



Reflections

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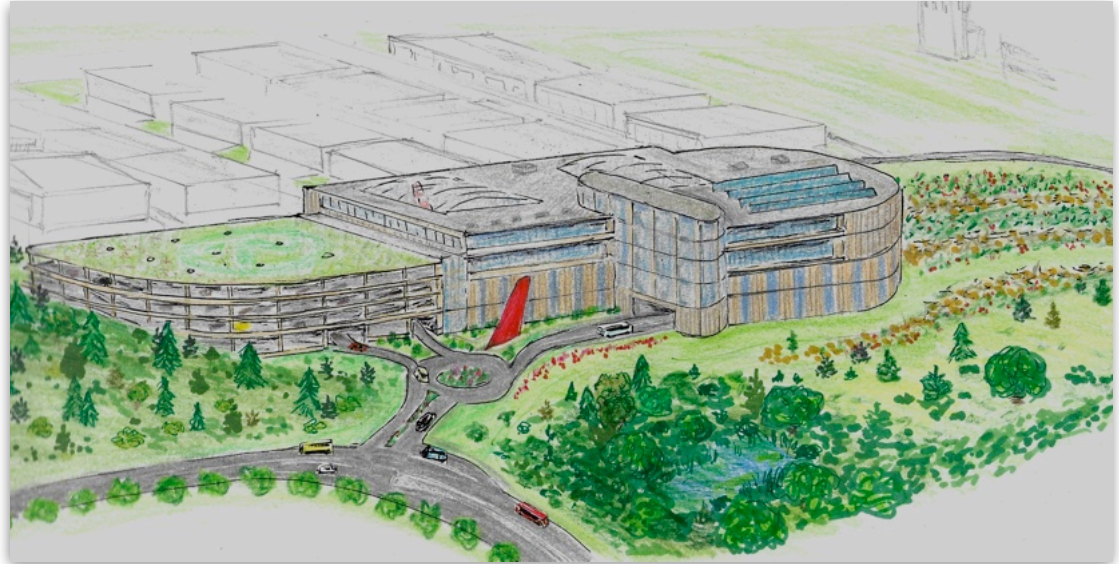
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Our mission:

To inspire interest in commercial aviation and our community's unique role in it.

We will preserve and present the history of Northwest Airlines and its associated carriers and partners, and show how they contributed to the development of science, technology, social changes, and the growth of Minnesota and the Upper Midwest.



Above, concept sketch by author, imagining the general configuration of the hillside plot at Flying Cloud Airport with future general aviation hangars built out beyond on the airside. Below, how the property presently appears:



Landing field in sight?

Multi-year process toward a permanent home starts taking shape

by Scott Norris

On Tuesday, May 12, several directors of the NWAHC Board, and principals from Access Philanthropy, the nonprofit consultancy working with the NWAHC, met with Blaine Peters, manager of Flying Cloud Airport (FCM) in Eden Prairie, MN, and Eric Gilles, the senior airport planner for the Metropolitan Airports Commission (the entity which runs MSP, STP, and several regional general aviation airports), to collectively update each other on both the FCM Long-Term Planning process and the Museum's work on refining its goals and organizing toward building a permanent facility. For the NWAHC, this was a critical gate: would there be space at FCM we could use? **DIGGING INTO THE DETAILS to page 7**

Boarding Announcements



From Director Bill Flatley

In the early days of passenger airlines, people dressed up when flying. It was an occasion not to be taken for granted. As the years progressed, flight privileges were a major benefit for the growing airline workforce. At the same time, attire for the general public became less and less formal. But for those airline workers and their families, formal attire was required. Most airlines generally had dress codes in place for non-revenue passengers, including employees and their eligible family members traveling on standby or discounted tickets. While specific dress code policies varied between airlines, there were some common expectations for non-rev passengers during that time. You knew that you were a representative of the airline and a higher level of decorum was called for. Today, some passengers are lucky to wear sweatpants and ragged t-shirt.

Let's look at the difference of expectations required for non-revs in 1983 compared to 2023. The expectations have surely fallen off a bit.

