



Connecting Generations

Reflections

The Quarterly Journal of the Northwest Airlines History Center



June 2026

Volume 24, number 2

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lands at Flying Cloud

A 250-pound marble
mystery now in our care

Conclusion: Bob Mielke and
the Flight 537 crash

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& funding a video interview
studio at the Archive

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

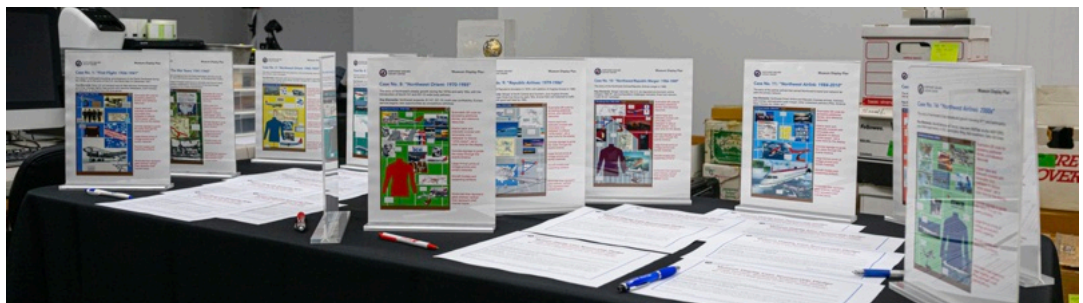
Educate - Learning comes in
all forms, at all ages, in
many methods. We
encourage curiosity,
exploration, discovery, and
dreaming.

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

Inspire - Flight shows us
anything is possible.



At a March 12, 2026 gathering of museum donors, Board members (Chairman Vetter speaking above) gave an overview of NWAHC operations, finances, and future plans. Director Haskin spoke to the display update project and a table with "road maps" for each case was provided, along with forms for encouraging \$500 donations per case. Half the cases were sponsored in that evening alone! Photo credits: Scott Norris (upper) and Ian Gibbs (lower).



Display renewal, previewed

Top-to-bottom refreshment of the whole museum experience begins — by Scott Norris

The experience and observational skills built across generations of operations and maintenance staff at Northwest was demonstrated every day in keeping aircraft flying productively for decades. The more an airplane was taken apart, inspected, repaired and reassembled, the better it performed and the more value it delivered. Much the same philosophy is at work with the displays in our museum and supporting material on our website.

After building flooding (see the Dec. 2024 and June 2025 issues of *REFLECTIONS*) which forced us to clear all cases and artifacts and put them back together again, museum manager Tim Haskin and our volunteer staff have been engaged in continuous updates. New features have been added such as our ground-handling photo background and video playback screens; and the gift shop area has been successfully re-imagined.

Starting this summer, we will now overhaul our full museum arrangement. Tim notes, "Museum visitors in 2026 are accustomed to consuming information in short, concise bursts, rather than receiving long narratives, or needing to synthesize their own conclusions from displayed artifacts. To better connect with our visitors, we'll be including more than a dozen display cases into a timeline presentation built around specific time periods and key events." — **DISPLAY D-CHECKS to page 10**

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: Mike Vetter, Scott Norris, Kimm Viebrock, Tim Haskin, Ronn Lehmann, Gene Peterson, Don Moran
- Directors Emeritus: Jerry Nielsen and Wayne Snyder
- Archives Manager: Bruce Kitt
- Interim Museum Manager: Tim Haskin

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

Crowne Plaza AIRE Hotel

3 Appletree Square, Bloomington MN 55425

NEW PHONE NUMBER (507) 208-1068

Archives and Administration: *(our mailing address; open for research by appointment only)*

10100 Flying Cloud Drive, Ste A-306, Eden Prairie MN 55347

(952) 698-4478

Checks / Financial Donations Only:

PO Box 44972, Eden Prairie MN 55344

Online:

Web www.northwestairlineshistory.org

Facebook: [NorthwestAirlinesHistoryCenter](https://www.facebook.com/NorthwestAirlinesHistoryCenter)

LinkedIn: Northwest Airlines History Center

Instagram: [Northwest_Airlines_History](https://www.instagram.com/Northwest_Airlines_History)

Bluesky: [NorthwestAirlines.bsky.social](https://bsky.app/profile/northwestairlines.bsky.social)

YouTube: Northwest Airlines History Center

Email: info@northwestairlineshistory.org

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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: Thursdays - Fridays 11 am - 5 pm
Saturdays 10 am - 2 pm
Closed for major holidays.

