

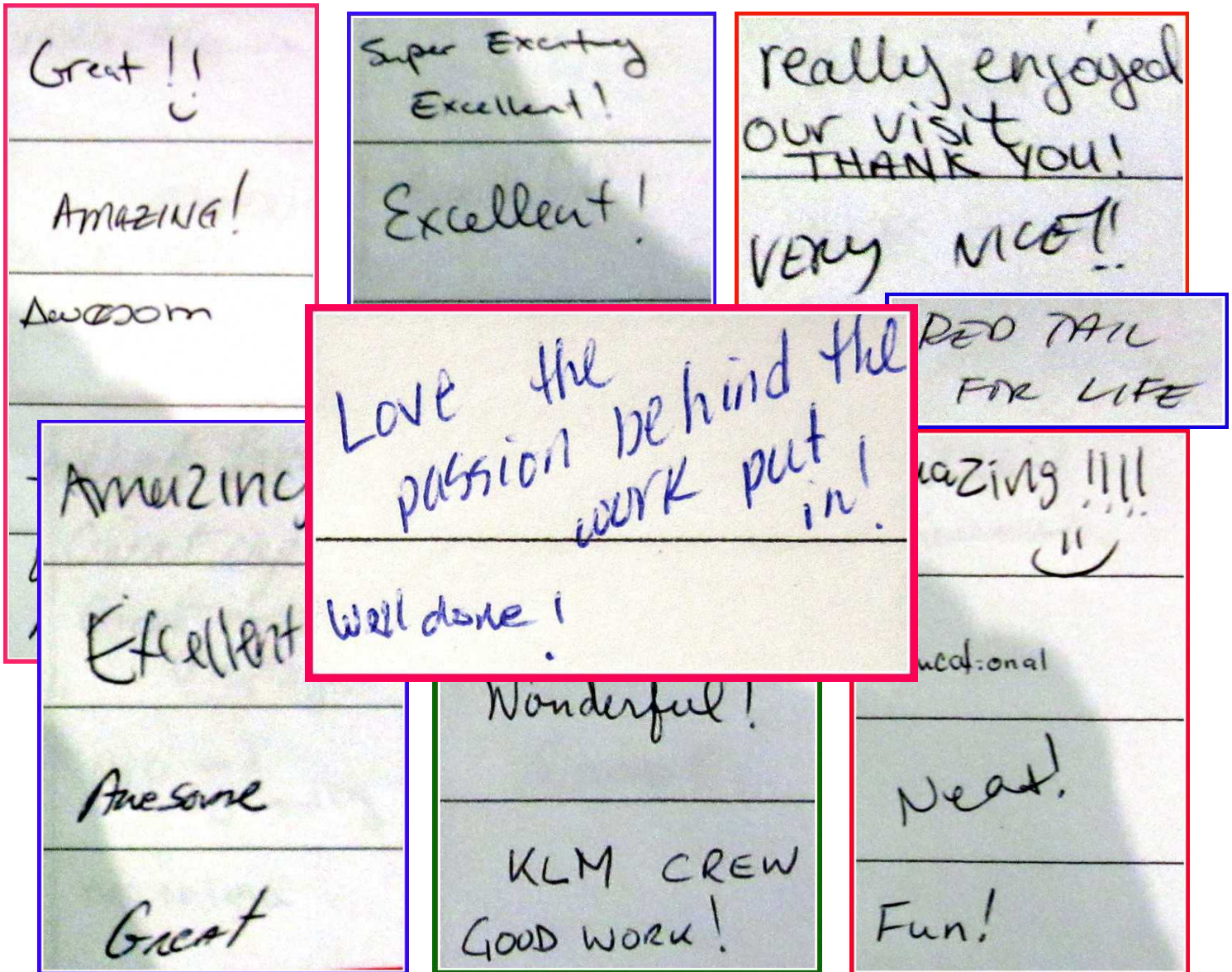


REFLECTIONS

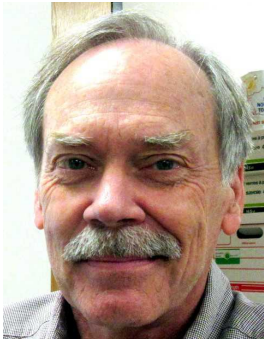


The Newsletter of the Northwest Airlines History Center
Dedicated to preserving the history of a great airline and its people.
NORTHWEST AIRLINES 1926-2010

THE REVIEWS ARE IN!