1983: Non-rev passengers were typically required to dress in business attire or neat, presentable clothing. This often meant wearing suits or dresses for men and women respectively. Casual clothing, such as jeans, shorts, t-shirts, and sneakers, was generally not allowed. Non-rev passengers were expected to dress more formally than regular passengers. Non-rev passengers were expected to avoid clothing that was overly

revealing, provocative, or suggestive. This included items like tank tops, mini-skirts, and beachwear.

2023: Overall appearance should be well-groomed, neat, clean, safe and respectful, from head to toe. Clothing should be respectful of fellow passengers.

1983: Open-toe shoes, tennis shoes, sandals, and flip-flops were usually not allowed. Non-rev passengers were expected to wear closed-toe shoes, such as dress shoes or loafers.

2023: Footwear of any kind is required unless the pass rider is not able to wear footwear due to a disability or physical condition.

1983: Tidy Appearance: Non-rev passengers were expected to have a tidy and well-groomed appearance. This included clean and pressed clothing, well-maintained shoes, and groomed hair.

2023: Clothing that is excessively dirty, stained, torn, vulgar, offensive, or suggestive is not allowed.

Being a non-rev child of the 70's and 80's who was extremely fortunate to travel all over the country on NWA airplanes out of MSP, my dad always made sure my brother and I had a nice suit at the ready. A small price to pay to go to Florida, California, Hawaii, Washington DC, New York, Chicago, Texas....and more. Now at age 51, I travel a lot for work, and it is important to me to continue dressing nicely to help promote a higher level of decorum. There is a saying by author Bianca Frazier, "Dress how you want to be addressed." If we all dressed up a little more when we fly, maybe we could bring dignity and joy back into our travel experiences.

Buy wise to support the NWAHC!

- Treasure hunt! We offer surplus materials and new apparel and pins for sale on **eBay** under the handle "cyberglitz" - the assortment changes every week!
- And our online store, with world-exclusive designs of a wide variety of merchandise, from shirts to mugs, travel gear to puzzles, and more, at **shop.northwestairlineshistory.org**

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 are especially interested in items that help us tell stories or demonstrate concepts and procedures; records and correspondence; video, audio, and photos; training materials and reference items; and union communications. Items from Hughes Airwest & its predecessors, Southern, and the Airlinck partners are especially appreciated - few items found their way to Minnesota to survive corporate purges & transfers.

How a Donor-Advised Fund can help you give more to Charity - by Captain Mike Vetter

One of my favorite investment vehicles that I use is the Donor-Advised Fund or DAF. Here's the basics on the DAF: Donors make an irrevocable contribution of cash or assets such as long term appreciated stock, to fund the DAF and immediately qualify for a charitable tax deduction for the full value of that contribution. Generally, no capital gains tax is owed on appreciated stock or other asset donations which means the donor is able to increase the size of their gift by up to 20%. The contribution can then be invested in tax free low-cost funds and other investments until the donor is ready to recommend a grant to the charities of his or her choice.

Setting up the DAF essentially means I could preserve more of a stock's value for donations to nonprofits, such as the NWA History Center or other 501(c)(3) organizations.

How Does a DAF Work?

1. Open a DAF and Fund It. I opened my DAF through my investment advisor at Raymond James. I can give stocks, bonds, restricted stock, private equity, limited partnership interests or cash.
2. Tax Benefits Help You Give Right Away. You're eligible for an immediate tax deduction for the full value of the contribution. Plus, if you donate long-term appreciated stock or other assets, generally, no capital gains tax is owed, which means you can increase the size of your gift by up to 20%.
3. Tax Benefits Help You Give More Over Time. Contributions are invested based on your preferences and can grow tax free.
4. Support Nonprofits at Any Point. You decide which charities to give to and when.

Beyond the tax benefits that a DAF can provide, many donors also like it because it makes giving quick and easy. Once the contribution to the DAF has been made, the donor can request gifts—even small ones—and not have to worry about the record keeping usual involved with direct gifts.

"It's like a charitable checkbook in which you don't have to keep track of your receipts—you just have to keep track of the contributions to the DAF." An asset must be held for at least one year prior to contributing it to the DAF in order to get the full deduction value. And recommending gifts is as easy as making a few clicks through Raymond James DAF online platform.

