



REFLECTIONS



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

NORTHWEST AIRLINES 1926-2010

We're Itching to Move! "Trickle Down" remodeling delays.

See the Executive Director's message for details. Photos of our new space on page 3.



Ava Gardner

Photo: NWAHC Archives

WINGS FOR THE STARS

Celebrities and Northwest Airlines: the first of a multi-part series

by Robert DuBert

In the decades following World War II, airline public relations departments often photographed celebrities who traveled by air. For movie and television stars, the glamour of air travel added mystique and sophistication to their public images, and for an airline, there could be no greater endorsement or publicity coup than the presence of a famous star on a passenger list.

The big-name "A-List" stars regularly commuted by air between New York's network television studios and the film studios in Hollywood, usually flying American or TWA, especially the latter due to Howard Hughes's connections with the motion picture industry. Northwest's largely midwest and Asian route structure didn't include LAX until 1969, so NWA saw less celebrity traffic, but NWA staff photographers were usually ready to grab a "shot" when a celebrity of any degree of renown appeared on the airstairs. These photos were often published in the employee newsletter, and are the subject of this report. For many readers, this may be your first time to see these delightful images!

Let's start with some advertisements.

"What a plane... two decks to roam around in!"

FINEST, FASTEST

Stratocruisers

TO

DETROIT . . . 2 HRS. 30 MIN.
MILWAUKEE . . 4 HRS. 15 MIN.
**MINNEAPOLIS-
ST. PAUL . . . 4 HRS. 35 MIN.**
SEATTLE . . . 12 HRS. 5 MIN.

Only Northwest gives you Double-Deck Luxury
COAST TO COAST—NO EXTRA FARE

SAVE 10% ON RETURN PORTION OF ROUND TRIP

NORTHWEST AIRLINES

Ticket Offices: Airlines Terminal Annex, 90 E. 42nd St.,
67 Broad St., and Brooklyn, 200 Livingston St.
Phone: VANDERBILT 6-6360 or your Travel Agent
Newark Ticket Office: Robert Treat Hotel Phone: MARKET 2-8025

says **RUTH ROMAN**
co-starring in
"THREE SECRETS"
A UNITED STATES PICTURES PRODUCTION
distributed by WARNER BROS.

1950 Ruth Roman (1922-1999) was a dramatic actress who starred in the 1951

Alfred Hitchcock thriller "Strangers on a Train." She survived the sinking of the ocean liner *Andrea Doria* in 1956, suffering unbearable anguish when she became separated from her 3 year old son Dickie when they were boarded in different lifeboats. They were reunited on the pier in New York.

Robert Walker and Farley Granger, with Ruth Roman in a promo shot from "Strangers on a Train."

Photo: The Hitchcock Zone.



1950 Eva Gabor (1919-1995) is more remembered for her beauty than for her film roles, but we'll never forget her comedic genius in the role of Lisa Douglas in the 1960s sitcom "Green Acres."

"I rate Northwest tops for travel luxury!"

FINEST, FASTEST

Stratocruisers

TO

DETROIT . . . 2 HRS. 30 MIN.
MILWAUKEE . . 4 HRS. 5 MIN.
**MINNEAPOLIS-
ST. PAUL . . . 4 HRS. 35 MIN.**
SEATTLE . . . 11 HRS. 40 MIN.

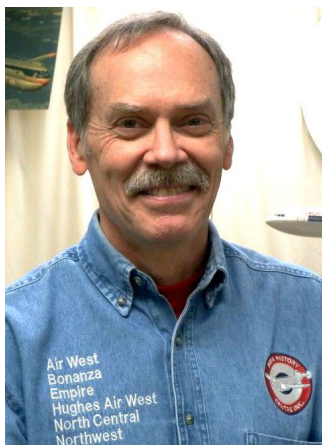
Only Northwest gives you Double-Deck Luxury
COAST TO COAST—NO EXTRA FARE

SAVE 10% ON RETURN PORTION OF ROUND TRIP

NORTHWEST AIRLINES

says **Eva Gabor**
featured in
"THE HAPPY TIME"
A RODGERS & HAMMERSTEIN STAGE HIT

Ticket Offices: Airlines Terminal Annex, 90 E. 42nd St.,
and Brooklyn, 200 Livingston St.
Phone: VANDERBILT 6-6360 or your Travel Agent
Newark Ticket Office: Robert Treat Hotel Phone: MARKET 2-8025



Bruce Kitt Photo: Joe Callaci.

