Connecting Generations

Reflections

The Quarterly Journal of the Northwest Airlines History Center

September 2026
Volume 24, number 3

In this issue:

Big exposure for the Museum on KMSP-TV

Feasibility study survey - your feedback needed!

Museum field trip to the Netherlands: Aviodrome Lelystad

Spreading awareness to Delta's high-fliers

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.

100

1926 - 2026
One Hundred Years of the Northwest Airlines Legacy





ABOVE: first airmail arrives on a military Martin bomber at MSP, August 10, 1920.
BELOW: crashed Dickinson aircraft which killed pilot Elmer Partridge, June 7, 1926.

The history before the history

Getting to Northwest's first flight was a journey unto itself — ***by Scott Norris***

GEOGRAPHIC ISOLATION Minnesota, the Dakotas, and Montana have always been significantly distanced from other major population and business centers and the trade routes connecting them. The Rocky Mountains, Great Plains, Great Lakes, and lack of significant navigable rivers all created barriers of travel time, and the sparse population over much of the territory made building new connections uneconomical until very late in U.S. history.

Minneapolis and St. Paul, sitting at the head of riverboat access, represented the only major settlement for commerce for the whole Great Northwest, and so the westward wagon trails and the railroads that followed all converged there. And even from the Twin Cities, centers on the main east-west routes across the country, like Kansas City, Dallas, or Denver, still required significant time to reach. Only Chicago was relatively close - and the key banking and manufacturing regions to the East and overseas could only be reached through the Windy City.

So the corridor between MSP and Chicago was no ordinary city pair; it was the funnel for 1,000 westward miles of human activity beyond. ***— PREPARING FOR TAKEOFF 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: 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

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Printed at Bayport Printing, Stillwater MN.



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 or bus route 54 outbound; exit at the American Boulevard station.

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

MUSEUM MUSINGS

It was 100 years ago this month, Northwest Airways was founded by Colonel Lewis Brittin and Michigan businessmen in Detroit. Beginning an era of commercial airline service from the Twin Cities, Northwest has given the region an extraordinary level of air service, much better than what most other comparatively-sized markets in the country have enjoyed. The NWAHC will be commemorating this milestone anniversary with events over the next 12 months remembering its impact and legacy on the Twin Cities and commercial aviation. Stay tuned for further information.

I have just been informed that Gary L. Wilson, former Chairman of the board of NWA passed away last month at the age of 86. A controversial figure, he transformed NWA and the airline industry during his tenure.

Now that I have passed the 70.5 year mark in my life, one of the good things about getting older is the ability to consider a qualified charitable donation (QCD). This allows me to transfer up to $111,000 per person in 2026 directly from an IRA or workplace plan to an eligible charity such as NWAHC.

While a QCD does not lower your gross income outright, it can satisfy your required minimum withdrawal (RMD) and help you avoid taxable withdrawals that would otherwise raise your income. Check with your tax professional to see if this is right for you.

Key Point: Anyone who is at least 70.5 can make a QCD and the amount given is excluded from ordinary income tax. Please consider having NWAHC in your charitable giving or estate planning.

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.

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Check your basements and storage boxes!

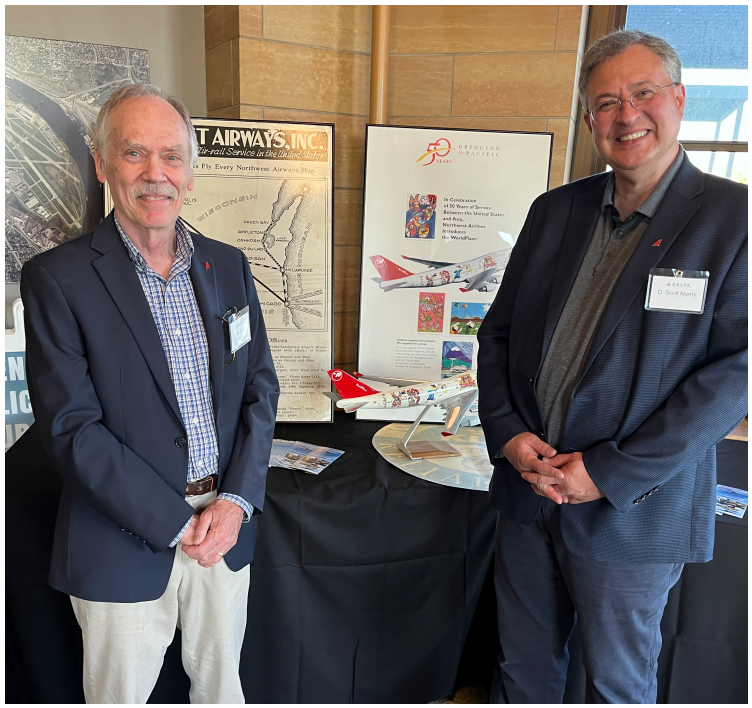
Do you have physical materials, recordings, or electronic files to contribute to our museum? Please contact our collections manager at **bruce.kitt@northwestairlineshistory.org** or **(952) 698-4478** with details of your items, photos if possible, and how we can reach you. We can not accept materials 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!

