



F. R. Meisch Papers.

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# La Crosse Visit Paid by Group

A study of ground, radio and other facilities at La Crosse was made by a group of Northwest Airlines officials this week as a preliminary to the start of service there.

The air line representatives flew there in the C-47 executive ship Wednesday morning, returning late that day. While in La Crosse, they consulted with airport and municipal officials.

In the group were Lee Smith, vice president in charge of the Eastern region; R. C. Anderson, general superintendent of stations; D. C. Evans, superintendent of stations, Eastern Region; Francis Meisch, architect; and Ray B. Robel, supervisor of ground communication facilities, Eastern region.

## Northwest Airport Facilities Are Expanded At MP Airport to Meet Increasing Traffic

To accommodate a rapidly increasing air traffic, which is expected to take a further sharp upturn when service through Alaska to the Far East gets under way shortly after the first of next year, Northwest Airlines is expanding its facilities at the Minneapolis-St. Paul airport, Wold-Chamberlain field.

This expansion is being worked out on a scale not only to meet present requirements, but in recognition of the growing importance of the Twin Cities as a global air center.

More room for passengers; faster handling of ticketing, check-ins, baggage, mail and express—these are some of the ends sought.

When enlargement of airport facili-

ties is completed—probably by January 1—congestion will be relieved and a swifter, easier flow of traffic is assured. Airlines, in turn, will need to spend less time in flight routine at the airport.

The improvements will be immediately noticed by the traveling public, thus, in turn, adding to the high regard visitors already feel for the Twin Cities.

A waiting room, accommodating 500 persons, will end the present crowded conditions.

The enlarged setup is made possible by the conversion of two hangars into an addition to the Administration building.

These hangars, owned by the Met-

ropolitan Airports commission but until recently located at the Navy Base at the north end of the field, have been moved adjacent to the Administration building. They are being joined to the main structure and will become an integral part of it.

The new addition is 66 feet wide by 240 feet long, and of this Northwest Airlines will have for its exclusive use a space 66 feet by 32 feet, or 2,112 square feet.

It will have a ticket counter running the full 66 feet long, of which 33 feet will be utilized for six check-in positions—compared with the three now available. Some 14 feet of the counter will be used to provide three positions for ticketing information, and 13 feet will be used for baggage.

A wall behind the ticket counter will separate the incoming and outgoing baggage from the ticket counter area. The area also includes a special baggage-claiming counter, to be used under favorable weather conditions to convey baggage directly to the street.

A separate workroom has been provided for Northwest Airlines agents.

Large double doors are arranged at the north end of the building to allow for passage of motorized carts to carry baggage to and from the apron.

The new space allotted to Northwest Airlines will be several times that which it now occupies.

As the change-over is completed, the present Northwest space will be re-worked to provide new facilities for Customs and Immigration services, which will be established by the government to function in conjunction with the airline's service to Alaska and the Far East.

Engineering details of this feature will be worked out by the Metropolitan Airport commission in co-operation with Northwest Airlines engineers and the government.

Since enlargement of Wold-Chamberlain facilities was decided upon, the airline's engineering and planning department has worked closely with the commission. Various drawings have been made, revised, and shaped to final form through this arrangement.

These plans first covered the Administration building alone, but then it was found that any enlargement of the ticket counter facilities would encroach on the airline's operational space.

So new plans were drawn, to cover the hangar addition.

Part of the new terminal area is being developed by the commission for use of others.

Present dining facilities will be expanded into part of the existing terminal building.

Taking an active part in the formulation of Northwest and commission plans have been Paul L. Thomas, manager plant and equipment engineering division of the engineering and planning department, and Francis Meisch, architect.



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2 DURING THE WAR AND AFTER  
SEARCHING FOR A SITE AND ON MANY PLANS FOR THE SITE AND FOR THE TERMINAL BUILDING  
FRANCIS MEISCH FOR NWA AND THE ARCHITECT FOR UNITED NORTHWEST AIRLINES NEWS  
SPENT HOURS AND HOURS WORKING WITH THE CHIEF ENGINEER FOR THE PORT AUTHORITY

# New Seattle-Tacoma Terminal Gains Fame

## Five Major Airlines Use Big Airport

SEATTLE—A stone's throw from majestic Mt. Rainier and an arm's length from Puget Sound is one of the nation's finest airports.

The facilities of the Seattle-Tacoma International airport and its magnificent four-story terminal already are world famous among air travelers and crews. It has all the facilities for safe operation of aircraft and every convenience for the traveler.

This airport is home for 814 Northwest Airlines employes, the largest number outside the home base in the Twin Cities.

NWA WAS THE FIRST of five major air lines now using the international airport to move its operations from Boeing field, the King county airport in Seattle's congested South End industrial area.

Two additional major lines still using Boeing field will move soon to Seattle-Tacoma.

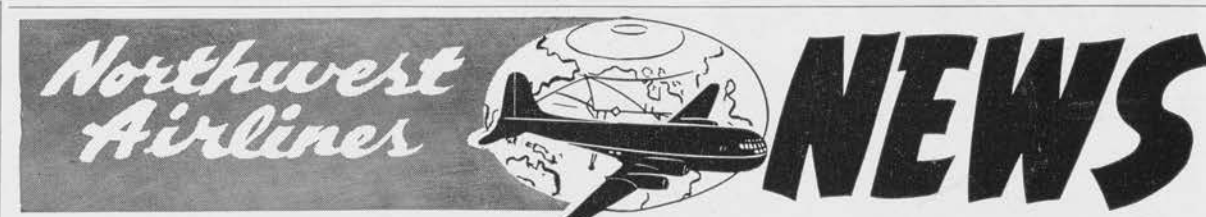
Ground was broken for the field in December, 1942, but it wasn't until 1947 that Northwest dedicated its giant hangar-office building. Passengers were serviced out of a small administration building until the present terminal, with its automatic elevators, dining room, cocktail lounge and all conceivable service features for travelers, was dedicated on July 9, 1949.

The terminal even has a 100-play automatic record machine which broadcasts flight arrivals and departures—recorded by professional radio announcers—throughout the terminal at the touch of a button. Just like selecting a favorite tune on a juke box.

WITH THE EXCEPTION of ticket and sales offices, located downtown in Seattle and Tacoma, Western Region offices for NWA are in the hangar, conveniently close to the myriad operations necessary in keeping 167 arrivals and departures going every week on domestic, Hawaii, Alaska and Orient operations.

The airport—and Northwest's major operation outside the Twin Cities—is located on the Pacific highway, four-lane, high-speed arterial between Seattle and Tacoma, 13.3 miles from Seattle and 21 miles from Tacoma.

The field itself, an \$11,000,000 installation owned and operated by the Port of Seattle, has four runways, all of them 150 feet wide, of thick concrete. The north-south runway—equipped with high-intensity lights—is 7,500 feet long. Other runways



Vol. 9, No. 7

"A well-informed employe is a better employe."

May 23, 1952



**Luxury:** Northwest Airlines' Stratocruiser lounge, in the passenger terminal at Seattle-Tacoma Airport is a comfortable, luxuriously furnished room in which passengers may wait between flights.

have flush lighting. The northeast-southwest runway is 5,611 feet long; the northwest-southeast, 5,082 feet, and the east-west, 5,000.

Seattle-Tacoma is 400 feet higher in elevation than Boeing field, at 15 feet above mean sea level—a geographic fact that comes in handy at times. Occasionally, at times when Sea-Tac is obscured by a high fog, the ceiling at Boeing is high enough for air liners to slip in beneath it. And vice versa.

THE EMPLOYMENT rolls for NWA at Seattle-Tacoma have been increased by about 125 persons in the past month, due to increased traffic here under the new schedules, according to Virg Fencel, regional personnel manager.

NWA flying personnel based at Seattle total 302. Four hundred fifteen of the SEA employes provide the ground service for NWA activity, while 52 are employed in sales and 45 in the regional offices.

The SEA hangar-office building is designed to allow for expansion to the south to provide additional hangar space, and a third story may be added to the presently ample office space.

AT PRESENT, the hangar floor working space is 230 feet by 136 feet,

large enough and high enough to handle two Stratocruisers. In addition, to the south of the main hangar is a nose hangar.

Around the hangar working area are stockroom, flight kitchen, equipment service and the offices of foremen, inspectors and other ground supervisors. Also downstairs is a lunch room for personnel.

Parking for employes is provided by a regular parking lot, along the street in front of the hangar and between the hangar building and the street. The latter space is just back in order after having been torn up while the airport was placing electric wires and other utilities underground, another in a long series of steps forward.

## Yakima Handles Big Airliners

YAKIMA—Built two years ago by the city of Yakima, the modern administration building at the airport has been described as the sweetest small airport terminal in the west.

Yakima is located in a fertile valley east of the Cascade mountains in an

area famed for its apple and peach orchards.

The Yakima field is a busy place, especially in the winter when fog sometimes closes in the coastal airports.

"We get a lot of planes in here, in addition to Northwest Airlines' regularly scheduled Yakima flights, when Portland and Seattle-Tacoma are fogbound," says Tom Moore, Yakima DSM.

"One day last winter, we had a Northwest Stratocruiser from New York, a Northwest DC-4 from Anchorage, a Northwest-operated DC-4 from the Korean air lift and a charter C-46, all at the same time."

Northwest's operations at the field are directed by John Burnside, station manager, whose first assignment for NWA was at Yakima in 1940.

The three runways range up to 5,000 feet in length—the northwest-southeast strip. The southwest-northeast runway is 4,300 feet long, and the north-south strip is 4,000.

Burnside has three equipment-service employes, four radio operators and six transportation agents, while in the downtown ticket office Moore has five reservations agents and two ticket agents.

Frank Faist is a radio operator, while his wife, Fran, is a ticket agent, with five years of service with NWA.

Northwest has served Yakima since 1938.

## Fruit Air-Shipped From Wenatchee

WENATCHEE — Northwest Airlines personnel at Pangborn field will experience some busy months in the heart of America's fruit-growing country.

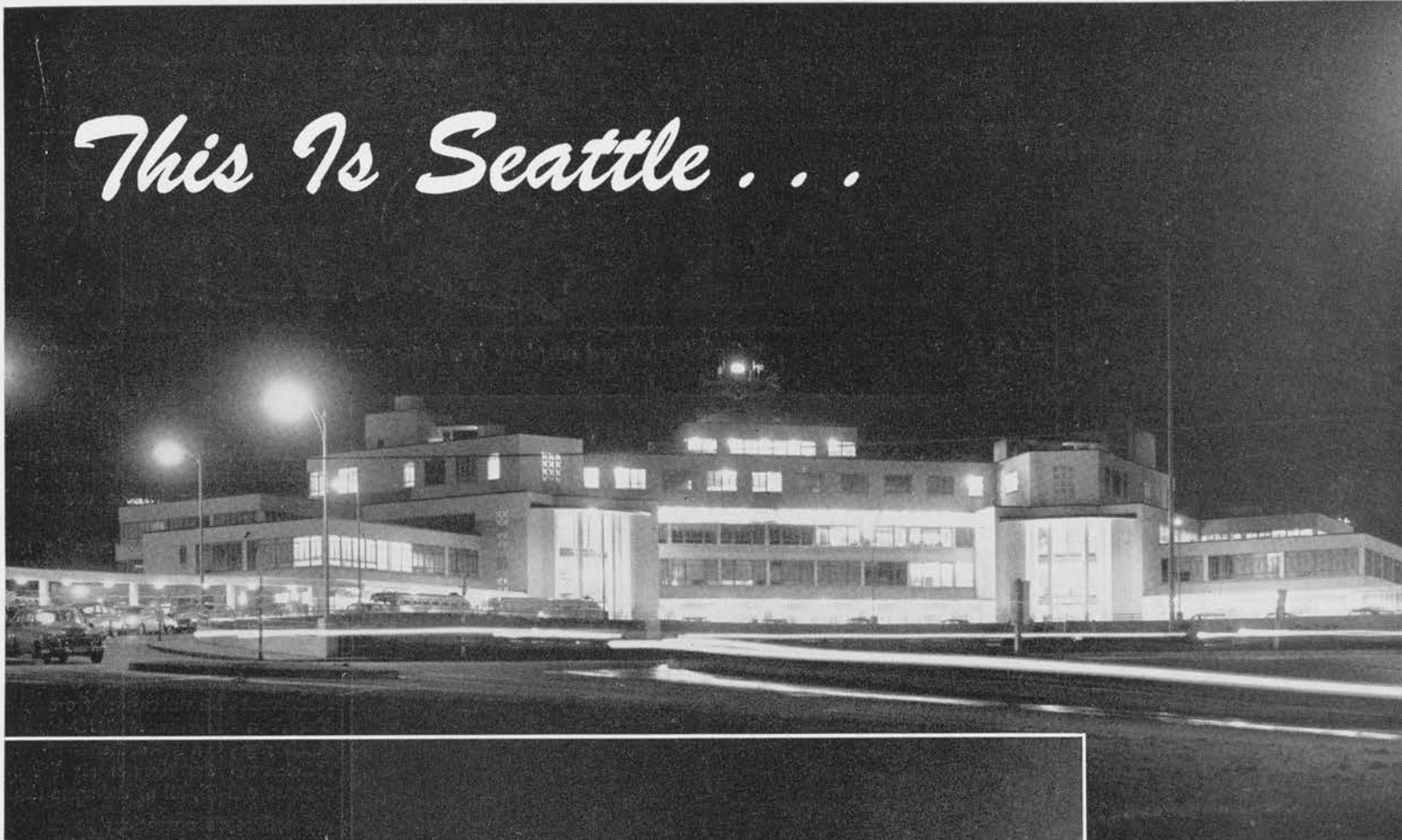
Pangborn airport is located just across the Columbia river from Wenatchee and has an elevation of 1,245 feet.

The conclusion of the annual Apple Blossom festival means that in a few months fruit ranchers will be shipping out planeloads of soft fruits and apples to be marketed in all parts of the country.

NWA personnel based at Wenatchee include Bruce Kinzbach, Bill Fadden, Morris Briggs and Eugene Severson, radio operators.



# This Is Seattle...



From sundown to sunrise lights glow invitingly in the luxurious Seattle-Tacoma airport terminal. This mid-day atmosphere impresses on passengers and passing motorists that a giant airport never sleeps.

(Center) Momentarily deserted, the Stratocruiser Tokyo awaits its passengers on the Sea-Tac ramp.

(Bottom) A huge 210-foot neon sign identifies the airline's hangar at the field. Northwest Airlines is spelled out in eight-foot-high yellow letters. The second line in the legend is made up of four-foot-high flashing blue lights.

NWA News  
May 23, 1952







## TWIN CITIES HARBOUR

### AIR OCEAN—NEW GLOBAL SKYWAYS

In the Ocean of Air there are no boundaries or barriers either over land or sea, nor are there any natural harbour advantages excepting such as may be had from geographic location and terrain. The commerce carried in the air is now, and will be, guided along skyways charted only by points where man has created harbour facilities. Cities such as New York, Boston, New Orleans, San Francisco and Seattle have become great because of their natural harbor advantages for commerce on the sea. In each case, man merely utilized the natural advantages by constructing good seaport facilities such as channels, wharves, warehouses, rail terminal facilities and other harbour installations.

### OPPORTUNITY TODAY

We have a great opportunity today to prepare for the inevitable "Air Age" economy of the "World of Tomorrow." Those communities having the vision and determination to provide super air facilities now, will thus create new sky harbours and place their communities in a position to reap, "out of the blue," vast benefits from this new economy.

