



Connecting Generations

Reflections

The Quarterly Journal of the Northwest Airlines History Center



March 2024

Volume 22, number 1

In this issue:

Captain Woody Fountain interviewed for TV

Meet our returning Board member, Chuck Huntley

Collecting safety cards with Jason Zessin

Crafting our new mission statement

Our mission:

We explore and celebrate the generational impact of commercial aviation by bringing together resources, experiences, and community.

Our values:

Welcome - We embody the encouraging and positive environment that has always been part of our story.

Preserve - Both the history and future of the industry

Educate - Learning comes in all forms, at all ages, in many methods. We encourage curiosity, exploration, discovery, and dreaming.

Connect - Just as air travel brings people together, we create spaces for those connections to happen.

Inspire - Flight shows us anything is possible.



Mesaba's first Beech 99, N8099R, shown at Minneapolis-St. Paul's commuter Gate 65 in 1975 in its original stripes, accompanied by an Air Wisconsin Swearingen Metro. '99R was originally delivered in June 1969 to Keystone Commuter. Photographer unknown.

The First Airlink

Mesaba's 80th anniversary earns a multi-issue review by Neil Ralston

Part 1 - The Genesis Years

Like many of its commuter airline peers, Mesaba Aviation got its start as a small-town Fixed Base Operator (FBO). In 1944, after serving as a flight instructor during World War II, Gordon "Gordy" Newstrom was recruited to operate a small flight school in Coleraine, Minnesota. Located in the heart of northern Minnesota's Mesaba Iron Range, the company took on the name meaning "Mighty Eagle" in the Native American Ojibwa language.

Newstrom's school operation expanded into passenger charter flights when the Blandin Paper Company, located in nearby Grand Rapids, MN, became a frequent customer. In 1949, Mesaba established a second base at Grand Rapids (GPZ). Soon thereafter, the entire business moved to GPZ after Newstrom's hangar in Coleraine was destroyed by fire.

Mesaba remained an FBO until 1970, when Newstrom sold the company to the Halverson family of Duluth. Famous for their Christmas tree growing enterprise, the Halversons had larger aspirations for Mesaba. Joining the growing ranks of commuter airlines, Mesaba initiated scheduled service between GPZ and Minneapolis/St. Paul International Airport (MSP) in February 1973 with a six-seat Cessna 310. By early 1975, Mesaba was operating a network of flights from MSP to Grand Rapids, Eveleth, and Ely, MN, using its 15-seat Beech 99.

Over the next few years, Mesaba pursued creative approaches to improve its viability. When service connecting Ely to MSP proved unprofitable, Mesaba received a Commuter Air Carrier Demonstration Project grant from the Upper Great Lakes Regional Commission (UGLRC) to experiment with more localized service from Ely to Duluth, MN. Beginning in March 1976, Mesaba used a seven-seat Cessna 402 on flights from Ely timed to connect with North Central flights at Duluth. North Central agreed to add Mesaba's Ely flights into its computerized reservation system to increase visibility and awareness. These flights continued through the end of 1977, when the grant funding ended before the service was self-sustaining.

THE EAGLE RISES to page 8

Preflight Checklist

The Northwest Airlines History Center, Inc.

We are an independent, not-for-profit 501(c)(3) corporation registered in the State of Minnesota. Volunteer-staffed and volunteer-managed. We have no organizational or financial tie to Delta Air Lines.

Founder: Henry V. "Pete" Patzke (1925-2012)

Management:

- Directors: Jeff Schwalen, Mike Vetter, Scott Norris, Kimm Viebrock, Tim Haskin, Jayne Stenstad, Chuck Huntley
- Directors Emeritus: Jerry Nielsen and Wayne Snyder
- Collections Manager: Bruce Kitt
- Museum Manager: Chuck Huntley

Museum Address: *(do not send mail here)*

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3 Appletree Square, Bloomington MN 55425
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REFLECTIONS is published quarterly by the NWAHC and is a membership benefit. Submissions are welcomed, and are subject to editing for content and length.

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Visiting the Museum

The NWAHC Museum is located inside the Crowne Plaza AIRE Hotel in Bloomington, MN, just south of MSP International Airport.

Current schedule: Thursday - Saturday, 11 am - 5 pm
Closed for major holidays.

Admission and parking are FREE. (Special events may incur a charge.)

Directions:

From the airport: Use METRO Blue Line light rail from either Terminal 1 or Terminal 2 southbound and exit at the American Boulevard station. The Crowne Plaza AIRE is immediately east, across the street from the station. Or, call for the free hotel shuttle from either terminal.

From the Mall of America: Take the METRO Blue Line light rail outbound; American Boulevard is the third stop.

