAKE FLIGHT.**

Photos: Robert DuBert.





Left: Former NWA president John Horn addressed the crowd and presented the sculptures to the City of Edina. L-R: Nicholas Legeros, Jim Hovland, John Horn, Dick Crockett. Photo: Jeff Smith.



Right: The audience assembled around the tulip beds, consisting of over 900 bulbs planted by retired flight attendants Flo Dreyer and eight others.



Left: Nancy Nyrop Scherer, with the work "Glamorous Days of Flight". Sculptor Legeros used one of her father's hats as the model for the one used by the passenger at the boarding door. Photo: Jeff Smith.



Right: The registration desk at the reception after the ceremony. L-R: Uli Taylor, Gail Diercks, Carol Hall.



Left: L-R: Elaine Mielke, Nancy Nyrop Scherer, Darlene Lemke. Elaine and Darlene served as greeters for the reception at Pinstripes Restaurant.



Right: Flo Dreyer (left) greeted Mary Fryer, who she had not seen for a long time. This was one of several informal reunions of friends and former colleagues which occurred at the event.



Left: Jeff Smith, left, former Director of NWA Corporate Communications and editor of World Traveller magazine, with Bruce Kitt.



Right: Nancy Nyrop Scherer, Bruce Kitt and John Horn.

Share in the legacy of this man and this airline.



Photos by Robert DuBert unless otherwise noted.

See page 12 of the digital edition for more photos of this event.



Hangar Talk

Photo: NWAHC Archives.

Best Western Plus Bloomington Hotel, 1901 Killebrew Dr. across from the Mall of America. See page 12 for more details.

Dec. 7: RARE Annual Christmas Party, Lost Spur Golf & Event Center, 2750 Sibley Memorial Hwy, Eagan MN. For details and reservations on both RARE events, please contact **Gary Bramer**: 612-251-9698.

NWAHC Film Archive Project

The HC has a large collection of 16mm format promo films which haven't been seen in decades. New HC volunteer Michael Peasley is a cineaste (film enthusiast) and has the equipment necessary to view our collection and begin the process of cataloguing. He is a not a former airline employee and needs an assistant with an airline background to watch the films with him and complete the motion picture analysis sheet for each film. See the Want Ad to the right.

HELP WANTED: A volunteer with an airline background (employee or retiree), a basic knowledge of the airlines and able to generally recognize aircraft types (be able to tell a DC-3 from a 747) to assist in our film cataloguing project. Flexible and mutually agreeable schedule to be determined. For more information and/or if interested, please contact Bruce Kitt at the NWA History Centre: 952-698-4478 or bruce.kitt@nwahistory.org



Mike Peasley views a film. Photo: Bruce Kitt.

NEWS BRIEFS



FLY THE FORD

The Experimental Aircraft Association (EAA) is offering a full schedule of **Ford Tri-Motor sightseeing flights** this summer, from several cities in the east and midwest. These flights usually sell out, so advance reservations are recommended. For the flight schedule and reservations: <http://www.eaa.org/en/ea/fly-the-ford-eea-ford-tri-motor-airplane-tour/ford-tri-motor-tour-stops>. During Summer 2013, several NWAHC volunteers flew on EAA Ford flights (see REFLECTIONS Fall 2013), and had a great time!

Congratulations to former RC/NW pilots **Julie Clark** and the late **Edward Erickson**, who were inducted into the **Minnesota Aviation Hall of Fame** last April 30 during the organization's annual awards banquet and ceremony. For more information: <http://www.mnaviationhalloffame.org/> and for photos of the event, see the Hall of Fame's facebook page.



Ship 6301 is towed to the Delta Flight Museum. Photo: Delta Flight Museum.