### TWIN CITIES' STRATEGIC SITUATION

The Twin Cities are strategically situated for such a harbour and their progress as an important domestic and international air center will be limited only by the extent of available harbour facilities. The opportunity is at hand to make the Twin Cities harbour one of world-wide importance, and to put this community on a plane comparable to that now occupied by outstanding world seaports.

### TWIN CITIES HARBOR INCLUDES ALL AIRPORT FACILITIES

Such a harbour would embrace all existing airport facilities in the vicinity just as the New York harbour includes Brooklyn and Jersey points; the Golden Gate includes San Francisco, Oakland, etc.; and Puget Sound includes Seattle, Tacoma, Bremerton, etc. The amount of commerce that will flow into and through such a harbour will be governed entirely by the capacity of such facilities, and today this would have to be confined to Holman Municipal and Wold-Chamberlain Airports (Private and non-commercial flying needs will require at least 21 more airports than now exist in this vicinity.)

### EXISTING FACILITIES

The Holman Airport is today in War service, being utilized for our important military work, with a monthly payroll that has already justified many times its cost. With the construction of new hangar facilities now being completed there by the U. S. Army, it will qualify in the post-war era as a busy port facility for handling flying freight cargoes and much local air commerce.

### IMMEDIATE EXPANSION NEEDED

Wold-Chamberlain Airport, when expanded to its utmost capacity by utilizing surrounding territory, with excellent surrounding terrain, and its accessibility to the commercial and residential areas and post offices of both cities, can serve the Twin Cities for the time being as one of the finest existing commercial airports in the country. Such expansion should be undertaken at once so as to accommodate commercial and war traffic which already exists in such volume as to make the present facility inadequate.

### FUTURE FACILITIES

Just as authorities in the City of New York have recognized that LaGuardia Field cannot meet present demands and are building a new airport far beyond the scope of anything yet developed; and just as Seattle and Tacoma, 30 miles apart, have begun the construction of a joint super airport despite terrific terrain difficulties, the Twin Cities should immediately survey this area and select a site suitable to both cities where

a field could be built to serve as an international airport of entry into the United States, and thus bring to and through our community the future commerce of the world.

Such a site should qualify in every respect with all physical requirements of a super airdrome. First, it should be on level terrain so as to be free from obstructions in any approach zone. Second, the site itself should be at least a mile and a half square which would be a minimum of 1,440 acres, as this would permit diagonal runways of 10,000 feet in length and will be required by the largest aircraft now contemplated. Third, the soil should be firm to permit good drainage. Fourth, it should be accessible to both cities by good highways and also should be served by railroad. The importance of such a selection cannot be emphasized too strongly as equipment for so-called instrument landings is even now an actuality. Planes will be taken off, flown and landed by instrument control and weather conditions will not be a factor. Therefore airports must be physically adequate so that commercial operation of transport airplanes will be routine and dependable at all times.

### NEW HORIZONS

The proposal that a Metropolitan Airport Authority representing the entire Twin City area be created now by the Legislature is a realistic and practical approach to the threshold of new horizons. By unity of purpose and action these cities can make the progress requisite to place this community in a foremost position in that future etching which appears, even in distant outline, to be a distinctly unique pattern in the tapestries of time.

### A PLEDGE OF CO-OPERATION

The action of officials and leaders of both cities and state toward this end has been most constructive and deserves the wholehearted support of everyone. We pledge the utmost co-operation of our entire organization in making the Twin Cities universally recognized as a leading "Harbour in the Sky" which will be used for the commerce of every nation in the world.

*Croil Hunter*  
CROIL HUNTER  
PRESIDENT, NORTHWEST AIRLINES, INC.

"For I dived into the future, far as human eye could see,  
Saw the vision of the world, and all the wonder that would be;  
Saw the heavens fill with commerce, argosies of magic sails,  
Pilots of the purple twilight, dropping down with costly bales;  
Heard the heavens fill with shouting, and there rain'd a ghastly dew  
From the nations' air, navies grappling in the central blue;  
Far along the world-wide whisper of the south-wind rushing warm,  
With the standards of the peoples plunging thro' the thunderstorm;  
Till the war-drum throbb'd no longer, and the battle-flags were furled  
In the Parliament of man, the Federation of the world;  
There the common sense of most shall hold a fretful realm in awe,  
And the kindly earth shall slumber, lapt in universal law."  
Tennyson, 1842



UNITY FOR VICTORY, PEACE AND PROSPERITY



## POLIO DRIVE TO CENTER ON KENNEY CARE

### Committee Hails It as Turning Tide

Minneapolis became the focal point of the nationwide drive for funds to fight infantile paralysis with announcement Saturday by the National Foundation for Infantile Paralysis that the treatment of polio victims has at last turned the tide in the fight.

As Hennepin county carried on its annual "March of Dimes" and completed plans for the President's Birthday ball next Saturday at the Minneapolis auditorium to raise funds to continue the fight against the disease, Basil O'Connor, president of the foundation, issued the following statement:

"Credit for the turn of the tide against polio goes to Sister Elizabeth Kenny and her new treatment in polio aftercare. She has been able to prove the worth of her method to critical American medical minds and it is now being widely adopted throughout the nation.

Her treatment has removed much of the dread, stark fear which the disease of infantile paralysis has raised in the minds of American parents."

O'Connor's statement came as he reported to the American public on what had been done with the more than \$8,000,000 which the nation has given to the foundation in the past in celebration of President Roosevelt's birthday.

He pointed out much of the money being raised this year will be used for training of technicians in the Kenny method as well as in continued research into the cause and cure of infantile paralysis.

"We in Minneapolis are proud of course the nation's infantile paralysis campaign this year is centered around Sister Kenny," Charles Bolles Rogers, chairman of the Hennepin county campaign, said.

"Her presence here of course provides stimulus for our own part of the campaign since we have been able to see at first hand what she accomplishes and so know the money we raise in the infantile paralysis campaign is being used wisely."

More than 2,000 soldiers and sailors will be guests of the Minneapolis public at the ball, it was indicated as firms and individuals buying tickets turned them back into a pool for service men.

Under direction of Neil Messick, an hour long floor show is being planned.

### Welfare Association to Hear Dr. Beisser

Paul T. Beisser, former president of the Child Welfare League of America, author of many community surveys and secretary and general manager of the St. Louis Provident association and Children's Aid society, will speak at the annual meeting of the Jewish Family Welfare association 8 p.m. Wednesday in Citizens Aid building, 404 S. Eighth street.

His subject will be "Responsibilities of family and child care agencies during and after the war."

## Oldest Grad of University Plans to Throw Big Party

### 97th Birthday Set as Holiday

Still maintaining a busy daily routine, Mrs. Mathilda Campbell Wilkin, oldest living graduate of University of Minnesota and its first woman instructor, will observe her ninety-seventh birthday Wednesday.

As usual there will be a tea and open house for Mrs. Wilkin's acquaintances and friends at her home, 601 Sixth street SE.

Mrs. Wilkin has been "very well" during the past year, up and about all the time.

She hasn't been able to attend University Baptist church or meetings of the College Women's club, the WCTU, the Faculty Women's club and other groups as often as she would have liked, but this was because of gasoline and tire rationing rather than for reason of health.

President Walter C. Coffey of the university is expected to call at the open house as he has done in the past.

A year ago Mrs. Wilkin completed her memoirs, starting out



MRS. MATHILDA C. WILKIN  
U of M to pay her tribute

in pre-Civil war days and relating her experiences as an English and German instructor at the university from time of her graduation in 1877 to her retirement in 1911.

Planning the open house is the wife of Mrs. Wilkin's grand nephew, Mrs. William J. Holman, Jr., 4605 Sunnyside road.

in getting most of them on his neck. Finally called it a day and said he'd quit.

Some of the conservation moderates I have talked with warmed to the Wilson appointment at once.

"He undoubtedly will be a good administrator," one of them said. "That's what's needed."

## BLAZE DESTROYS STORE IN AMERY

### Damage Is Estimated at \$150,000

AMERY, WIS. — (Special) — Northern Supply Co., here, which supplies farm seed within an area of 50 miles, was destroyed by fire Saturday night.

The blaze started in the basement and gutted the three-story building.

S. M. Lien, manager of the company, discovered the blaze at 4:45 p.m. and the volunteer fire department was called.

Lien estimated the damage at \$150,000.

For a time the fire threatened the entire town.

Volunteer firemen finally brought the blaze under control.

Lien said the loss was covered by insurance.

Amery is 70 miles northeast of Minneapolis.

### TWO RCAF FLIERS KILLED

WINDSOR, ONT. — (INS) — Two RCAF flying instructors were killed instantly when their light training plane nose-dived into a field 20 miles from the Windsor elementary flying school.

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## PLANS TAKE SHAPE FOR 'V' GARDENS

### Short Course Set at 'U' Farm

One-day short course at University Farm Feb. 2 will launch a wartime emergency system of Victory backyard gardens under sponsorship of the consumers' interests section of Minneapolis Defense council.

The course will follow a similar conference Tuesday at University farm of all groups actively engaged in promoting home food production under sponsorship of the Minnesota agricultural extension service.

In calling the statewide conference of leaders, Paul E. Miller, director, Minnesota agricultural extension service, said the 1943 Victory garden program calls for an adequate vegetable garden on every farm.

Town, community, and school lunch gardens also will be encouraged in an effort to relieve canning and transportation facilities for more immediate war needs.

The one-day short course will be directed by Mrs. A. N. Satterlee, assisted by Mrs. Paul Sotnick, chairman of Victory gardens section of the Minneapolis Defense council.

"Gardens of real worth must be obtained, and speedily," Mrs. Satterlee said.

School children again will be encouraged to rent vacant lots and plant gardens. The OCD consumers' section has available a map from the city planning engineer's office, showing vacant lots that may be made available to children or adults for gardens.

Many adults may want to rent a lot and raise a co-operative garden, sharing expenses and responsibility, the OCD suggested.

Specialists at University

Farm, and the county agricultural agent and home demonstration agent are actively aiding the new program.

Also co-operating are the Market Gardeners' association of Hennepin county, seed house representatives, school leaders, members of garden clubs and home gardeners, and other groups.

The Feb. 2 short course will be open to OCD garden leaders, garden societies' representatives and others especially concerned with the problem.

## 8% OF MOTHERS NOW HOLD JOBS

### Welfare Unit Here Makes Survey

A survey of nearly 10,000 mothers of small children, conducted in 33 elementary schools in Minneapolis, shows only 8 per cent now working and another 4 per cent planning to go to work. O. A. Pearson, chairman of the welfare section of the Civilian Defense council, disclosed Saturday night in a report on work of the child care committee.

More than one-third of the children of the mothers who are now working are receiving either unsatisfactory care or no care at all, the report showed.

The study was made to determine the number of children needing care.

Twelve thousand five hundred questionnaires were sent out to mothers in the 33 schools, Pearson said. Of that number, 9,293 responses were received. Only 781 mothers were working at present and another 381 were planning to work when satisfactory arrangements could be made for the care of their 828 children.

The survey showed 1,357 of the 2,392 children of mothers working or planning to work need care.

Of the 2,392, 20 per cent are less than five years of age; 70 per cent between six and 14, and 10 per cent more than 15 years of age.

Fifty per cent of the mothers work on the day shift from 7 a.m. to 4 p.m.; 16 per cent on the shift from 3 to 11 p.m.; 4 per cent on the night shift and 30 per cent work split shifts.

## ROOSEVELT SKI JUMPER SPILLS, HURT

### Lands on His Head, Condition Grave

Glenn Blanchard, 15, 4547 Snelling avenue, Roosevelt high school ski jumper, suffered a possible skull fracture Saturday when he fell on his head after taking off the ski slide at Theodore Wirth park in a city high school meet.

His condition was reported critical at General hospital.

According to his brother, Robert, 17, who also represented Roosevelt in the same competition, Glenn "toed in" following the take-off and the skis crossed when he landed, topping him on his head.

He was unconscious when aid reached him and failed to regain consciousness in the hospital.

Glenn was an experienced ski jumper, his brother said. He often leaped off high scaffolds as steep as the one at Glenwood, and Robert was at a loss to understand how the accident happened. He said the slide was in splendid condition.

Glenn, a sophomore, and Robert, a senior, are sons of Mr. and Mrs. Daniel Blanchard.

The father rushed to the hospital as soon as word reached him.

## Bricker Fears Doom of State Authority

NEW YORK. — (UP) — Governor John W. Bricker, Ohio, told the New York State Bar association continued growth of bureaucracy in the federal government will eventually result in destruction of state and local authority and the complete collapse of representative government.

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## End 'Luxury' Medical Care, Public Urged

WASHINGTON. — (AP) — Predicting America will have a shortage of doctors and nurses throughout the war and for some years to follow, Dr. George Bach, chief of the medical division of the office of civilian defense, appealed to the public Saturday to dispense with "luxury medical attention."

He listed as luxuries the use of private nurses except in critical illnesses, going to a hospital for a rest or observation period, or calling a doctor to a home when the doctor's advice could be obtained by telephone.

Dr. Bach said American doctors and nurses probably will be needed abroad in great numbers following the war and he believed "the need for sensible rationing of medical services will continue for several years after the war."

## U. S. Airliner Crash in Peru Reported

LIMA, PERU. — (UP) — A Pan American-Grace Airways transport

among its 15 passengers and crew, crashed near Ocona, Peru, it was reported without confirmation Saturday. Eight bodies already have been recovered from the wreckage, these reports said. The Douglas DC-3 plane was flying from Santiago, Chile, to Lima.

## BLAST KILLS MAN

PITTSBURGH. — (INS) — One man died and six others were treated for injuries received in an explosion which shook a paint plant in nearby Carnegie.

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—Illustration by Kevin Best, courtesy Winnipeg Activist.

# *Mid Canada Air Conference*

## **P R O G R A M M E**

*May 29th and 30th, 1945*

**Sponsored by  
The Winnipeg Board of Trade  
and  
The Young Men's Section**

*Royal Alexandra Hotel - - Winnipeg*

## TUESDAY, May 29th

- 9.00 a.m. Registration—Library, Second Floor—Please register immediately on arrival. Frank Thornhill, Registration Chairman. Delegates are requested to assemble in the Colonial ballroom, First Floor, where special films are being shown: "The Great Circle" at 9.10, and the T.C.A. film, "Wings of a Continent," will be shown at 9.30.
- 10.00 a.m. Official Opening—G. Brydon McCrea, Chairman, Mid-Canada Air Conference Committee.
- 10.05 a.m. Welcome—M. D. Grant, President, The Winnipeg Board of Trade, and Rod A. Copland, President, Young Men's Section.
- 10.15 a.m. Introduction—Delegates will stand, state their Name, Organization and Town.
- 10.30 a.m. Keynote Speaker—"Future of Aviation in the Mid-Canada Area," D. R. MACLAREN, Winnipeg, Superintendent of Passenger Service, Trans-Canada Air Lines.
- 11.00 a.m. "Small City Airports," C. R. PATTERSON, Toronto, General Manager Aeronautical Institute of Canada.
- 11.30 a.m. "Major Airports," F. R. MEISCH, St. Paul, Architect and Plant Engineer, Northwest Airlines.
- 12.00 noon Adjournment.
- 12.30 p.m. Luncheon — Banquet Room, First Floor — Chairman, M. D. Grant, President, Winnipeg Board of Trade. Welcome from the City of Winnipeg — Mayor Garnet Coulter. Speaker — Grant McConachie, Edmonton, General Manager, Western Lines, Canadian Pacific Air Lines.
- 2.00 p.m. Colonial Ballroom, First Floor, "In the Air," Technicolor film supplied by Canadian Pacific Air Lines.
- 2.40 p.m. "Aviation in the Post-war Tourist Picture"—D. LEO DOLAN, Ottawa, Chief, Tourist Bureau.
- 3.15 p.m. Film, "Northwest by Air," courtesy National Film Board.
- 3.30 p.m. "Modern Pioneering," DON KING, St. Paul, General Manager, Eastern Region, Northwest Airlines.
- 4.15 p.m. Air Clinic—Charles Nichols, Chairman.
- 6.00 p.m. Reception — Gold Room, First Floor — Hosts, Mid-Canada Air Conference.
- 7.00 p.m. Dinner—Tendered by the Province of Manitoba—Main Dining Room, Ground Floor. Chairman—Hon. J. S. McDiarmid. Speaker — COL. FISKE MARSHALL, St. Paul, Executive Assistant to the President, Northwest Airlines, and former Commander South Pacific Combat Air Transport. Subject, "From Wartime to Peacetime Aviation."