From the Executive Director

The lease for our new space in the Crowne Plaza Aire Hotel-MSP Airport (CPAH) at Three Appletree Square in Bloomington has been signed. As you read this issue of REFLECTIONS, there are some fire code issues that remain to be corrected and approved by the Bloomington Fire Marshal before we can take physical possession of the new home for the NWA History Centre. We are optimistic we will have occupancy approval in early June.

Our engagement with a grant writer culminated on May 23rd, when Pamela Zeller of Zeller Solutions presented her formal suggestions for how, and to whom, to ask for funding. The Board spent two hours learning what goes into an “ask” and how to craft both our written requests and talking points with Project Officers at the various foundations that will be approached to help fund the mission and goals of the NWAHC. After some polishing and rehearsals, Board members will begin this critical funding effort.

Unlike the previous move to our current location, the NWAHC’s move into the CPAH represents a change in everything we have done. Plans are already being discussed between the NWAHC and CPAH for supporting events in each of our spaces; we have new insurance requirements, our search for a new webmaster needs attention, we’ll need more volunteer staffing...the “to do” list seems endless. Please excuse the brevity of this message. We’ll keep you updated on our progress as we develop the NWA History Centre into the museum we’ll all be proud to see preserve our commercial aviation history. CAVU →

OFFICIAL NOTIFICATION

The Annual Meeting of the NWA History Centre will be held on Tuesday, June 13, 2017 at 11am in Room 332 of Two Appletree Square, 8011 34th Ave. S., Bloomington MN. The agenda includes the election of officers and all other business as may properly come before the meeting.

Note: All regular monthly meetings of the NWA History Centre Board of Directors are open to the members of the NWAHC. They are held on the second Tuesday of each month, at 11am in Room 332 of Two Appletree Square, the building which is the current location of the NWAHC.

The NWA History Centre is temporarily closed to visitors, pending our relocation. Please monitor our facebook page for our reopening announcement.



Like us on Facebook.



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**
Directors **Chuck Huntley, Fay Kulenkamp, Bill Marchessault, Vince Rodriguez, Jeff Schwalen**
Collection Manager **Bruce Kitt**
Development and Retail Sales **Fay Kulenkamp**

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.

Editor **Robert DuBert**
robert.dubert@gmail.com 734-678-7600

Reporters **Anne Kerr, Bruce Kitt, Carol Hall, Don Swanson.**

ANNUAL MEMBERSHIP

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

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

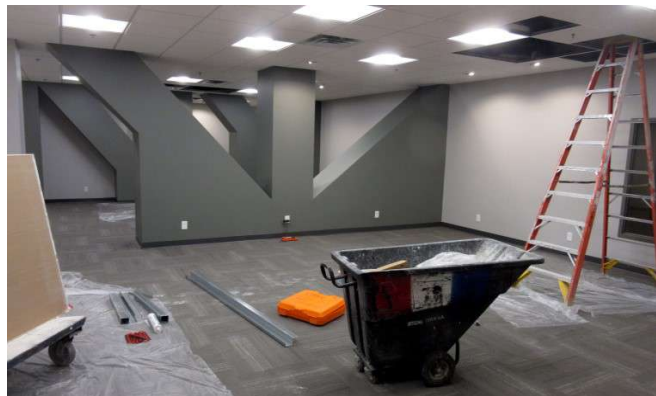
Donations are gratefully accepted, are necessary for the continued operation of the NWA History Centre and are tax-deductible. Enquiries:

donations@nwahistory.org



A PREVIEW LOOK AT OUR FUTURE SPACE

The photos below show the new spaces, totaling about 1300 square feet, which will accommodate our display galleries on the third floor of the hotel. We await approval of some work between the 3rd and 4th floor by the Fire Marshal.



An adjacent large conference room, named Concorde, will be available to us for special events, depending on scheduling.



THE WORK OF THE MUSEUM CONTINUES

Below, a meeting of the NWAHC Board of Directors with Pamela Zeller of Zeller Solutions, a non-profit management company which offers leadership guidance to non-profit organizations. She devised a systematic approach for our board to follow to seek foundation and other third-party grants for the programs, projects and general operations of the NWAHC.



L-R: Bill Marchessault; Chuck Huntley; Jeff Schwalen; Bruce Kitt; Pamela Zeller; Fay Kulenkamp. Photo: Robert DuBert

Earlier this year, NWAHC Exec. Dir. Bruce Kitt visited the National Postal Museum in Washington, D.C., where he inspected the official original USPS Air Mail emblem, as designed by NWA founder Lt. Col. Lewis Brittin.



Postal Museum staff Manda Kowalczyk and Beth Heydt. Photo: Bruce Kitt

SAVE THE DATE

Saturday, Oct. 14, 2017, 9am-4pm.