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

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 from the station. Or, call for the free hotel shuttle from either terminal.

From the Mall of America: Take 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 for mobility concerns must coordinate with the hotel's front desk due to security reasons.

For photo directions on navigating the hotel, please scan this QR code on your phone:



Memberships

Annual membership dues are the main source of funding for the NWAHC; we encourage you to join!

- \$35 level - receives REFLECTIONS digital edition early access via email
- \$40 level - receives REFLECTIONS print edition by USPS; US mailing addresses only

Boarding Announcements



From Chairman Mike Vetter

As America prepares to celebrate the 250th anniversary of the signing of the Declaration of Independence, we at the NWA History Center are preparing to commemorate an occasion of our own, the 100th birthday of Northwest Airlines.

On October 1, 1926, Northwest Airlines took to the skies flying Airmail Route 9 with one passenger, Mr. Byron Webster to Chicago on a 12 hour flight to Chicago. The rest as they say is history.

The impact Northwest Airlines made on the world is unmistakable. From pioneering Air Mail routes to charting paths that would soon be the Alcan Highway. From pioneering the North Pacific routes to Asia, to being the launch customer for the Boeing 747-400, Northwest's lists of accomplishments are long and impressive. The NWA History Center is dedicated to keeping this history alive and we are planning events throughout the year to highlight public awareness of our role at the museum.

In March, we hosted a donor event at our archives building at Flying Cloud Airport as well as a volunteer appreciation event in May. In June, we are hosting a reception for our retired pilots at the museum in Bloomington, just prior to the St. Croix river cruise. In addition, the museum is in the planning stages for an October birthday celebration. Stay tuned for details.

As always, you can help in our mission to remember our past, but also to Connect Generations for the future. Donations of any kind are greatly appreciated, whether it may be time, money or even unique artifacts. With your help, we will sustain the history of Northwest Airlines, but will be moving forward with a vision of creating a permanent home for commercial aviation, providing STEM classes, as well as informing students about available career opportunities in the aviation field.

Blue Skies,
Mike

Donor Thanks

The Board and all the volunteers at the Northwest Airlines History Center would like to thank our donors for their contributions this year. Donations enable our ongoing operations, preservation and digitization, building new displays, outreach efforts, and work to find a larger home to let us more effectively engage with visitors, educators, and researchers.

\$1,000 - \$4,999

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Thomas Turk
Michael & Anne Vetter
Kimm Viebrock

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Maureen Vieck
Richard Wing
Scott Woll

Check your basements and storage boxes!

Do you have physical materials, recordings, or electronic files to contribute to our museum? Please contact our collections manager at bruce.kitt@northwestairlineshistory.org or (952) 698-4478 with details of your items, photos if possible, and how we can reach you. We can not accept materials without this vetting step. Also, please do not bring materials to our museum location in Bloomington as we aren't able to process them there.

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 pickleball kits, 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

NWAHC on the road - CAF Career Day

On Saturday, May 9, we opened up our new trade show display background and set up tables at the Commemorative Air Force (CAF) hangar at Fleming Field in South St. Paul, MN for their Career Day kids' event. Co-located with a Civil Air Patrol springtime meeting, the estimated attendance was about 300.

In addition to spreading the word about our museum and the work we do with kids, teenagers, and their parents, we also connected with the many CAF volunteers on site and several of the other exhibitors. Our shared love of aviation and desire to open kids' minds to the wide array of aerospace careers led to several enjoyable and productive conversations that will help us refine our public engagement and fundraising efforts!

Volunteer Jake Powell and Directors Ronn Lehman, Don Moran, and Scott Norris were busy the full day not just in talking with attendees, but also handing out trading cards and wings, and selling merchandise from our museum store, with diecast aircraft and books selling very well!

We look forward to participating in future CAF events at Fleming Field - and will add more Twin Cities-based events to our timetable now that we have our "road show" figured out. Girls in Aviation Day at Flying Cloud Airport this September is on the list, and we hope to tell you about more functions in upcoming issues!



Volunteers celebrated at the Archive

On the evening of Tuesday, May 12, we welcomed 35 of our volunteers and guests to the NWAHC Archive in the ClubJet hangar at Flying Cloud Airport in Eden Prairie, MN to enjoy catered food and drink, explore our facility there, and hear from the Board of Directors about the state of our nonprofit and plans for the future.