Delta features NWAHC at summer event



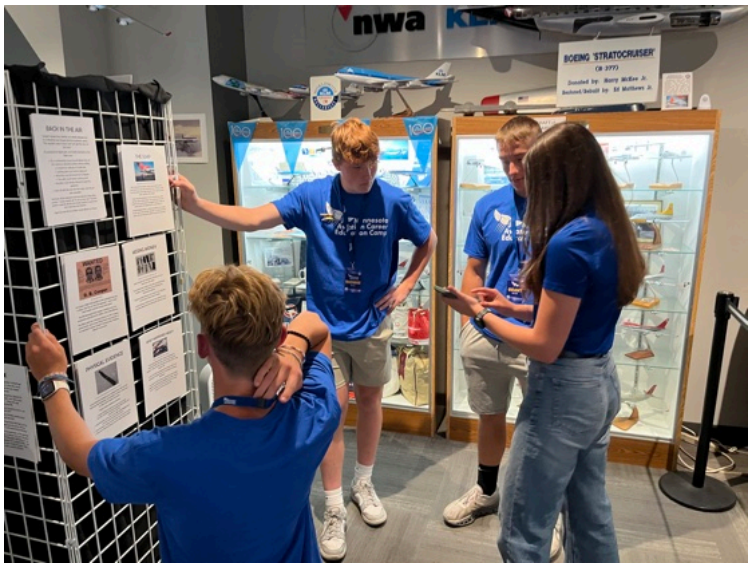
On Wednesday, June 3, Bruce Kitt and Scott Norris represented the NWAHC at a "Summer Service Kickoff" event put on by Delta Airlines for its local million-miler customers and key corporate travel agencies.

Delta reserved Holman's Table restaurant and main floor of the St. Paul Downtown Airport for the celebration, where they discussed new service into Minneapolis/St. Paul and other key international routes and reviewed improvements to the MSP hub operation.

Representatives of Virgin Atlantic, Korean Air, Air France-KLM, SAS, and Wheels Up, Delta's private-jet program were also on hand to talk about their services. About 100 customers, and a similar number of travel-agency staff, came through over the afternoon and evening.

We have already received requests for special showings from a couple tour groups! Hoping we get to exhibit again next year.

Aviation Career Exploration campers visit the museum



It is always a pleasure to host ACE Camp participants, and we were happy to keep the museum at the Crowne Plaza AiRE open several extra hours on June 18 and 25 to accommodate this year's students. Between the two dates, over 60 campers and 8 staff were able to explore our displays, interact with exhibits, talk with docents and board members, and shop to their hearts' content!

Events like these are a tangible way the NWAHC is meeting its mission of ***Connecting Generations***, and we are eager to bring more groups through our facility! If you'd like to arrange a tour for your organization, give us a call at (507) 208-1068 to have a conversation about your needs and timing.



Notice: Crowne Plaza AiRE Hotel Parking Ramp Construction

Ownership of the hotel and two associated office buildings has recently changed hands, and repair work on the joint parking ramp has now resumed in earnest. Most of the above-ground structure is currently off-limits, but there is plenty of below-ground parking available for your visit. Please consult our website for up-to-date directions on how to navigate the ramp and enter the hotel.

Museum featured on KMSP TV Fox 9

We were recently featured on the "Maury's Stories" weekly feature on the Twin Cities' Fox station during their 9 pm news broadcast. Filming took place the afternoon of July 29, and the segment was aired on August 5th.

Over 6-1/2 minutes, interviewer Maury Glover gave a concise history of NWA, noting key accomplishments such as building the Northern Division during World War II and opening the Great Circle route to Asia. Many exhibits at our museum were presented, and clips from Northwest advertising and promotional videos that we provided were incorporated into the segment.

Air transportation's importance to the development of Minnesota, and Northwest's direct contribution to the growth and diversity of the state's economy and society, were a theme through the segment.