In the Twin Cities Metro area: Head toward MSP International Airport. From Interstate 494, exit on 34th Ave. S. and go south one block to American Blvd. Turn left (east) on American and then immediately right into (and under) the hotel. The parking ramp is on the left - follow the signs for free hotel parking on the uppermost level (do not use spaces not reserved for the hotel) and cross into the hotel's second floor. You may need to buzz the door for entrance, as a safety protocol.

The museum is located on the third floor, above the pool area, and across from the Fitness Center. Patrons needing elevator access must coordinate with the hotel's front desk due to security reasons.

Annual Membership

Membership is the main source of funding for the NWAHC; please join!

\$30 level - receives REFLECTIONS digital edition early access via email

\$35 level - receives REFLECTIONS print edition by U.S. Postal Service (U.S. mailing addresses only)

Boarding Announcements



From Chairman Mike Vetter

I would like to introduce myself as the new Chairperson of the Northwest Airlines History Center. Here is a little background about myself. I started my career with NWA in June of 1979 as a 727 Second Officer in Minneapolis and

throughout the years, I experienced the many highs and lows of an airline career. Strikes, mergers and bankruptcy made life interesting. Retiring 41 years later, I ended my career at Delta Air Lines as an Airbus A350 Captain based in Detroit. My wife is a 1986 NWA Flight Attendant so I can say we are an NWA family! I became a life member of the NWA History Center in 2010 and eventually joined the Board of Directors in 2020.

It is such an exciting time in the 20+ year history to be a part of the museum. In addition to adding new Board members, we

are updating our museum displays for a better patron experience and more importantly, working hard to secure a permanent building for the future of our museum.

You are the reason we exist. Without your support, the museum could not function. Whether it be through volunteerism, monetary donations or just being a member, you sustain us and the history of Northwest Airlines for future generations to appreciate.

In upcoming editions of REFLECTIONS magazine, I will keep you updated with the latest happenings within the museum. In the meantime, I invite you to consider sharing your time and talent with our museum. You do not need to be a past employee of NWA, just an interest in aviation will get you started!

Take care,
Captain Mike

Join our Board!

To ramp up our operation and create new community connections, we're looking for people with broad personal experience and effective communication skills to head efforts in areas such as school & college coordination; marketing, social, & media relations; exhibit design; fundraising; and corporate & government outreach. **No airline employment experience is necessary** - just a love of travel and history. Our all-volunteer board meets monthly for about 2 hours, but corresponds frequently offline. Many of us work full-time; there is no minimum time commitment but each of us fits Board duties and interests into our schedules flexibly. Our ideal Board will have 11-15 members, so there is room for you! If you are interested in coming aboard, please email northwestairlines@comcast.net.

Donor Thanks

The Board and all the volunteers at the Northwest Airlines History Center would like to thank our donors for their contributions. Donations enable our ongoing operations, outreach efforts, and work to design and gain approvals for our new permanent museum.

\$5,000 - \$9,999

Wayne Snyder
Sharon O'Toole

\$100 - \$499

Jillayne Reeder
William Werdin
Julian Hamilton

Check your basements and storage boxes!

Do you have materials to contribute to our museum? Please contact our collections manager at bruce.kitt@northwestairlineshistory.org with details of your items, photos if possible, and how we can reach you. We can not accept materials without this vetting step.

We are especially interested in items that help us tell stories or demonstrate concepts and procedures; records and correspondence; video, audio, and photos of facilities, aircraft, and staff; training materials and reference items; and union communications. Items from Hughes Airwest & its predecessors, Southern, and the Airlink partners are especially appreciated - few items found their way to Minnesota to survive corporate purges & transfers. More common items that are already well-represented in our collection may be declined as we are short on storage space!

Buy wise to support the NWAHC!

Visit our online store, with world-exclusive designs on a wide variety of items - from shirts to mugs, travel gear to puzzles, and more, at shop.northwestairlineshistory.org. Or scan this QR code to jump to our store directly.

We also offer surplus materials and new apparel and pins for sale on **eBay** under the handle "cyberglitz" - the assortment changes every week!



Compass Readings

Museum visit by the "New Sociables" club

Our Bloomington facility was paid a group visit by "the friendliest, happiest, and busiest social organization in the south metro area of Minneapolis and Saint Paul" Saturday, January 27 with about two dozen members of the hundreds-strong club. Several of our regular docent volunteers and Board members were on hand to answer questions and expand on our exhibit materials.

For more information about the club, in operation since 1978, visit newsociables.org. And if your organization would like to arrange a group visit, contact our museum manager chuckhuntley@gmail.com at least 2 weeks in advance of your planned date.