Note: Please check with your investment advisor or CPA to see if a DAF is right for you. For me personally, it's has been one of the best financial decisions I have made.



Minneapolis/St. Paul Aviation Spotting group grows to 10,000 members - NWAHC contributes to celebration

While airports like Los Angeles and Heathrow are well-known for their large and active airliner enthusiast communities, NWA's hometown is growing its own vibrant network of photographers, collectors, and first-riders, coupled with new companies catering to them.

The MSP Aviation Spotting Facebook group grew to over 10,000 members in early May, and to celebrate, group admin Nick Benson (founder of the aviation enthusiast software application JetTip.net) invited all members to meet at the popular Cargo Road observation site on Saturday, May 20.

A robust crowd showed up on a beautiful day with cameras and stepladders to catch the flight action, and normally quiet Minnesotans were striking up conversations with strangers. Nick says, "we went through 18 of the 25 dozen donuts I brought to the event, and gave out about 160 raffle tickets."

Sponsors of the event included the Metropolitan Airports Council, DG Pilot (aviation models and travel gear store), Clear Cut Woodworking, FlightRadar24, Jetset Shirts, Minnesota Flyer Magazine, JetTip, Sun Country Airlines, Thrifty Traveler (airfare search service), and the NWA History Center. We donated a vintage timetable bundle and a 1968 airliner reference book to the raffles which went from noon all the way through 8 pm.

We also met with producers from a new YouTube channel, "MSP Airport Live," which has potential and interest to collaborate with us on future interviews and panel discussions. More to come on that!

N290 between flights at Chicago-Midway, Sept. 3, 1959.
Photo by Jon Proctor and used with permission.



Flight 293 Monument dedicated

Saturday, June 3rd marked the 60th anniversary of the disappearance of NW Flight 293, a charter for the Military Air Transport Service (MATs) which departed from McChord Air Force Base south of Tacoma, Washington bound for Elmendorf AFB in Anchorage, Alaska. The DC-7C, registered N290, with 95 passengers and 6 crew, departed on schedule at 7:52 am but never arrived - crashing into the Gulf of Alaska west of Annette Island (south of Ketchikan) some time after 10 am, when the crew sent a routine radio communication. Search teams deployed in the 11 am hour, and found floating debris about 7 pm, including life vests still in containers.

No bodies of crew nor passengers were ever recovered, and the airframe was lost under 8,000 feet of water. The NTSB never established a cause of the accident. This was Northwest's deadliest disaster until the Flight 255 tragedy in Detroit in 1987. But — this very same MATs charter flight, operated by Northwest DC-7C N285, only eight months earlier on October 22, 1962, had a forced water landing in Sitka Bay after an engine failure. In that incident, however, all 102 people aboard successfully evacuated.

Family and friends of those lost - who were mainly active duty servicemen, spouses, and their children - pursued Federal assistance in funding a memorial for over 15 years, but did not find success on that route. Instead, as word started to spread of their intention and more families and historians got involved, private funding, including a GoFundMe page, was collected. The leader of this effort, Greg Barrowman, who lost his older brother in the crash, connected with Seattle-area media persistently over several years to raise awareness. Their goal was exceeded, and a monument was designed and crafted for placement in the Tahoma National Cemetery, in Kent, Washington.

Dedication of this memorial dedication was held on Saturday the 3rd, with a welcome by Barrowman and a reading of the names of passengers and crew. Northwest crew names were ready by Darlene Jevne, a retired NWA flight attendant. Honors to the deceased included a flyover and the playing of taps. After closing remarks, the group reconstituted later in the day for meals and further conversations.

 [See our blog for additional coverage](#)



Darlene Jevne gives remarks, aircraft flyover, and the completed cast plaque with military branch insignia and a Northwest DC-7.
Photos by Bruce Kitt.



Meet our newest Board member, Kimm Viebrock

Editor's note: The NWAHC added two more members to its board in May. In addition to Kimm Viebrock interviewed here, we also inducted Tim Haskin, whom we interviewed in the December 2020 edition of REFLECTIONS and will visit with again in our next issue.

REF: Your name may sound familiar to long-time Northwest staff. How would they know you?

