



On The Move

A monthly publication produced especially for employees and friends of Mesaba Aviation, Inc.

December 1990 Issue
Volume 3 * No. 6

Here's Holiday Fun At Mesaba

Mesaba held its annual employee Holiday parties during the weekend of December 14-15. The events were attended by many employees, spouses and guests.

For employees, evening dinner and dance functions were held. In Minneapolis, the employee party was held on Friday night, December 14. In Detroit, the party took place on Saturday night, December 15. At both parties, employees ate and danced later to the sounds of D.J.'s.

In addition, Mesaba held kids' parties at both hubs where employees brought their children to meet Santa Claus and receive Christmas gifts. In both Minneapolis and Detroit, a record number of employees with their children turned out since the company began holding the kid's party three years ago.

Additional photos from the employee and kids' functions are found on page 6.



**Above: Santa arrived again this year to deliver presents to Mesaba children.
Below: The Employee Party in Detroit drew a few smiles**

Turkey Anyone?

Mesaba employees received Holiday turkeys this year from the company. Employees in Detroit received gift certificates in the mail. Outstation employees and maintenance personnel in Wausau received turkeys from local managers. In Minneapolis, employees were able to pick up turkeys personally. Those that didn't received gift certificates in the mail.

Employees that have questions regarding their certificates should contact Andrea Peura at the General Offices at x320.

President's Letter



Dear Employees:

All of us in the industry feel a shared loss in the recent Northwest accident at Detroit and we extend our deepest sympathy to all of the people whose lives have been affected by this tragedy.

As we look forward, we are in the process of planning for 1991 spring, summer and fall opportunities which may involve acquiring up to five additional Metro III aircraft. These aircraft will allow us to begin services in a few more new cities. Most of our new service will feed our Detroit hub operation, though there still remain opportunities for growth at Minneapolis/St. Paul. As you know, we begin a round-trip flight between Twin Cities and LaCrosse on January 31 which will complement three existing Northwest jet flights between those cities.

The Detroit hangar project is continuing to successfully go forward. The contractors are currently working on the roof of the main hangar and have already poured the concrete on the ramp. I know that our maintenance team is getting anxious to begin using the new facility. With reasonable weather, we still plan to be in the facility by March end.

I urge you all to be extremely safety conscience during these cold winter months. Please use caution when working around aircraft on slippery surfaces and when operating equipment. Remember to always dress warmly to reduce the energy loss that cold weather operations bring and please make a real effort to work and think SAFELY this winter.

I hope that you enjoyed the Holidays and I wish you and your family a safe, healthy and great year in 1991!

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Swenson".

Robert Swenson
President and CEO

Company News

Mesaba to Depart EAS Cities

Mesaba will pull out of five Essential Air Service (EAS) cities in January because the Department of Transportation (DOT) has selected other regional carriers to provide the service under the federal subsidy program.

Those five cities are Jamestown and Devils Lake, North Dakota and Huron, Brookings and Mitchell, South Dakota. Mesaba will discontinue service to the North Dakota cities on January 7 and the South Dakota cities on January 20.

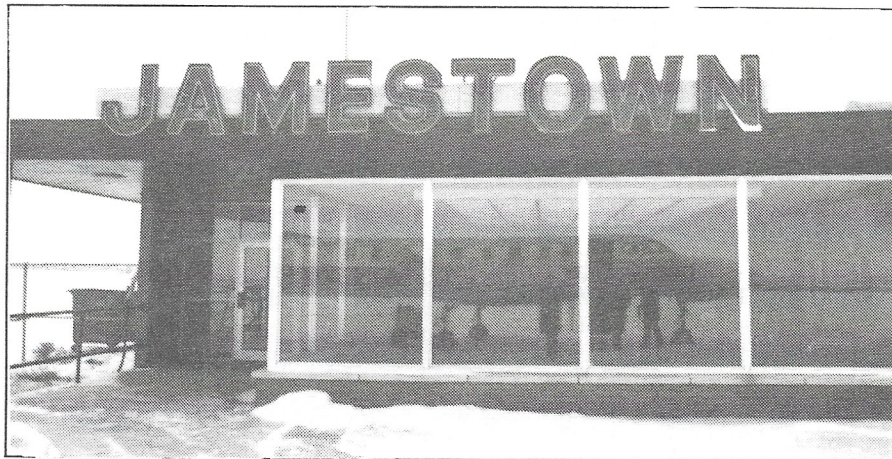
Mesaba had petitioned the DOT during the summer of 1990 to discontinue service to each city because of what Mesaba perceived as "a long term funding problem" with the EAS program, a federally funded program began in 1978 to subsidize airline service to small and medium size communities. The DOT then requested service proposals from other interested carriers. In November, Mesaba was notified that final selection had been made for replacement service at all five cities.