The Annual MSP Airline Collectibles Show & Sale

The Best Western Plus Hotel, 1901 Killebrew Dr.
Bloomington MN 55425

**The place to see and buy airline memorabilia,
souvenirs and gifts from all your favorite airlines!**
Details to follow.



1952 Arthur Godfrey (1903-1983).



"This name is making travel history...
NORTHWEST Orient AIRLINES"
says Arthur Godfrey

*because... Northwest brings you tomorrow's planes today...
the only double-deck Strato-cruisers come to mind.*
*because... Northwest puts the Pacific Paradise of Hawaii
at your doorstep... just across from your home.*
*because... Northwest's modern Martin luxury liners make
your charter between most of America's important cities.*
*because... Northwest flies the shortest "overland" route
to Alaska and the Orient.*

Godfrey's principal fame was as a radio broadcaster and entertainer. A master commercial "pitchman", he often strongly identified with his sponsors. He was a private pilot and reserve officer in the US Navy and a strong advocate for airline travel, especially for Eastern Air Lines. Eastern president Eddie Rickenbacker presented Godfrey with a retired EA DC-3 in appreciation. *Ad photo courtesy Gary Ferguson.*

1958 The Campbell Mithun advertising agency, in a stroke of genius, engaged comedic actor **Buster Keaton** (1895-1966) to appear in a series of radio and tv commercials which introduced the sound of a gong to the "Give Wings to Your Heart" Northwest Orient jingle tagline.

Keaton's career began in vaudeville, at the age of three. For the next sixty years, he appeared in a vast range of silent films, primitive "talkies", feature films, television shows and commercials. His career had its ups and downs and he battled severe alcoholism, but his final role, in the 1966 film adaptation of the Stephen Sondheim musical "A Funny Thing Happened on the Way to the Forum", was a triumph.

A scene from a Northwest commercial:



The ensemble cast from "Forum": Zero Mostel; Buster Keaton; Phil Silvers and Jack Gilford.

Photo: Clown Pictures Info



1977 Puppeteer **Shari Lewis** (1933-1988) appeared, with Lamb Chop, in a series of tradeshow films produced by Northwest to promote the airline with travel agents.

Photo: NWAHC Archives

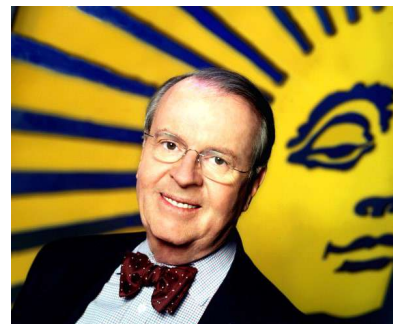


"The Shari Lewis Show" ran on NBC from 1960-1963, and most readers "of a certain age" will fondly remember Lamb

Chop, Wing Ding, Hush Puppy and Charley Horse!

Photo: Shazam

1994 Charles Osgood (1933-) performed voiceovers for a series of ten NWA tv and radio "spots." He admired NWA, telling an interviewer, "I've found people at Northwest to be very friendly. That's not true of all airlines. The Northwest people seem very tuned in as individuals, and there is a clear culture at the airline."



Osgood was the genial anchor of "CBS Sunday Morning" for 22 years and received three Emmy Awards and one Peabody Award for his work there. He retired from the show last year.

Photo: Ad Week

Now for some publicity photos taken by Northwest staff photographers. Dates refer to the year each photo appeared in the company employee newsletter, and the original photo captions appear in italics. We'll begin with some of the major stars.

Photos: NWAHC archives unless otherwise noted.

1949 Bob Hope (1903-2003) was on hand for the arrival of the B-377 to join the Northwest fleet: *"Boy, this plane sure travels fast," Bob Hope confided to Stewardess Evelyn Hawke from an upper berth. 'I lay down for 40 winks, and at the end of 39 you tell me we're about to land. Remember, I still have that one wink coming.'"*



Hope's 80-year performing career encompassed vaudeville, the stage, film and television. He is especially celebrated for his 57 USO tours during 1941-1991 to en-

tain active military units. The legendary "Road" films he made with Bing Crosby and Dorothy Lamour are true comedy classics, often still aired on TCM and other channels.

Photo: House of Retro.



Arthur Godfrey also participated in the Stratocruiser inaugural festivities: "Along with his friend Bob Hope, Arthur Godfrey also showed up at the Minneapolis Aquatennial, flying his own plane. Godfrey toured Northwest's Stratocruiser, plugging it later on his radio show." He is shown here with three NWA stewardesses.



Meanwhile, **Loretta Young** (1913-2000) christened Stratocruiser ship 710, "The Orient Express."