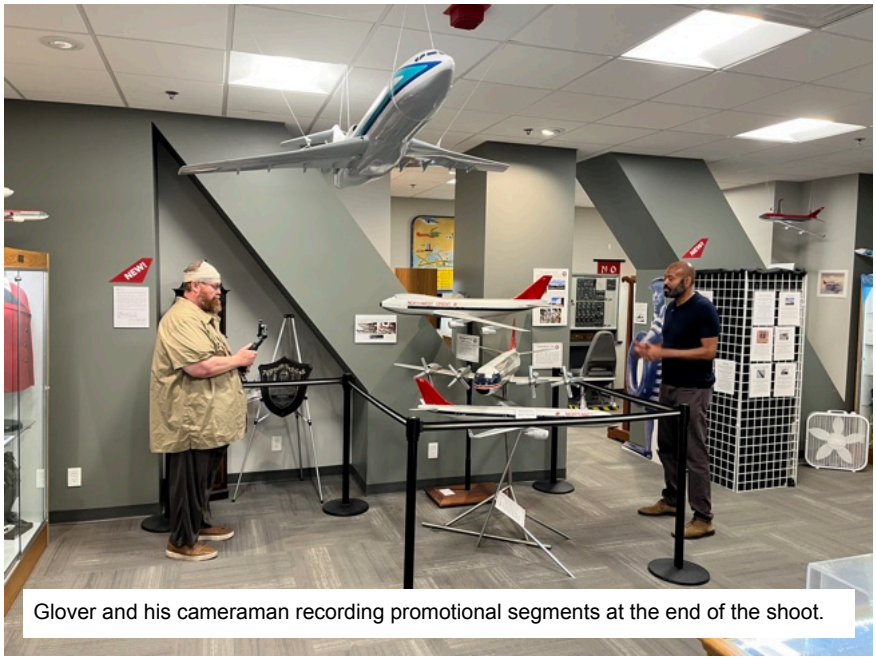
The YouTube clip of this segment has received almost 12,000 views as of this issue going to press!

To read the transcript and view the full segment, go to **https://www.fox9.com/news/northwest-airline-twin-cities-museum-preserves-legacy-aug-5-2026**.

Another interview with Fox 9 is scheduled for the "All Day Live" mid-day program on Friday, September 25. We will post links on our social media accounts and email when that segment gets posted!



Interviewing a Kalitta Air 747 pilot who came through the museum during filming.



Glover and his cameraman recording promotional segments at the end of the shoot.



Director Norris explains the significance of the MSP hub operation.

Help us make more video available!

Online video and TV broadcasts are the biggest opportunity we have to build awareness and attract new visitors, volunteers, and donations.

We are working in two directions to grow our ability to communicate more effectively in this media:

1. Converting archived videotapes and films into digital form, so they can be shared online, used by news media, and incorporated into our exhibits.
2. Building a space to use for interviewing retirees, current airline staff, and community members so that memories can be saved and shared.

The interview space needs about $5,000 to finish outfitting, and film conversion will be an ongoing process for years needing outside expertise. Your financial contributions will make these efforts happen faster and more effectively!

Compass Readings

Field Trip - Aviodrome Lelystad in the Netherlands

In June, your editor was in Amsterdam on a family vacation, and was able to take a day to visit the Netherlands' national aviation museum, Luchtvaartmuseum Aviodrome, meet with their archivists, and get a behind-the-scenes look at their operation.

The Northwest-KLM partnership is well regarded by the Dutch and we look forward to finding ways to work together in the future! A five-hour excursion was not nearly enough time for this "avgeek" to take all the photos he wanted, but it's a good reason to return…



A Fokker 50 turboprop and European prototype spaceplane serve as "gate guardians" to the museum. Walkway to entrance is striped like a runway, with accurate headings.





Several earlier museums operated near Schiphol Airport in the 1960s-70s but were crowded out. A new organization and group of buildings was constructed in 2003 in the eastern town of Lelystad, where a reliever airport had been built. The archives are built inside a long earthen berm used originally to reclaim this ground from the sea, and include over 20,000 books, thousands of glass photo slides from the 1930s, the full archives of Fokker and all the independent Dutch airlines, and will soon include the full KLM corporate archives. They are quickly running out of space for archiving and preservation!