Spenser, Iowa-based Great Lakes Airlines will be the new carrier flying to Jamestown and Devils Lake. At Brookings, Mitchell and Huron, GP Express Airlines will replace Mesaba. The transition between carriers is expected to be very smooth, said Mesaba officials.

"We are sorry to leave these five cities," said Robert Swenson, President and CEO of Mesaba.

Other EAS Subsidized Cities Formerly Served by Mesaba

Mankato, MN 10/81-4/86
Fairmont, MN 10/84-4/86
Worthington, MN 10/84-4/86
Fort Dodge, IA 10/82-5/86
Mason City, IA 10/82-5-86



Mesaba's last flight at Jamestown is scheduled for January 7. Mesaba has served the North Dakota city since 1983 under the EAS Program.

"We have grown up with many of these communities and the support we have received from local airport and city officials has been tremendous."

Mesaba began service to Brookings, Huron and Mitchell in January, 1982 and Jamestown and Devils Lake in January, 1983.

New Service to LaCrosse, Wisconsin

Mesaba will initiate one round-trip flight between LaCrosse, Wisconsin and Minneapolis/St. Paul effective January 31, 1990. The new service will be provided with a Metro III aircraft and will complement existing service provided by Northwest Airlines between those two cities. On January 1, Northwest will decrease from four to three the number of jet flights a day flown between LaCrosse and Minneapolis/St. Paul.

LaCrosse will be the thirty-ninth (minus the EAS cities) city on Mesaba's route system. Northwest will perform Mesaba's ticketing and ground handling functions at LaCrosse.

Mesaba Reports November Traffic

During the month of November, Mesaba reported that it flew 15.6 million revenue passenger, an 11.9

percent increase over 13.9 million revenue passenger miles flown during November, 1989. The airline said it carried 74,573 passenger during the month, a 13.1 percent increase over 65,935 passenger carried during November of last year.

Mesaba's load factor in November was 49.2 percent, compared to 50.4 percent last year.

Fokker to "D" Check in January

Fokker F27 #276 is off to Mena, Arkansas in January for three months of "D" Check Maintenance, the heavy structural program required for F27's reaching 8,000 hours of life service. Goodner Brothers, located in Mena, is planning to perform the maintenance. #276 is scheduled back in service within 3-4 months.

Where Was Rudolph?

The General Office's annual charter flight to the Detroit Employee Christmas Party this year didn't go due to "0" visibility in Detroit the day of the party. The flight was scheduled to depart at 2:00P from the Twin Cities. Be-

NEWS, continued on page 4

Mesaba F27's To Receive TCAS

Beginning this spring, Mesaba's fleet of Fokker F27's will receive Traffic Alert Collision Avoidance Systems (TCAS), as part of a Federal Aviation Administration mandate recently handed down to regional and major airlines in the U.S.

TCAS is a form of air traffic control system, located on the aircraft, which provides flight crews with a system that will alert them to nearby traffic, and if required, give them vertical guidance to escape a potential collision. The TCAS, using computer and radar technology, determines the location of other aircraft in the air transportation system and displays the information to the flight crew. Depending on the type of TCAS, different information is available.

TCAS I displays the location of other aircraft. TCAS II goes a step further and actually issues a Resolution Advisory (RA), both visually and by voice to the flight crew indicating whether the pilots should climb or descend to avoid an oncoming aircraft. An example of what TCAS might advise is "Climb, Climb, Climb" or "Descend, Descend, Descend."