KV: My name comes directly from two former NWA pilots. My grandfather, Joseph E. Kimm, started his aviation career with Northwest at age 17, while the airline was still in its infancy; he then went on to have an historically significant career, earning him a place in the NAHC Hall of Fame. Joe's eldest daughter married my father, Clint Viebrock, who flew with NWA for 35 years until his retirement in 2008 as a 747-400 captain.

REF: With that lineage, do you have your own wings?

KV: I also am a pilot and have earned a commercial license, though sadly have never worked for an airline. I graduated from the aviation program at Big Bend Community College in Moses Lake, WA and worked for a time as a flight instructor, ground instructor, and written exam prep researcher.

REF: But the sky still beckoned?

KV: You could say that! In the process of getting a BS in Atmospheric Sciences from the University of Washington, I took on an internship at KOMO-TV Seattle that led me into broadcast meteorology and sciences-related journalism. Like many media workers, I have lived in several markets: Great Falls, Tacoma, El Paso, and Omaha.

My focus since that period has been technology and leadership. I also have pursued a number of technology-

related personal interests, including social media and other internet-based communications, as well as amateur radio. Additionally, I have non-profit board experience, including serving as President of the local chapter of the International Coaches Federation and as a member of the regulatory committee for that internationally-based professional association.

REF: You've already started documenting NWA history!

KV: I grew up hearing many stories from my grandfather about the early days of Northwest, his time as pilot and chief pilot, and his friendship with Donald Nyrop. Due to my interest in aviation history and his career, I was able to preserve many of these stories as recorded interviews with Joe while he was still alive. I also grew up around many NWA pilots and their families and heard many stories about the airline and its history from their perspectives as well. So I come naturally to my high-regard for NWA and its importance to commercial aviation, not just here in the U.S. but overseas as well.

Before his recent death, my father always had in mind that we would write a book about the innovative advances in aviation weather forecasting that Northwest pioneered. Not wanting to lose that perspective on an important achievement in Northwest Airlines history, I had thought of building and tapping into various networks to pursue the project on my own when I came across the call for board members to join the NWAHC.

Although I live in Seattle, I travel between here and Minneapolis-St Paul frequently. My mother's family are all from the Twin Cities and I lived there myself during my grade school years when my father opted NOT to commute for a time. Having connections in the aviation community on both ends of the historic NWA system will be helpful in fundraising and coordinating industry resources as we work toward realizing the "Go Big" plan for a permanent museum and its programs and exhibits.

Education focus also sought for the NWAHC Board of Directors

Key to our growth is coordinating our resources with K-12, college, and vocational STEAM, social studies, library, media, and hospitality programs. As our Board grows, we are seeking a Director with education skillsets who can build relationships with that community. If you are interested, or know someone who might be, please email 4info@accessphilanthropy.com.

Feature Article

Long-term planning and FAA oversight

FCM is the busiest reliever airport in the Twin Cities, with over 100,000 operations per year. Hangar space is at a premium as the field is popular for recreational and corporate aircraft - the north side is fully built out, and prepared space on the south side is filling up quickly. MAC needs space for maintenance and snow equipment, and a new control tower sited northwest of the current one is required to ensure clear sightlines.