A recent recruitment drive this spring has brought in six new volunteers, and our crew's ages now span from 85 years old down to just 14!

One of our strategic goals is to grow the volunteer corps to 50 people, which would allow us to add extra days to our museum operating schedule and help us move faster on projects like digitizing our film and video library, participating in more events like the CAF Career Day as noted above, and working with local schools to build aviation curriculum and content.

Growing this organization and ensuring its future takes folks with a wide range of interests and experiences - and not just airline employment! Visit northwestairlineshistory.org/join-us/ to learn more and raise your hand to help out!



40 years later - Herman finally comes to rest

- From Bruce Kitt, Archive Manager

Airline mysteries abound, some catastrophic (Northwest Flight 2501), and some unsolved, such as D.B. Cooper and Northwest Flight 305. There is another enigma closer to home for those of us who experienced the 1986 merger of Northwest and Republic Airlines...what ever happened to Herman's headstone? and what's the story behind it?

As the Archive Manager I am often surprised by the calls and emails that come into the office regarding donations. All are appreciated, both the usual – timetables, in-flight magazines, etc. – and the unusual. In November 2025, I received an email inquiring if the museum would accept a 'heavy' Republic donation? My automatic answer to such inquiries is a usual "Yes", but what is it? In this case the potential donor would only say it's heavy and it would take time to get it to the museum. Vague promise, vague timeline, but "Yes" to the offer.

On Monday, February 16th, 'heavy' arrived. Disregarding spoiler alert photo, be as gob smacked as we were...THE Herman headstone, all 250 pounds of marble, has been donated to the museum! Talk about something that has existed as a mystery. There is only one photo of it (on Charlotte's Hill, outside the Republic Main Office); no one has claimed knowledge of its creation, and that its whereabouts has been speculated upon – if it even still existed – we can now answer, yes, it really is real!

Origin of the headstone is still unknown, but its survival is a story. There are no known dates of when the headstone appeared or disappeared. One a rainy fall evening, Ken Petersen, a Republic aircraft mechanic, drove into work and saw the stone. He'd not heard about it, saw no one around it, but did see it was about to topple over. None of his co-workers knew anything about the stone, so he loaded the stone into his truck for safekeeping as he left work that night. He thought he'd be its custodian for a short while until he could deliver it to whomever orchestrated it. He asked about, both in the bays and of flight crews when he was working the gates, but no one claimed knowledge or ownership. It sat in his garage, it was stored at a friend's farm, then it moved to Duluth where it sat in his garage for several decades. He was visiting our museum last Fall when his son-in-law saw the photo of the headstone and told Ken. One email, several phone conversations, and it was delivered and will soon be on display in the museum as we update the Republic case.

If you have any information about the who and when of this tale, you're encouraged to call our tip line at the office, 952-698-4478. We'd enjoy learning and sharing the headstone's origination story.



October 1986 photo as reproduced in the Minneapolis StarTribune.



Bruce Kitt and Ken Petersen at the NWAHC Archive, Feb. 2026.

Thomas Rambis photo collection inbound

A massive, 20,000-strong photo and slide collection shot over 30 years by former Mesaba LaCrosse, WI station manager / Piedmont-USAirways FA Thomas Rambis is being donated to the NWAHC this summer. The index alone fills 7 ring binders! His work will immeasurably support our coverage of 1980s-2010s events across the full spectrum of commercial aviation.



Compass Readings

Bob Mielke and Flight 537

— by Steve Garnaas

Part Two of Two

(In part one of this article, printed in the March 2026 issue, we reviewed events leading to the departure of Flight 537 early in the morning of August 28, 1958. MSP Airport was experiencing ground fog - not unusual for that time of year. The crew of 537 was Capt. Jim Wilkinson, First Officer/co-pilot Vern McGuinness, Engineer Bob Mielke, and stewardess Marge Gallagher.)

Flight 537, operated with ship #675, registration N575, was scheduled for takeoff at 3:30 a.m., with the heading of south-southwest, just west of Metropolitan Stadium (current site of the Mall of America.) As Flight 537 taxied to the threshold of Runway 22 in preparation for takeoff, the captain did a "run-up" of full idle power to test the performance of the four piston-powered engines. Mielke determined all systems showing from instrument indicators were thumbs-up for flight.