## WEDNESDAY, May 30th

- 9.00 a.m. Colonial Ballroom, First Floor—Films, "Global Air Routes," courtesy National Film Board, and at 9.20, "Skyway Across Canada," supplied by Trans-Canada Air Lines.
- 9.50 a.m. "Air Transport Regulations" — J. R. K. MAIN, Air Transport Board, Ottawa.
- 10.30 a.m. "Economics of Air Transportation"—W. F. ENGLISH, Winnipeg, Vice-President, Trans-Canada Air Lines.
- 11.00 a.m. "General Construction and Performance of Present Twin Engine and Future Four Engine Planes"—illustrated, CHAS. S. GLASGOW, Designer, Douglas Aircraft Corporation, Santa Monica, California.
- 12.00 noon Adjournment.
- 12.15 p.m. Luncheon — Banquet Room, First Floor, Chairman, Rod A. Copland, President, Young Men's Section, Winnipeg Board of Trade. Speaker—W. T. PIPER, President, Piper Aircraft Corporation, Lock Haven, Penna., "Light Airplane Development."
- 1.45 p.m. Board Winnipeg Electric Buses for trip to Stevenson Airport.
- 2.00 p.m. Commence Stevenson Field tour, visit No. 8 R.C.A.F. Repair Depot and Trans-Canada Air Lines shops. Inspection of various types of aircraft. At 2.30 p.m. we will observe departure of Northwest Airlines 21-Passenger DC3 for Chicago.
- 3.30 p.m. Assemble in T.C.A. Cafeteria to hear John McKee, representing National Aeronautical Association, Washington, D.C.
- 4.00 p.m. Air Clinic — Charles Nichols, Chairman.
- 5.00 p.m. Buffet Supper — Hosts, Trans-Canada Air Lines.
- 5.45 p.m. Leave to observe arrival of T.C.A. Lockheed Lodestar—Transcontinental Flight No. 3 from Montreal at 5.55 p.m. and take off for Victoria at 6.10 p.m.
- 6.15 p.m. Board buses for return to the Hotel.

### — NOTE —

Please wear your Conference Badge at all times. It helps delegates to get better acquainted. Tickets for Luncheons, Dinners, Receptions, Transportation, Buffet Supper must be presented. The agenda is a full one, all events will start on time. Apply to information desk for questions regarding Winnipeg. Maps of the city are available. Telephones at reception desk are for convenience of delegates. Pictorial Air Display Photographs arranged by courtesy National Film Board.

### AIRPORT TOUR

As accommodation for the Airport Tour is limited to 200, delegates planning to attend are requested to write their name and town on back of top part of Transportation ticket and turn into reception desk not later than 10.00 a.m. Wednesday. Out-of-town delegates will be given priority.



## CONFERENCE COMMITTEE

G. BRYDON McCREA

*Chairman*



W. A. BELL  
W. E. DAVISON  
FRED DODDS  
W. P. FILLMORE, K.C.  
DR. J. P. GEORGE  
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W. S. McEWAN  
ALD. H. C. MORRISON  
CHARLES NICHOLS  
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R. A. SARA  
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M. D. GRANT  
*President, Winnipeg Board of Trade*

ROD A. COPLAND  
*President, Young Men's Section*

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*Secretary*

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Konnie Johannesson  
Ernie C. Hanford  
William Lord  
R. J. Prittie  
F. V. Siebert  
U. S. Wagner

### TRANSPORTATION

Al. Bennett  
Herb Davies

### RECEPTION

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George Tatlock  
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Sid Beckwith  
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## CLASS OF SERVICE

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# WESTERN UNION

1201

## SYMBOLS

DL = Day Letter

NT = Overnight Telegram

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

R. B. WHITE  
PRESIDENTNEWCOMB CARLTON  
CHAIRMAN OF THE BOARDJ. C. WILLEVER  
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

S80 10=WUX STPAUL MINN 7 924A

FRANCIS R MEISCH=

NEVADA MOTEL #12

RELET CANNOT GIVE FINAL WORD UNTIL FIRST PART NEXT WEEK=

KARL O LARSON NORTHWEST AIRLINES INC.

1942 FEB 7 AM 8 01

## CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

# WESTERN UNION (00)

1201

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The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

S51 18/17=WUX STPAUL MINN 10 925A

FRANCIS R MEISCH=

1012 FEB 10 AM 8 05

NEVADA HOTEL #12

WOULD LIKE TO HAVE YOU ON JOB HERE ON TWENTY-THIRD.

CANNOT FURNISH TRANSPORTATION ADVISE IF CAN DO=

K O LARSON NORTHWEST AIRLINES INC.



MEMBER N.P.P.A.

PHOTO BY

ART FRED  
FORDE AND CARTER

912 A PINE ST.  
SEATTLE

PH. SE-8267





SENDER N. P. C. A.

PHOTO BY

ART FRED  
FORDE AND CARTER

912 A PINE ST.  
SEATTLE

PH. SE-8267



MEMBER N.P.P.W.

PHOTO BY

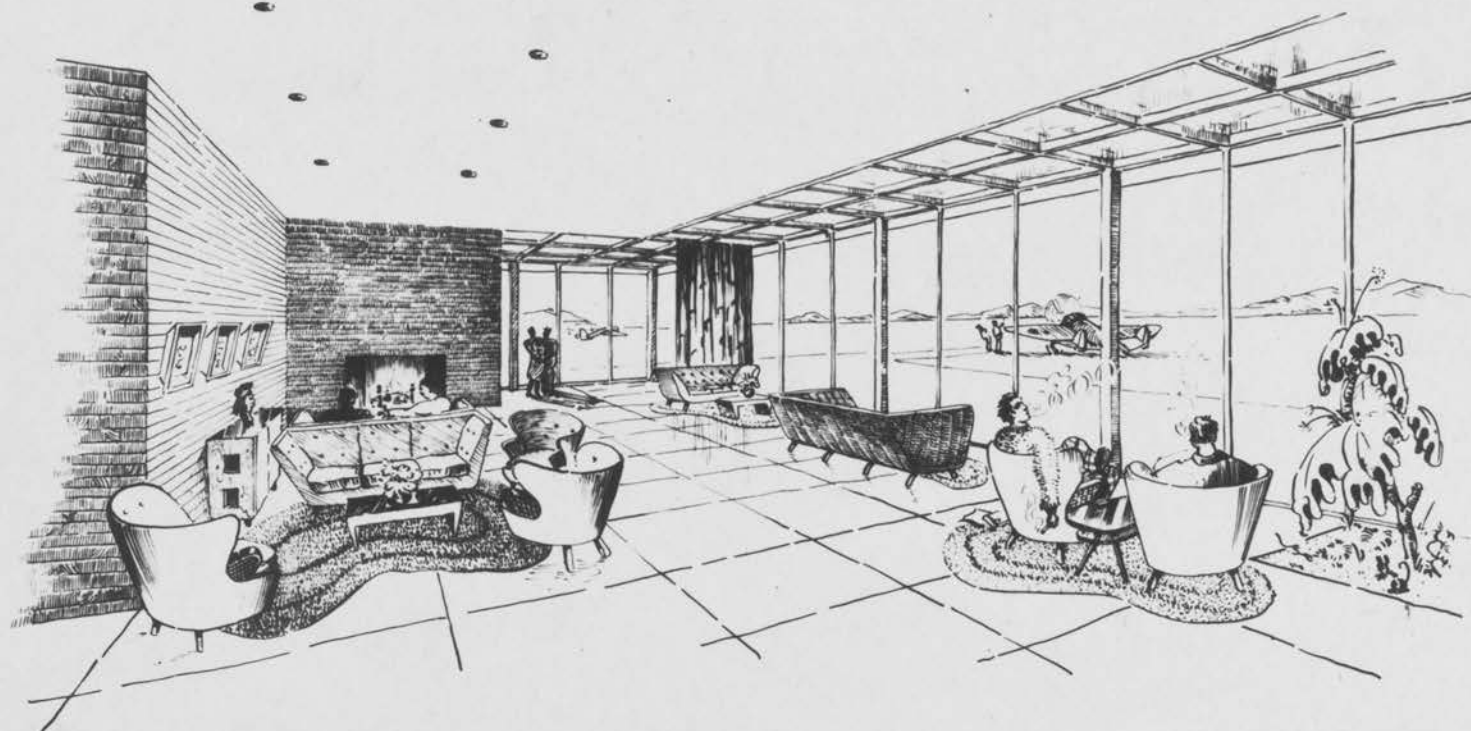
ART

FRED

FORDE AND GARTER

912 A PINE ST.  
SEATTLE

PH. SE-8267



INITIAL STAGE: PRIVATE FLYING ACTIVITIES

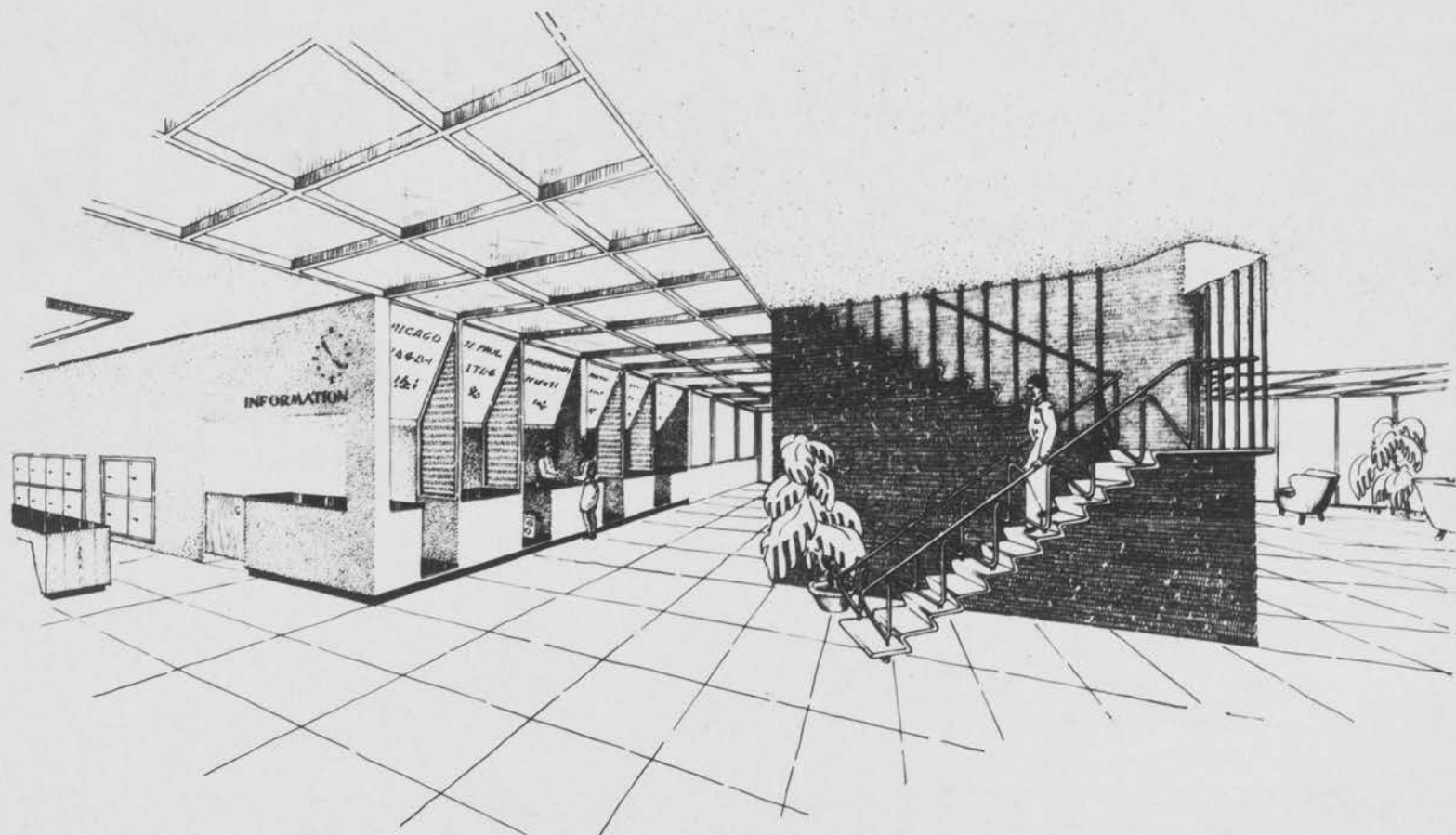
LET	CHANGE	DATE	BY

PERSPECTIVE OF LOUNGE



DRAWN	RNF FRM	9 3 43	FINISH			
CHKD	MEISCH	9 3 43	LIMITS			
APPVD	<i>[Signature]</i>	9 3 43	SCALE	NONE	DESIG.	REQ ASSEMBLY
NORTHWEST AIRLINES, INC., ST PAUL, MINN.					ISSUED	
GENERAL DEVELOPMENT ADMINISTRATION BUILDING					PROJ.	PL-4309II
1ST STAGE: PERSPECTIVE OF LOUNGE						PL-4324604