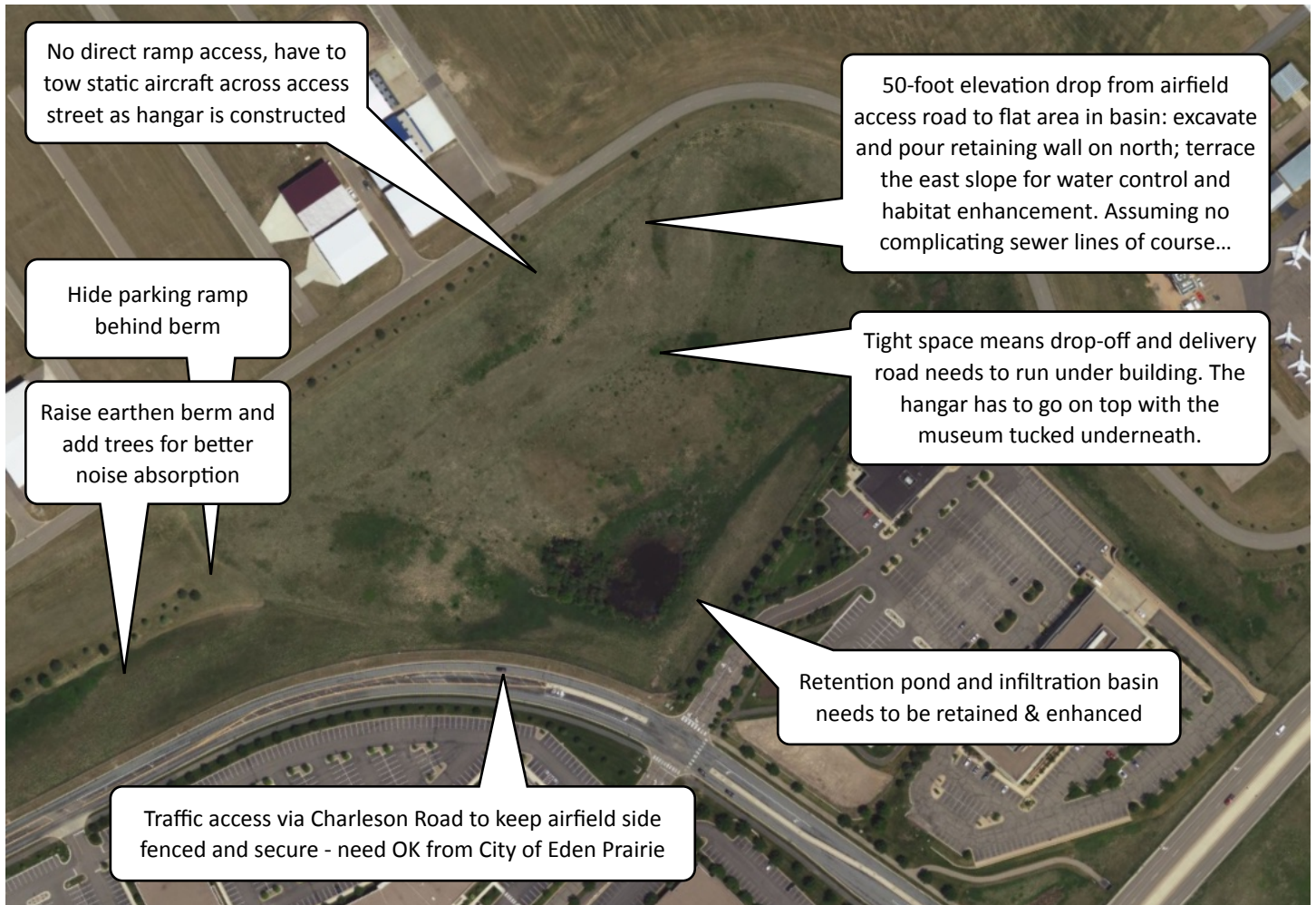
MAC is in the middle of the long-term planning process for FCM, which involves projecting traffic to a 2040 planning horizon, preparing a gap analysis between current infrastructure and what will be needed to serve future activity, and drafting construction, environmental, and fiscal plans with options for the community and MAC board. This process is expected to be completed in early to mid 2024, and the formal plan would then go to the FAA for review and approval, expected in early to mid 2025.

Meetings with key stakeholders, lessees, operators, and the southwest metro community at large have taken place, with 3

out of a planned 4 public presentations completed by the end of May. Based on this input, studies of air operations, and regional growth estimates, FCM has generated a provisional long-term aeronautical operations site plan. It calls for substantial south-side ramp construction to accommodate additional hangars, as well as a new tower, and also limited growth on the north side which would slightly affect community athletic fields.

This growth does cover the two locations the NWAHC had thought might be viable for constructing its museum, that would also allow unobstructed ramp access to allow for infrequent activities such as fly-in breakfasts and Girls in Aviation Day, as well as to taxi in aircraft for static display.