These are just some of the comments which visitors (including crews from *other* airlines!) to the Northwest Airlines History Center have written in our guest book since we opened to the public on September 28 in our new location in the Crowne Plaza Aire MSP Hotel. We had to hit the ground running, with two major events scheduled back to back in early October. Stories and photos about our first two months of operation begin on page 4.



From the Executive Director

Pardon us for saying over and over how great it is for the Northwest Airlines History Center Museum to be open again! It's gratifying to see our daily visitor log filled in with the names and home states of appreciative visitors, and their positive comments about the museum's new look. The Crowne Plaza Aire Hotel caters to so many types of airline-related employees and travelers that it comes as no surprise that many of these visitors are so appreciative of a museum that speaks to them, regardless of their airline affiliation. In October, we recorded 117 visitors; in our former location it took an entire year to record 112 visitors.

Now, we're getting used to our new space. We shortened our evening hours in response to a drop-off of visitors after 6PM and expanded our days of operation to Wednesday through Saturday. As we recruit new volunteers and docents, our goal is to re-establish our Tuesday – Saturday schedule. We encourage you to join "Team Northwest Airlines History Center" by becoming a volunteer.

The task of moving the museum's archive to our new location at Flying Cloud Airport is taking longer than expected. The square footage is smaller and it is an exercise in choreography, as we have to shuffle things around with each new load, moving between piles of history and intelligently shelving boxes so we can get to them in an orderly progression. I'm pleased that we've come to the attention of several students from St. Katherine University who are studying to become archivists and who have expressed an interest in helping.

The result of this year's GiveMN Give-to-the-Max event has been generous. We set a goal-specific request to help fund a \$2,000 price quote to purchase additional shelving for the archive. We received 22 donations that raised just over \$1,100 towards our goal. I, and our Board, cannot thank everyone—members and donors—often enough for your continued support. You are truly the financial strength that makes our work possible.

From all the volunteers at the Northwest Airlines History Center, we wish you Peace on Earth and a Happy 2018. CAVU. →

MUSEUM INFORMATION FOR VISITORS

Current Schedule: open Wed-Thurs 11am-6pm, Fri-Sat 11am-5pm.

Closed Sun-Tues and major holidays.

(Operating schedule subject to change: Call 952-698-4478 for latest schedule)

FREE Admission (special events may incur a charge).

FREE Parking: use hotel spaces in the ramp garage marked with blue lines.

Metro Transit Blue Line Light Rail: American Boulevard stop.



THE NORTHWEST AIRLINES

HISTORY CENTER, Inc.

Founder **Henry V. "Pete" Patzke**
1925-2012

Museum: Crowne Plaza Aire MSP
Hotel

Two Appletree Square
Bloomington MN 55425
952-876-9677

Archives and Administration: 10100

Flying Cloud Dr., Suite A-306
Eden Prairie MN 55347
952-698-4478

nwahistory.org

facebook: NorthwestAirlinesHistory
Center

Executive Director **Bruce Kitt**
Museum Director **Chuck Huntley**
Directors **Chuck Huntley, Fay Kulenkamp, Bill Marchessault, Vince Rodriguez, Jeff Schwalen**
Collection Manager **Bruce Kitt**
Retail Sales **Fay Kulenkamp**
Director Emeritus **Jerry Nielsen**

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

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Editor **Robert DuBert**
ROBERT.DUBERT@GMAIL.COM

ANNUAL MEMBERSHIP

Email **\$30** (correspondence and digital edition newsletter via email.

USPS mail (print edition newsletter) **\$35**





From the Museum Director

Greetings to our museum members!

Our “new and improved” museum has been open and operating for approximately 2 months. While we have experienced a couple of small hiccups, the overall change has gone well. Attendance has been good and should

continue to increase as the word gets out about the new location. Customer verbal and written comments have been mostly very positive.