To meet the FAA requirement, at least 50% of Mesaba Part 121 aircraft, or eight F27's, (Part 121 defined as an aircraft with 30 or

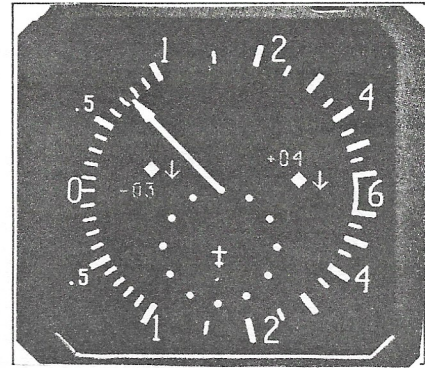
more seats) must have TCAS II installed by December 30, 1991. 100 percent of the fleet of Part 121 aircraft must have TCAS II by December 30, 1993. Mesaba's Metro III aircraft (Part 135 aircraft, which have less than 30 seats) must have TCAS I installed by December 30, 1995.

The first F27 to have TCAS installed will be aircraft #276 which is going into a "D" (8,000 hour) check maintenance program in January. During its maintenance check, the first Honeywell designed TCAS II system will be installed by Denver-based AMR Combs Company. When the installation has been completed, the aircraft will go to Denver to receive FAA certification. Later, in the spring and fall of 1991,

"Mesaba will be one of the first Fokker Operators to receive TCAS"

seven other F27 aircraft will receive the TCAS II system, a process which takes approximately 7-10 days per aircraft, according to Mesaba maintenance officials.

"Mesaba will be one of the first Fokker operator to install the TCAS II system on an F27 aircraft," said Dave Schwarz, Mesaba's Avionics Manager, who has been involved with and studying the TCAS program since 1987. "It will take a lot of coordination to complete this project, but it will be worth it in the end."



This advisory display show aircraft that are approaching. It will be located in each of the aircraft.

Each TCAS II system costs approximately \$100,000 - \$200,000 and, with a mandate to eventually outfit each aircraft with the high tech equipment, it is an expensive undertaking. The goal of the program, of course, is to give flight crews even more tools to help avoid the potential of mid-air collisions.

To be certified to operate aircraft with an operable TCAS, Mesaba flight crews will have to undergo start-up, actual maneuver and recurrent training to become familiar with the TCAS. Much of that training will be done in the classroom using visual and simulator devices. In addition, however, actual aircraft training will be conducted as well.

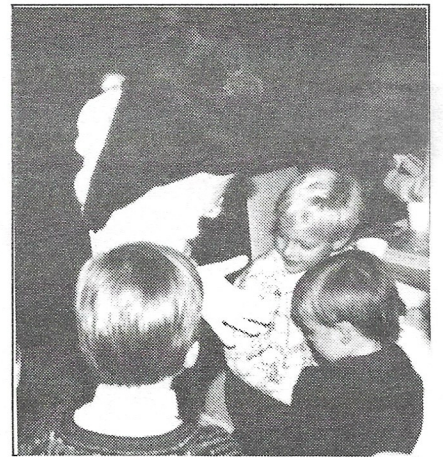
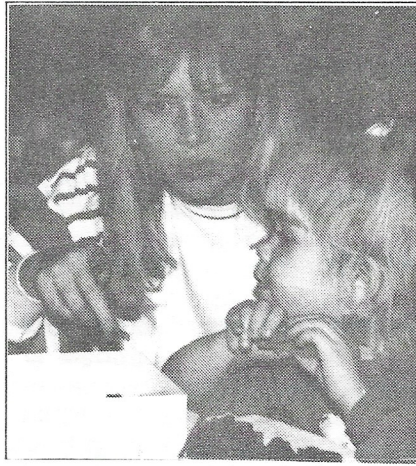
Eventually, all Part 135 and 121 commercial passenger aircraft in the U.S. will have TCAS installed. Mesaba is getting a start on the program this spring.