Young received an Academy Award for Best Actress in 1948 for her role in the film "The Farmer's Daughter." She enjoyed a very successful career in both film and television, and has two stars, one for each genre, on the Hollywood Walk of Fame.

Photo below: Doctor Macro.



1950 Danny Kaye (1911-1987) "on a week's visit to Minneapolis for a stand at a local theater, took time out to pose for the publicity photographer and, with an NWA Japan travel folder as a prop, hilariously registered his impression of a tourist's first view of Mt. Fuji." In this photo, he's seen with stewardess Hazel Spencer.



Danny Kaye's stellar career encompassed the stage, film and television. He made a specialty out of zany physical comedy and he was a favorite with the British Royal Family due to his appearances at the London Palladium. You can see him every December, along with co-stars Bing Crosby, Rosemary Clooney and Vera-Ellen, in the classic 1954 film "White Christmas."

Photo: Tom+Lorenzo



1950 Celeste Holm (1917-2012) and **Van Heflin** (1908-1971). Arriving in MSP during a thunderstorm, "Celeste Holm and Van Heflin, accompanied by stewardess Doris Finnegan, stepped off the airplane at Wold-Chamberlain Field, and there was a downpour to greet them."

Celeste Holm first rocketed to stardom when she appeared as Ado Annie ("I'm Just a Girl Who Can't Say No") in the original Broadway production of Rodgers and

Hammerstein's "Oklahoma!" For several years she was married to an American Airlines executive. She won an Academy Award in 1947 for her role in the film "Gentleman's Agreement," and enjoyed a long career in film and television.



A scene from "Oklahoma!", with Joseph Buloff.
Photo: New York Public Library Collection.



Van Heflin appeared onstage, on radio and in films, mostly as a "character" actor. He won an Academy Award for his performance in the 1942 film "Johnny Eager" and co-starred with Alan Ladd in "Shane," but we can savor his performance as suicide bomber D.O. Guerrero in the 1970 disaster classic "Airport," Heflin's last film. In the screenshot below, the desperate and despondent Guerrero (Heflin) seconds before he detonates a bomb on the Trans Global flight.



1955 Ava Gardner (1922-1990) "boarded Flight 1 for JPNZ several weeks ago, on the first lap of a round-the-world trip to publicize her latest movie *The Barefoot Contessa*." Gardner appeared in dozens of feature films, and was nominated for an Oscar in 1953, losing to Audrey Hepburn ("Roman Holiday"). She had three

Cont. p.6

Cont. from p.5

high-profile marriages, to Mickey Rooney, Artie Shaw, and Frank Sinatra, the latter reportedly "the love of her life."



Below, a scene from "The Barefoot Contessa."

Photo: LoveThoseClassicMovies.



1957 Joan Crawford (1904-1977). "Joan Crawford, and her husband Alfred N. Steele, about to board an NWA Strato-cruiser for a flight from Seattle-Tacoma to Chicago."



Joan Crawford's career in show business began as a dancer and chorus line show-girl, and she went on to a dazzling film career. Today, she is especially remembered for starring, with Bette Davis, in the 1962 film "What Ever Happened to Baby Jane." The ongoing feud between the two genuinely iconic stars was the subject of the recent 8-part series "Feud, Bette and Joan" on FX, with Jessica Lange in the role of Crawford. Susan Sarandon plays Bette Davis. Below: on the set of "Baby Jane."

Photo: House of Retro.



1959 Cary Grant (1904-1986). While Grant didn't appear in an NWA publicity photo, he was captured in this informal shot at Chicago Midway. "Northwest's ticket counter at Chicago's Midway Airport was a busy place early this month, as movie cameras rolled in to shoot scenes for a new Alfred Hitchcock movie 'North by Northwest.'" Hitchcock confers with Cary Grant before the sequence. Afterward, filming continued in the South Dakota Badlands.



A screenshot scene from the film, where The Professor (Leo G. Carroll) tells Roger Thornhill (Grant) that they will be flying to Rapid City, S.D.



However, Grant and his co-star in the film, Eva Marie Saint, flew American from Los Angeles to Chicago for the filming.

Photo: 25.Media via pinterest.



1960 Shirley MacLaine (1934-). "Hollywood icon Shirley MacLaine and her 3-year-old daughter, Stephanie Sachiko Parker, arrive in Tokyo to spend their vacation in Japan with her husband Steve Parker." Photo: Associated Press, via The Daily Beast.



MacLaine's film credits includes such beloved film classics as "Irma la Douce," "Terms of Endearment" and "Steel Magnolias." At the time the above photo was taken, she had just finished filming "The Apartment." But recently, she told *The Sunday Times* (London), "My whole identity is now Downton Abbey. All that I've done—how many films? I am now 'the one on Downton Abbey.' In airports and other places I go, they say 'Downton Abbey, when are you coming back?'"