One change that seems to be positively received and appreciated by visitors is the volunteers interacting and engaging the visitors rather than leaving them to view displays and read information entirely on their own. The volunteers are able to provide new and interesting historical insights for the visitors and often the visitors offer up new information in return. We've experienced situations where visitors have ended up interacting with each other after having overheard something which exposed a previously unknown connection between them!

Many former volunteers from the old museum have returned to serve as docents at our new location, and a number of new volunteers have come on board to help out as well. Most of the

newcomers are not former NWA employees, but rather aviation/airline enthusiasts. All have demonstrated greatly appreciated enthusiasm and a willingness to work diligently. Several have come up with new and interesting ideas and suggestions, many of which we are putting into effect as time permits.

Speaking of volunteers: we continue to work on expanding our ranks, with previous volunteers *and* with new people. Contrary to common belief, volunteers are not required to have an employee connection with nor historical knowledge of NWA, Republic, etc. Enthusiasm and a willingness to learn and engage with visitors are the most important factors. With that in mind, please feel free to pass on my name and email to any individual you believe might wish to work as a volunteer docent, and note that volunteers are **not** required to sign up for a shift for every week; even volunteering one day a month is acceptable. Any and all volunteer hours served are *very* much appreciated!

One last thing—I have been working on informing various organizations and schools (many with aviation programs) about the new museum, and our willingness to offer and arrange special tours. As with potential volunteers, please feel free to pass on my contact information to any organization or group that might have an interest in a tour. Thank you! →

Chuck Huntley email: chuckhuntley@gmail.com

Parting Gifts from Anne Kerr

Before her death, Anne donated two large NWA models to the History Center—one, her beloved Boeing Stratocruiser and the other the DC-4 that was presented to her at the Airliners International 2015 Convention where she was keynote speaker. Her wish was that they be raffled off to raise funds for the HC. The raffle was held on October 14, and the winners were: Stratocruiser, Lona Falencykowki; and DC-4, Phil Baehr, with a ticket sale proceeds of \$350. Additional recent contributions to the HC in Anne's memory total \$1000. We extend our heartfelt thanks to Anne and all who contributed in her memory.

Right: HC museum docent Matt Norman and HC museum director Chuck Huntley, with Anne's models. Photo: Robert DuBert



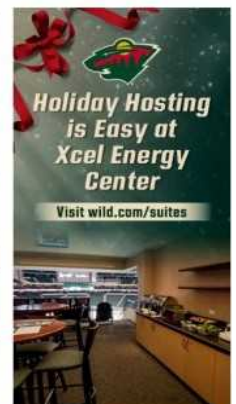
MINNEAPOLIS/ST. PAUL BUSINESS JOURNAL

In early November, a reporter and photo crew from the **Minneapolis St. Paul Business Journal** visited our new Northwest Airlines History Center Museum and interviewed Chuck Huntley and Bruce Kitt. You can read the published article, including slideshow, which appeared in the Nov. 8 issue: <https://www.bizjournals.com/twincities/news/2017/11/08/newly-relocated-northwest-airlines-history-centre.html>

Travel & Tourism - Travel & Tourism

Newly relocated Northwest Airlines History Center celebrates company's 84-year history (slideshow)

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MEMORIAL GATHERING and RECEPTION to REMEMBER ANNE BILLINGSLEY KERR

Before Anne Kerr died, she expressed the wish that her memorial service be held at the new Northwest Airlines History Center; this took place on Saturday, Oct. 7, only nine days after we opened to the public. She asked that this not be a sombre, sad occasion, but rather a time for “new beginnings,” including our new museum. About 60 family members, friends and guests gathered to celebrate Anne and to remember her well-lived life and how she so loved our airline.

Photos: Robert DuBert



Elaine Mielke and Flo Dreyer sign the guestbook, next to a photo display of scenes from the life of Anne Kerr.



Guests in the Concorde Conference Room next to the museum.



Guests in the museum lobby. Anne's son Rick is seated, lower left.



Anne's dear and great friends Joan Lee and Dr. Mary Tanghe.