Captain "Woody" Fountain interviewed at NWAHC by KMSP Fox 9 TV

The museum continued being a genial host as KMSP Fox 9 TV reporter Timothy Blotz and camera operator Melissa Marty sat for an extended interview with trailblazing NWA Pilot "Woody" Fountain on Monday, February 12. The edited segment - part of a series of special coverage for Black History Month - aired Feb. 14th and you can view it at <https://bit.ly/Fountain-KMSP-TV>.

The discussion ranged from Capt. Fountain's time in the Air Force as a test pilot, the process of being hired by Northwest, the range of airliners he flew for the company, favorite jets and places, family, and meeting members of the Tuskegee Airmen (the other "Red Tails"). Woody was also a guest of honor and speaker that weekend at the Wings of the North facility at Flying Cloud Airport.



PBS' American Experience features NWA FA Mary Pat Laffey Inman

In February, PBS stations broadcast a two-hour production telling the stories of four female flight attendants from the late 1960s-early 1970s who fought for and achieved fair labor policies, including the experience of Laffey's successful 1973 class action lawsuit against Northwest Airlines. The special is available for streaming on pbs.org. In 2019 the History Theater in St. Paul staged her story as the play "Stewardess!" with assistance from the NWAHC. We've heard interest from Seattle-area theaters about a new staging of this play and are ready to support any efforts!

NWAHC has retained backdrop panels in case a future theater staging wants to use them.



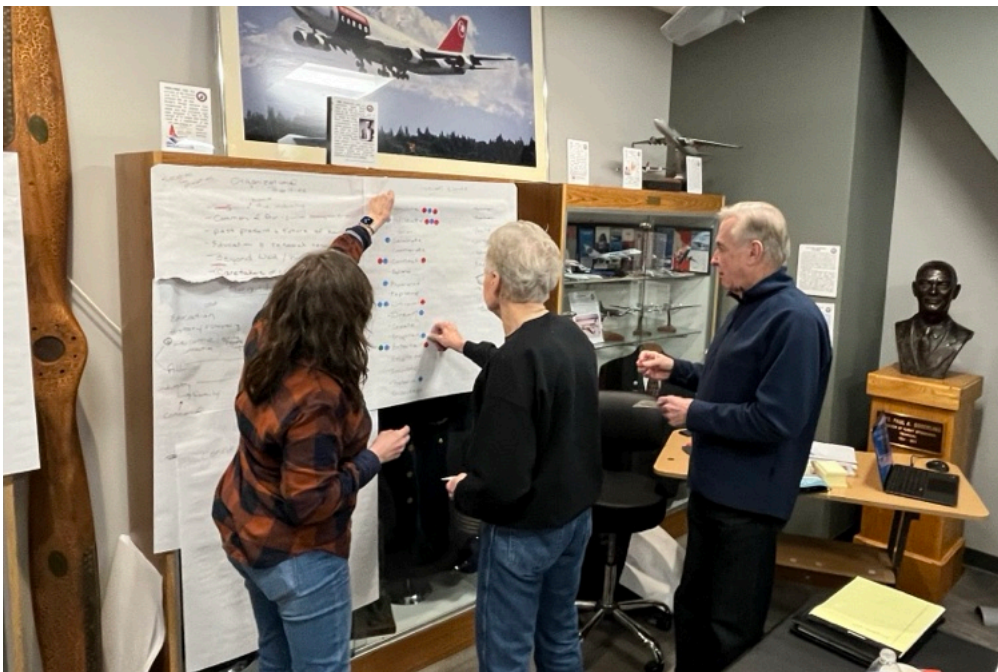
Photo from Inman.



Crafting updated Mission and Vision statements to guide our organization's growth

Working to ensure our organization remains relevant, respected, and resilient long after the last former Northwest employee has passed on is a journey with many essential stops.

In previous issues we have discussed our early efforts to build a permanent museum and archive at Flying Cloud Airport, selection and adoption of new fundraising software (Bloomerang), and updating our bylaws and Board composition.



Another important waypoint in this itinerary is updating our mission statement, vision statement, and core values to better communicate to our staff and volunteers, visitors and donors, and other organizations what it is we do and how we will go about it. For institutional & foundational fundraising, and government relations, this helps us stand out with a distinct story and value to the community.

Exercises and discussions over Fall 2023 led to an all-day meeting of current and former Board members at the museum Sunday, January 7 led by Janette Davis of Access Philanthropy where we examined how other transportation museums present themselves. The work of generating our own descriptions and phrases was spirited but collegial, and we left with a narrow list of well-discussed options.



Further discussion and voting in January led to adoption at our February Board meeting of the wording you see on this issue's front cover. "Connecting generations" works on several levels and definitely has an airline angle.