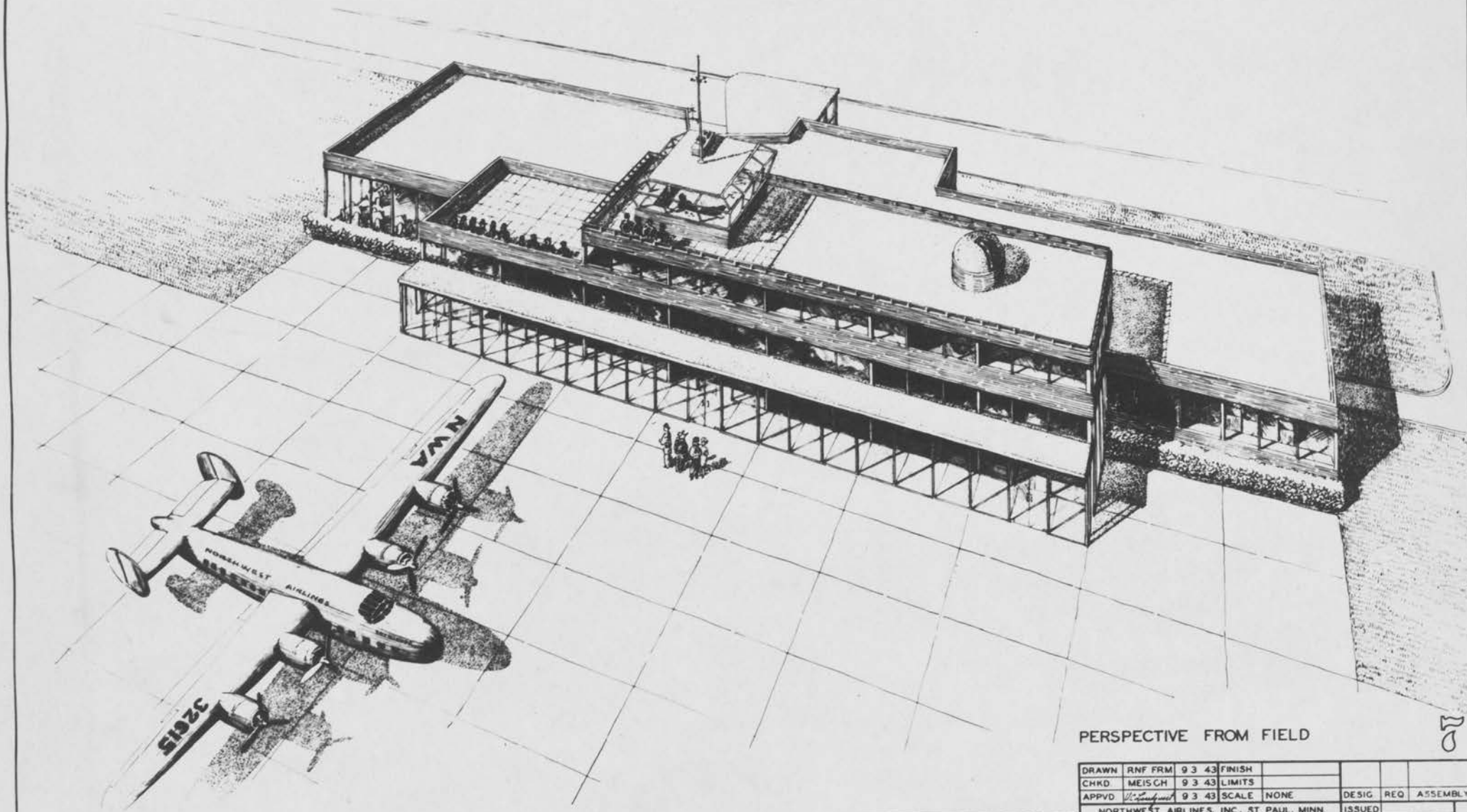
SECOND STAGE: COMMERCIAL AIRLINE OPERATIONS

LET	CHANGE	DATE	BY

PERSPECTIVE OF LOBBY

S

DRAWN	RNF FRM	9 3 43	FINISH			
CHKD	MEISCH	9 3 43	LIMITS			
APPVD	W. J. J. J.	9 3 43	SCALE	NONE	DESIG	REQ ASSEMBLY
NORTHWEST AIRLINES, INC., ST. PAUL, MINN.				ISSUED		
GENERAL DEVELOPMENT ADMINISTRATION BUILDING				PROJ	PL-430911	
2ND STAGE: PERSPECTIVE OF LOBBY						PL-4324608

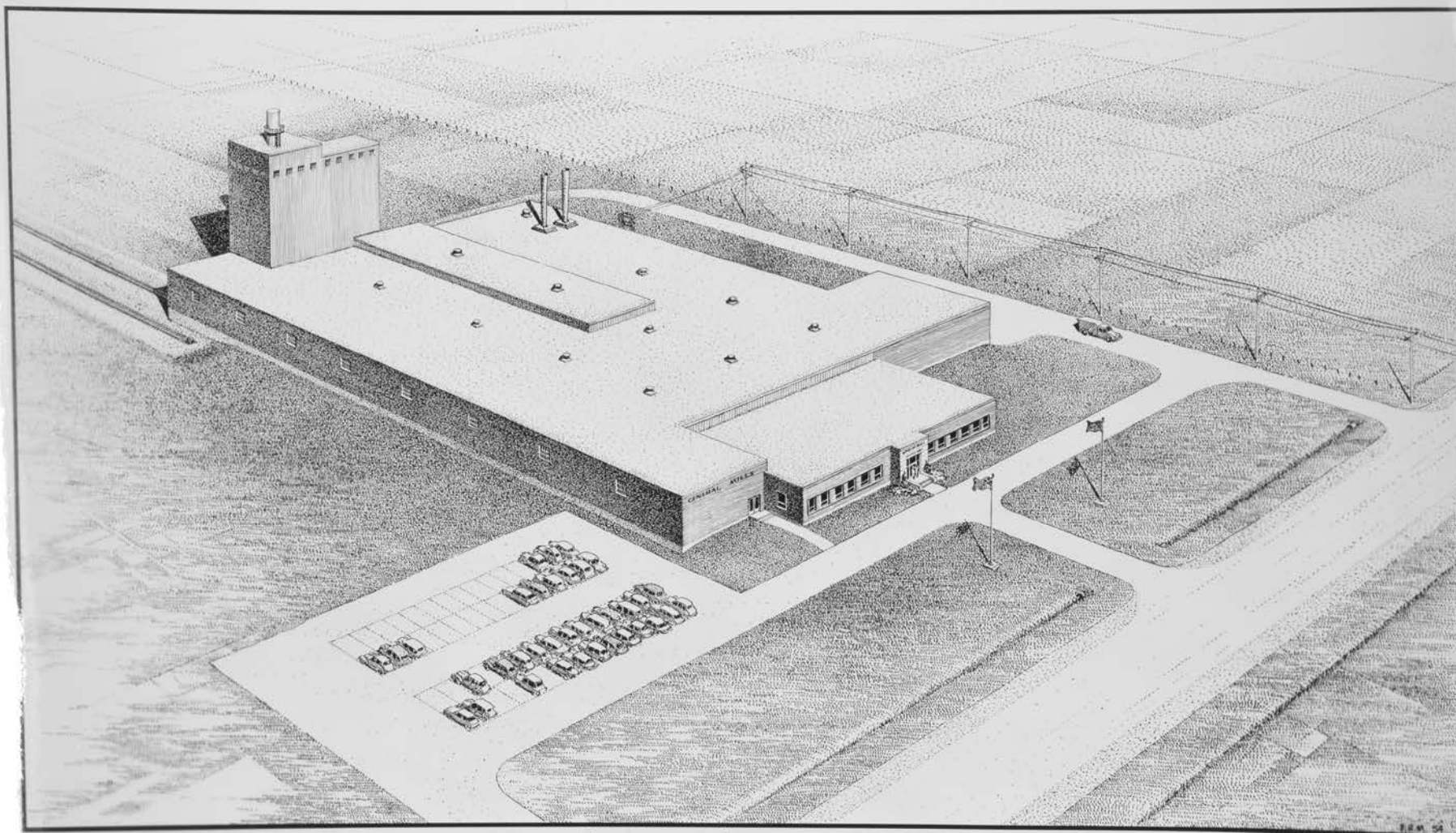


SECOND STAGE: COMMERCIAL AIRLINE OPERATIONS

PERSPECTIVE FROM FIELD

LET	CHANGE	DATE	BY

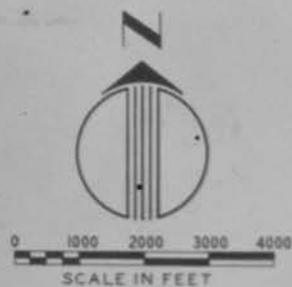
DRAWN	RNF FRM	9 3 43	FINISH			
CHKD	MEIS CH	9 3 43	LIMITS			
APPVD	W. C. C. C.	9 3 43	SCALE	NONE	DESIG	REQ
NORTHWEST AIRLINES, INC., ST. PAUL, MINN.					ISSUED	ASSEMBLY
GENERAL DEVELOPMENT					PROJ.	PL-430911
ADMINISTRATION BUILDING						
2ND STAGE PERSPECTIVE FROM FIELD						
						PL-4324607



GENERAL MILLS [CANADA] LTD., TORONTO, ONTARIO

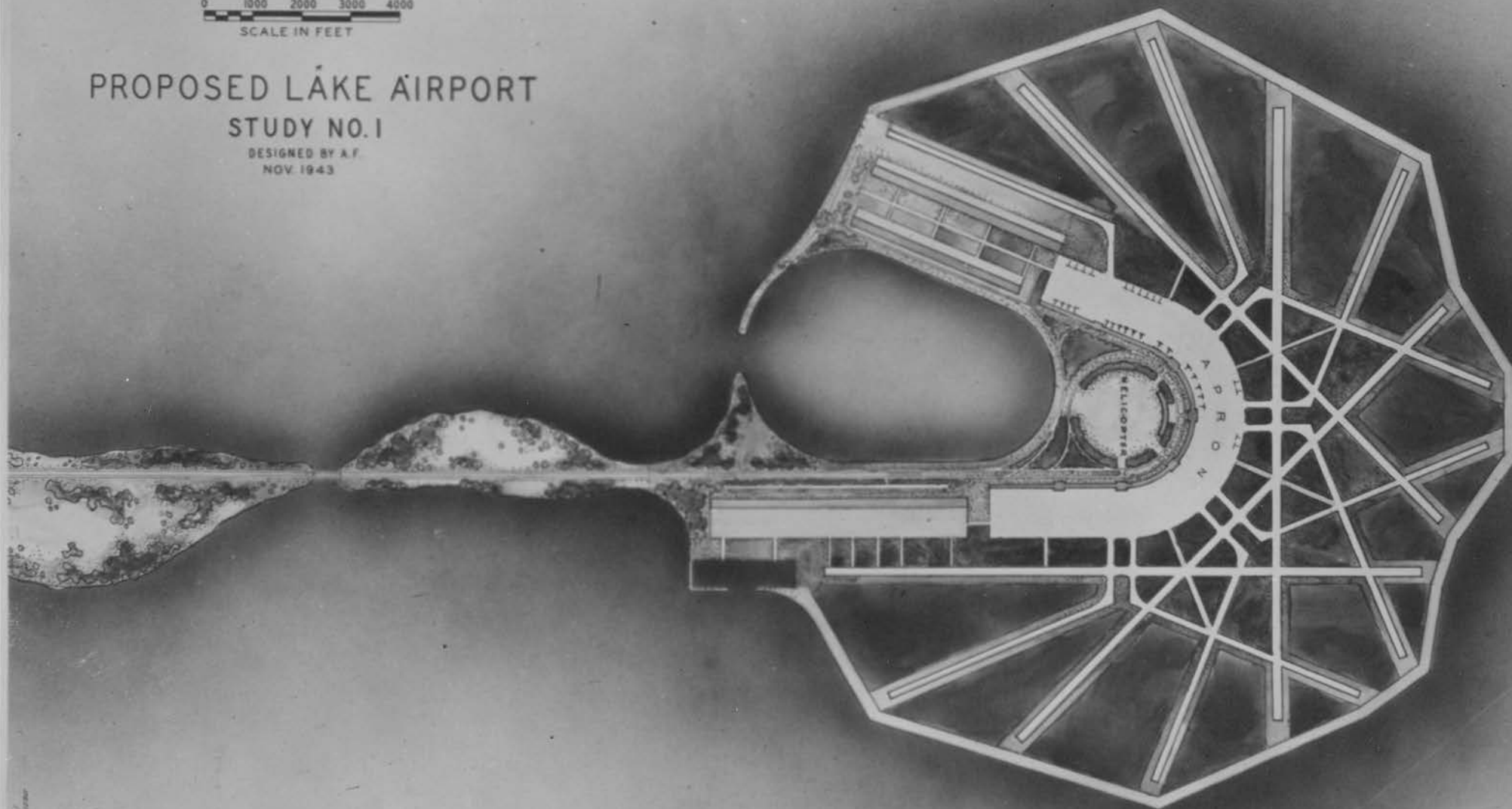
FILM DEPARTMENT  
**General Mills**  
MINNEAPOLIS, MINN.