Well, she stole every scene she was in; the other cast members were reportedly awestruck by her!

Photo: Radio Times



1982 "Uncle Miltie flies Republic. Television star **Milton Berle** expresses his delight with Republic's new Executive Suite in Detroit. He was the first passenger to sign the guestbook in the lounge. He found convenient flights, friendly service, and said 'he just loves Republic.'"



Although he got his start in vaudeville and appeared in the supporting casts of many films, the principal legacy of comedian Milton Berle (1908-2002) is as one of the pioneers of television. His "Texaco Star Theater" and "The Milton Berle Show" aired from 1949-1956, and he appeared as a guest in countless other tv shows, including this memorable performance, in drag, on the "Lucy Desi Comedy Hour."

Photo: Pinterest



The next section is devoted to a group of very interesting people, those whom Hollywood calls "working actors." These are actors and performers who never achieved mega-stardom but who nevertheless had long and productive careers, usually made good money and earned the respect and admiration of their peers. This group includes film and stage actors, singers and television personalities, who traveled for appearances in Broadway touring companies, summer stock, nightclubs, and promotional events, and it's for this type of travel that celebrities might have found themselves flying Northwest.

1945 Alma Kaye (1925-?). "Croil Hunter gives appropriate 'thank you' to Broadway star Alma Kaye after she christens inaugural coast-to-coast flight in New York."



Very little is recorded about Kaye, who sang in the 1944 Broadway production of "Sing Out, Sweet Land." She never got the proverbial "big break" and apparently abandoned her performing career after marrying a Denver hotelier in 1947.

1946 Vivian Blaine "When Vivian Blaine, Hollywood actress, flew to Minneapolis on a Northwest Airlines plane the night before a Friday the 13th opening at Radio City theatre, she demonstrated her indifference to superstitions by walking under ladders and allowing a black cat to cross her path."



Vivian Blaine (1921-1995) starred in the role of Miss Adelaide in the 1950 Broadway production of the Frank Loesser musical "Guys and Dolls", co-starring with Robert Alda and Sam Levene, and in the 1955 film adaptation, where her co-stars included Frank Sinatra and Marlon Brando. Below: Sinatra and Blaine in a scene from the film.

Photo: The Red List.



1955 Lois Hunt (1924-2009), Robert Q. Lewis (1920-1991) and Jaye P. Morgan (1931-). "Robert Q. Lewis was well-prepared for cold weather when he arrived at



MSP-STP for an appearance on the St. Paul Winter Carnival radio show. Wearing a Swiss-knit nightcap, a raccoon coat of undetermined vintage and a hot water

bottle, Lewis found added protection from the cold as Lois Hunt (left) and Jaye P. Morgan snuggled close to him after leaving a NWA Stratocruiser."

Lois Hunt was an opera singer who sang at The Met (New York) and as a duo with baritone Earl Wrightson. The often zany Robert Q. Lewis appeared on numerous tv shows, including the quiz show "What's My Line." He was in the supporting cast of several films, including "An Affair to Remember" and "How to Succeed in Business Without Really Trying." Jaye P. Morgan is a retired singer, actress and game-show panelist. Her first record, "Life is Just a Bowl of Cherries," (1950), was the first of many hits she enjoyed during her career as a vocal stylist. She was also a "regular" on "The Robert Q. Lewis Show" on CBS. Below: Robert Q. Lewis, with Cary Grant and Deborah Kerr, during the filming of "An Affair to Remember," via Pinterest



Below: recordings of Lois Hunt and Jaye P. Morgan.



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 **Oops, out of space! To be continued**

A Son's Remembrance

Hans Siegfried Mueller (1918-2017) served as a Northwest Airlines cargo and passenger customer service agent at Sea-Tac Airport in Washington for almost exactly 40 years, from September 1947 to September 1987. He joined the company at age 28 after serving in the Air Transport Command of the US Army Air Corps during World War II as a Lieutenant in operations and dispatch in Casablanca, Morocco.

His son Rick, a customs broker and freight forwarder who lives with his wife Wendy in the Seattle suburb of North Bend, submits this remembrance of a special time spent together with his father.

NON-REV TRAVEL ON A CARGO FLIGHT

by Rick Mueller

My father Hans Mueller worked 40 years with NWA, mostly as a cargo customer service agent in SEA. He passed away on April 7, 2017, 3 months short of his 99th birthday. His death brought back some memories for me growing up. Numerous times in the 1960s, as a preteen, I would go to work with him and spend the day riding a company bicycle through the airfreight warehouse, or walk among the planes in the hangar undergoing maintenance, always welcomed by the other employees. Of course, there was very little security compared to today!