NEWS, continued

cause of poor weather in Detroit, the crew was told to call back to be given an "advise" time for departure. At around 2:15P, the crew was told to call at 3:00P for another "advise" time. Meanwhile, in Detroit, scheduled flights were being sent to other airports due to poor weather. The party went on without the charter group which would have number'd around twenty-five persons plus crew. That

made for more food and dancing room at the party.

More Holiday Photos.....



Employee News

New Employees

The following persons were hired as new employees during the month of November:

Full-time

Charis Hartleben, Payroll, MSP
Teresa Garrett, Records, MSP
Todd Hess, Accounting Clerk, MSP
William Heher, Maintenance, DTW

Part-time

Joel Tweit, CSA, MSP
Alan Wander, CSA, MSP
Matthew Van Ort, CSA, MSP
Gregory Bitter, CSA, MSP
Tammy Broughton, Inflight, MSP
Stephanie Thiewes, Inflight, MSP
Debra Spurlock, CSA, DTW
Deborah Dotson, Inflight, DTW
Anne McLachlan, CSA, DTW
Ken Terry, CSA, DTW
Allen Moltmaker, CSA, DTW
Sandra Agnew, CSA, DTW
Deborah Gehman, CSA, DTW
Blain Armstrong, CSA, DTW
Sherri Chattersen, Inflight, DTW

Management News

Nancy Johns was promoted to Detroit Operations Coordinator

Arlene Stuphin was promoted to Detroit Operations Coordinator

Clyde Kitto was promoted to Acting Customer Service Manager at Mitchell.

Chuck Lyons was promoted to Customer Service Supervisor at Detroit.

Eric Lysne was named Customer Service Manager in Muskegon. He was formerly CSM at Devils Lake.

5 Year Employees

The following employees reached their five year anniversaries with Mesaba in November:

Troy Pittman, Customer Service, MSP

Gerald Jagerson, Maintenance, MSP

Note From Lincoln, NE

Mesaba employees are encouraged to write a note to Lincoln Customer Service Manager, Martin Lewandowski, who was called to active National Guard duty recently.

His address is:

SSG Martin Lewandowski,
507-92-8325,
403 MP PW Camp,
Ft. Riley, KS 66442.

Thanks for the Support - Lincoln Agents



1990 Christmas Party Ticket Winners

The following persons were winners in the annual employee Holiday Pass Drawing. Unless otherwise noted, the passes won include a set of round-trip, space available passes. All winners will receive validation letters in the COMAIL from the Pass Bureau. Congratulations.

Air Canada Todd Ginsbach
Air Manitoba - William Minor, Steve Lang
Air Ontario - Steve Simpson
Air Wis. Bern. Loegering, Michael Pizzelanti
Amer. West - Theresa Barabas, Timothy Erickson, Frank Dotson
ATA - Dave Pankratz, Russell Sindler
Aspen Air - Janet Wlosinski
ASA - Darcy Rohde
Bar Harbor - Tammy Broughton, Eric Rolland
Big Sky - Daniel Taylor, Julie Elsner
British Air - Lisa Hollingsworth
BWIA Int. - Mark Grow
Britt Airways - Jody Salverda, Alan McHale
CC Air - Michael Major
Cayman Air - Gary CmKenzie, David Campo
Chalk's Int. - Michael Pastula, Stephen Siracusa
Comair - Scott Kaiser, Lori Greer
Continental - Arlene Sutphin, Michael Bongard

Crown Air - Stephanie Thiewes
Delta Airlines Kelly Johnson, Brian Lindsley
Era Aviation - Dennis Ofstedahl
Express I - Carolyn Sosin, Jeffrey Ervin
GP Express - Donald Winnie, Michael Arnold
Great Lakes - Joseph Wiatros, David Tiggs
Hawaiian Air - Amy Newman
Henson - Darren Zehner
Horizen - Todd Hess, John Tirchie
Jetstream - Jim Hanson, Gene Voigt
MarkAir - Theodore Gwillim
Mesa Air - Thomas Tangen
Metro Air - Claudia Hamand
Mexicana - Sue Lewandowski
Midway - Tom Peterson, Karla Krasny, Thomas Haffemann, Clyde Kitto, Corrine Gottschall, Paul Fudenberg, Theresa Keough
Northwest Airlines (48 States) - Al Schafer, Jerry Carlisle
Northwest Airlines (Domestic) - Michelle Isiminger, James Hertel, Robert Baughn, Mark Copeland