Former NW B-747-451 ship 6301, reg. N661US, msn 23719, was recently towed to the grounds of the Delta Flight Museum, where it joins a former NW DC-9-50 and a retired Delta 757. Ship 6301 was the first 747-400 series built by Boeing, and was used for engine testing during 1988-9 before joining the Northwest fleet on Dec. 8, 1989. On Oct. 9, 2002, this aircraft suffered a fatigue fracture of the lower rudder power control module manifold, rendering the aircraft nearly impossible to control. Catastrophe was avoided thanks to the skill and airmanship of Capt. **John Hanson** and his flight deck crew, who made a harrowing emergency landing in ANC. This incident was



Capt. Julie Clark addresses the MAHOF audience. Photo via facebook.

News and Announcements

UPCOMING EVENTS: Don't forget—mark your calendars now!

June 11: Annual Delta MSP Block Party. Registration required, see DeltaNet for details. Be sure to stop in at the NWAHC booth to say "Hi."



July 19-23: Airliners International 2016, the world's largest airline collectible show/sale. Hilton New Orleans Airport. For complete info: Airlinersinternational.org



Sept. 10: Republic Airlines Retired Employees (RARE) Fall Picnic, Apple Valley Amer. Legion, 14521 Granada Dr, Apple Valley MN.

Sept. 15: Annual DTW Duck (NC/RC) Reunion, Location to be announced. See Sept. 2016 issue of *Clear & Sixty* for details, or contact **Barb Ike** at a2ike@aol.com for information and reservations.

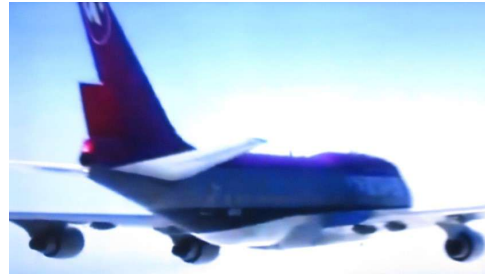
Oct. 8: MSP Airline Collectibles Show/Sale and Get-Together. 9a-4p, Best Western Plus Bloomington Hotel, 1901 Killebrew Dr. across from the Mall of America. See page 12 for more details.

Dec. 7: RARE Annual Christmas Party, Lost Spur Golf & Event Center, 2750 Sibley Memorial Hwy, Eagan MN. For details and reservations on both RARE events, please contact **Gary Bramer**: 612-251-9698.

dramatized in the episode "Turning Point" of the Canadian documentary series *Air Disasters*, and can be seen on the Smithsonian Channel and on YouTube: <https://www.youtube.com/watch?v=PCdbasqhbZA>



Preparing 6301 as a museum display.
Photo: Delta Flight Museum.



Scene from "Turning Point", showing the uncontrollable rudder deflection on 6301.



Actor Chris Gillett portrays NWA Capt. John Hanson.

Early in May, the archive team from the **Delta Flight Museum** flew to MSP to meet with **Bruce Kitt**. They went to our offsite storage to select NWA-issued VHS tapes about the 747 for possible use in a documentary the DFM staff plans to produce. As our large videotape collection has never been catalogued, this was a "discovery experience" for everyone. The Delta Museum plans to add a viewing platform to the 747 and will open it for public tours beginning in 2017. For more information and photos of the move of this aircraft, see the May 2 blog entry on the museum website: <https://www.deltamuseum.org/about-us/blog>



See the May and June issues of *Airways* magazine for **David Stringer's** series on the history of North Central Airlines. David is a former SO/RC/NW flight attendant, a professional writer and historian and is History Editor at *Airways*.



Delta Flight Museum archivists Tina Seeto, Austin Coleman and Marie Force search through the HC video collection, currently in storage.
Photo: Bruce Kitt.

In early May, NWAHC Executive Director Bruce Kitt and your editor visited the **TWA Museum** in Kansas City, to view the latest additions to the museum's large and impressive facility and their historic collection. Bruce and TWA Museum Executive Director **Pam Blaschum** are both members of the Airline Archivists Association, and spent time during our visit comparing notes on museum administration and collection management. For more information on the TWA Museum, see REFLECTIONS Summer 2013, the museum's website, <http://www.twamuseumat10richardsroad.org/> and their facebook page.