During the May 12 meeting, NWAHC learned the scope of our intended airfield-related activities fell below the FAA's "aeronautical" threshold - which takes the museum off the Long Term Plan. But our initial disappointment turned into fresh interest as a piece of FCM owned property designated "non-aeronautical" was pointed out on the south side. The site does present some challenges:



Obstacles and opportunities

After the May 12 meeting, the NWAHC + Access Philanthropy team drove to the south-side property and walked around the grassy slope. The bluffside opens up on a broad vista of the Minnesota River Valley, looking off to the town of Shakopee and the Valleyfair amusement park south of the river. The breeze blowing along the valley was accompanied by hawks and songbirds.

Being inside the secure zone, we noticed the fencing along Charleson Road below and only one obvious path a driveway could take from the street to enter the property. A stormwater drainage channel with a retention pond would need to be protected. And our immediate neighbors would be the three-building campus of C.H. Robinson, the Fortune 500 logistics company. We would need to meet with the city of Eden Prairie about road access and traffic estimation, but also about building aesthetics, landscaping, and noise - as there is a newer residential neighborhood just west of the Robinson complex.

But, assuming we could come to an agreement with the city, there would be public access, as the security fence could be rerouted. Blaine Peters had already informed us SW Metro Transit was interested in running circulator bus service between FCM and the METRO Green Line terminus near Eden Prairie Center, and this site would make a logical stop. Immediate access to well-trafficked Flying Cloud Drive makes the site easy to reach from southwest Hennepin County as well as all of Scott County across the river, and beyond.

MAC has expressed desire to see a fine-dining restaurant somewhere on FCM grounds as part of a multi-use facility, and we could imagine the scenic view would be a substantial draw even for aviation non-enthusiasts.

Peters and Gilles also noted that this property is not subject to aeronautical height restrictions, as it is out of the flight paths of FCM's intersecting runways. The FAA, at least, will not have to approve our architectural plan. And while we do not have "dibs" on the property, there are no other parties interested.

Upside-down thinking

Our concept museum as presented in the September 2022 edition of REFLECTIONS assumed it would be built on flat ground using conventional commercial construction, with a building footprint of about 120,000 square feet and a large surface parking lot. The topography and drainage of the bluffside site will not support such a plan.

As a commercial aviation museum, we need to display actual airliners from different eras. That means we need hangar space even if we are a "non-aeronautical" structure. And with this site, that will mean putting our hangar at grade with taxiways that serve actual hangars across the access road so we can tow aircraft across. To house an A320, for instance, we would need that hangar to be about 150 feet deep, with a door at least 45 feet tall.

There would be enough cubic volume under that hangar floor to the leveling-out of the site slope for two high stories - enough for exhibits, archive storage, a library, loading docks, and utilities. And there would still be enough room on the river-facing side to build out 50-100 feet for classrooms, meeting and event space, and a restaurant. Above the hangar can be space for a "tower" both for teaching about air traffic control and for a birds-eye view of the scenery. Such uses will be important in generating operating revenue once the museum is open, and will enable our educational objectives as well as the MAC's objective of forging strong bonds between local citizens and the aviation ecosystem.

Parking for personal vehicles and buses would need to happen in a ramp, but that could be tucked between the ridge and the large earthen berm facing Charleson Road. There should be enough space to handle functions like large wedding receptions plus normal evening restaurant patrons - and include a "green roof" for extra habitat and rain filtration.

Time and money

The NWAHC and MAC are on converging timelines. While the FCM Master Plan for aeronautical construction works its way through approvals first by the MAC Board and then the FAA at some point in 2025, we will also need to have our plans approved by the MAC Board by late 2024 in order to secure a long-term lease from them. MAC may also help us with utility and site preparation, so their financial planning for our project needs to align with their other aeronautical work.

Before that happens, however, NWAHC has to work through intermediate steps:

- Summer-Fall 2023: initiate conversations with architectural firms on a rough site plan. Also start meetings with the city of Eden Prairie about roadways and neighborhood concerns. And also make contact with nearby school districts, colleges, and state agencies about how to collaborate.
- Late summer 2023: conduct feasibility study to determine our financial capacity, and long-term viability of our proposed facility