Static transports outside include an Antonov AN-2, NLM F27, Cityhopper F100, KLM DC-4 (C-54) and 747-300; inside a DC-3, Constellation, prototype F27, Fokker F.VIIA, and Junkers 52. Dozens of military and private aircraft, helicopters, and space vehicles can also be viewed, and others are being restored - more than 100 in total. The 747-300 can be walked under and through, with exhibits inside.





Working historic air-traffic control equipment is on display. Another space includes historic radio equipment, where a volunteer demonstrates their use and can send and receive messages.



A re-creation of the 1928 Schiphol terminal, set up as it appeared for the Olympics, can be toured. Administrative offices and the link to the archives are also housed here. An awe-inspiring space!



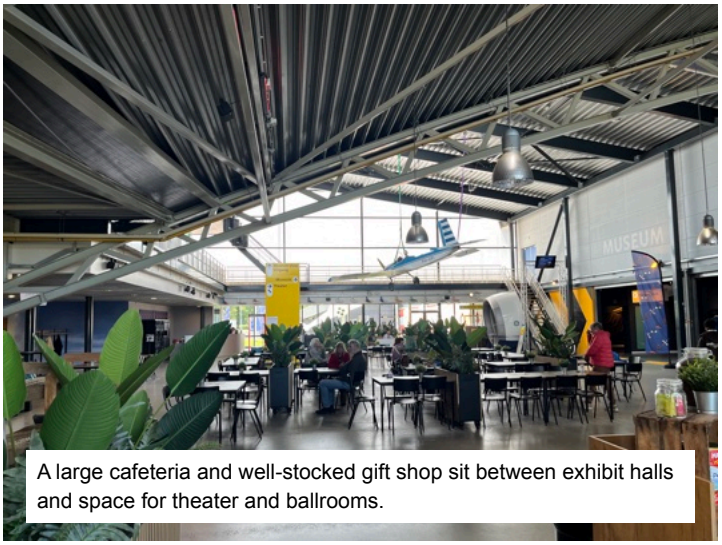
An extensive kids' play area is also provided outside, near the cafe, and several exhibits inside are also thoughtfully kid-friendly.

The museum receives no state funding and no support from KLM-Air France. They went bankrupt in 2011 but were acquired by a large pan-European operator of museums and zoos. The parent organization handles many "head office" functions and fundraising efforts at scale, functioning as a for-profit entity, allowing Aviodrome staff to concentrate on running their space.

There are about 3 dozen full-time staff there; adding part-time specialists and volunteers brings the personnel count to about 120. Last year they welcomed 190,000 visitors - including school groups, receptions and parties, organized tour groups from all over Europe and the UK.

Lelystad Airport is slated to become Amsterdam's "second airport" as Schiphol flight activity caps are reached; a four-gate terminal (soon to be doubled) sits across the runway. There are several flight-training and avionics/powerplant schools in walking distance, and a new military base has been proposed for the airfield - while not a great planespotting destination in 2026, in the next few years it may become far more active.

Getting there: by car, about 40 minutes east of Amsterdam (parking lot there has a fee); by transit, about 90 minutes, taking two trains and one bus. The bus only operates hourly so watch the time! Admission is €17.50 (€15 for kids 11 and under) through their website, **https://www.aviodrome.nl/en**



A large cafeteria and well-stocked gift shop sit between exhibit halls and space for theater and ballrooms.

By the 1920s, the Minneapolis - Chicago run was covered by 7 different rail carriers (Soo Line, Chicago & North Western, Milwaukee Road, Rock Island, Burlington Route, Chicago Great Western, and the Illinois Central/Minneapolis & St. Louis) with over 3 dozen daily passenger departures and a similar freight schedule. The trains then would take 8 - 12 hours to complete the trip depending on the routing. Even by the mid-1930s streamliner era, the fastest times on the *Zephyr* or *Hiawatha* was 6 hours 15 minutes.