Photos below—Left: Bruce Kitt and TWA Museum staff Ann Noland (Director of Volunteers) and Pam Blaschum (Executive Director) check out the NWAHC Collections Policy Document. Center: Lucy and Desi fly TWA, one of the museum's large collection of celebrity photos. Right: Bruce Kitt tries his hand at taxiing a TWA Super G Constellation on the museum's flight simulator. Photos: Robert DuBert.



Correction: The March 2016 issue of REFLECTIONS, p. 9, incorrectly identified Don Berg as a Northwest pilot. He in fact was a professional commercial photographer who accompanied the 1952 flight, and who was often retained by the NWA Public Relations Dept. for various projects. I'm sorry for the error. Ed.

VISITING THE AMERICAN AIRLINES C.R. SMITH MUSEUM in FT. WORTH

4601 Highway 360 at FAA Road
Ft. Worth TX 76155
817-967-1560
crsmithmuseum.org

Tu-Sat 9a-5p, closed Sun-Mon
Adults: \$7, Seniors 65+, Military, Students with ID,
Children 2-17: \$4. Infants free.

Nearest airport: DFW
Ground transportation: Car rental, taxi, Uber, Lyft.



The C.R. Smith Museum is named after **Cyrus Rowlett Smith**, American's president and CEO from 1934-1968 and 1973-4 and the US. Secretary of Commerce during the Lyndon Johnson administration. It occupies a large building on AA's headquarters/training campus a few miles south of DFW. Exhibits are designed to appeal to all members of the family and incorporate all of the AA family tree airlines, including USAirways and its components. Visitors will especially enjoy seeing a large-screen film presentation about the history of airline travel in the museum's IWERKS (similar to IMAX) theater. There are often special events for children (see the museum website for current offerings). The DC-3 *Flagship Knoxville*, open for

inspection, occupies a large gallery which also serves as the space for catered dining functions and special events. The museum includes a gift shop, and for food and beverages, the Royal Coachman Cafeteria (for AA employees and open to the public) is across the street from the museum. The museum staff consists of salaried administrators and an enthusiastic group of volunteers who love visitors, no matter which airline(s) you worked for! →

Photos: Robert DuBert



The museum exhibits follow a timeline entitled "An American Journey."



The DC-3 Flagship Knoxville.



Volunteer Rena Poletes announces the next presentation in the IWERKS theater.

NORTHWEST AIRLINES HERITAGE BRIEF—Bonanza Airlines

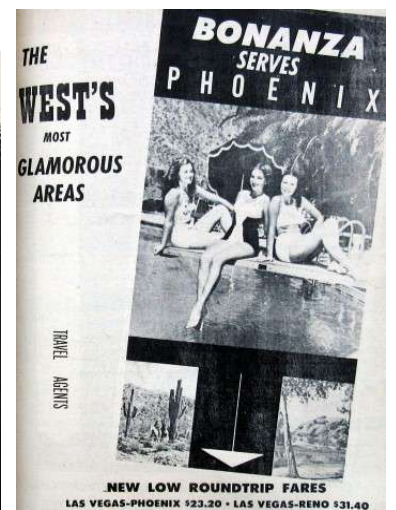
One of the original airlines in the NWA Family Tree is Bonanza Airlines, founded by Edmund Converse in 1946 as an intrastate "feeder airline" serving Reno and Las Vegas. In 1949, it was certificated by the CAB as a Local Service Airline, with a DC-3 fleet. A period of steady growth followed in the 1950-60s, which included the introduction of F-27 and DC-9 aircraft. In 1968, Bonanza merged with Pacific Airlines and West Coast Airlines to form Air West. As recently as 2005, a former Bonanza DC-9-31, N9333 (ship no. 9969), was on active service in the Northwest fleet.