- Summer to end of year 2023: raise funds for formal architectural drawings. This will likely be in the hundreds of thousands of dollars.
- Late 2023 - early 2024: review site plans with city of Eden Prairie and MAC staff, make adjustments as needed. Estimate construction costs and outfitting exhibits. Prepare funding request presentations and literature. Assemble lists of potential donors and partners.
- Winter - Summer 2024: NWAHC launches its capital campaign for construction and outfitting. Depending on building design to handle the unique site, and availability of aircraft for donation, this objective will be at least \$30 million.
- Mid 2024: MAC finalizes its site plan for FCA. Obtain final approval from the MAC Board for museum plans.
- Early to mid 2025: the FAA approves the FCA construction plan. MAC leases the hillside site to the NWAHC, at which time we have one year to start building construction.
- 2026: Substantial construction underway. 100th birthday of Northwest Airlines celebrated with a hard-hat tour for donors and aviation enthusiasts.
- 2027: Aircraft acquired, restored, and towed into hangar. Exhibits assembled, staff hired and trained, archives fully transferred and offices occupied.
- Late 2027 - early 2028: museum, restaurant, and meeting space fully open to the public. Classrooms host students, and a full calendar of activities begins.
- 2028: Hosting ACE Camps, Girls in Aviation Day, the October sale, and many other events.



ABOVE: Looking east toward the current tower, which will be replaced with a taller structure toward the left side of the photo. BELOW: Looking west. Townhouses are sited just beyond the office park in center-shot. The river valley stretches across the center of both photos.



How can I get involved or donate?

There are ways from small to large to help the NWAHC build its permanent home:

- Encourage your friends and colleagues to become members - this helps us demonstrate a wide base of support and keeps ongoing efforts funded.
- Shop at our museum, online store, and at the October sale event (back cover)
- For donations \$5 to \$500, head to shop.northwestairlineshistory.org and click on "Financial Donation Options."
- If you are interested in giving a larger amount, or would like to coordinate a planned gift, please contact us directly at (952) 698-4478.

Our early need is to talk with architects with experience in public buildings, schools, or office structures. We would appreciate professional referrals via northwestairlines@comcast.net.

Finally, please discuss this project with your personal networks - word of mouth is the most powerful marketing tool. We thank you in advance and are eager to report our progress!

Reno Recollections

By Bill Dellinges - via Pacific Airlines Portfolio



I was born and raised in San Francisco, and after graduating from high school in 1961 figured I might as well get my military obligation out of the way and join the Air Force. I was afraid of water (Navy) and didn't like the idea of marching through mud (Army). I always liked airplanes, having built every Revell plastic airplane kit known to man. Maybe the Air Force could teach me a trade useful in civilian life? I did one four year enlistment, 1961-1965 as a mechanic on B-52's and C-130's.

Upon discharge I went knocking on doors at SFO looking for a job with the airlines. I eventually found Pacific Airlines (PC) in an old Spanish-looking building which I believe was the original SFO terminal. They occupied several offices within this building. The action was now at the newer Central Terminal but PC still used the older terminal area for maintenance. I was interviewed by Bill Company and we hit off, talking about old WW II airplanes (hey, those plastic models paid off!). He was impressed with my WW II aircraft knowledge and Air Force background. While I had an aircraft maintenance job in mind, he said they had openings for Station Agents. I asked what that was. The description sounded interesting and I thought what the heck, it had something to do with airplanes and frankly, I was running out of my AF mustering out pay fast. I had my choice of Chico, Reno, or South Lake Tahoe. He said after 6 months I could put a transfer in for SFO. The pay was "352." I assumed he meant \$3.52 an hour. Pretty good starting pay in those days. To my chagrin, I later discovered he meant \$352 a month. I chose Reno and Dad helped finance my journey and establishment in RNO.

My hire date was March 29, 1965. I nearly starved to death the first 2 months! I survived by using free dinner chips at clubs given to me by relatives who had collected them on gambling trips there. Also, every weekend I drove down to SFO in my '61 VW or used a PC pass to see my girlfriend and borrow \$20 from Dad each week – \$10 for my guest house room and \$10 for food. Yes, though a newbie, I had weekends off. But there was a catch. I got off Friday night at 10pm and had to be back at work Monday morning at 4am! A split shift. No wonder no one wanted that shift! Yet I still managed a weekend in SFO!