We'll go into more discussion on what these statements mean for the future of the NWAHC in upcoming issues.

Photo by Bruce Kitt.

Compass Readings

Meet our newest (and returning) Board member, Chuck Huntley

Chuck returns to the NWAHC Board after serving with us in 2016-2018. He will be coordinating our volunteer docents as well as updates to museum exhibits and display cases.



He also serves as state ambassador of the North Star Wing of **Angel Flight Central**, a Kansas City-based nonprofit which arranges charitable donations of flight services for medical care and humanitarian purposes. Regular readers of this publication and our social media will recall Chuck's tireless and enthusiastically-received work on the anniversary screening fundraiser of the movie *Airport* in 2022, as well as other movie-themed events.

Chuck is originally from North Carolina and a US Air Force family, and served in the USAF as a member of the security police and in the ground services transportation department. In 1970, he was transferred to the Air Defense Command base at Duluth, Minnesota, and liked the Northland so much he made it his home after military service. He had a 30-year career of customer service management in the Twin Cities' computer industry, and has also worked with the Aeronautics Department outreach program of Minnesota's Department of Transportation, developing presentations for public school outreach programs.

REF: In addition to your work at Angel Flight and time spent with the NWAHC, you also like to fly. What is it about aviation that continues to fuel your interest and enthusiasm?

CH: While I can fly (with a licensed pilot) and we have an aircraft, I haven't finished the steps to obtaining my pilot license. I've always had an interest in flying and was exposed to it at a very early age. My father was a private pilot and had an airplane at an early age. I started flying with him when I was a toddler. And as a result, was able to spend a lot of weekend time at the local small airport and/or going up flying. As a side note, in the sixties when the town decided to "condemn" its airport to build a shopping mall, my father was instrumental in getting the city to build a larger replacement airport with a paved runway. (The other airport had a grass runway.) That little strip is now the major reliever for the Charlotte International Airport.

REF: How do your experiences shape your messaging to youth, and your thinking about how our museum can tailor its exhibits and productions?

CH: I witnessed the changes which sadly occurred at many airports as a result of the 9/11 attacks. Easy public access to airports became more difficult, ending the public being able to take their kids to easily witness the joy and fascination of flying, even at smaller public airports. Knowing the difference between now and when I was a teenager has made me want to do what I can to expose younger people to aviation.

When I was a teenager, it was an unwritten rule that girls and minorities could not be pilots. (My four younger sisters lived through that period.) As a result, I do what I can to let all young people know that these days all aviation related jobs are open to all.

More timetables digitized

February was a busy month as your editor scanned, cropped, and corrected well over 200 issues, now posted on the NWAHC website. These were comprised of:

- Early 1970s Southern
- 1960s West Coast, Pacific, and Bonanza
- 1950s North Central
- 1940s - 1950s Northwest
- City issues for Republic through the 1980s
- City issues for Northwest from the 1970s - 2000s
- All gaps filled in for Northwest system issues from the Republic merger to the Delta merger

The selection at northwestairlineshistory.org/timetables is quickly coming up on 1,000 issues - an immense resource for academic research, flight simulator game reference, and artwork!



Extra Help for Medicare, and fraud-fighting tips

by Shelly Sullivan, Secretary, ITDR

You have worked hard for your money throughout your career so it is important to safeguard your earnings, whether you are retired or planning for retirement. Understanding the benefits of programs like Medicare Extra Help and the risks of Medicare fraud can help ensure that you are protecting your finances.

Medicare's Extra Help Program

Extra Help is a federal program that helps pay for some to most of the out-of-pocket costs of Medicare prescription drug coverage. It is also known as the Part D Low-Income Subsidy (LIS). Extra Help can:

- Pay for your Part D premium
- Lower the costs of your prescription drugs
- Let you switch Part D plans more often
- Eliminate your Part D late enrollment penalty, if you have one

If your 2024 monthly income is up to \$1,903 (or \$2,575 for couples) and your assets are below certain limits, you may be eligible for Extra Help. View the eligibility chart at <https://bit.ly/49TN8D5> for more details.

Prevent. Detect. Report! Medicare Fraud

Medicare fraud is a serious issue, costing Medicare an estimated \$60 billion each year, and ultimately impacting all of us. The most effective way to stop Medicare fraud is to prevent it in the first place. Remember these three key steps: **Prevent, Detect, and Report**

- **Prevent:** Open and read your Medicare statements.
- **Detect:** When reviewing documents, look for services, products, or equipment you didn't receive, double charges, or items your doctor didn't order.
- **Report:** If you believe you have experienced healthcare fraud, errors, or abuse, report it!