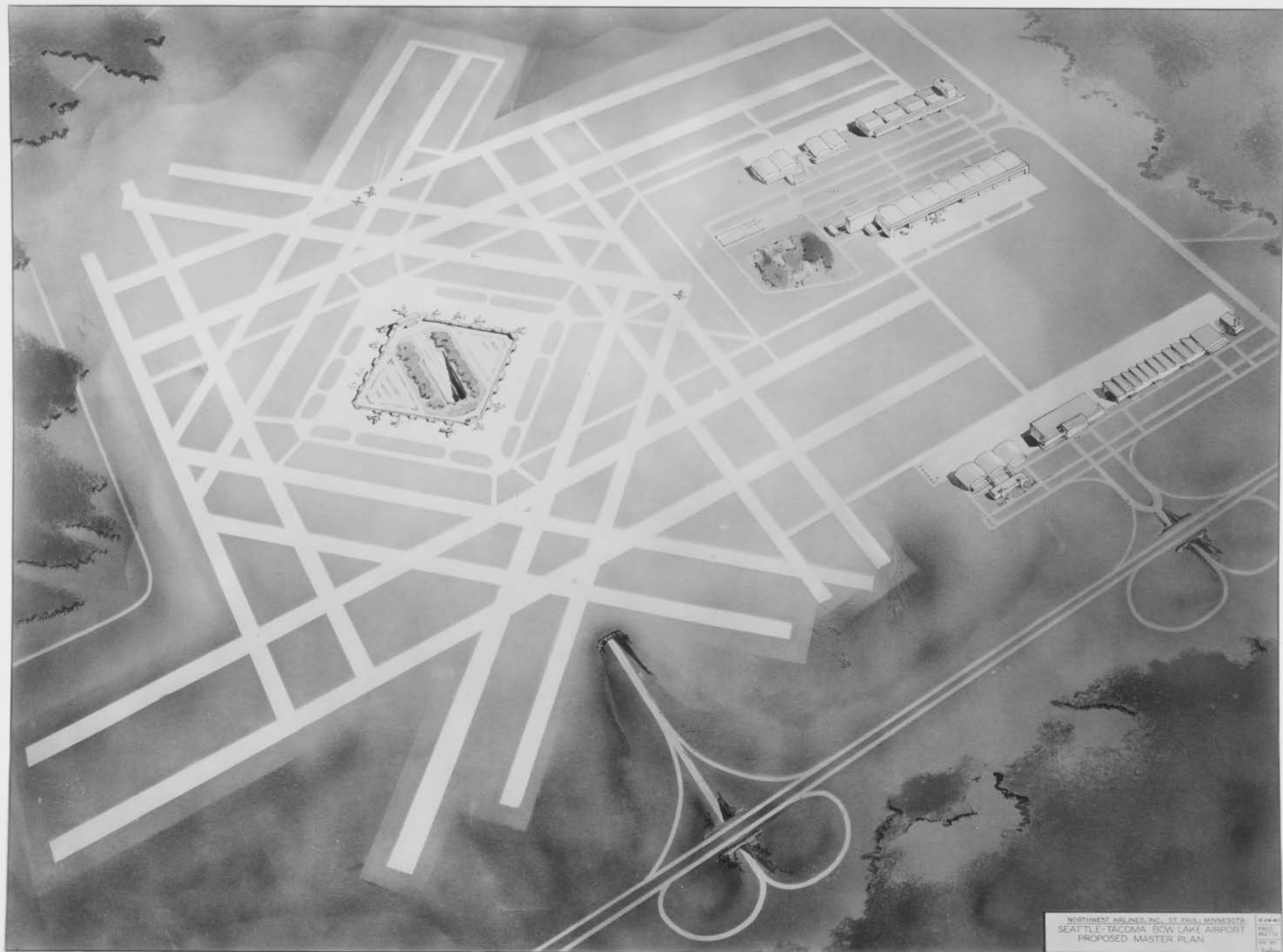


# PROPOSED LAKE AIRPORT STUDY NO.1

DESIGNED BY A.F.  
NOV. 1943

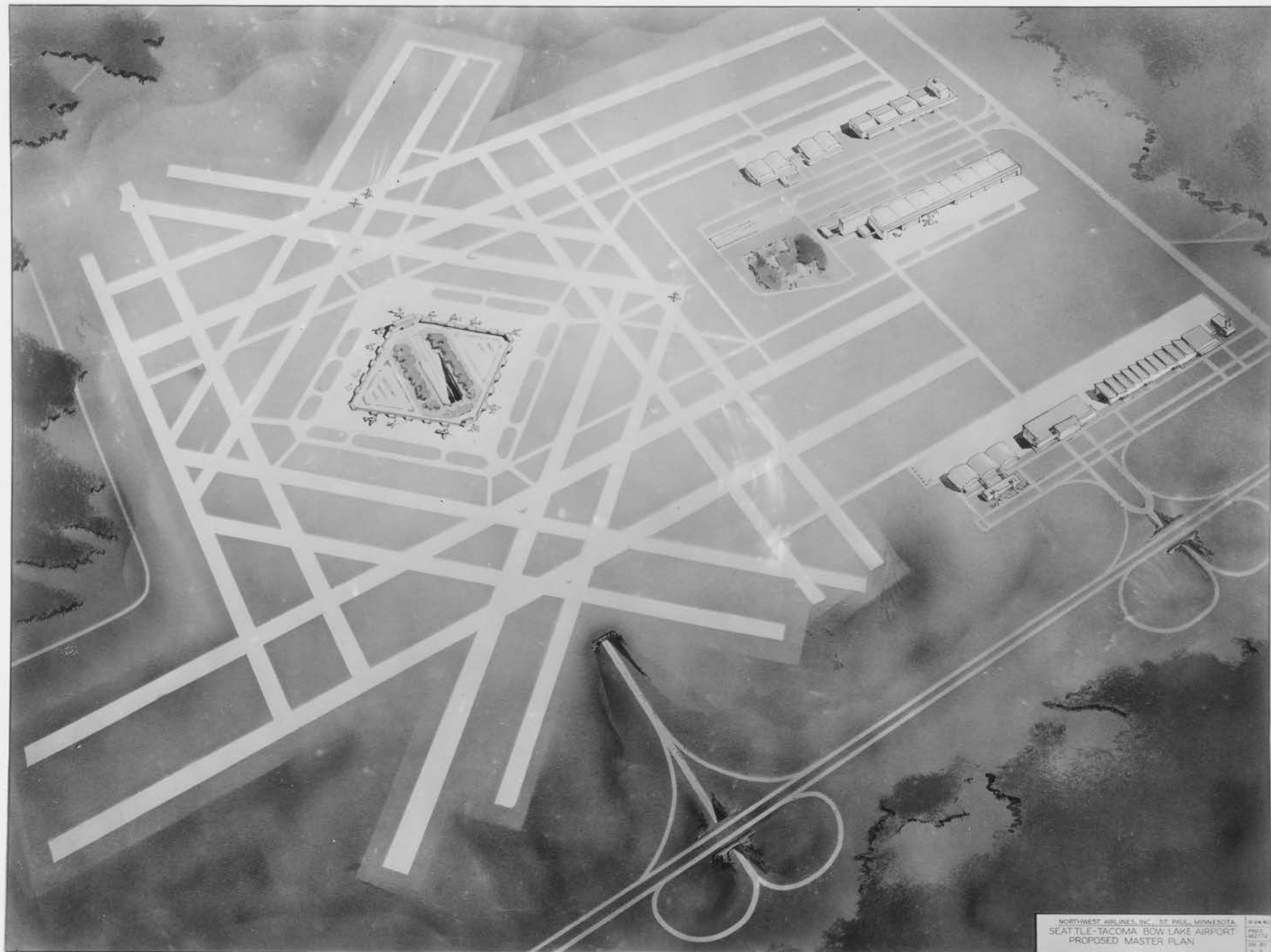




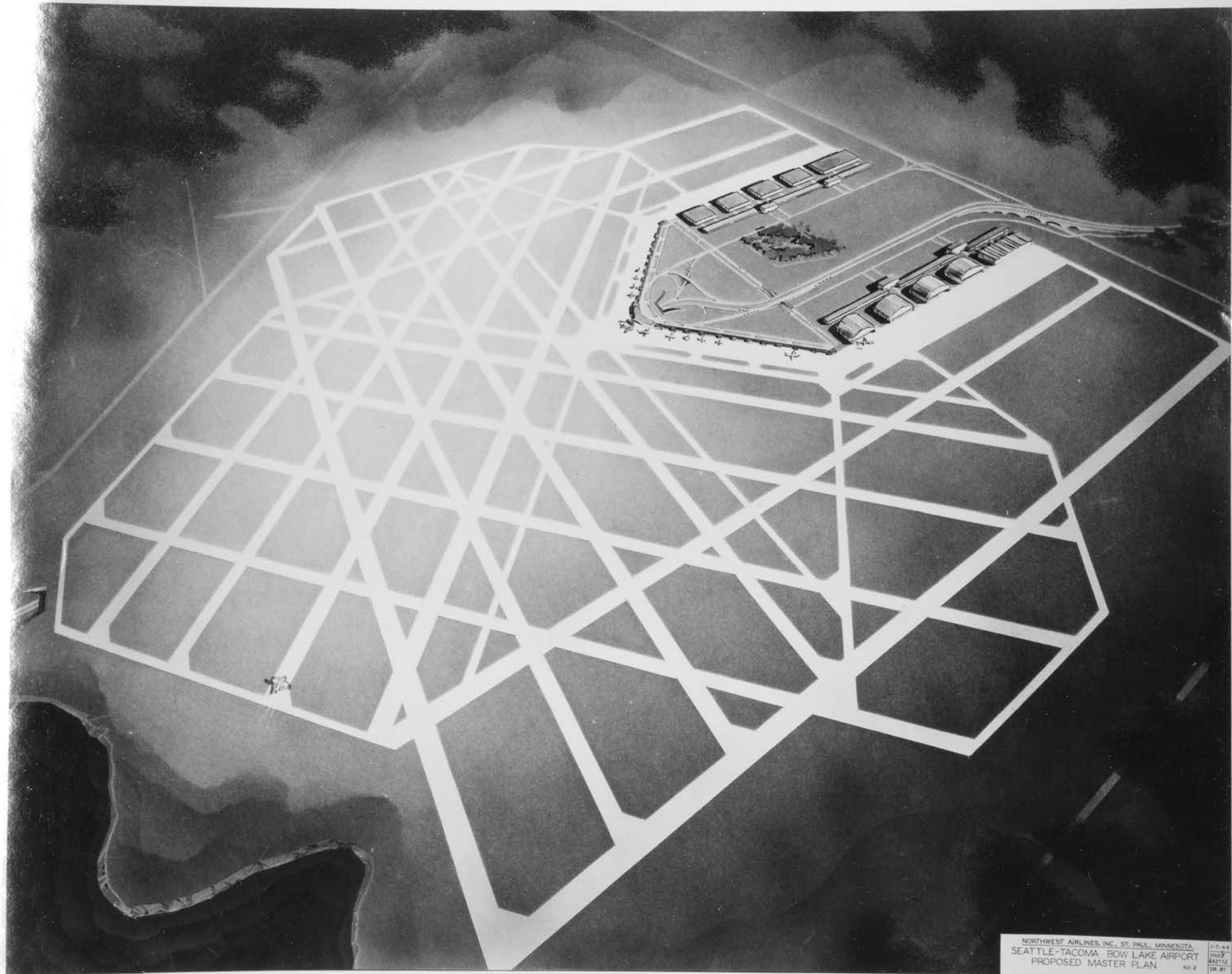


NORTHWEST AIRLINES, INC., ST. PAUL, MINNESOTA  
SEATTLE-TACOMA BOW LAKE AIRPORT  
PROPOSED MASTER PLAN

11-11-41  
142-174  
100-100  
100-100

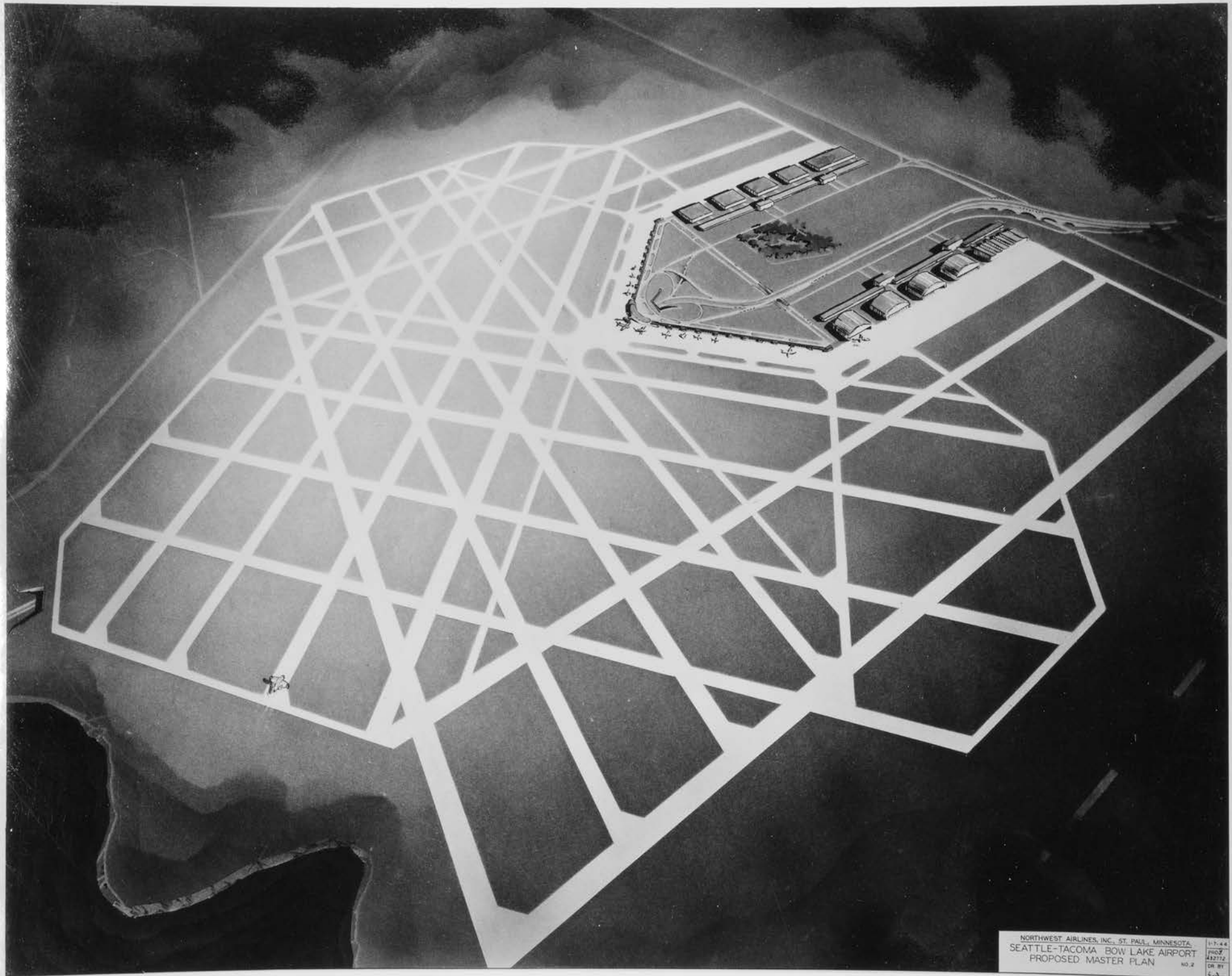


NORTHWEST AIRLINES, INC., ST. PAUL, MINNESOTA  
SEATTLE-TACOMA BOW LAKE AIRPORT  
PROPOSED MASTER PLAN  
2-24-41  
4827-1  
100 81  
100 81



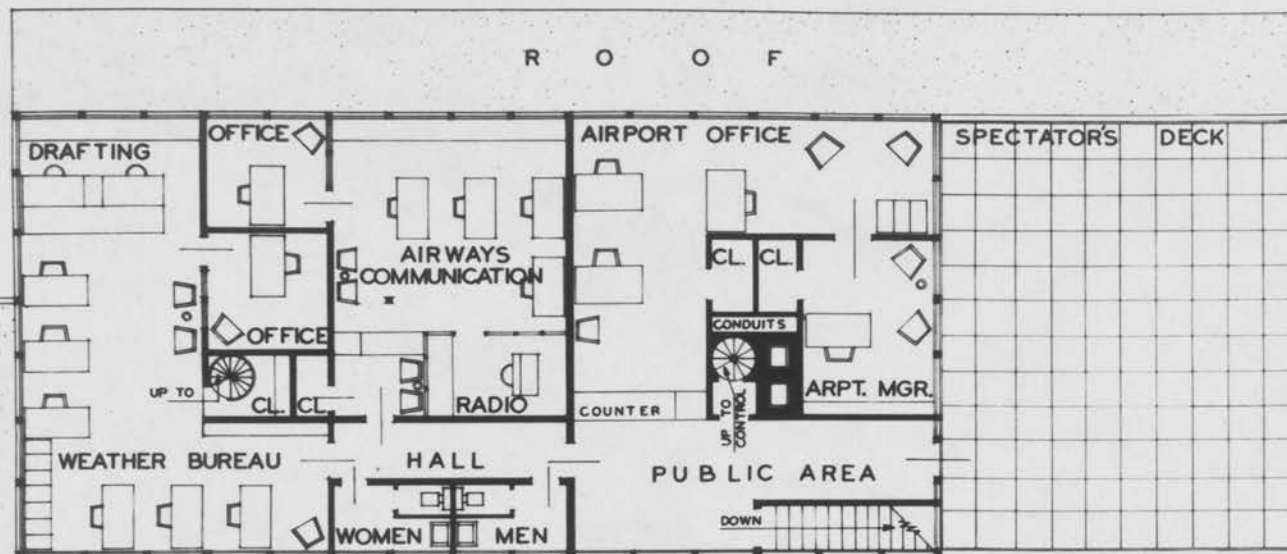
NORTHWEST AIRLINES, INC., ST. PAUL, MINNESOTA  
SEATTLE-TACOMA BOW LAKE AIRPORT  
PROPOSED MASTER PLAN  
NO. 2  
1-7-48  
7002  
44212  
DR. BY  
C. J. JONES





NORTHWEST AIRLINES, INC., ST. PAUL, MINNESOTA  
SEATTLE-TACOMA BOW LAKE AIRPORT  
PROPOSED MASTER PLAN  
NO. 2

1-7-44  
PAGE  
432772  
DR. BY  
C. J. M.