NWAHC Executive Director Bruce Kitt with Anne's brother John Billingsley.



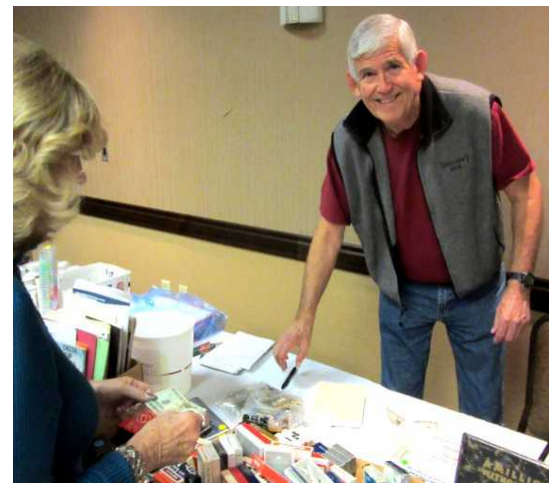
Guests mingle and converse in the museum galleries.

THE MSP AIRLINE COLLECTIBLES SHOW and SALE

Our annual collectibles sale, co-sponsored by Bill Rosenbloom and the Northwest Airlines History Center, took place on the following Saturday, October 14. We really had to hustle to get ready! *Photos: Robert DuBert*



Left: surrounded by boxes in the museum storage area, Fay Kulenkamp checked inventory and priced items to be offered for sale at the show. Center: Capt. Woody Fountain and Darlene Lemke at the admission table, with the all-important cash box. Right: History Center volunteer stalwarts Gail Diercks and Carol Hall greeted showgoers.



Left: the busy sales floor. Right: Vince Rodriguez makes a sale at the Surplus Sales table, always a great place for bargains!



Bill Rosenbloom with a very rare and valuable Northwest poster from the early 1950s.



Bill Marchessault makes a sale from our sales table of logo-branded clothing and hats.



Show over, Don Swanson and wife Judy and son Donny pack up to go home.

SAVE THE DATE FOR NEXT YEAR'S SHOW: SATURDAY OCT. 13, 2018!

SCENES FROM OUR FIRST TWO MONTHS OF OPERATION IN OUR NEW SPACE



Clockwise, from upper left:
 Docent Karen Melchior chats with a museum visitor. Museum Director Chuck Huntley places a volunteer badge on new docent Marianna Smith. Docent Julie Cohen (right) with Carl and Chelsea Kaeding, the owners of the Crowne Plaza Aire MSP Hotel. Bob DuBert installs our new bank of international time zone clocks. The new clock bank. Chuck Huntley makes a sale. New museum docent Ron Tarvin.



FOUNDERS' DAY: A VISIT FROM SOME OF OUR FORMER DIRECTORS

Front row, L-R:

Bruce Kitt, Executive Director

Chuck Huntley, Museum Director

Jerry Nielsen, former VP-Admin

Fay Kulenkamp, Director

Back row, L-R:

Wayne Snyder, former VP-Ops

Sue Rostkoski, former Director

Dru Dunwoody, former Director

Bob Johnson, former Director

Mary Fryer, former Secretary

Dolores Patzke, wife of NWAHC founder **Pete Patzke**

Elaine Mielke

Bill Marchessault, Director

Flo Dreyer

Vince Rodriguez, Director

Photo courtesy Bruce Kitt



Wayne Snyder and Flo Dreyer. Photo: Chuck Huntley



Bob Johnson and Bruce Kitt. Photo: Chuck Huntley.



Dru Dunwoody and Jerry Nielsen. Photo: Fay Kulenkamp



Dolores Patzke and Dru Dunwoody. Photo: Fay Kulenkamp

REPUBLIC AIRLINES

FAMILY TREE PROFILE

In 1938, Maj. General **Henry "Hap" Arnold**, Chief of the US Army Air Corps, sensed that war with Germany and Japan was probably inevitable and recognized the need for more trained pilots for the military, but an isolationist Congress refused funding. As an alternative, Arnold established the **Civilian Pilot Training Program**, to establish privately funded and operated flying schools which could provide government-subsidized pilot training for up to 20,000 college students annually, to be mobilized in the event of war.