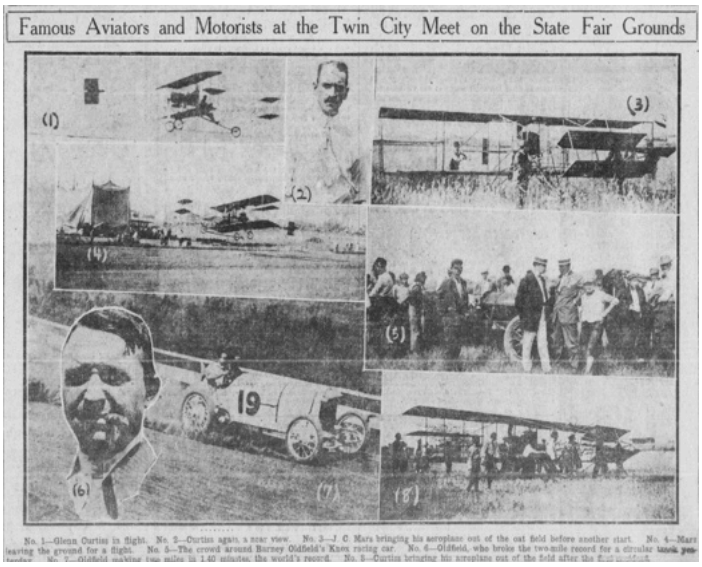
The road network in the Midwest and Great Plains then was not laced with Interstates, and saying "network" for the 1920s probably gives too charitable an impression. Driving in summer would have taken 2-4 days on mostly dirt roads, with trucks of the era not able to carry any economic loads for long-haul.

With the effective extra day of transit between MSP and Chicago, and the higher chance for logistical mayhem that came with dependence on the Windy City, it made sense for the region to simply set up its own banking, manufacturing, media, and retailing infrastructure in the Twin Cities. That concentration made "hub to hub" transportation between the two metro areas more effective and lucrative - and is what drove investment that built all those rail links.

From our vantage point 100 years later, where it still takes 7 hours by freeway and tollway to cover the distance, having dozens of train departures with comfy seats, WiFi, and a chance to nap or visit a cafe car, doesn't sound like a bad deal - but the people of that time were hoping for something different…

TECHNOLOGY MAKES A SPLASH The first taste of air travel in the Great Northwest came, appropriately, at the Minnesota State Fairgrounds. From June 22 - 25, 1910, Glen Curtiss and his team of pilots flew six aircraft on dozens of short flights, and several crashes, in front of tens of thousands of spectators sitting in the Grandstand; 50,000 people over the entire event. The State Fair later that year in September contracted both the Curtiss team as well as the Wright Brothers' organization to put on demonstrations. President Taft and former President Roosevelt were in attendance, and the flights were longer, faster, higher, and full of aerodynamic tricks and thrills.

In the decade that followed, more and more flights would be made both at the Minnesota State Fair as well as at county fairs and festivals across the region. Firsthand demonstrations such as these, news of the war in Europe and industrial work such as the U.S. Army Air Service Mechanics School in St. Paul, kept aviation high in peoples' minds. The population was inspired, as was the business community. In 1917, the *Aero Club of Minneapolis* was founded by Rufus J. Rand and populated with civic leaders and executives - quickly getting involved in siting a suitable airfield.



Famous Aviators and Motorists at the Twin City Meet on the State Fair Grounds

No. 1—Glenn Curtiss in flight. No. 2—Curtiss again, a near view. No. 3—J. C. Mars bringing his aeroplane out of the oat field before another start. No. 4—Mars leaving the ground for a flight. No. 5—The crowd around Barney Oldfield's Knox racing car. No. 6—Oldfield, who broke the two-mile record for a circular track yesterday. No. 7—Oldfield making two miles in 1.40 minutes, the world's record. No. 8—Curtiss bringing his aeroplane out of the field after the first spill.

Clip from June 23, 1910 Minneapolis Tribune front page, above. Below, from page 3 of that same issue, "World's First Air Line" noted.



Zeppelin Craft Opens World's First Air Line

Airship Passenger Service Over Germany Marks an Epoch in Aviation.

Count Is at Helm of Dirigible That Carries 20 Persons 300 Miles.

Trip From Friedrichshafen to Dusseldorf Is Made in Nine Hours.

Dusseldorf, Germany, June 22.—The first regular airship passenger service was inaugurated today when Count Zeppelin's great craft, the Deutschland, carrying 20 passengers, successfully made the first scheduled trip from



Horton Manufacturing Co.