Northwest Airlines (Ex. Europe/Asia) - Robert Schaus, Sheila Wall, Daniel Paulson, Dennis Hoyne, Gary Jagodzinski,

Northwest (Hawaii)

Robert Wright
Pan Am - Patrick Maddich, Michael Hassan
Panorama - Michelle Miller
Precision - Michael Martin
Skyway Air. Richard Evans, Steven FAulk
Southwest - John Hubertus, James Gray
Time Air - Lenora Singer, Joseph Childs, Darin Williams, DeLayne Michels
T.W. A. Exp. - Kendra Erdmann, Lori Anderson
U.S. Air (Domestic) - Jeffrey Braun, John Babcock, Ronald Gross, Anne Enstad
U.S. Air (System) - Boyd Soety, John Swanson
WestAir - Chris Wedes, Bryan Hoyum, Karen Katterhagen, Frederick Herbert, Glen Johnson, Thomas Garfield, Chris Hartleben, Warren Dehn
Mesaba Airlines (Buddy Passes) - Reid Nolte, Charles Rogalsky, Lawrence Rogers, Keven McCarthy, Robin Carroll, Wendy Crowe, Steven Knight, David Steinke, Richard Hills, Tracy Cornwell, David Carey, Greg Roisland, Greg Wachowiak, Arlene Lazorik, Christine Lamb, Theresa Garrett, Grant Barber, William Brezinsky, Tom Wychor, Joel Peterson

Nice Note

This letter was recently received by MSP Supervisor Linda Riski-Lundeen, who helped track down a passenger's lost address book:

Dear Linda:

My address book returned home - many, many thanks to you! With Christmas card time here, I have

been frantic, to put it mildly! I fly Mesaba out of Moline as my Northwest Link - and have always been pleased with them - but now, even more so! Thanks so very, very much for your time and courtesy.

Sincerely,

Marian Crieghton,
Moline

Letters

November 15, 1990

Dear Mr. Swenson:

I just wanted to take a moment to tell you how much I appreciated the help of one of your employees, Marlin Roseland, of Pierre.

On my return trip for Washington, D.C., recently, I left my London Fog all-weather coat in an overhead bin of a Northwest Airlines jet when I got off the plane in Minneapolis.

When I arrived in Pierre late that night, I told Marlin of my predicament. He said he would do his best to track it down. And, that he did.

The coat was located on the plane which was tracked down somewhere in Alaska. Northwest and Mesaba delivered the coat safely back to Pierre, and Marlin got it back to me.

Marlin has been extremely helpful to me on several occasions and, with this incident, I just wanted to let you know how much I appreciate his efforts on my behalf. You have an excellent employee in him.

Sincerely,
G.L. Anderson
Pierre, SD

November 20, 1990

Dear Customer Relations:

In the middle of October, I received the phone call that everyone dreads. My father had had a massive heart attack and his prognosis was not good. My children, home for Fall break from the University of Virginia, drove the 700 miles to Muskegon, Michigan with me.

My father lived for a few days after our arrival and we were there to assist my mother through the memorial service. It was critical

that I remain in Muskegon to help my mother attend to the matters of the estate and try to help her during her adjustment to being a widow. It was also critical that my children return to their responsibilities in Charlottesville, Virginia.

Your personnel, both those I spoke with on the telephone and the ones with whom I dealt at Muskegon County Airport were wonderful. They helped me arrange for my children's flight home AND were kind enough to apprise me of your airline's policy to reduce the costs of the flights with your "compassion" rates.

I wanted you to be aware of how very pleasant and helpful Mesaba was to me and my family, and how much their acts of kindness were appreciated.

Thank them for me, please.

P. Miles
Fairfax, VA

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