To learn more about Medicare fraud prevention or report a concern, visit the Senior Medicare Patrol website at smpresource.org/medicare-fraud/.



Saab photo for Northwest.

New aircraft photo galleries launched

Gallery pages for the Saab 340 and Dornier 228 turboprops bring the total aircraft types represented in our Digital Archive to 50! For each type, we give a history of the airframe, which NWA Family carriers used them, and many photos scanned from the NWAHC Archives! Browse through our history at <https://northwestairlineshistory.org/aircraft/>



Make your plans for the Oct. 2024 MSP Collectible Sale

With record attendance and sales for the past three years, table rentals are expected to be brisk for our upcoming show on October 12, again at the Best Western Plus across from the Mall of America in Bloomington, MN. If you are interested in exhibiting, contact Keith Olberg at airwaysgifts@juno.com or Bruce Kitt at bruce.kitt@northwestairlineshistory.org quickly!

Feature Article



Left, Mesaba network at June 15, 1977, per the Official Airline Guide.

Right, XJ timetable showing only one route remaining - it was literally the size of a business card.

MESABA AIRLINES Grand Rapids, Minnesota			
SCHEDULE EFFECTIVE DECEMBER 15, 1977			
GRAND RAPIDS TO MINNEAPOLIS			
FLIGHT	LEAVES	ARRIVES	FREQUENCY
151	7:30 AM	8:30 AM	EXCEPT SUNDAY
157	4:30 PM	5:30 PM	EXCEPT SATURDAY
MINNEAPOLIS TO GRAND RAPIDS			
FLIGHT	LEAVES	ARRIVES	FREQUENCY
262	9:00 AM	10:00 AM	EXCEPT SUNDAY
268	6:30 PM	7:30 PM	EXCEPT SATURDAY

Mesaba also initiated service in Iowa between Spencer and Des Moines in May 1976 under a revenue guarantee contract with the Spencer community. In October, Mesaba added flights from Spencer to MSP to improve aircraft utilization and increase the number of connecting flights available. After Mesaba increased its fees, the Spencer community entered into an agreement with another carrier.

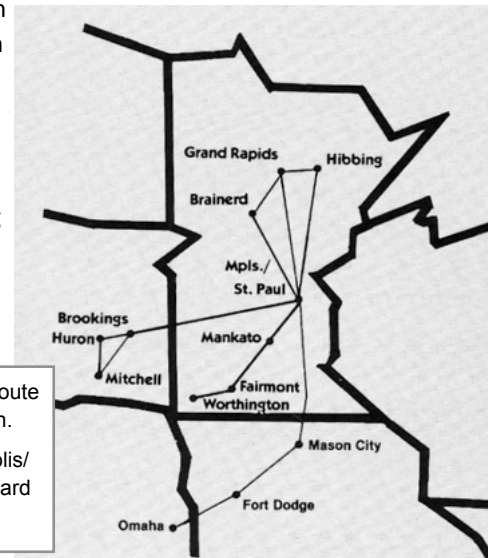
Bolstered by the financial assistance from these programs, Mesaba transported over 18,000 passengers during 1976. Without outside support, traffic in 1978 fell to less than 6,000 passengers – and Mesaba was up for sale.

Foreseeing an opportunity to profitably serve smaller cities that would likely lose some or all service because of airline deregulation, the father-son team of Lowell, Robert, and Philip Swenson purchased Mesaba in October 1978. The elder Swenson, Lowell, had flown B-24 bombers in World War II and retained a love for flying. He achieved great business success by building small Arctic Enterprises of Thief River Falls, MN into a leader in the snowmobile industry with its Arctic Cat line. Upon assuming operational control of the airline, Lowell's sons Robert and Phillip took over day-to-day operations. Robert, with an economics degree and experience as a pilot and flight instructor, was named as President and Phillip as Vice President. At the time, Mesaba's scheduled service consisted of flights on a single route from Grand Rapids to MSP.

Initial growth was slow as Mesaba waited for the larger airlines to vacate their smaller subsidized markets in the newly deregulated environment. In the meantime, Mesaba experimented with flying to smaller unserved cities in Minnesota including Detroit Lakes, Alexandria, and Baudette. By the summer of 1981, Mesaba's entire schedule consisted of two daily weekday flights on a linear MSP-Brainerd, MN-Grand Rapids routing using 15-seat Beech 99s.