During the takeoff roll and gaining the necessary takeoff speed of 132 miles per hour, Wilkinson pulled back on the yoke to get the 101,000-pound aircraft airborne. As the aircraft reached the altitude of 100 feet and gained flight speed, Wilkinson called out to retract the landing gear and wing flaps to reduce drag and improve flight performance.

Wilkinson, momentarily distracted from the brilliant fog reflection from the landing lights, turned them off. From this point, the fate of the aircraft deteriorated within seconds.

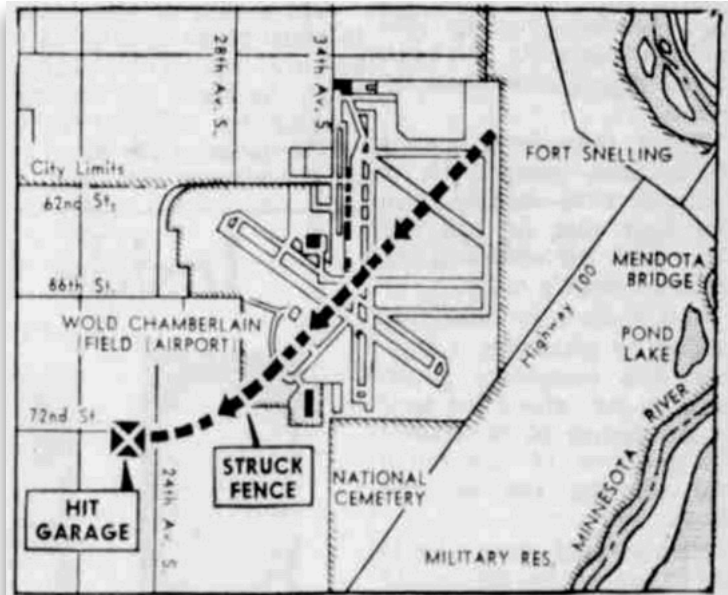
Wilkinson believed the aircraft nose was pointing slightly up and climb speed was increasing to 178 mph. Mielke, as flight engineers perform during takeoff, was operating the aircraft speed with his hands on throttle, as prescribed by his training. None of the flight deck crew had sensed the aircraft was gradually descending.

Suddenly, McGuinness saw the airport perimeter chain-link fence and yelled, "Pull up!" And instinctively he pulled back on the yoke, giving the aircraft a slight nose-up attitude, in split seconds right at impact.

The aircraft had reached flying speed at 178 mph when it slammed into the soft black dirt of a cornfield just past and to the right of the Runway 22 threshold.

The right wing dipped slightly, and the plane belly-flopped, bouncing at least three times. The left wing then dipped left. Propellers on both fuel-laden wings forced the severance of both wings with main landing gear.

The fuselage skidded 1,600 feet as the pilots knew they were helpless of the nightmarish outcome. In the fiery darkness, the pilots could hear screams beyond the flight deck door.



ENGINE OF PLANE LIES CRUMPLED ON ROAD
It was torn loose when airliner crashed



Firemen Battle Flames of Crashed Plane

Flames consumed two engines at the scene of the crash of Northwest Airlines DC8B in the yard of the General Motors Corp. at 2200 S. 24th Ave. Many passengers escaped from the airliner before it became a mass of rising flames.

Crushed by the crash impact, the cockpit door prevented the pilots to initiate the rescue. Instead, they exited the cockpit windows to aid the rescue of 58 passengers, including two infants from remaining fuselage cracked open like an egg.

Miraculously, the wreckage stopped just 40 feet from of a two-story farmhouse where Gerald Christian, his wife, and two children had been sleeping. Their garage/granary was smashed.

(According to aviation experts the fact that if the landing gear not been retracted and if the nose was not pointed up, the crash would have been fatal for all those aboard. The plane would likely have cartwheeled or flipped over.)

The cabin aisle was cluttered with luggage, roof and side panels, passenger seats and galley carts, blocking the exit windows and doors mostly on the left side.

The saving grace was that the fuel-laden wings were left behind the fuselage and the crash had ripped the aircraft apart during its slide. This allowed time for all passengers and crew to escape through the cracks, emergency exit windows, and the co-pilot's window before the fuel-driven fire eventually caught up with the fuselage.

Passengers stomped on small fires, presumably from fuel which had seeped into the cabin. Smaller fires allowed for temporary lighting to find escape exits.

Firefighters and ambulances arrived after the plane was fully consumed by fire and all had escaped. Only a small section of the DC-6B fuselage, propellers and stand-alone engines were the recognizable parts of the charred wreckage.