Have you ever driven a VW bug over the Sierras in the winter at night? The heater leaves something to be desired. Once I had \$5 on me and I headed out of RNO at 11pm on a snowy night for SFO. At a road block in Truckee a guy knocked on my window asking if he could put my chains on. I naively said yes! Gee, I thought, this is great service! Later he said, "that will be \$3." When I said "What?" he yelled at me, "Do you think I'm out here for my health?!" Now down to \$2, I didn't have enough money for the two bridges I needed to cross San Francisco Bay. So I paid to cross the Carquinez Bridge and without enough money for the S.F. Bay Bridge drove to S.F. via San Jose. Jeez.



I eventually got on my feet financially after a few months and paid my father back all the money I had borrowed from him. I was trained by the station manager, Bob Brandia, and senior agent Ted Kaphan. We did everything: ticket counter, freight, cargo loading, reservations, fueling (both planes and the fueling truck!), load plan, passenger boarding. Then stand in front of the plane in our neat blue uniforms as we signaled engine start and smartly salute the flight off.

Bob was a very professional, strict manager. At one point he complimented me on my progress. What he didn't know was that when he was not in the station, we agents got a little goofy. We did our job, but it was a case of "when the cat is away, the mice will play" kind of thing.



N2773R at San Francisco, March 10, 1963, by Jon Proctor. This is a GNU 1.2 licensed photo, but Jon has also granted the NWAHC editorial use of his images.

Some recollections: One night I was alone while the guys took a coffee break when Capt. Flickinger called in, “10 minutes out, what’s the wx (weather).” I radioed back I was new and didn’t know how to read weather yet. He grumbled “just read the numbers and describe the symbols to me.” So I did. Of all the PC captains, Flickinger was the last guy you wanted to tick off. As he walked through the station after landing, I heard him utter, “Can’t they train these guys properly?”

Once, a departing F27 needed 600 pounds of ballast and the agent doing the load plan forgot to tell anyone. Thank God the plane made it to its destination OK. One morning “Hal” was late and showed up at 5am after partying wearing jeans and a t-shirt, looking very hung over, checking in the Fun Flight passengers. Oh boy, if Bob had seen that he would have had a kitten. One day an F27 took off and a main gear tire fell off.

I think we had 4 departures a day but only the “Reno Fun Flight” 5 a.m. run was ever full. I couldn’t figure out why the Bonanza flights to LAS were always full. They made a killing on that route. I recall when UA replaced their DC-6’s with 727’s. Wow! That plane looked like a 747 to me. And I think Western flew a 720 in there as well.

I stayed beyond the required 6 months, from March to about January, partly because I liked living in Reno and partly because

I felt obligated to stay the winter after all the cold weather operations training I had been given.

Speaking of weather, in winter we often had to work with the Tahoe station manager, Don Rice, via telephone to reroute his snowbound passengers to Reno by bus for alternate flight arrangements – or anytime of the year due to wind direction problems. It was a very touchy airport. But around January 1966, my 10th month in Reno, I had made a couple mistakes Bob felt were unprofessional and asked me to transfer to SFO or he’d have to consider firing me.

Thus I found myself working the ticket counter in SFO from 1966 to 1968. The Air West merger did a number on me – the counter was a nightmare. I transferred downstairs to operations until we became Hughes Air West in 1970 (my favorite 10 years with the airlines). Then came Republic in 1980, Northwest in 1985. By then I was working strictly the ramp. I retired July 25th, 2000 after 35 years with the airlines. Those first 10 months in Reno with Pacific Airlines seem like a million years ago and another lifetime. But I have fond memories of those “old days” and my introduction to life in the airline world.



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Saturday, October 14, 2023, 9 am to 4 pm**



**Models - Wings - Safety Cards - Timetables - Clothing - Flatware - Drinkware -
Posters - Books - and so much more! Meet old friends and make new ones!**

Photo by George Hamlin

**At the Best Western Plus Hotel in Bloomington, MN, across from the Mall of America.
Admission only \$5 (kids under 12 free). Proceeds help support the Northwest Airlines History Center!
Free parking. Free shuttle ride from MSP Airport. Or use METRO Blue or Red Lines to the MOA. Hotel
reservations (952) 854-8200. Table space (952) 698-4478 or bruce.kitt@northwestairlineshistory.org.**