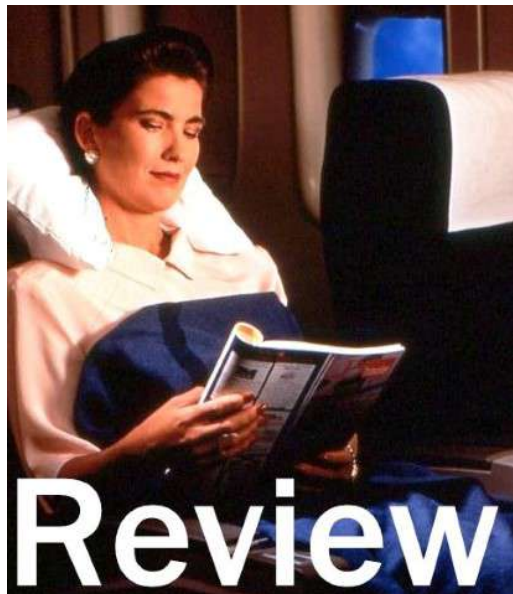
For more on the history of Bonanza, see David Stringer's excellent article in the Spring 2013 issue of the American Aviation Historical Society Journal (available for purchase at aahs-online.org).

Illustrations from the Official Airline Guide (OAG) from the collection of the Seattle Public Library.



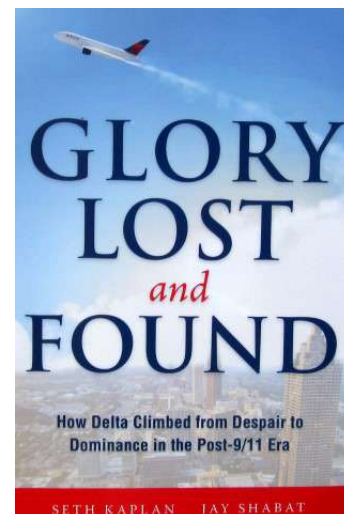
Photos: Robert DuBert.





GLORY LOST and FOUND — How Delta Climbed from Despair to Dominance in the Post-9/11 Era. Kaplan, Seth and Shabat, Jay. Airline Weekly Corp., Ft. Lauderdale, 444 pages, 2015. Hardcover \$29.95, trade paperback \$19.95, kindle edition \$9.95.

(Note from the editor: Seth Kaplan and Jay Shabat are the Managing Partner and Publisher, respectively, of AIRLINE weekly, a publication produced by (in their words) "an independent company of journalists and airline industry professionals with a passion — some might call it an obsession — with commercial passenger aviation worldwide." Their book is 444 pages of solid text without a single photo or illustration, and aims to present the reader with a comprehensive inside look at the airline industry, covering all the major airlines but with a focus on Delta, in the turbulent decade following the terrorist attacks of Sept. 11, 2001. The initial chapter reviews the history of Delta Air Lines since its founding, and each subsequent chapter is devoted to the events of a specific calendar



year, beginning with 2002. The chapters for years 2008 and 2009 include a lot of Northwest material. For this review, I asked Keith Mock and Paul Grabulis to read the book and offer their assessments.)

Keith and Paul: The book is a long read of 444 pages of only text, filled with many facts and figures—too many figures in our opinions. Although the subject matter is interesting to anyone who experienced the airline industry during the years 2002-2013, there are so many references to exact numbers and figures that it gets a bit tedious and boring. For this reason we both agree that it is a book for a niche market of potential readers.

Keith: This book is well-researched and for the most part accurate. It covers what goes on in the boardrooms and between senior management in the chain of command, not only at Delta but between Delta and many other airlines as well. I admit that as a frontline employee it is a hard pill to swallow at times to read how your fate has been determined—who made the decisions, why, and who helped influence those decisions. At some points it can be disconcerting to learn about the origins of the Delta corporate culture and how it translates to today's work environment. I found most interesting how all of the events in the world influence decisions that must be made by the CEOs of the industry. The book takes you into the personal lives of some of these leaders and at times almost makes them seem like actual humans and not just names on a letterhead. Reading about them left me either with a better opinion of them or reminded me why I did not like them in the first place. Overall I feel the book is a pretty good depiction of how things work and have evolved in the volatile, ever-changing airline industry. Decisions have to be made every day and each decision affects thousands of managers, employees and customers. Thus the 'powers that be' make a name for themselves whether it is for the better or worse. The book does flow well and is chock-full of information. If you are the type for details, facts and figures, you will enjoy the book. If not, I would suggest something with a glossy color photo every now and then to break up the monotony.