We Build Aeroplanes

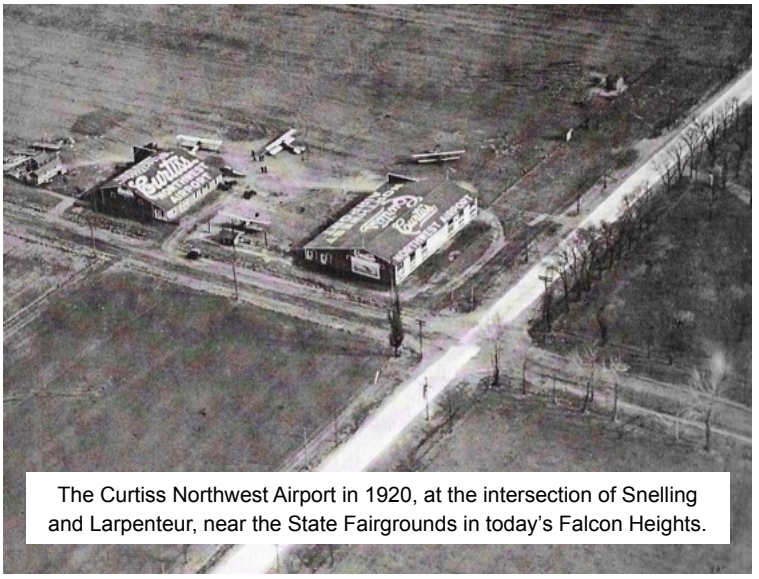
AND MAKE AND SELL ALL PARTS

We make everything in wood, including Patterns of all descriptions, Automobile Bodies, Auto Truck Frames, Beam and Truss Ladders, Shock Loaders, Hay Loaders, etc. Designers and Builders of Special Articles.

Phones, N. W. Nicollet 571; T.-S. 571.

230 TENTH AVENUE SOUTH.

Still the Tribune from 6/23/1910, this ad on page 5!



The Curtiss Northwest Airport in 1920, at the intersection of Snelling and Larpenteur, near the State Fairgrounds in today's Falcon Heights.

As World War I came to a close, hundreds upon hundreds of surplus Curtiss Jennys became available for private operation, joining the flood of new manufacturers' models commissioned in technological exuberance. The rush of supply was met by returning pilots - or those who had been trained but never sent overseas. There was not steady work for these flyers in the late 1910s however; barnstorming, sightseeing flights, instructing, or the hop across the border into Canada to circumvent Prohibition were the main endeavors.

Local department store Dayton's (forerunner of today's Target) was an enthusiastic supporter of aviation and would charter flights from the nearby Curtiss Northwest airfield - operated by William Kidder - to make deliveries of clothing and merchandise (bridal dresses, for instance) to customers well outside the Twin Cities. During a railroad strike in May 1920, the company hired two aircraft to voyage to New York and back just for high-value cargo: jewelry, perfume, intimate wear, and silk shirts. The airplanes landed on an athletic field just west of downtown Minneapolis, had their wings removed, and were paraded all the way into the city center! Kidder also got a contract from the Washburn Crosby Company (which would become General Mills) to airdrop tiny packages of Gold Medal Flour over county fairs.

A BUSINESS PURPOSE, BRIEFLY Aircraft of this era flew slowly and did not require long takeoff runs - almost any flat field would do. And so, numerous "airfields" had cropped up across the Twin Cities metro area: Brooklyn Center, Robbinsdale, Falcon Heights, south Minneapolis, several in Bloomington, eastern St. Paul, Fridley, and others further out. But as aircraft engines improved, many of these grassy strips were too short to deal with higher takeoff speeds - and often became muddy after rains and snows.

The *Aero Club*, which reincorporated as the *Twin City Aero Corporation,* decided the recently bankrupted auto racetrack at Fort Snelling, roughly equidistant from both downtown St. Paul and Minneapolis, with its concrete surface, would make an excellent place to consolidate flying. They leased the site in April 1920 and began construction of a hangar.

Dayton's New York flights - the longest paid cargo haul anywhere at the time - showed city leaders that commercial air transportation was possible, if not yet very profitable. But it was enough evidence to push elected representatives to argue for an extension of the recently-opened New York - San Francisco air mail line to cover the Chicago - Minneapolis segment. These flights began on August 10, 1920 with military Martin MB-2 bombers.



ABOVE: Ray Miller, pilot of one of the flights chartered by Dayton's from New York (MN Aviation Hall of Fame) BELOW: Ad in the May 12, 1920 Minneapolis Morning Tribune touting the delivered goods





ABOVE: Front page of the Minneapolis Morning Tribune, August 11, 1920. BELOW: Speedway Field, early 1920s (MN Historical Society)



Despite the enthusiasm shown by Minnesota leaders and the daily volume of mail (10,000 - 30,000 letters per departure), the project suffered through the winter of 1920-21, with four pilots killed and eight aircraft destroyed by April. The U.S. Congress withdrew its subsidy to concentrate on the transcontinental mainline, and on June 30 the airmail service abruptly halted. It would not be resumed until five years later.