SECOND STAGE: COMMERCIAL AIRLINE OPERATIONS

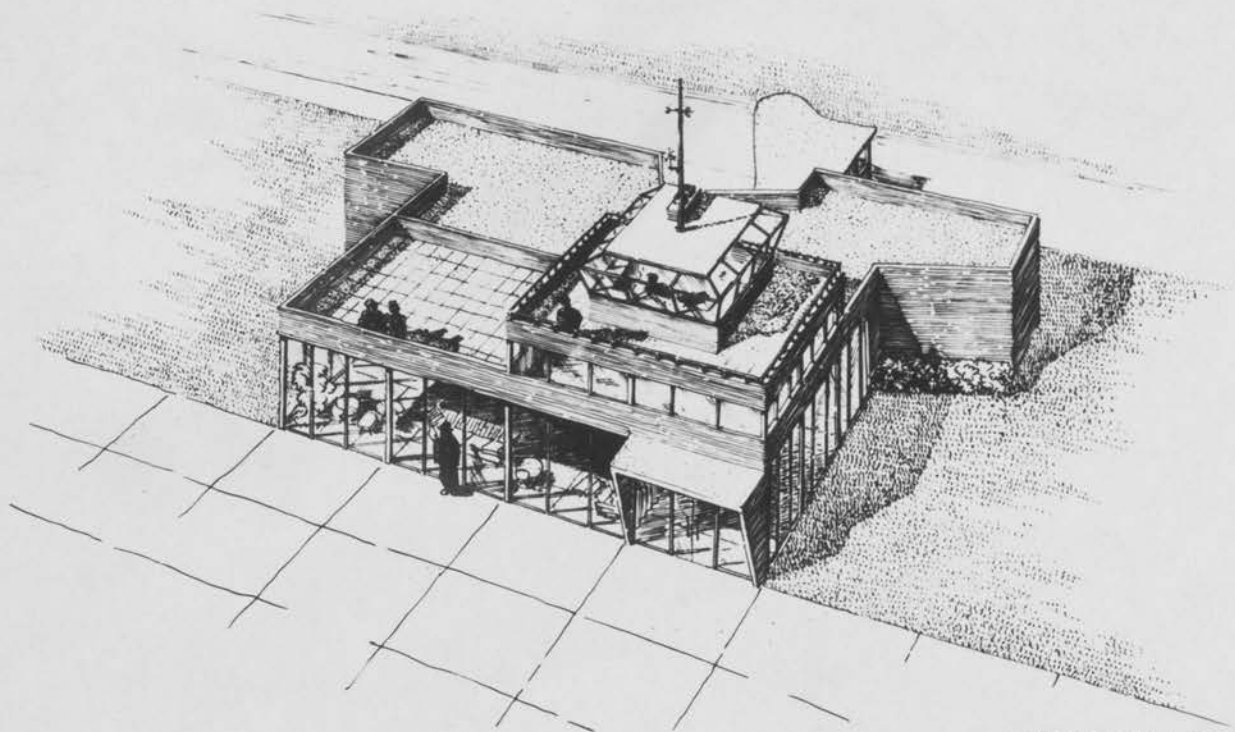
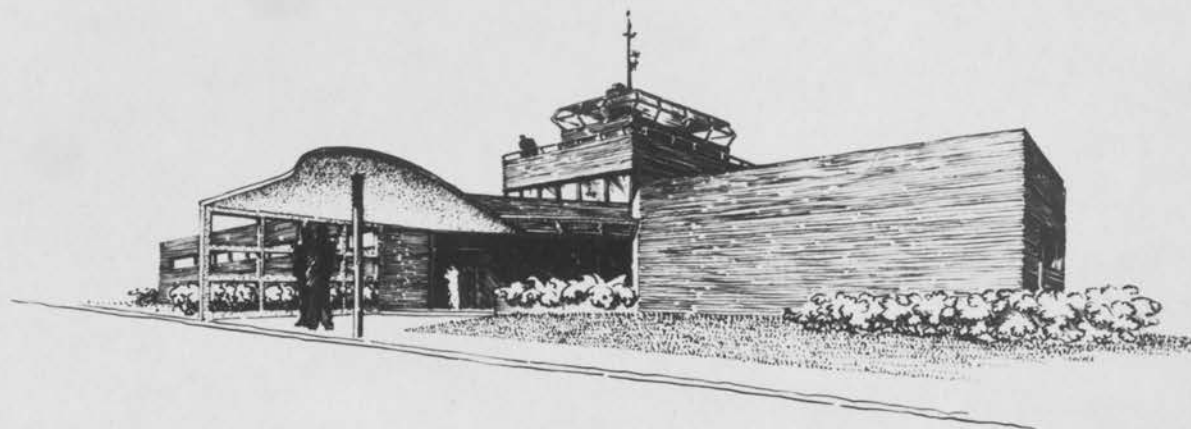
LET	CHANGE	DATE	BY

## SECOND FLOOR PLAN

NOTE: CONTROL TOWER FLOOR PLAN IS SAME AS FOR INITIAL STAGE.

DRAWN	RNF FRM	8 25 43	FINISH			
CHKD	MEISCH	8 25 43	LIMITS			
APPVD	W. J. J. J.	8 26 43	SCALE	1/8" EQUALS 1'-0"	DESIG	REQ
NORTHWEST AIRLINES, INC., ST. PAUL, MINN.				ISSUED		
GENERAL DEVELOPMENT				PROJ	PL-4309II	
ADMINISTRATION BUILDING				PL-4324606		
2ND STAGE: SECOND FLOOR PLAN						



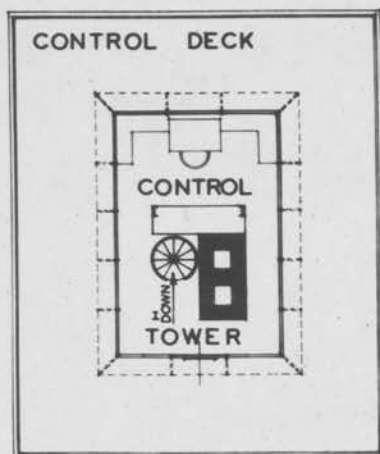


### INITIAL STAGE: PRIVATE FLYING ACTIVITIES

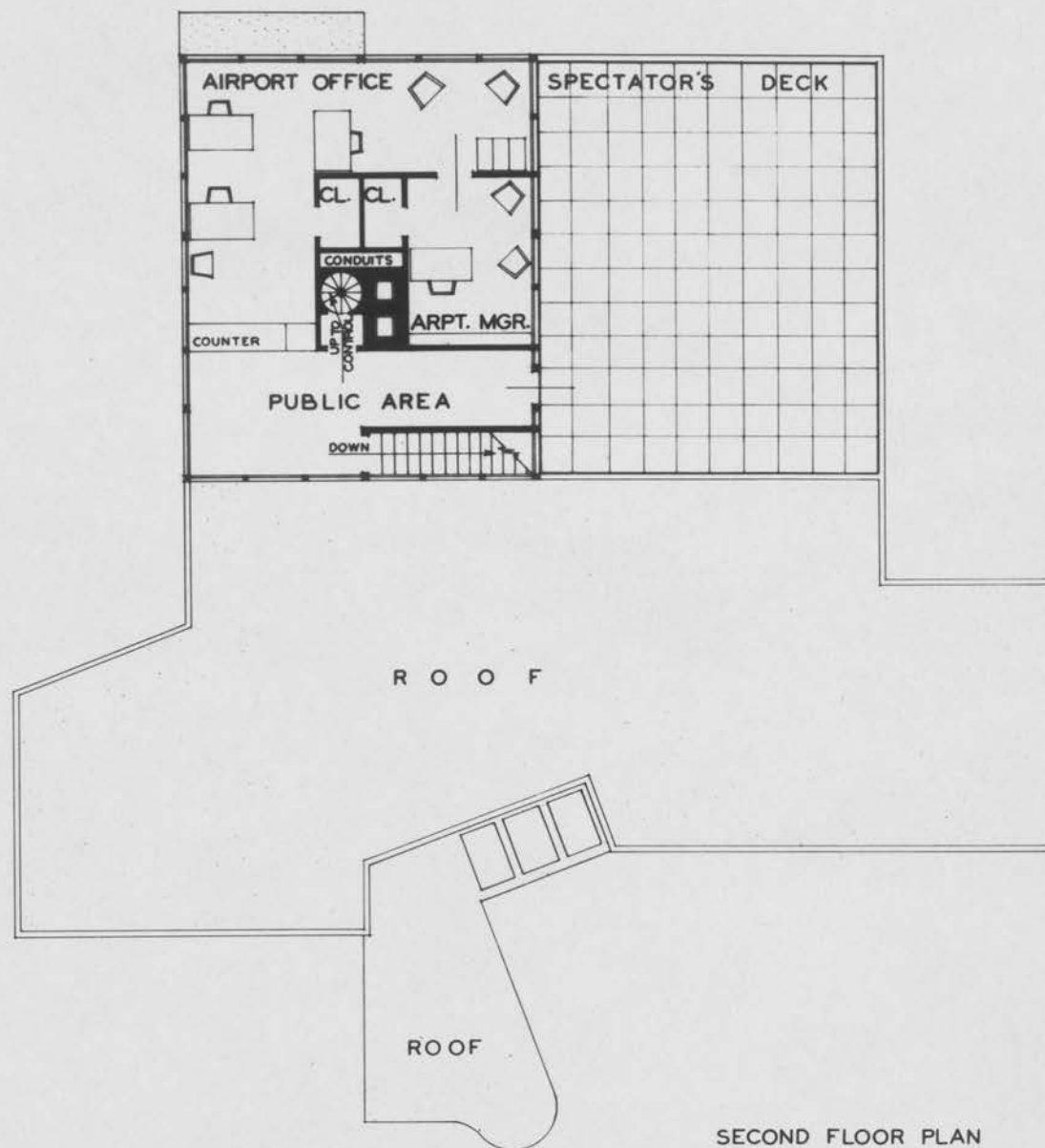
## EXTERIOR PERSPECTIVES

LET	CHANGE	DATE	BY

DRAWN	RNF FRM	9 3 43	FINISH								
CHKD	MEISCH	9 3 43	LIMITS								
APPROV	V.C. Gaudin	9 3 43	SCALE	NONE		DESIG	REQ	ASSEMBLY			
NORTHWEST AIRLINES, INC., ST PAUL, MINN.						ISSUED					
GENERAL DEVELOPMENT ADMINISTRATION BUILDING						PROJ		PL - 4309H			
1ST STAGE: EXTERIOR PERSPECTIVES						PL - 4324603					



### CONTROL TOWER FLOOR PLAN

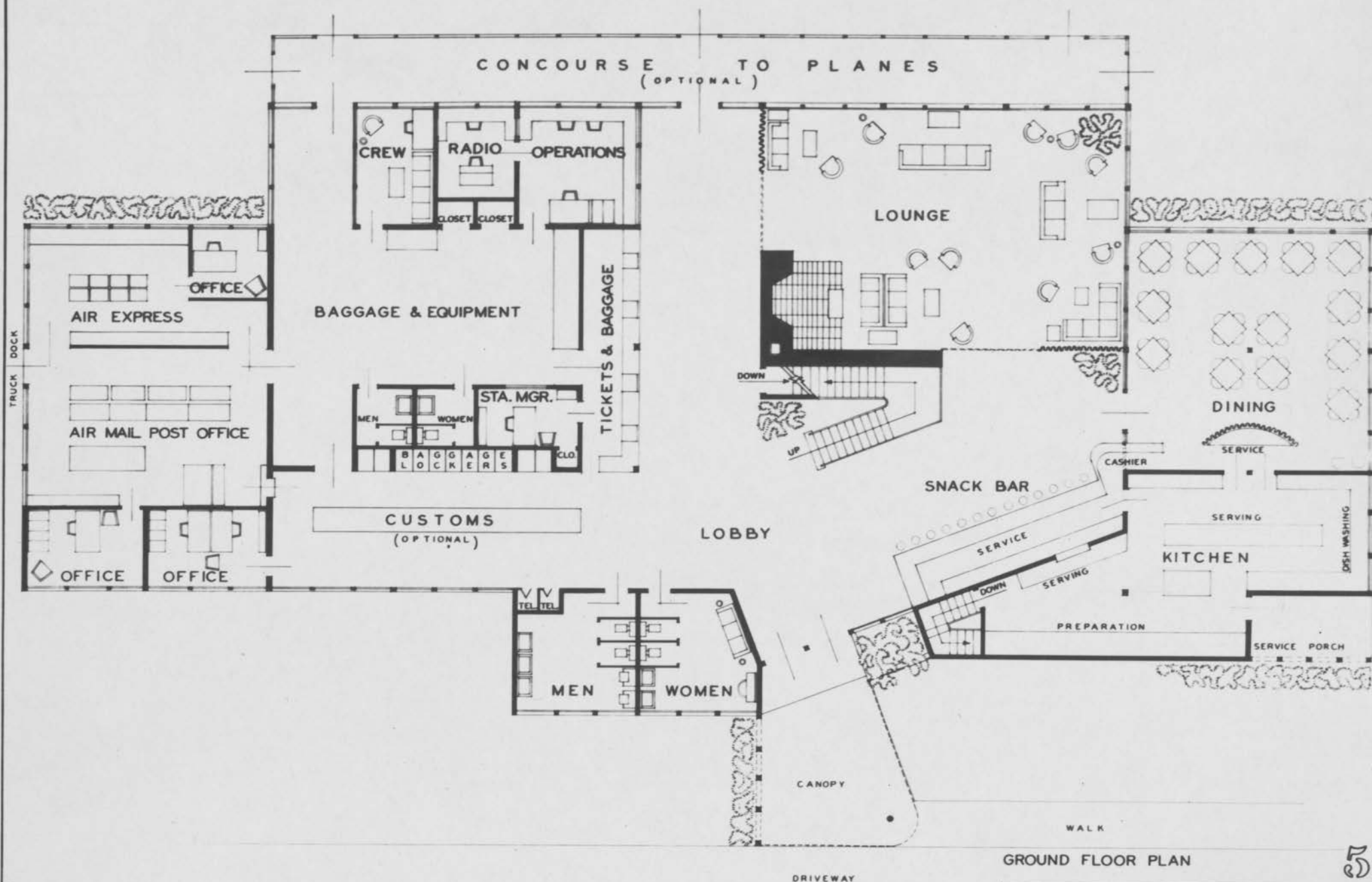


### SECOND FLOOR PLAN

### INITIAL STAGE: PRIVATE FLYING ACTIVITIES

LET	CHANGE	DATE	BY

DRAWN	RNF FRI	8 23 43	FINISH			
CHKD.	MEISCH	8 23 43	LIMITS			
APPROV	<i>W. J. ...</i>	8 23 43	SCALE	1/8" = 1'-0"	DESIG	REQ ASSEMBLY
NORTHWEST AIRLINES, INC., ST PAUL, MINN.					ISSUED	
GENERAL DEVELOPMENT					PROJ.	PL- 4309ii
ADMINISTRATION BUILDING						
1 ST STAGE : SECOND FLOOR PLAN						PL- 4324602