Paul: I enjoyed learning about the history of Delta and many of the other airlines. However, the reams of data put forth might at times make it easy for the reader who is not directly involved in the airline industry to give up on the book. Once I was able to skim over the actual data and just grasp the larger points that the authors were trying to convey I found it a bit easier to continue. All in all I am glad that I completed reading the book and I would recommend it.



Keith Mock began his airline career on the ramp at Republic Airlines. After the merger with Northwest he transferred to inflight and currently flies for Delta as a flight attendant. Paul Grabulis is a travel agent who specializes in the cruise industry. A native of Connecticut, for the last 45 years he has been a frequent traveller, flying regularly on TWA, Eastern, American, United, Delta, Allegheny and other airlines. Mock and Grabulis live in suburban Detroit, near the Detroit Metropolitan Airport. Photos courtesy Keith Mock.

From the Editor: A reminder that all back issues of this newsletter, **History Matters** and REFLECTIONS, can be found in the newsletter section of our website: nwahistory.org. Our webmaster, Bruce Palaggi, recently redesigned the website to be more modern looking and easier to navigate. It's our very own NWAHC brand identity makeover and it's beautiful. Check it out! Due to its being a quarterly with a limited number of pages, REFLECTIONS is, by definition, neither timely nor comprehensive. For the most up-to-date HC news, see and like us on our **facebook** page. Signing up is easy, it's free, and you'll join the over 8000 NWA alumni who regularly post interesting news and photos, and keep in touch with their friends and former co-workers worldwide. Don't miss out! RD

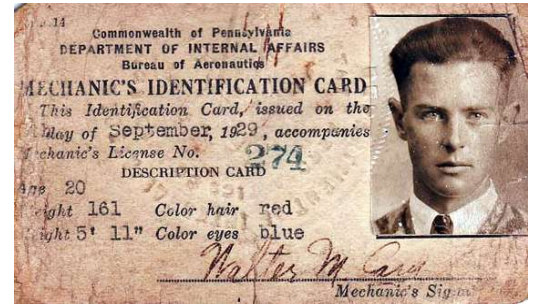




Nicholas Legeros, Bronze Sculptor. Photo: Jeff Smith.



Mary Fryer and Joanne Andersen, former co-workers at the NWA Federal Credit Union, at Centennial Lake Park.



Walter Cary's ID card, identifying him as a licensed aircraft mechanic by the Commonwealth of Pennsylvania's Bureau of Aeronautics. Cary was an older brother of Grace Cary Nyrop.



The Classic Brass provided background classical music for the Nyrop sculpture dedication ceremony at Centennial Lake.



Elaine Mielke, Nancy Nyrop Scherer and Darlene Lemke at the dedication ceremony reception.

Admission \$5
Children under 12 Free

Free hotel shuttle from MSP airport.

All admission proceeds benefit the NWA History Centre.

Timetables, safety cards, models, t-shirts, logo-branded clothing, china, wings, glassware, posters, photos, post-cards and NWA History Centre sales from our surplus inventory!

For information and dealer arrangements, please contact:

Bill Rosenbloom

612-386-5080

bill@airlineposters.com

Hotel reservations at special show rate:

952-854-8200

MINNEAPOLIS

AIRLINE

SHOW/SALE

AND GET-TOGETHER

PRESENTED BY THE NWA HISTORY CENTRE

SAT., OCTOBER 8, 2016 9AM - 4PM

VISIT THE MSP AIRLINE COLLECTIBLES SHOW AND GET-TOGETHER ON OCT. 8th...A FUN AND EXCITING DAY FOR ALL AVIATION COLLECTORS, THE GENERAL PUBLIC, MUSEUM FRIENDS, AND RETIRED OR CURRENT AIRLINE EMPLOYEES!

AT THE BEST WESTERN PLUS BLOOMINGTON HOTEL
1901 KILLEBREW DRIVE, BLOOMINGTON, MN