ANOTHER ILL-FATED ATTEMPT Congress came back to airmail in 1925 with the passage of the Kelly Act, which established a subsidy system for the Post Office to use in contracting private firms to fly the mail, getting the military out of the picture. In October 1925 the Contract Air Mail Route 9 (CAM 9) was put up for bid to connect Chicago with the Twin Cities, with a morning flight northward and then southbound in the afternoon, in order to connect with services to and from New York City.

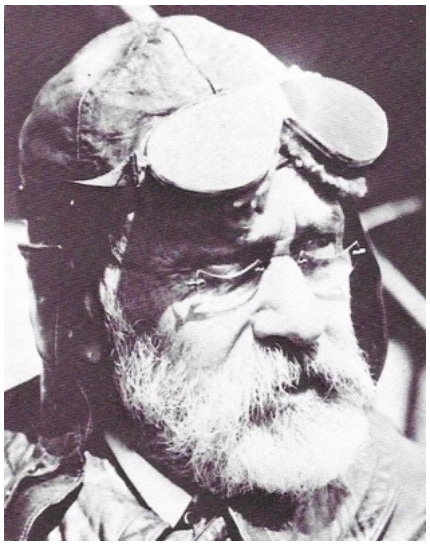
This contract was awarded to Charles "Pop" Dickinson, a retired agricultural seed dealer from Chicago and aviation enthusiast, who had bid just $2.75 per pound carried. After investing in aircraft, facilities, and staff, his airline started business on June 7, 1926 with four departures from Chicago and two from Minneapolis (Wold-Chamberlain, new name for Speedway).

Disaster struck immediately as a storm system damaged two northbound aircraft, forcing them down in southern Wisconsin, and delayed the third by so much that darkness forced the trip to land in LaCrosse. Only one pilot completed the run, arriving eight hours behind schedule. The southbound flights left at 3 pm on the back side of the system: one pilot found favorable tailwinds and arrived in about four hours, but the other was caught in the vortex just 15 minutes after takeoff and crashed fatally without even leaving Minnesota.

The following months brought no relief: weather delays, damaged aircraft, safety violations, livestock invasions of airfields, and staff defections caused flight cancellations and missed connections. Dickinson (who had learned to fly at age 60) had to pick up flights himself when no one was available. Even the Minneapolis postmaster groused customers were "paying 10 cents for two-cent service" as so much mail ended up back on trains.

After losing money each month, down to just one Laird biplane and one pilot, Dickinson exercised his 45-day escape clause and notified the Post Office he would be going out of business at the end of September. While embattled and facing media scorn, his airline's short run did demonstrate a real business case for air transport. And the crisis kicked off by his cancellation put the wheels in motion for the founding and first flight of Northwest Airways, Inc. on October 1, 1926.





ABOVE: Laird LCB, Dickinson ship #2, being loaded at MSP. Billy Brock is the pilot. (Elmer Tivetny photo)

LEFT: Charles "Pop" Dickinson profile photo.

RIGHT: Article in the August 30, 1926 Minneapolis Morning Tribune.

BELOW: Articles in the October 1, 1926 Minneapolis Daily Star. The "new airplanes" referred to would be the Stinson Detroiters, which would not actually enter service until November.



AIR MAIL SERVICE CHANGES HANDS

Northwest Airways to Put New Planes on Route Next Week

Minneapolis today was served by a new air mail line, the Northwest Airways, Inc., which took over the Minneapolis-Chicago route formerly handled by Charles Dickinson of Chicago, whose contract terminated Thursday. Two airplanes will carry the westbound mail, one flying as far as La Crosse and the other bringing the cargo on to Minneapolis. Eastbound mail will be relayed in the same manner.

The mail will be handled in relays by three pilots, C. J. Jacobson of Minot, N. D., David Behmke and Charles Holman of St. Paul, until Oct. 8, when new passenger planes will be put on the route, each making the complete trip from Chicago to Minneapolis without interchange at La Crosse. The new planes will have room for four passengers, pilot and mail pouches, according to W. A. Kidder, Twin Cities manager of the line.

Eastbound Mail Plane to Leave on Schedule; Storm Balks West

A severe thunderstorm between Milwaukee and Chicago today prevented the first westbound flight of the new Mnienapolis-Chicago air service conducted by the Northwest Airways, Inc., which assumed the contract relinquished by Charles Dickinson yesterday.

A telegram from the mail pilot in Chicago received today by W. A. Kidder, Twin Cities manager of the line, advised there was a "200-foot ceiling"—or clouds within 200 feet of the ground, preventing airplane flights.