The anticipated transfer of smaller markets from larger carriers to smaller commuter partners under deregulation started in

October 1981, when Mesaba was chosen to replace Republic on the route from MSP to Mankato, Fairmont, and Worthington, MN. Another opportunity to replace Republic surfaced in April 1982 for a trio of South Dakota cities – Brookings, Huron, and Mitchell. Mesaba initiated this service to MSP under a sub-contract agreement with Republic under the new Essential Air Service (EAS) subsidy program until it was selected as the full replacement carrier in its own right. To finish out 1982, Mesaba initiated EAS flights from MSP to Mason City and Fort Dodge, IA, this time replacing Ozark Airlines. These flights continued on to Omaha, NE.



Right: December 15, 1982 route map showing EAS growth.

Below: N749A at Minneapolis/St. Paul in Sept. 1983, Eduard Marmet photo.



MESABA AND REPUBLIC THE GREAT CONNECTION

- Mesaba to Minneapolis/ St. Paul or Omaha
- Republic to more of America.

Mesaba Airlines and Republic Airlines make quite a traveling team. Mesaba flies you into Minneapolis/St. Paul or Omaha with convenient daily flights, and Republic can take you from there, joining you to great cities all across America. Great connections to Atlanta, Detroit, Los Angeles, Denver, Las Vegas, and Phoenix. Traveling is easy when you fly the Great Connection—Mesaba and Republic.

For reservations, phone toll free:
 Grand Rapids 218-326-6657
 In Minnesota 1-800-662-5782
 In N. Dak., S. Dak., Wisc., 1-800-346-3540
 Neb., Iowa, Ill.



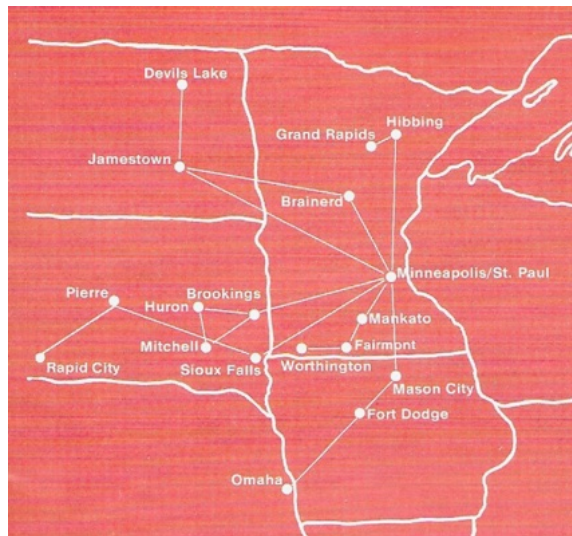
As it was working closely with Republic on several route transitions, Mesaba entered into a joint-ticketing and baggage agreement with the larger carrier in early 1983 to facilitate smooth connections at MSP. Over the course of the year, Mesaba expanded its reach into the South Dakota cities of Pierre and Sioux Falls. These flights replaced incumbent Western Airlines, and Mesaba offered them on a subsidy-free basis. This route was soon extended further west to Rapid City, SD.

Additional subsidized EAS flying was added to Jamestown and Devils Lake, ND in December 1983. Mesaba was the third commuter carrier to serve Jamestown since deregulation, following Big Sky Airlines and Air Wisconsin.

Looking to its future, Mesaba became a publicly traded company in 1983 when it sold two million shares of common stock and began trading under the ticker symbol MAIR.

The next few years would be transformational for Mesaba. In April 1984,

the airline added its first 44-seat Fokker F-27 to the fleet. With nearly three times the number of seats as the Beech 99, along with cabin service and pressurization, the F-27 was deployed to the longer-range and larger traffic generating stations on the system like Rapid City, Pierre, and Sioux Falls. Outgrowing its facilities in Grand Rapids, Mesaba moved its headquarters to a former North Central hangar at MSP.



September 15, 1984 route map

Our guest author, Neil Ralston



Neil is currently a Senior Aviation Project Manager for Crawford, Murphy & Tilly, Inc. (CMT), a multi-disciplinary engineering consulting firm based in Springfield, IL. Neil currently leads CMT's Kansas City aviation planning team.

Prior to joining CMT in 2023, Neil spent nine years working for the Metropolitan Airports Commission of Minneapolis-Saint Paul (MAC) – first as Airport Planner, and later as Manager of Airport Operations Analysis & Planning. He has also served at Colorado Springs, Milwaukee, and Gulfport/Biloxi.

An avid model-builder, licensed commercial pilot, and history enthusiast, Neil is from Eau Claire, WI, and received his B.S. in Aviation Management / Flight Technology from the Florida Institute of Technology.

Photo by David Schwarz of Mesaba's first MSP hangar, with an early F-27 in Mesaba colors, sporting the Northwest Orient Airlinck insignia.



Gordy Newstrom, Mesaba's founder, was inducted into the Minnesota Aviation Hall of Fame in 1995.