While growing up, our family traveled a lot as non-revs, but the most memorable trip for me was in 1974 when I was 16. Dad wrote to Flight Operations in MSP and requested permission for both of us to fly as non-rev passengers on a cargo flight, NW 902 SEA-ORD-JFK, a flight operated by a 707-320C dedicated cargo aircraft. Amazingly, they granted permission. We were both surprised.

I regret now that I didn't have a camera then, nor did I keep a journal for posterity. And sadly, I've forgotten many details of the flight, including the names of the crew. But here's what I distinctly remember:

Friday evening, April 26, 1974—the flight was being loaded on the ramp at the freight warehouse at SeaTac where dad worked. When the time came to board the flight, we walked through the warehouse out to the plane with our suitcases in hand, dressed in suit and tie as then required of non-revs, and climbed the airstairs to meet a surprised crew who were not expecting us. But they looked over the travel approval letter dad had received and graciously showed us where to stow our bags. We had just begun to settle into a single set of 3 economy seats on the right side of the aircraft just behind the galley when the captain offered us the two extra jump seats in the cockpit. We had hoped for this even though it was not expected.

The flight was a redeye essentially with a 3-hour stopover in Chicago and a morning arrival at JFK. It was a fairly clear evening with a few clouds as we departed to the north. After about 3 minutes, there was a loud alarm bell that made everyone jump but was apparently of no real concern. It got dark fast as we climbed and headed east. Dad and I didn't have headsets so couldn't listen to the radio traffic. We didn't chat too much with the crew, usually just responding to any comments or questions from them, as they were busy enough.

The flight engineer was responsible for serving refreshments and meals, and somehow they had 2 extra meals onboard. I can't remember what I ate, but I do remember it was the best damn meal I've ever had on an airplane. Eating in the cockpit!

Landing in Chicago in the middle of the night was the coolest thing I had ever seen. It was around midnight. My jumpseat was right behind the captain and just high enough to see over his shoulder and out the windscreen. Dad was seated behind me on the same side; I guest this would have been the navigator's position. The airport approach and runway lights on this clear night were spectacular. My recollection is that the captain let the copilot land the aircraft; not a perfect landing but not bad either.



From FLYER, the newspaper of the Port of Seattle, Sept. 1987: "Hans Mueller, wearing the uniform he was issued in 1947, enters the Northwest Airlines Cargo Office at Sea-Tac for the last day of his 40 year career with Northwest." Photo courtesy Rick Mueller.

While the aircraft was unloaded and reloaded, dad and I walked over to the cargo office to visit with a few of the night-shift employees who he knew. At that hour of the night, it was best to stay standing or keep walking so that we wouldn't get sleepy. At around 3am, we reboarded for the second leg to JFK. That was a shorter flight and we landed around 5-6 am, just as dawn was beginning. Upon departing the plane, we thanked the crew for their hospitality and they seemed happy to have had us as their guests.

From there we found our way to the passenger terminal to catch a New York Airways helicopter flight to EWR (\$25.40 for two with 50% interline discount), and from a "regular" Northwest flight to Detroit, where we would spend a day or two with my aunt in Ann Arbor, prior to heading back home. For me, it was a trip with my dad I'll always remember. ➔



Rick Mueller with his father, 1972. Photo courtesy Rick Mueller.

The Airline Photography of Hans Mueller

Hans Mueller was an avid amateur photographer and, in the custom of the pre-digital age, took color slides of family trips using an Argus 35mm camera, usually shooting with Kodachrome or Ektachrome. Fortunately for us and the history of Northwest Airlines, he took many photos of airliners and airports, especially at Sea-Tac. Sadly, many of these slides were discarded over time, but we can be grateful to Rick Mueller for scanning and preserving these evocative vintage images of NWA scenes in the Pacific Northwest. For more photos, see p.12 of the digital edition. *All photos: Hans Mueller, courtesy Rick Mueller.*



Taken onboard a Stratocruiser flight, 1949. Mt. Rainier is visible on the right.



Stratocruiser at SEA, 1951, showing what Mueller called "The Basement Door."



1949, the wing of Stratocruiser Washington.



A precursor of a "selfie": the reflection in the mirror in the Stratocruiser lower deck lounge. This is a rare color photo of a B-377 lounge.



Departure at dawn.



1950, SEA, passengers deplaning from a DC-4 flight.



A DC-4 refueling.



Canadian Pacific DC-4M "Empress of Sydney". Ground handling by NWA.



