



F. R. Meisch Papers.

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February 4th, 1942,  
Nevada Motel # 12,  
704 South 5th Street,  
Las Vegas, Nevada.

Mr. Karl O. Larson,  
Chief Engineer,  
Northwest Airlines, Inc.  
St. Paul, Minnesota.

Dear Mr. Larson:

Received your letter of February 2nd today, and I am willing to accept your offer of a salary of \$200.00 a month in the light of a long range proposition - allowing time and the quality of my work as the basis for any future changes. At what approximate date would you desire me to report for work in St. Paul? Is there any remuneration for transportation from Las Vegas to the Twin Cities?

Since last writing to you, I received on January 31st a letter from my Selective Service Board in Fargo, N.D., stating that they were referring me to the local Board here for physical examination. To date the local board has not yet contacted or notified me to take this examination. However, as soon as I take this examination, I shall have to take immediate action to secure a deferment. Until this examination has been taken I assume that I shall have to remain in Las Vegas.

Sincerely,

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Mr. Francis R. Meisch

January 26th, 1942,  
Nevada Motel, # 12,  
Las Vegas, Nevada.

Mr. Karl O. Larson,  
Chief Engineer,  
Northwest Airlines, Inc.,  
St. Paul Municipal Airport,  
St. Paul, Minnesota.

Dear Mr. Larson:

I am sorry that I did not have the opportunity to see you personally over the Christmas holidays but my acceptance of a position in Las Vegas made such a trip to the Twin Cities impossible during that period.

In reply to the items mentioned in your letter of January 22nd, I submit the following:

1. I am at the present time in the employ of the McNeil Construction Co. of Los Angeles as an architectural draftsman in the engineering office at a salary of seventy five dollars a week. The project is the plant for Basic Magnesium Inc. at Las Vegas, Nevada. The probable duration of my present work is about a year - the possibly two years in duration if the project should be doubled in size.
2. I can leave this project on fifteen days notice unless an emergency exists in the status of the work under progress. Since this is a Defense Plant Corporation project I secured verbal confirmation of the possibility of a release from the Chief Engineer today.
3. With respect to employment by Northwest Airlines I would expect to start at a salary of sixty dollars a week. Please confirm number of hours per week and overtime pay ratio. I am willing to accept a lower salary than the one I have at present because it is geared to the high living costs of this vicinity.
4. At the end of one year of satisfactory work I should expect a salary of seventy five dollars a week or one in proportion to the responsibilities of the position.



5. My general feelings in regard to working for Northwest Airlines are somewhat mixed. In the short time that I have been conscious of and interested in architecture, I have seen a great many changes in the architectural profession. The architect is becoming an anonymous public servant, (T.V.A., federal housing projects, slum clearance), or else the technical assistant or employee of large firms and corporations. This to me does not mean the end of architecture but rather the end of the architect as the isolated individual. I think that the aircraft industries and allied companies are today in a position similar to that of the automotive industry at the beginning of the last war - and that a great expansion is ahead. I also think that there is a future in the development of architectural and engineering facilities to meet the growing demands of aviation - a surface that has barely been scratched. To date the interest still centers on the plane and not so much about the air depot and ground facilities.

6. In regard to working for Northwest Airlines I have a few questions that follow: With due regard to the indefiniteness of the future - would a position with the airline be a permanent one provided that satisfactory work was performed? At the present time I am in defense construction work because I feel that my services are of more value to the country in that way than they would be if I were in the armed forces - and secondly because I do not desire to get away from architecture and engineering at such a vital time and later be forced to bridge a gap in my experience. I am subject to the Selective Service Act and expect that I will be called some time in the near future. My present position will insure my remaining in construction work; would my work with Northwest Airlines do the same? Would my work keep me in the Twin Cities permanently?

Sincerely,

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Mr. Francis R. Weisch.

NORTHWEST AIRLINES, INC.

1885 UNIVERSITY AVENUE

ST. PAUL 1, MINNESOTA

OFFICE OF  
THE PRESIDENT


March 21, 1947

Dear Frank:

I am most happy to enclose your five-year pin, an honor awarded you in recognition of five years of meritorious service with Northwest Airlines. This emblem is the symbol of membership in a group whose loyalty, cooperation and efficient service over a period of years have made possible the continued growth and outstanding record now enjoyed by Northwest Airlines.

With your help we shall do even better in the future.

Sincerely,

  
Croil Hunter

Frank R. Meisch  
Saint Paul, Minnesota



# TRANS-CANADA AIR LINES

*Canada's National Air Service*

Room 703, 355 McGill Street,  
Montreal, Quebec,  
April 9th, 1945.

8000-1

PERSONAL

Dear Mr. Meisch:-

I appreciate so much your kind letter of the 26th ultimo, enclosing one set of prints of the model which you made for the Seattle-Tacoma Terminal Building and a bound reprint of your "Architecture and Air Transportation".

Recalling our very pleasant visit with you and your officers at Saint Paul and further in your debt for the above information, which we are finding so useful. Again many thanks.

Kindest personal regards.

Sincerely,

*John Schofield*  
Chief Architect

F. R. Meisch, Esq.,  
Architect & Plant Engineer,  
Northwest Airlines Inc.,  
1885 University Avenue,  
SAINT PAUL 4, Minnesota.