Part Two of our review of Mesaba's history continues in the June 2024 edition of REFLECTIONS.



Collecting Safety Cards with Jason Zessin

Our online archive at northwestairlineshistory.org/safety-cards more than doubled in Fall 2023 (to over 100 titles) with the help of contributor and enthusiast Jason Zessin. We recently asked him to tell us more about his hobby and airline background:

REF: First, what drew you to aviation in the first place, and when?

JZ: I have always loved the aviation industry as long as I can remember. I believe it started with my uncle at a small age. He would take me to the airport and we would watch planes take off and land. I always love watching pilots and flight attendants work. My first flight was from MCI to IAH on a Continental 727. My mother still tells me about how I was too scared to sit in the flight deck. Even though I understand how a plane flies, it's still amazing that an A-380 or B-747, fully loaded can still lift off.

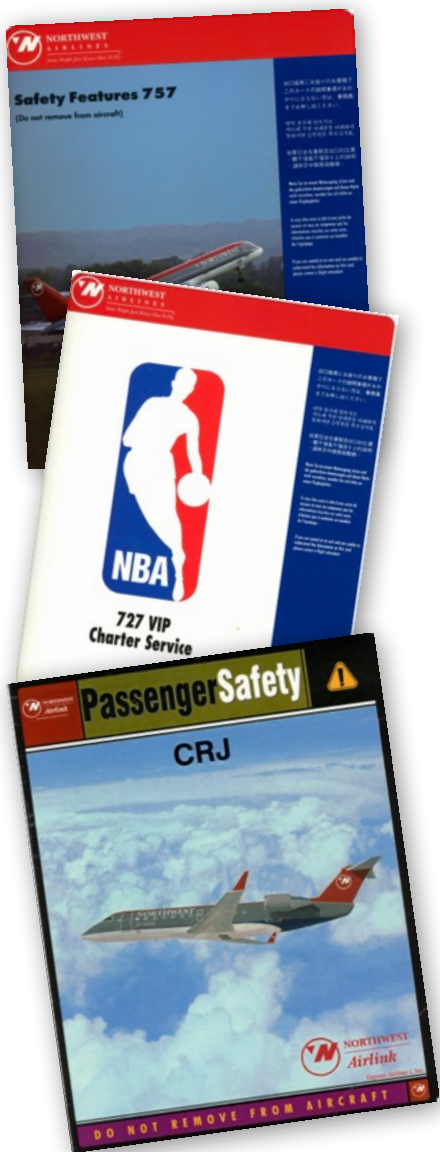
REF: How did you come to work in the industry? How long and with whom did your path take you?

JZ: After I turned 21, I met a flight attendant. After talking with her and picking her brain with all my questions about emergencies, passenger stories, and such, she suggested I apply at our local airport in Lincoln, Nebraska (LNK.) My first carrier I worked for was Air Wisconsin in LNK as a cross-utilized agent. We did everything from checking people in for their flight, boarding passengers, loading bags, and deicing planes. It was a great experience learning all the different aspects that helped me better understand how things work after I became a flight attendant. I spent a little under 2 years working for Air Wisconsin. In August of 2007, I had the opportunity to interview with Compass Airlines, a wholly-owned company of Northwest. September 25th of 2007, I earned my wings and became a flight attendant. I spent the next 13 years flying for Compass. During that time, I was based in MSP, SEA, and lastly, LAX. I also spent 3 years as a flight attendant trainer.

REF: Were you a collector before starting in the business, or was it a result of your experiences? Just safety cards, or anything else? And why safety cards in particular?

JZ: My collection started when I was very young. My mother had to travel for work and would bring back a set of kiddy wings. On one trip they did not have any wings, so she brought back a safety card for a United 727-200, and the rest is history. Friends and family would bring odds and ends back from traveling, including safety cards.





My collection grew very rapidly after i became a flight attendant, including anything and everything from airline service and, of course, safety cards. I finally realized my collection was out of control, and had to decide what i wanted to collect specifically. Safety cards and manuals made the cut.

Right now the collection includes over 20+ different airline manuals, including service guides and, of course, safety cards. I have a relatively small collection (compared to some others!) of about 2500 different safety cards for various airlines and aircraft. I would have to say it's the excitement of seeing how safety cards have changed over time, and different designs explaining safety. My favorite safety cards are the ones with real photos versus drawings.

REF: How big / diverse is your collection? Are there any particular pieces you are especially proud of? Do you have a system for cataloging and storing them?