In 1940, in response to Arnold's call to action, **Leland Hayward**, owner of a Hollywood talent agency, private pilot and member of the board of directors of TWA, **John Connelly**, a former Army pilot, and LIFE magazine photographer **John Swope** formed a partnership to build a flying school and fixed base operation in Arizona, which they called **Southwest Airways (SWA)**. As we shall see, startup funding would not be a problem.

Leland Hayward (1902-1971), a Nebraska native with wealthy parents, attended The Hotchkiss School (Connecticut) and Princeton University, leaving before graduation to work as a newspaper reporter and press agent.



Leland Hayward and his first wife, Margaret Sullivan.

He moved to Hollywood to launch one of the first talent agencies devoted to handling movie stars; his first client was Fred Astaire. Eventually his client roster grew to over 150 names, including Henry Fonda, Judy Garland, Jimmy Stewart, Ernest Hemingway and producer/director/screenwriter William Wyler.

When the time came to raise cash for Southwest Airways, Hayward was able to recruit Astaire, Stewart, Fonda, Cary Grant, Hoagy Carmichael, Robert Taylor, Ginger Rogers, Margaret Sullivan (Hayward's actress wife) and others as initial investors. SWA ultimately built three training centers in the Phoenix area, which with the onset of the war were sold to the government and operated by SWA under contract: **Thunderbird I** in Glendale; **Thunderbird II** in Scottsdale; and **Falcon Field** in Mesa. A fourth training center at **Sky Harbor Airport** was retained by SWA for civilian pilot training. The Thunderbirds were used to train American and foreign pilot cadets, while Falcon Field was assigned to Britain's Royal Air Force to train pilots for the RAF. Reports vary, but between 15,000 and 20,000 pilots were trained at the four SWA facilities during the war.

Southwest also operated, under contract to the US Army Air Transport Command, a cargo division, using Waco C-72 aircraft. With cargo bases in Phoenix and San Bernadino, Calif., SWA hauled priority military freight throughout the west.

Drawing on its experience with the cargo division, Southwest applied to the Civil Aeronautics Board for passenger routes as a



NO LONGER "... SO FEW"

It is dusk. Today—September 15, 1940—the Royal Air Force won the battle of Britain. Then, the *Lafayette's* supreme effort was smashed...its rout completed, by a tiny group of fighting men whose feats have become legend.

Two years have passed...the tide has turned. Now the R. A. F. is Victory bound... its strength numbered in the thousands.

We are proud that many of these Empire pilots received PRIMARY, BASIC and ADVANCED flight training—earned their coveted wings—at our Falcon Field. To them—and to their many American flying comrades in the world's war-torn skies—who also first flew with the Thunderbird in Arizona's Valley of the Sun—each Southwest Airways worker pledges ceaseless effort, so that:

There shall be more, in ever increasing numbers!

SOUTHWEST AIRWAYS

PHOENIX, ARIZONA

THUNDERBIRD FIELD • FALCON FIELD • SKY HARBOR • THUNDERBIRD II
TRAINING THE FINEST FIGHTERS TODAY, THE FINEST FLYERS TOMORROW
CONTRACTORS TO THE UNITED STATES GOVERNMENT • UNITED STATES ARMY • UNITED KINGDOM GOVERNMENT



An ad from FLYING magazine, 1944.

feeder airline in 1942, and the proposal was modified in 1944 to request authority to serve 252 (!) destinations in California, Oregon, Washington, Idaho and Arizona. Ultimately, SWA was awarded a route between Los Angeles and San Francisco with nine intermediate stops, and two routes between San Francisco and Medford, Oregon—a coastal route with five intermediate stops and an inland route with nine! Hayward sold his talent agency and was thus able to focus on SWA and a new career as a producer/director of Broadway shows and Hollywood films. Again, raising money was not a problem; financed by investments from several of his actor-clients, Hayward and SWA acquired 8 war surplus C-47A aircraft and the contract airmail route AM-76. SWA began passenger service on Dec. 2, 1946.