Bonanza Airlines mechanics work on a Rolls Royce Dart turboprop engine. Photo: NWAHC Archives

NEWS and ANNOUNCEMENTS

Got an event related to Northwest/Republic you'd like to promote in these pages? Send details to Robert DuBert, editor, at robert.dubert@gmail.com Photos and images always a big plus! Deadlines: Feb. 20, May 20, Aug. 20 and Nov. 20.

CORRECTION The link for the YouTube video about NW 253 and the Underwear Bomber, as listed in the last issue, has changed. The correct link is: <https://www.youtube.com/watch?v=VBYImI4Dtn0>

SAVE THE DATES!

September 21, 2017 (Thursday) 12noon-3p
Detroit Area "Duck" (Republic Employees & Retirees) Reunion

Karl's Cabin, Plymouth MI
Details to follow.

October 14, 2017 (Saturday) 9a-4p
The MSP Airline Collectibles Show and Sale
Details to follow.

Anne Kerr and friends attended a performance of "The Paper Dreams of Harry Chin" at the History Theatre in St. Paul in April. The play is about former NWA employee **Harry Chin** and the difficulties he encountered as a Chinese immigrant in mid- 20th century America. Ed Huyck, in his review for the *Star-Tribune* (Minneapolis-St. Paul), noted that Harry Chin was "a man who has worked hard his entire life to make things better for both of his families but whose secrets have resulted in a lot of pain." Nevertheless, it's "a play that is emotionally and structurally difficult, but provides rewards by its end."



In the lobby of the History Theatre, L-R: Lona Falenczyskowski; Anne Kerr; Sheila Chin-Morris (Harry's daughter); Andy Tanghe; Emily Falenczyskowski Scott. Photo: Mary Tanghe.

On March 21, Executive Director **Bruce Kitt**, Board members **Vince Rodriguez**, **Chuck Huntley** and your editor visited the former headquarters building of Northwest Airlines, to salvage some usable items, mostly shelving, for the museum. I posted a three-part photo tour of the mostly empty building on facebook, where it has received over 23,000 views (hits) to date, a record for the NWAHC facebook page! The comments posted by former employees are fascinating to read. Check it out!

Below: Chuck Huntley on the 3rd floor. Photo: Robert DuBert



Our "crowdfunding" page is now active on **GoFundMe**, and provides an easy way for you and your friends to contribute to the operation of the NWA History Centre: <https://www.gofundme.com/nwahistorycenter>
Any donation is welcome, even one dollar! Every little bit helps, so please share this with your friends!



April 29-30: **The TWA Museum** in Kansas City hosted the **Airline Archivists/ Historians Association** annual meeting, which was attended by **Bruce Kitt**. As usual, there were presentations about museum management and artifact preservation, and the meeting offered attendees valuable opportunities to network and compare notes.

Organizations represented: The Pan Am Museum Foundation; The United Airlines Archive Dept.; Hawaiian Airlines Archives Dept.; The Museum of Flight (Seattle); The NWA History Centre; The 1940 Air Terminal Museum (Houston); The State Historical Society of Missouri; The Delta Flight Museum; Hamlin Transportation Consulting; Embry-Riddle Aeronautical University; Silver Wings International; The Port Columbus Historical Society; The Southwest Airlines Archive Dept.; The TWA Museum.

Photo: John Mays

Visiting the 747-400 AIRLOOM PROJECT at the Delta Flight Museum

1060 Delta Blvd., Bldg. B. Atlanta GA 30354
404-715-7886 deltamuseum.org

Monday, Tuesday, Thursday, Friday and Saturday: 10 a.m.–4:30 p.m.
Sunday: 12 Noon–4:30 p.m. Wednesday: Museum closed.

FREE with Delta Employee/Retiree ID

Adults: \$15. Seniors \$12.50 Youth 5-17 \$10 Children 0-4 Free

Nearest airport: **ATL**

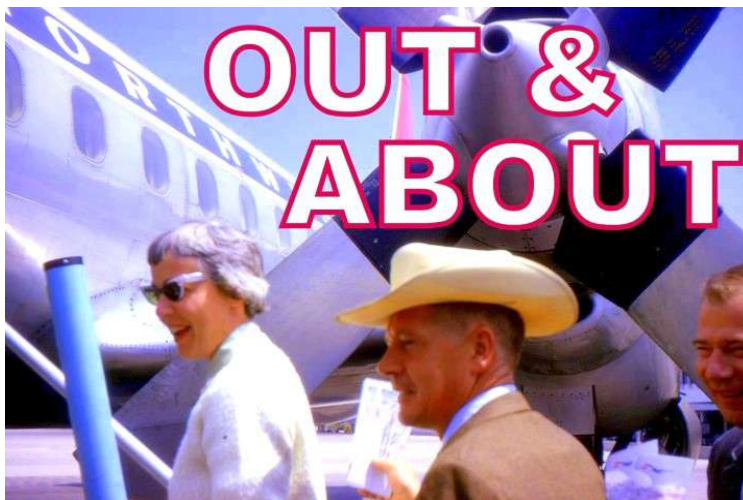
Ground Transportation: For DL employees and NW retirees, take the free Delta employee shuttle marked "GO" (*not* "GOE") which departs every 15-20 minutes from the lower level of the terminal.