The eastbound plane will hop off at 3 p.m. from Wold-Chamberlain, according to schedule. The plane will be piloted by C. J. Jacobson of Mint, N. D.

New Air Line After Dickinson Mail Contract

Representatives to Confer With Postoffice Authorities.

W. A. Kidder, northwest manager of the Dickinson air mail line, and Colonel L. H. Brittin of St. Paul, representing the Northwest Airways, Inc., which was formed last week, departed from Detroit for Washington Sunday to confer with postoffice authorities in regard to having the Airways company take over the Chicago-Minneapolis air mail contract which the Dickinson line recently relinquished.

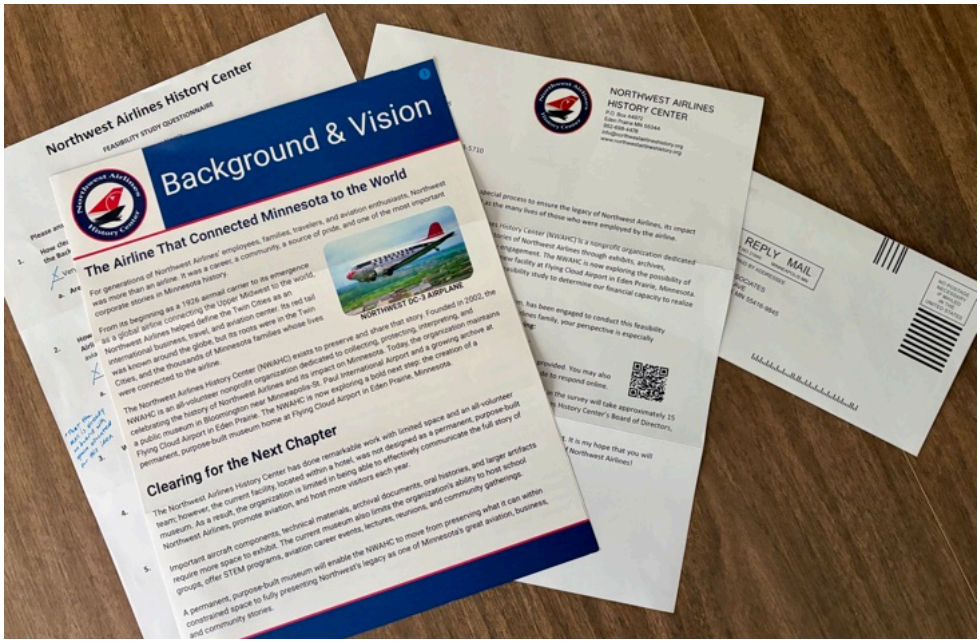
Backers of the Northwest Airways, Inc., include a number of Twin Cities residents and Detroit commercial air men. The plan which will be offered the government is to establish a commercial air line from Minneapolis to Chicago, which will carry passengers and express as well as the air mail.

Stout Airways, Inc., a Detroit firm, some time ago announced hopes of extending its service across Lake Michigan from Detroit to Minneapolis. Stanley Knauss, Detroit, speaking for the Stout company, stated that if the Northwest company obtained a favorable contract, his company would be willing to co-operate with it, beginning next spring.

The Northwest company plans beginning operations as soon as the Dickinson contract expires. Names of the Minneapolis men backing the new company will not be made public until after the Washington conference.



Oriole leased by Bill Kidder (of the Curtiss Northwest Airport) to help launch the new Northwest Airways, October 1926



New Facility Feasibility Survey underway

Over the past several years, in these pages, over social media, and at public events, we have discussed our long-term aim to construct a permanent facility in the Twin Cities that would combine museum exhibits and archival storage. Such a building would also allow us to host our own large gatherings and earn revenue through space rental for receptions and performances.

The Metropolitan Airports Commission (MAC) has identified space at Flying Cloud Airport in Eden Prairie, MN conducive to such an effort - and has challenged us to put a business plan together to finance its construction and operation. Now we are taking the next step in constructing that plan, by contracting Mark Davy & Associates to conduct a feasibility study among our NWAHC membership, principals in the aerospace and travel industries in Minnesota, and key local philanthropic funds and donors.

If you have received a packet from us with this survey, we sincerely ask you to review the briefing materials and reply at your earliest convenience. Your feedback and suggestions will be of great value as we build budgets and refine our messaging to potential donors.

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The MSP Aviation Collectible Sale returns Saturday, October 10, 9 am- 4 pm at the Wyndham Hotel - Mall of America