JZ: My collection is very vast and diverse. I have everything from small private aircraft safety cards to regional aircraft to large aircraft past and present. One piece I'm proud of is a CRJ-200 from Compass Airlines. Compass needed to start to fly and Mesaba Airlines loaned a CRJ-200 to Compass. We only flew it from June 2007 - August 2007, when we received our first Embraer E-175. I have something for regional aircraft, so my regional safety cards hold a place with me.

I have my collection organized alphabetically by operator and store them in magazine file racks. I maintain a spreadsheet by airline, aircraft, any designer's information, and then any special characteristics of the card.

REF: How (or if) do you remain connected to the industry today? Do you think you'll re-engage in the future?

JZ: I miss the airline industry very much and hope to get back into it someday. I still love watching planes land and take off. I have many friends still in the industry and love hearing stories from them.

Digital archiving helps us preserve airline history and make it accessible to all - and is a great way to share your collection and passion with other enthusiasts and researchers!

ADVERTISEMENT

Exclusive Group Medicare Benefits: *You Earned It*



All former Northwest employees (regardless of length of service), and their spouses, survivors, and former spouses are eligible for exclusive group Medicare plans through The Insurance Trust for Delta Retirees (ITDR). ITDR was created exclusively as a non-profit organization to provide insurance products and services for the Delta family, including entities acquired by or merged with Delta, and subsidiaries.

ITDR is committed to making Medicare easy. With ITDR you have access to exclusive group Medicare and prescription drug plans with options with low or no copays and out-of-pocket costs, including a **\$0 Premium Medicare Advantage and Prescription Drug Plan!** You won't have to worry about finding a new doctor, the hassle of shopping plans every year, or network restrictions. And, premiums don't increase based on your age and you can change your options each year with no proof of health and the same benefits in every state!

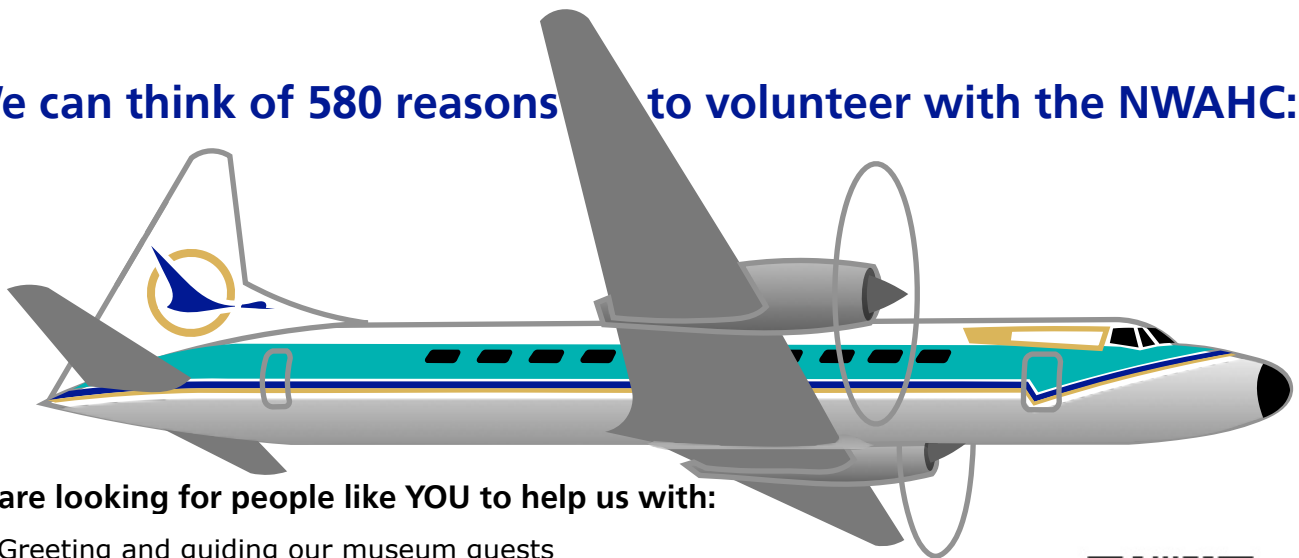
Ready to get started? Enroll online at www.itdr.com from the Enroll tab. You may also call **(877) 325-7265** with questions, to enroll by phone or to speak with a Medicare Enrollment Advocate, who can help you evaluate benefits and compare plan options.



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We are looking for people like YOU to help us with:

- Greeting and guiding our museum guests
- Designing and building museum exhibits
- Growing our e-commerce functionality
- Grant application and fundraising
- Community outreach & event planning
- Working with teachers to utilize our collections
- Scanning and indexing historic documents and photos
- Interviewing history-makers for YouTube and podcasts

Many of our ongoing projects are flexible to fit your schedule. And airline experience isn't necessary - just a love of history, adventure, and storytelling!

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