SWA's streetcar-like route structure required utmost efficiency from the employees, using practices derived from experience hauling freight during the war. The service was no-frills and quick-turns (2-4 minutes) were mandatory. Pilots refueled the aircraft and stewards assisted with passenger and baggage loading/unloading so that the smaller stations could be staffed by only 1-2 persons; the stewards also sold tickets during flights. *FLYING* magazine, profiling the company in 1947, called SWA "The Quickie Line." By late 1948, SWA was consistently profitable.

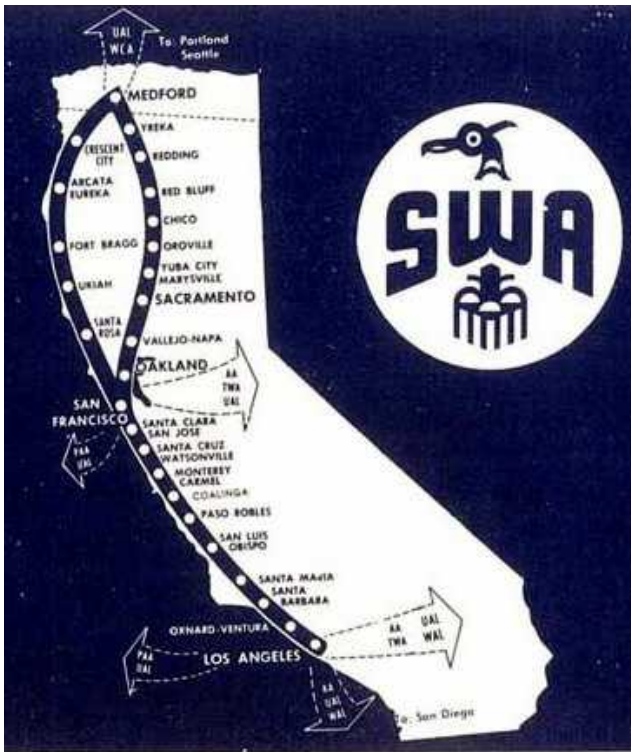


Image: Björn Larsson, timetableimages.com



Above, top: An SWA C-47A, converted to a DC-3. Middle: A captain and steward load airmail and freight. Bottom: A steward arranges passenger luggage in the self-service rack next to the entry door, for quick deplaning. Photos: FLYING Magazine, June 1947.

In 1952, SWA purchased four former Northwest Martin 202s from TransOcean Airlines, which had used the Martins to operate flights for the startup of Japan Air Lines (under contract to NWA). Three years later, SWA became the first local service airline to receive a permanent operational certificate from the Civil Aeronautics Board. In 1957, Las Vegas was added to the route system and the following year SWA changed its name to **Pacific Airlines**, to better reflect the geographic scope of its operation. Pacific eventually merged with Bonanza Airlines and West Coast Airlines to form Air West, but that's a topic for a future article.

Leland Hayward's show business career continued through the 1950s; he produced such films such as "The Spirit of St. Louis" (1957) and "The Old Man and the Sea" (1958), as well as the Broadway musicals "Gypsy" (1959) and "The Sound of Music" (1959). After suffering a series of strokes, he died in 1971.



Leland Hayward and Jimmy Stewart on the set of "The Spirit of St. Louis," 1956. Photo: flickr.com

Leland Hayward's granddaughter, **Marin Hopper** (daughter of actor Dennis Hopper and Brooke Hayward), heads a fashion accessory company named **Hayward Luxury**, which in 2016 began producing amenity kits for JetBlue's premium class, called **JetBlue Mint**. The kits for men are branded **HAYWARD**, as a tribute to the airline legacy of Leland Hayward, while the kits for women are labeled **HOPPER**. →



For more information about the history of Southwest Airways, the best and most accurate source is the book **America's Local Service Airlines**, by retired SO/RC/NW flight attendant David Stringer. David is a writer/historian and the current history editor for AIRWAYS magazine.