Mielke honored as hero

Regardless of whatever circumstances that caused the crash, Elaine knew in her heart that Bob would never allow any Northwest aircraft to crash as long as he was the plane's flight engineer .

Mielke not only had survived, but he was the only non-injured of the three other crew members able to re-enter the broken up aircraft fuselage to make sure everyone had escaped.

"The pilots were yelling at him, 'Mielke get out. Mielke get out,' when the plane caught fire," said Elaine, then 90, during a recent interview from her Bloomington, Minnesota, home. She has since died.

The Minneapolis Star evening edition newspaper reported at the time that Northwest president Donald Nyrop had commended Mielke for his heroics.

Mielke was hired by Northwest Airlines in 1950 as an aircraft mechanic for the company's fleet of five types of propeller-driven aircraft until May 1958, three months before the crash, when he qualified as a flight engineer.

After the conclusion of the federal investigation, Mielke was cleared two months after the crash by Northwest and re-instated to resume his duties as an active flight engineer.

The Civil Aeronautics Board, which issued its final 10-page accident report 11 months after the August 1958 crash, ruled that the probable cause was the captain's "inattention to flight instruments during takeoff in conditions of reduced visibility."

The board recommended that Northwest needed to change its takeoff procedures for all aircraft and re-train the pilots to avoid the circumstances surrounding the crash of Flight 537.

While maintaining the active status as a flight engineer, NWA dovetailed his flight engineer duties as a trainer for all propeller aircraft until the fleet was totally converted into an airline of all jets, including Boeing 707, 727 and 747 as well the double-aisle McDonnell-Douglas DC-10.

Several of passengers, who were treated and released, took "champagne flights" home several hours later on the same day of the crash.

Mielke, who retired in 1990 after a serving 40 years with Northwest, died on November 22, 2007, from complications due to a previous stroke. Elaine had kept a large collection of Bob's memorabilia in their home, west of Cedar Lake.

One of the most remarkable collections were dozens of his flight logbooks over the years when he was a flight engineer and pilot. On the date of August 28, 1958, Mielke made a poignant entry: "Crashed on takeoff."



FACING PAGE: Clips from the Minneapolis Star for Aug. 28, 1958

ABOVE: Bob and Elaine Mielke at his retirement.

Compass Readings

More aircraft photo galleries to explore

Buildout of our website continues earnestly with several new aircraft galleries coming on line in the past quarter.

Fly back to the early days of Northwest's pioneering service with rare pictures of the Travelaire A-6000 (1929-1930) at <https://northwestairlineshistory.org/aircraft-travelaire-6000/> and the famous Laird biplane (1927-1929) flown by "Speed" Holman at <https://northwestairlineshistory.org/aircraft-laird/>



The mid-century era comes to life with Empire's Boeing 247s <https://northwestairlineshistory.org/aircraft-boeing-247/> and the crucially important Douglas DC-3, key to NWA and all the Local Service carriers; and the DC-4 that opened the Orient: <https://northwestairlineshistory.org/aircraft-douglas-dc-3/> <https://northwestairlineshistory.org/aircraft-douglas-dc-4/>



And into the modern era, we have posted the essential workhorses for North Central, Republic, and Northwest: <https://northwestairlineshistory.org/aircraft-convair-580/> and <https://northwestairlineshistory.org/aircraft-douglas-dc-9/>



Interview video studio project begins

Part of the additional archive space we've rented at the ClubJet hangar at Flying Cloud Airport is a 9-1/2' by 11-1/2' room which served as a private office when air traffic control students were being trained there; recently as catch-all storage for the building owner.

Now cleared out, this room is now ready to be converted into a video interview studio. We envision using this to create:

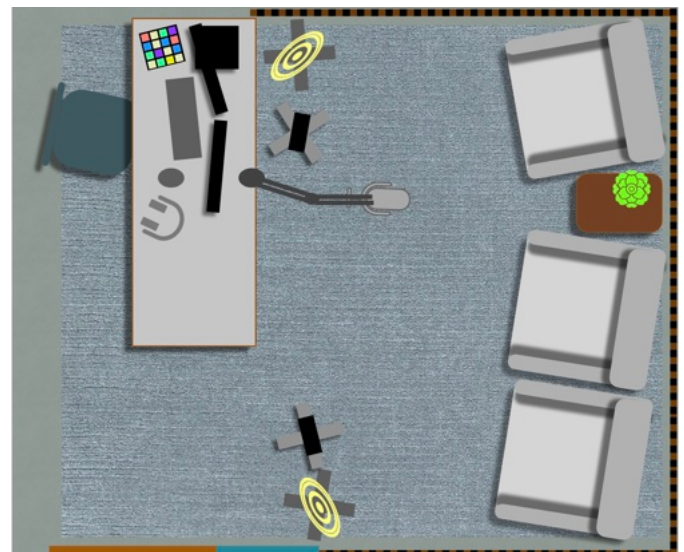
- Interviews with former and current aviation professionals, such as pilots, mechanics, flight attendants, suppliers, educators, and public-sector staff
- Show-and-tell features that bring museum artifacts, research projects, and aviation mysteries to life
- Premieres and commentary on historic films and videos from our collection as they are digitized

This content will help introduce the NWAHC to new audiences locally and around the world, strengthening museum attendance, digital engagement, membership, and fundraising. Online video offers us a genuine breakout opportunity.

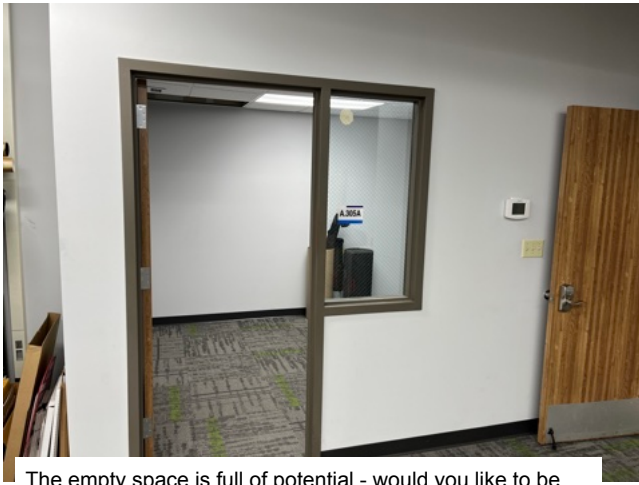
We also see using this space to collaborate with other aviation organizations such as Wings of the North and the Minnesota Aviation Hall of Fame, as well as local school districts.

A grant application for \$5,000 has been made to the MSP Airport Foundation to help us acquire acoustic paneling; lighting, cameras, and microphones; furniture, and other gear, but additional funds will be helpful, and we may not know about the grant status until Fall 2026. A newer desktop computer and monitors have already been donated toward this project.

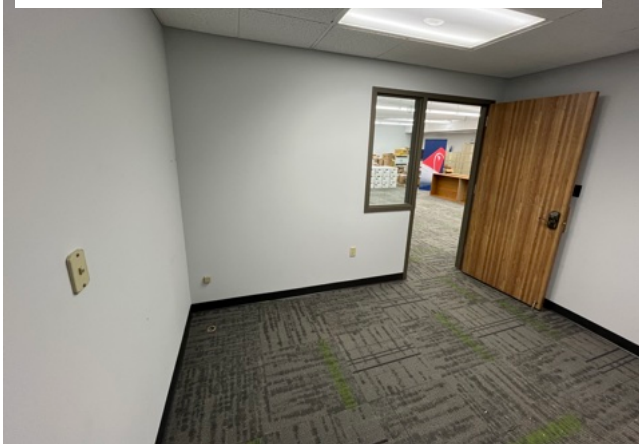
Bringing your stories to life and preserving them for the future is an exciting evolution of our mission of **connecting generations**.



A control/editing station and three side chairs makes an efficient setup.



The empty space is full of potential - would you like to be interviewed? Demand for aviation stories is ballooning.



Aiming for a "WorldClub" design to the studio!



How can Members help right now?

- Your cash donations will help us obtain acoustic paneling and ceiling tiles to get construction jump-started this summer (about \$1,000) - and funds above that will go straight into equipment!
- Have surplus professional audio / video recording equipment? We may be able to incorporate it as our setup takes shape.
- Visit <https://northwestairlineshistory.org/join-us/> to contribute or volunteer. We'll need folks to help us produce and edit, too!

North Central Convair 440 model arrives

Captain Peter Knutson's massive 1/10 scale Convair model (December 2025 *REFLECTIONS*) was delivered by him and his family to the NWAHC Archive at Flying Cloud Airport on Tuesday, April 28. Re-assembly was performed and landing gear & electrical operations were explained, and the completed model greeted our volunteers for the May 12th event. The Convair will soon be set up in a flying configuration in the archive building.