Also: taxi, über, Lyft or car rental. **Free parking;** check in at the

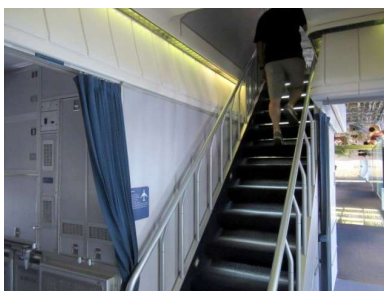
security gate with your photo ID. **Food and refreshments** are available in the employee food court in the **General Office** building across from the museum and from restaurants on nearby Virginia Ave. *Note: the museum sometimes closes for corporate events. Call in advance of your visit.*

The Airloom Project (a play on the word "heirloom") is an employee-driven project to preserve the first production Boeing 747-400 and open it to visitors at the Delta Flight Museum as an immersive experience about the history of the 747 with the airlines who are part of the Delta corporate heritage, including Pan Am and Northwest. The aircraft, msn 23719, was the first 747-400 built and first flew in 1988. Registered as N401PW, it was used by Pratt & Whitney for engine testing before delivery to Northwest on Dec. 8, 1989, and re-registered as N6301US, "Ship 6301" (Ship 6303 operated the first revenue service for Northwest). Now open for visits, the forward section of the aircraft retains the passenger interior while interior furnishings aft of the upper deck rear bulkhead have been removed to create a vast display gallery, now partially filled but with ample room for future exhibits. Visiting the 747 is an experience the entire family will enjoy. Kids love this plane!

Photos: Robert DuBert



*The aircraft is parked on a plaza behind the museum.
The red tower is the elevator to the entrance.*



The stairway leading to the Upper Deck.



Transparent floor panels allow a view of the duct trunks.



The walkway leading to the entrance.



Business Class seating in the Upper Deck.



Display panels cover the history of the 747.



Economy Class seating.



View aft from the Upper Deck transparent bulkhead.



A 45 minute video, on a large LED screen array, shows the history of the 747, with NWA inflight footage.

Digital Edition Extras, including more photos from the files of Hans Mueller.

5/22/72

NORTHWEST ORIENT AIRLINES

Hold Harmless Agreement

Transportation will be permitted on ferry flights for Northwest Orient Airlines' employees and persons eligible for passes under Northwest Orient's pass policy.

FLIGHT 902 126

FROM SEA TO JFK

DATE APRIL 26, 1974

Insofar as transportation furnished hereunder is not subject to the rules relating to liability established by the Convention of Certain Rules relating to International Carriage by Air signed at Warsaw, October 13, 1929, the holder agrees to assume all risk of accident and loss of every character, including personal injury, death and loss or damage to property and agrees that Northwest Airlines, Inc., shall not be liable for any such loss, damage, injury or death, whether caused by the negligence of Northwest Airlines, Inc., or its agents or otherwise. Nothing herein shall be construed to affect the rights of Company employees while traveling on Company business.

Signature of Individual for Whom Transportation is Requested Hans J. Mueller
(Parent will sign for dependent children)

Signature of Employee Hans J. Mueller

Title and Department of Employee TRANS. AGT. - AIRLIFT

Signature and Title of Supervisor W. J. [Signature]
Director of Flight, W.R.
(Flight Dispatcher or NWA Contract Rep.)

Transportation Authorized _____

Passenger Listing Number _____

Signer to retain one copy for presentation to Captain of the flight.
Signed duplicate to be retained in Flight Dispatch or Station Operations.

The "Hold Harmless" agreement Hans Mueller had to sign in order for his son and him to fly non-rev on a cargo flight.



The Mueller's ID50 pass for New York Airways. The fare for two passengers, JFK-EWR one-way, was \$25.40. In 2017 dollars, that would be \$132.89!



Taken at Sea-Tac in 1962, the Mueller family prepares to see their friends the Boardwell family off on a trip. Rick and Hans are second from the right. Mrs. Mueller is in the center.



A New York Airways helicopter lands atop the PanAm Building in midtown Manhattan. This service was discontinued in 1977 after a fatal crash.