WINGS FOR THE STARS—Part 2 (continued from REFLECTIONS, June 2017)

Previously on **Wings for the Stars**: Viewing photos of various celebrities who flew Northwest or Republic and whose photos appeared in the airline employee newsletters, we left off at a section about “working” actors, those lesser known celebrities who nevertheless enjoyed successful careers and were well-respected by their peers. The series now continues, but first, two “A-List” stars I somehow overlooked in the first installment. The original photo captions appear in italics.

1976 Dick Van Dyke (1925-). *“Dick Van Dyke and Jane Essert (a Northwest flight attendant) chat while cameras and lights are set up in the NWA DC-10.”* The star had flown to Minneapolis to shoot the documentary film “One Day,” and Northwest provided a DC-10 for use as a set during a three-hour film shoot.



Van Dyke—actor, comedian, singer, dancer, writer, producer of tv and film—will long be remembered for his breakout role as television show comedy writer Rob Petrie on “The Dick Van Dyke Show,” and is beloved for his appearance as Mr. Dawes Senior in the 1964 film “Mary Poppins.” In recognition of his formidable career, Dick Van Dyke has received five Emmy Awards, a Tony Award (for “Bye Bye Birdie”), a Grammy (for “Mary Poppins”) and was awarded the Screen Actors Guild Lifetime Achievement Award in 2013. *Below: Dick Van Dyke and Julie Andrews, in “Mary Poppins.” Photo: Belfast Telegraph.*



1984 Michael Landon (1936-1991). **“TENNIS SHOWDOWN IN TUCSON** Republic welcomes Michael Landon, who arrived in Tucson recently to promote the Celebrity Tennis Classic. *From left: Cheryl Nakasone, flight attendant; Jim Leonard, district sales manager; and Carol Stover, flight attendant.”*



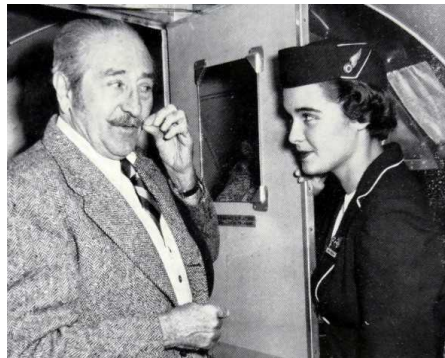
Michael Landon is best known for being a member of the brilliant ensemble casts of the tv shows “Bonanza” and “Little House on the Prairie,” and he starred in the tv series “Highway to Heaven.” *TV Guide* named him one of the “50 Sexiest Stars of All Time.” His death at age 54 from pancreatic cancer was a shock to his many colleagues, friends and fans.

Below, Pernel Roberts, Michael Landon, Lorne Greene and Dan Blocker, from “Bonanza.” Photo: pinterest



Now, back to the working actors.

1954 Adolphe Menjou (1890-1963). *“The distinguished looking gentleman, busy twirling his mustache, is Adolphe Menjou, who flew from Portland to Missoula where his latest picture is being filmed.”*



A quintessential “character” actor, Menjou appeared in dozens of largely forgotten silent and sound films, including three with Katharine Hepburn, who refused to speak to him except while actually filming because of his outspoken support for Sen. Joseph McCarthy during the “Red Scare” of the early 1950s.

Menjou and Hepburn in the 1937 film “Stage Door.” Photo: Alt Film Guide.



1955 Sidney Blackmer (1895-1973). *“As a movie, the film ‘The High and the Mighty’ wasn’t calculated to win many friends for the airline industry. For the part he played in the film, actor Sidney Blackmer is given ‘the treatment’ by airline representatives at a Chicago publicity club party. Leaning on Blackmer ‘just a little’ are, from left, Dave Frailey, American Airlines Public Relations manager; Ford Eastman, Northwest’s Public Relations representative in CHI; and Mary Rose Noel, AA Public Relations representative. We can get pretty tough too, you know!”*



Sidney Blackmer won a Tony Award in 1950 for his starring role in the Broadway drama “Come Back Little Sheba,” but we know him best from his “character” roles in dozens of films, especially his