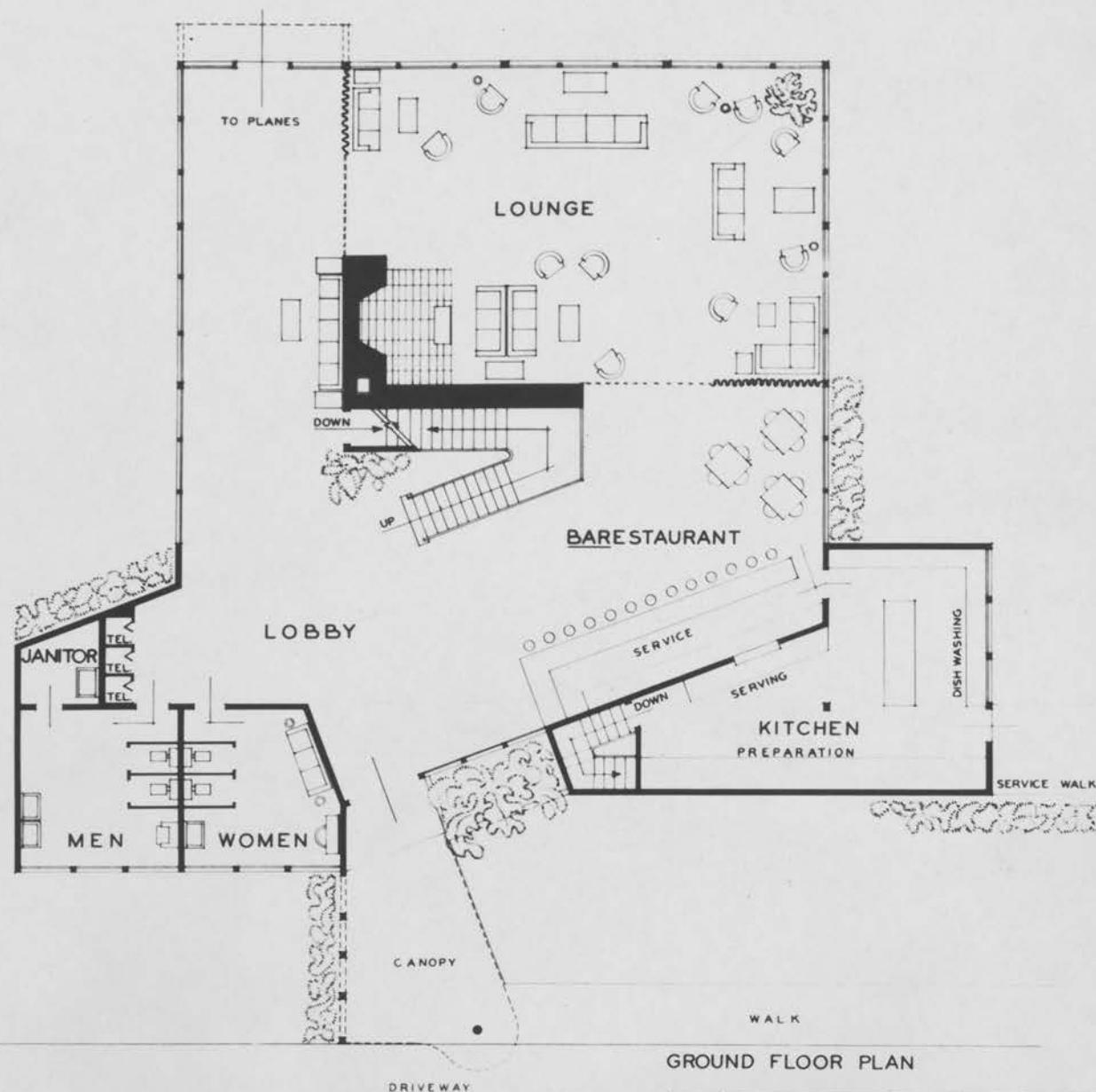
SECOND STAGE: COMMERCIAL AIRLINE OPERATIONS

LET	CHANGE	DATE	BY

GROUND FLOOR PLAN

DRAWN	RNF FRM	8 20 43	FINISH			
CHKD	MEISCH	8 20 43	LIMITS			
APPVD		8 21 43	SCALE	1/8" EQUALS 1'-0"	DESIG	REQ
NORTHWEST AIRLINES, INC., ST. PAUL, MINN.				ISSUED		
GENERAL DEVELOPMENT				PROJ	PL-430911	
ADMINISTRATION BUILDING				PL-4324605		
2ND STAGE: GROUND FLOOR PLAN						

5



GROUND FLOOR PLAN

1

INITIAL STAGE: PRIVATE FLYING ACTIVITIES

LET	CHANGE	DATE	BY

DRAWN	RNF FRM	8 18 43	FINISH			
CHKD	MEISCH	8 18 43	LIMITS			
APPVD		8 19 43	SCALE	1/8"=1'-0"	DESIG	REQ ASSEMBLY
NORTHWEST AIRLINES, INC., ST PAUL, MINN.				ISSUED		
GENERAL DEVELOPMENT				PROJ.	PL-430911	
ADMINISTRATION BUILDING						
1 ST STAGE: GROUND FLOOR PLAN						
				PL-4324601		





ATTACHMENT "A"

SHEET ①

BASEMENT FLOOR PLAN

NEW TERMINAL BUILDING

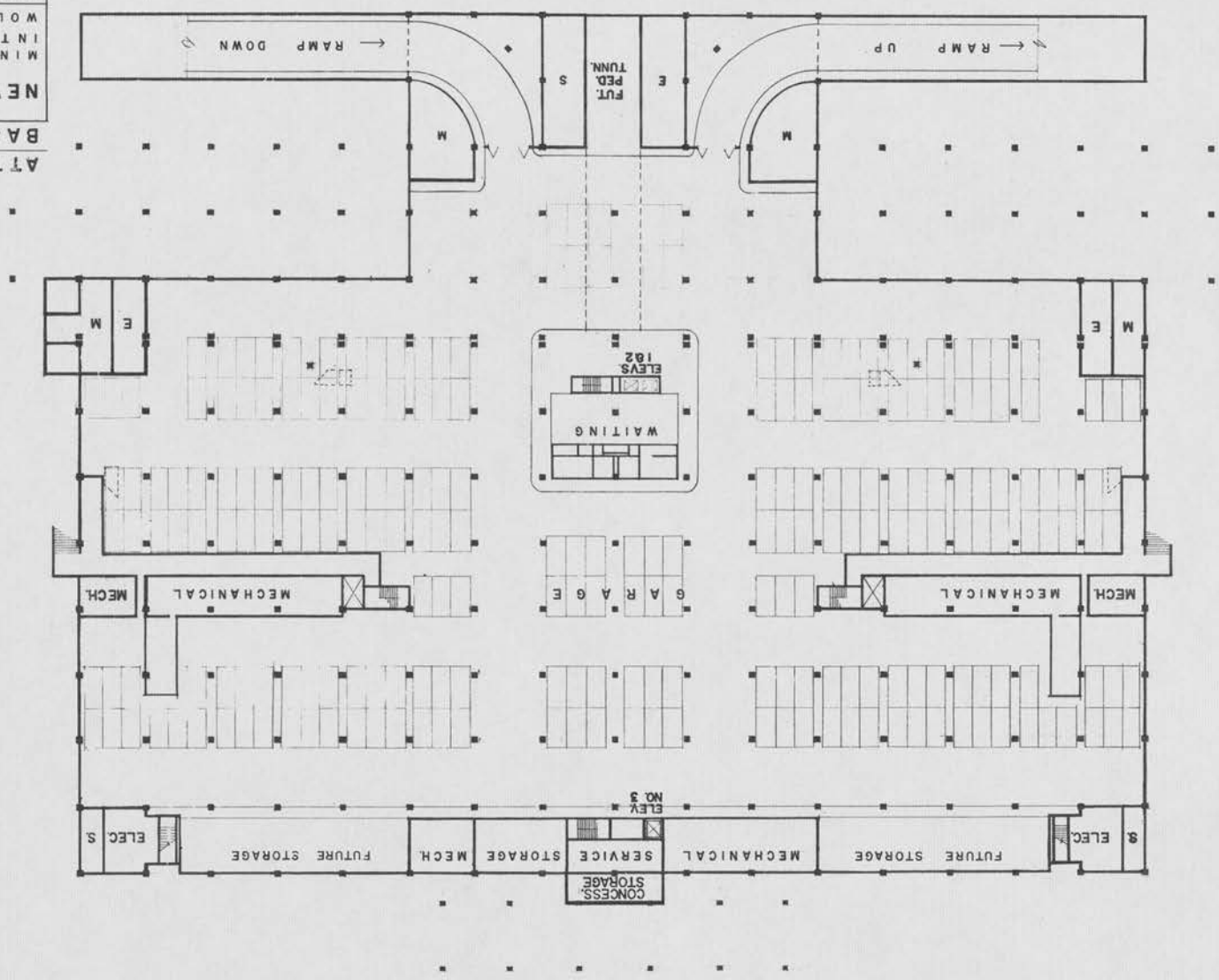
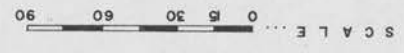
MINNEAPOLIS - SAINT PAUL INTERNATIONAL AIRPORT

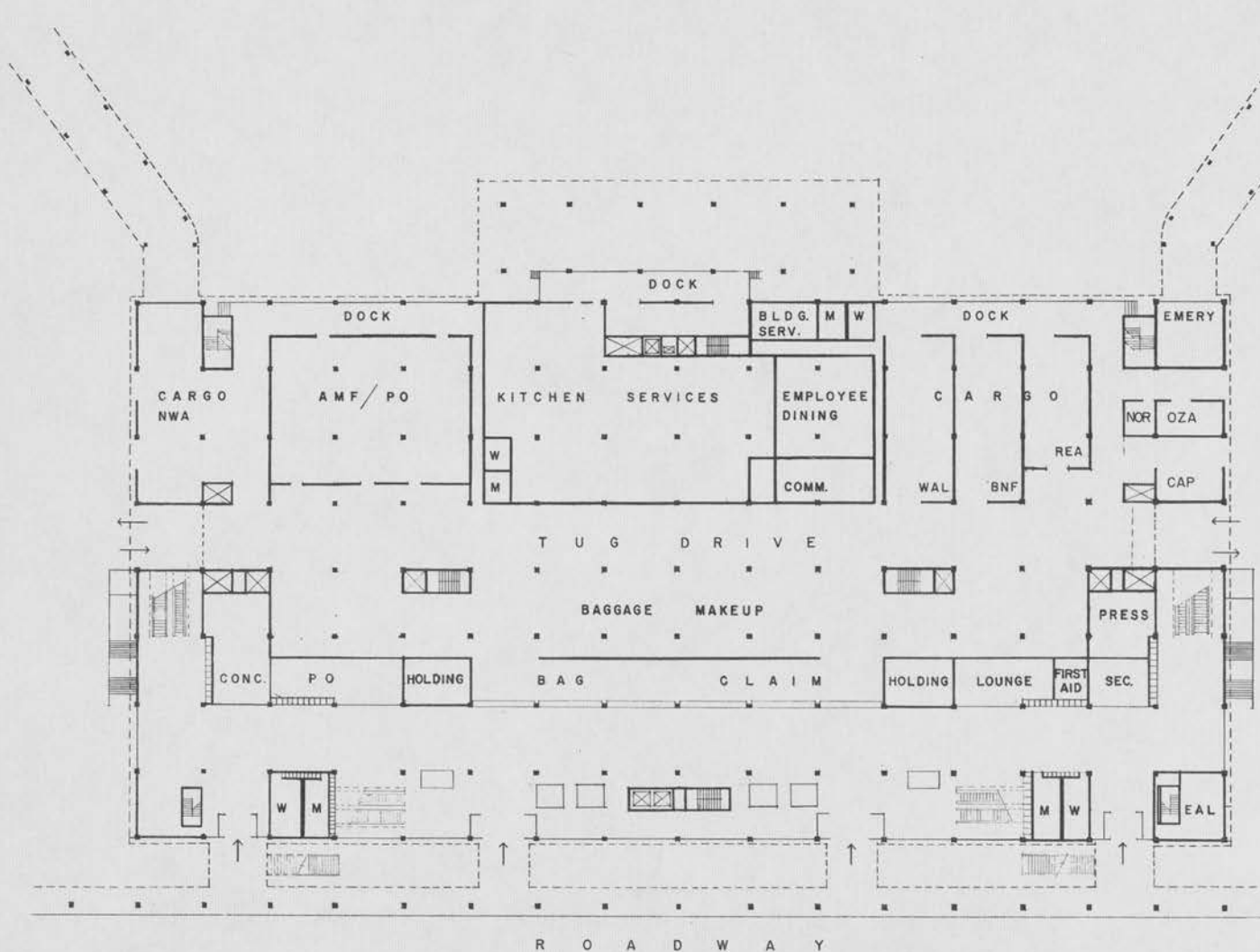
WORLD CHAMBERLAIN FIELD

MINNEAPOLIS SAINT PAUL METROPOLITAN AIRPORTS COMMISSION

THE CERNEY ASSOCIATES-ARCHITECTS

LEIGH FISHER & ASSOCIATES, AIRPORT CONSULTANTS





SCALE 0 15 30 60 90

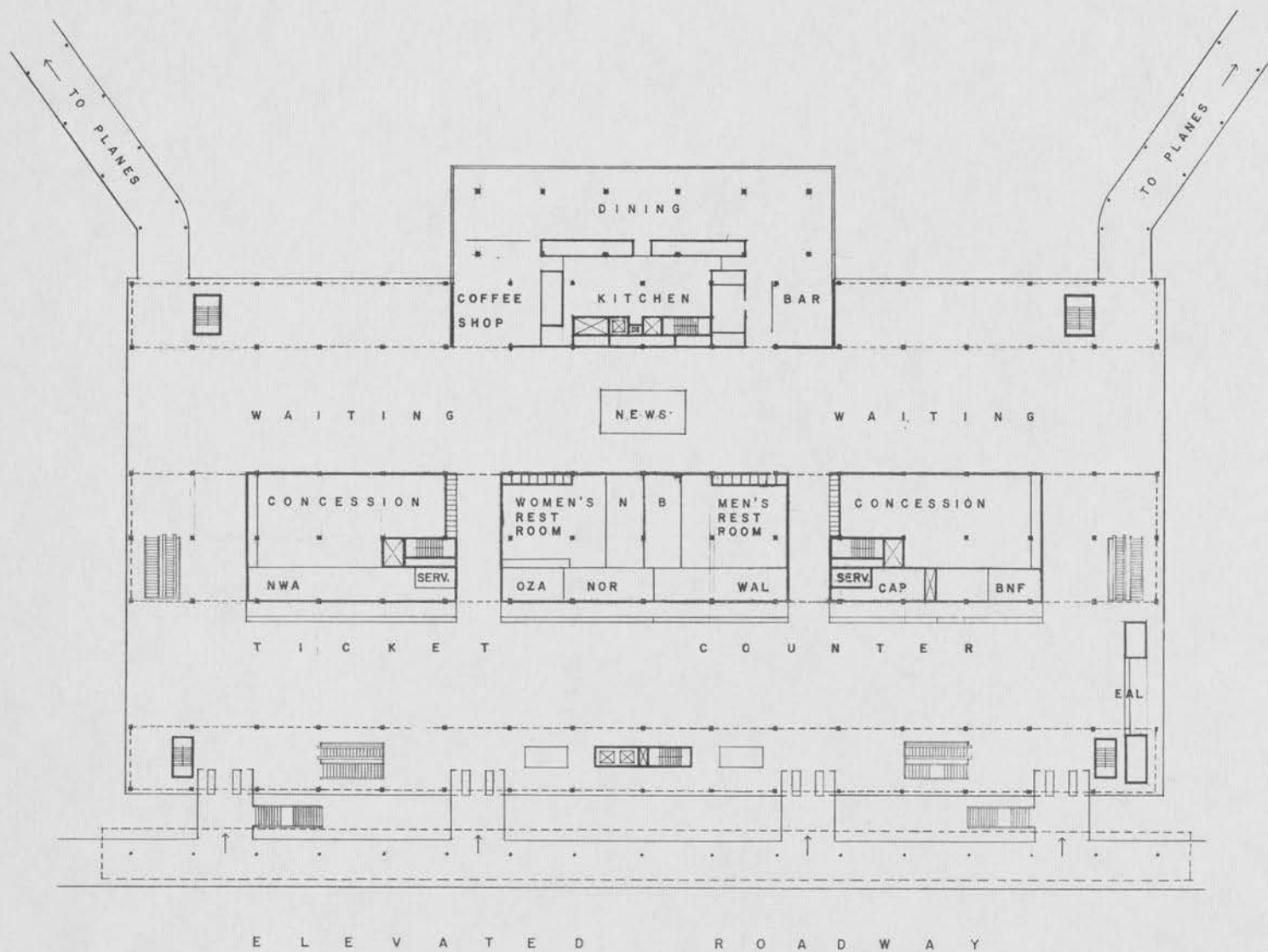
ATTACHMENT "A" SHEET ②  
GROUND FLOOR PLAN