Cap't. Knutson explains the landing gear, brings the fuselage inside.



Tim Haskin continues, “Each display case will become a stand-alone “story” in its own right, while also being a component in a longer narrative extending from 1926 to the 2000s.

“The individual cases will generally contain fewer artifacts than we’ve typically displayed in the past, but with more “story” - additional context, images, and supporting media.

“A new (for us!) tool for that storytelling is scannable QR codes as an addition to individual display cases, providing visitors with richer details about the story being shared.

“QR codes will also make it possible to link the display cases to supporting graphics or videos, while opening the opportunity to add interviews with museum staff or airline retirees, multi-language information, a display case summary for those who are visually impaired, and even scavenger hunts!

“The project plan also includes the use of additional display cases for short-term and rotating displays, building on work we’ve done over the past year to highlight special stories such as North Central Airlines’ work in Bolivia in the 1960s, the Northwest Airlines 1971 hijacking by the fugitive D.B. Cooper, or the impact that other airlines - like Sun Country or Braniff International - have had on Minnesota air travel.

“To fuel this project, the NWAHC is asking for sponsors to underwrite the individual display cases for \$500 each, with those donors being identified within the display case (or cases!), they’ve elected to sponsor. The overall project was approved by the NWAHC Board of Directors earlier this year, and had its first unveiling at a donor event this spring.

“The display case sponsorships can be made by an individual, family, or business, and can be used to honor or remember a colleague, friend, or relative as a meaningful way to support the History Center’s mission of **Connecting Generations.**”

Several of the display cases are still available to be sponsored by sending a note to gene.peterson21@gmail.com. The cases planned are:

Case #	Planned Theme	Sponsorship Status
Case 1	Taking Flight: 1926-1941	Sponsored
Case 2	The War Years: 1941-1945	Sponsored
Case 3	Northwest Airlines: 1945-1959	Available
Case 4	North Central Airlines: 1944-1979	Sponsored
Case 5	Southern Airways: 1949-1979	Available
Case 6	Hughes Airwest: 1946-1980	Sponsored
Case 7	Northwest Orient: The 1960s	Sponsored
Case 8	Northwest Orient: 1970-1985	Sponsored
Case 9	Republic Airlines: 1979-1986	Sponsored
Case 10	The Merger Era: 1986-1989	Sponsored
Case 11	Northwest Airlink: 1984-2010	Available
Case 12	Northwest/KLM: 1993-2010	Sponsored
Case 13	Northwest Airlines: The 1990s	Available
Case 14	Northwest Airlines: The 2000s	Available



LEFT: Working draft of the design for Display Case #1

RIGHT: Drafts of several additional cases.

Bigger maps and photos will be accented with model aircraft and uniform ensembles, timetable and safety card examples, and relevant advertising.

Per our article on page 5, the Republic display is also planned to incorporate the “Herman Tombstone.”

For the Southern, Hughes Airwest, North Central, Republic, and Airlink cases, QR codes will link to new “landing pages” that serve as gateways to maps and timetables, financial reports and newsletters, aircraft photos, and much more.



"I'm expecting this could require a couple of weeks per display case, once the detailed plan for each case is approved; the time-consuming elements will be gathering/selecting artifacts, writing the text to be displayed, and having the supporting graphics printed and mounted."

For measuring the success of this project, "we'll have some qualitative inputs on the revamped cases from Museum volunteers and visitors; for quantitative measures, we can track responses on social media to our posts about the new cases as they come on line, and can also provide a paper mini survey for visitors; another quantitative metric will be scans/hits on the new QR codes associated with each display case."



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1926 - 2026

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GIVE WINGS TO YOUR HEART

We are looking for volunteers like YOU to help us with functions like:

- Greeting and guiding our museum guests
- Designing and building museum exhibits
- Growing our e-commerce functionality
- Grant application and fundraising
- Community outreach & event planning
- Scanning and indexing historic documents and photos



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!

Now boarding, all classes, all rows!



- Scan the barcode at left
- Visit northwestairlineshistory.org/join-us/

Let us guide your group or association in for a custom museum tour!

Group visits outside regular museum hours can be arranged with a couple weeks' lead time.

Tell us your desired dates and how many you expect to bring, so we can schedule volunteers. Also let us know if anyone will need mobility assistance.

We look forward to hosting you! Call us at **(507) 208-1068** to make a reservation!