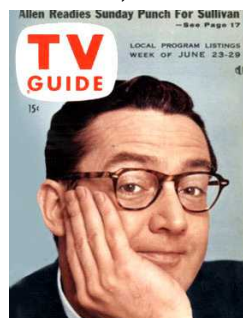
gripping portrayal of unruly passenger Humphrey Agnew, who smuggles a gun aboard a Trans Ocean Pacific DC-4 flight and tries to kill passenger Ken Childs, in the superb 1954 film "The High and the Mighty," the mother of all airline disaster movies. Below: Screenshots from the film--Agnew is subdued by other passengers after attempting to shoot Childs. Immediately afterward, the plane loses a propeller and an engine catches on fire. First Officer Dan Roman (John Wayne) explains the ditching procedure to the passengers, including Agnew, seated, center.



1957 Steve Allen (1921-2000). "I'll take this one,' Steve Allen, versatile star of NBC TV's Sunday night show bearing his name, tells NWA stewardess Jean Lamach as he examines his Stratocruiser seating chart before a trip from New York to Milwaukee. Allen, with pianist Skitch Henderson, flew there to inspect the Johnson Wax Factory (his new sponsor) at Racine."



Actor, musician, composer, tv and radio host, comedian and writer, Steve Allen did it all. He was the first host of "The Tonight Show" and a regular panelist on the quiz shows "I've Got a Secret" and "What's My Line."



1957 Martha Wright (1923-2016) "prepares her three-month-old son Michael Maunche for their NWA Stratocruiser trip from New York to Seattle, where Miss Wright recently appeared in her leading role in the stage play 'South Pacific.'"



Martha Wright was cast by Rodgers and Hammerstein to replace Mary Martin in the Broadway stage versions of the musicals "South Pacific" and "The Sound of Music," in the roles of Nellie Forbush and Maria von Trapp. She later appeared with Stephen Sondheim in the CBS series "The American Musical Theatre."

Below: Martha Wright on Broadway in "The Sound of Music." Photo: The New York Times

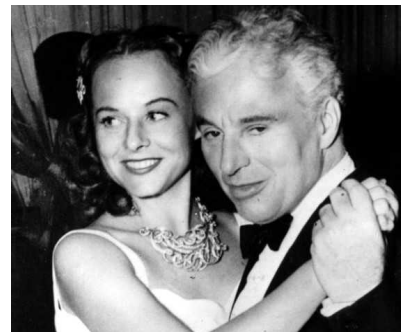


1957 Paulette Goddard (1910-1990) "is shown leaving an NWA Stratocruiser at Minneapolis-St. Paul after a flight from Chicago. She was the major attraction at a style show sponsored by Maurice L. Rothchild of Minneapolis."



Paulette Goddard co-starred with Charlie Chaplin in the films "Modern Times" and "The Great Dictator," and was married to Chaplin from 1936-1942. She appeared in several movies during the

40s and 50s, and donated \$20 million to New York University, which named a residence hall in her honor. Below: Goddard and Chaplin in New York, 1940. Photo: The Red List.



1957 Arlene Francis (1907-2001) "star of NBC television's 'Home Show,' is shown leaving a Northwest Orient Airlines plane at the Twin Cities after a trip from New York. Arlene's 'Home Show' was televised recently from St. Paul during that city's Winter Carnival celebration."



An actress and radio and tv talk show host, Arlene Francis is most remembered for her 25 years as a panelist on the game show "What's My Line," hosted by John Daly. She appeared in 822 episodes, most often with fellow panelists Dorothy Kilgallen and Bennett Cerf.

Below: Dorothy Kilgallen; Steve Allen; Arlene Francis; Bennett Cerf and John Daiy. Photo: pinterest



TO BE CONTINUED IN PART 3



PHOTOS FROM THE OCT. 7 ANNE KERR TRIBUTE

Above, left: Bob Reardon and Anne Kerr. A photo from the video collection of Anne's photos, which played during the event.

Above: Lona Falencykowski, Karen Schmit and Carol Hall. *Photo: Robert DuBert*

Left: Anne in her 1947 Cadillac convertible, a vintage car she bought several years after she retired from Northwest. *Photo courtesy John Billingsley.*



Happy Holidays
to you
from all of us at
The Northwest
Airlines
History Center