NEW TERMINAL BUILDING

MINNEAPOLIS - SAINT PAUL  
INTERNATIONAL AIRPORT  
WOLD CHAMBERLAIN FIELD

MINNEAPOLIS - SAINT PAUL  
METROPOLITAN AIRPORTS COMMISSION

THE CERNY ASSOCIATES ARCHITECTS  
LEIGH FISHER & ASSOCIATES, AIRPORT CONSULTANTS



SCALE 0 15 30 60 90

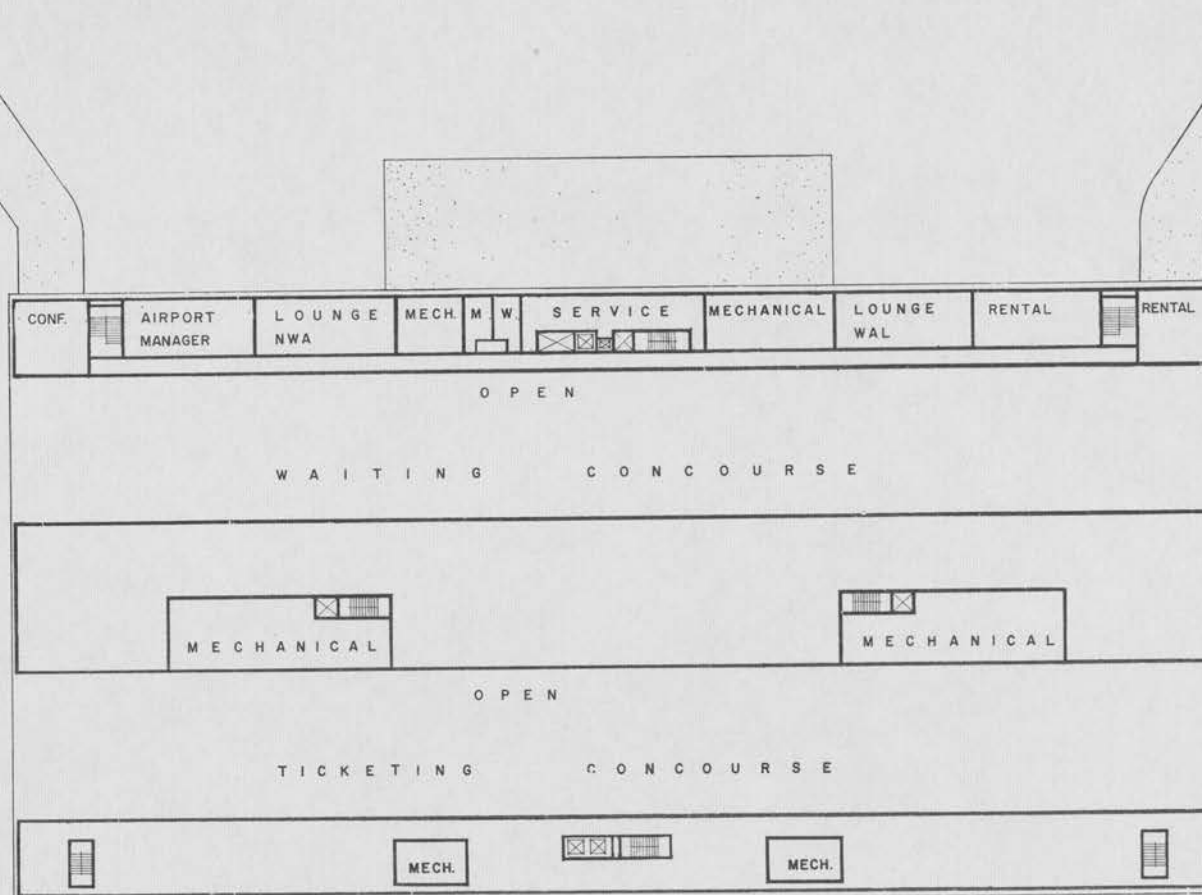
ATTACHMENT "A" SHEET ③  
MAIN FLOOR PLAN

NEW TERMINAL BUILDING

MINNEAPOLIS - SAINT PAUL  
INTERNATIONAL AIRPORT  
WOLD CHAMBERLAIN FIELD

MINNEAPOLIS - SAINT PAUL  
METROPOLITAN AIRPORTS COMMISSION

THE CERNY ASSOCIATES ARCHITECTS  
LEIGH FISHER & ASSOCIATES, AIRPORT CONSULTANTS



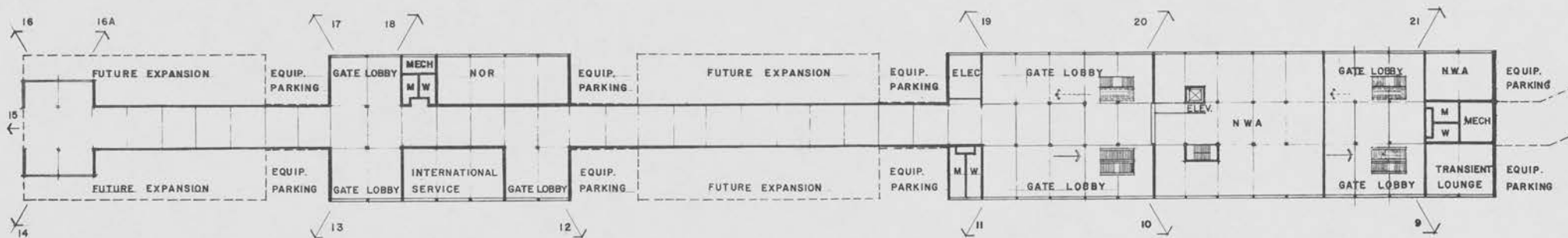
ATTACHMENT "A" SHEET ④  
MEZZANINE FLOOR PLAN

NEW TERMINAL BUILDING

MINNEAPOLIS - SAINT PAUL  
INTERNATIONAL AIRPORT  
WOLD CHAMBERLAIN FIELD

MINNEAPOLIS - SAINT PAUL  
METROPOLITAN AIRPORTS COMMISSION

THE CERNY ASSOCIATES ARCHITECTS  
LEIGH FISHER & ASSOCIATES, AIRPORT CONSULTANTS



SCALE... 0 15 30 60 90

ATTACHMENT "A" KEY PLAN ⑤  
LOADING PIER "B" PLAN

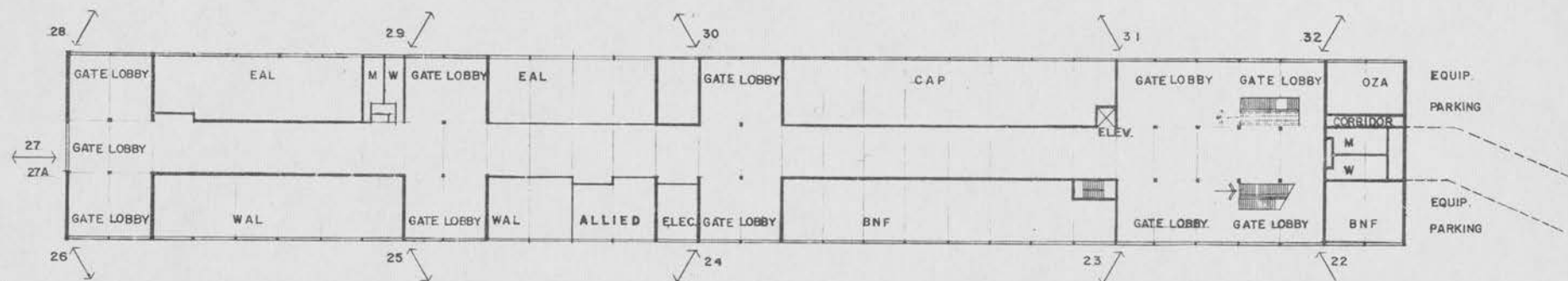
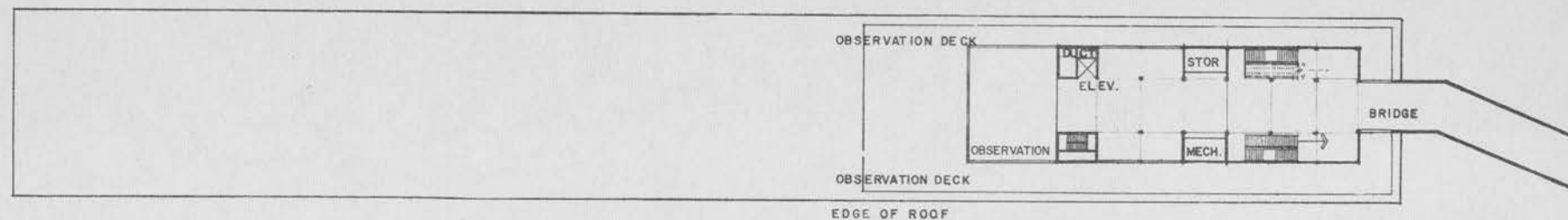
NEW TERMINAL BUILDING

MINNEAPOLIS - SAINT PAUL  
INTERNATIONAL AIRPORT  
WOLD CHAMBERLAIN FIELD

MINNEAPOLIS SAINT PAUL  
METROPOLITAN AIRPORTS COMMISSION

THE CERNY ASSOCIATES - ARCHITECTS  
LEIGH FISHER & ASSOCIATES AIRPORT CONSULTANTS





SCALE 0 15 30 60 90

ATTACHMENT "A" KEY PLAN ⑥  
LOADING PIER "C" PLAN

NEW TERMINAL BUILDING

MINNEAPOLIS - SAINT PAUL  
INTERNATIONAL AIRPORT  
WOLD CHAMBERLAIN FIELD

MINNEAPOLIS SAINT PAUL  
METROPOLITAN AIRPORTS COMMISSION

THE CERNY ASSOCIATES - ARCHITECTS  
LEIGH FISHER & ASSOCIATES AIRPORT CONSULTANTS

# ACTIVIST

Winnipeg

Thomas PLS  
McKellar ✓  
Muesch



Published by the YOUNG MEN'S SECTION  
WINNIPEG BOARD OF TRADE

Mid-Canada Air Conference Clinic in Session

**JUNE, 1945**



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# Airplanes *In the Future* Airports

## Chicago-Minneapolis Every 15 Minutes—Airport to Be City Within City

**A**IRPLANE service for the Twin Cities and northwest, with low fares, no reservations and rush-hour schedules that would have planes leaving Minneapolis for Chicago every 15 minutes—this is part of the picture of future air traffic drawn by K. O. Larson, chief engineer for Northwest Airlines, in charge of planning of planes to be used by NWA in the era of expansion after the war.

"The idea of airplane service being only for bankers and movie stars, as some people now think, is going to vanish, and quickly," he said. "The small town druggist and the farmer will think nothing of boarding a plane for Chicago and New York or for Seattle. Nearly every town will have some kind of service linking it with the main line along which the deluxe coast-to-coast planes will fly."

Larson said officials at New York airports are already making plans to handle arrival or departure of six planes every minute during rush periods. "I am sure the time is not far off when Minneapolis will have hourly plane departures for New York, Washington and Seattle."

"We are definitely going to be shaken loose from the present concept of air travel as something very exclusive and costly," he declared. "It wasn't so long ago that the average man traveled by horse and buggy. Then came the automobile. And now the airplane age is dawning."

One of the most important achievements of the new air age, he explained, will be the development of all-weather service. The aim of an airline is to be able to fly on schedule at all times. And we are going to be able to do exactly that, despite rain or snow or sleet or low ceilings or wind, day and night, summer and winter."

Larson said helicopter taxicabs are certain to develop as an everyday convenience. "Picture a passenger arriving by deluxe NWA airliner from New York after a four-hour trip. An aerial cab will be waiting to fly him to his cottage or his farm. There, he'll look at the meter, pay the cabbie, and the cab will fly back for another fare. As simple as that."

Larson suggested air service will be brought close to the general mass of people, wherever they may live, by transportation of all first class mail and possibly parcel post by air.

"The important thing," he declared, "is that air traffic is going to be made available to everybody, as automobiles have given everybody a more convenient mode of transportation. It is a natural development—and perhaps it is not as far off as most people believe."

So whatever fanciful visions you may have of intercontinent air travel and super de luxe airliners, you might save a place in your air age plans for the local planes which are going to help give the average man the benefits of aviation.

**E**STABLISHMENT of a near self-sufficient "city" within a city is foreseen by Northwest Airlines officials as the pattern for the revolutionary airport expected in the vast aviation development after the war.

In an outline of airport possibilities, Vernon C. Lundquist, chief plant engineer for NWA, predicted regular city markets would be set up at the edge of the airports where perishable foods would be marketed by merchants from all parts of the globe.

"In the early future," he said, "Minneapolis, for instance, will undoubtedly be no more than 60 hours away from any spot

on earth, so delicacies, which otherwise would spoil in the long shipment from India, for instance, could easily be shipped by plane and sold fresh at these markets."

Lundquist said technical developments on planes would enable them to land with far less regard for the wind than at present, foreshadowing possible use of only two parallel runways, one for take-offs and the other for landings, thus providing more building space.

Other technical developments would guarantee all-weather service.

Essential to the airport city, he said, would be hotels, accommodating layover passengers, and from this would rise the need for movie and news-reel theaters, barber and beauty shops, recreation centers, cafes, bars, tailoring shops and stores of all kinds.

The extra building space would also provide room for larger administration and mechanical buildings; passenger, mail and cargo depots and storehouses, Lundquist declared.

Francis Meisch, NWA architect who has worked on development of airport plans for the company, said better ground control of planes when landing and taking off would eliminate need for criss-cross runways so that planes could land on one runway and take off on a parallel runway, reducing field space perhaps by more than half.

Meisch predicted value of real estate near airports could be protected by establishing park areas of trees around ports which would act as barriers against dust and sound.

At international airports, such as Minneapolis would need if Northwest Airlines is given authority to extend its service into the Orient, customs houses and immigration facilities would be required. Traffic control experts would have to be familiar with many foreign languages and air regulations.

Establishment of factories on airport premises, particularly in cases where products demanded quick shipment or are related to the aircraft industry, also was foreseen by Meisch.

Smaller fields would be maintained elsewhere for use of private airplane owners, he predicted.



Postwar plans for new airports and airplanes are the business of these men. Some of their forecasts are listed in the stories on this page. Left to right are Vernon C. Lundquist, chief plant engineer; K. O. Larson, chief engineer, and Francis Meisch, NWA architect.



A toast to the newlyweds, Jerry Thompson and Kathryn Perrizo—by Loretta Kennedy, Rose Ahern, Alice Korbel, Ruth Bienstadt, Camille L. (Rosie) Stein, Jeanne Landry, Jeanne Laffitte, Jerry Rudquist, Frances Render.



Whoops! BEAM photographers Bruce Sifford, Hi Somers and Henry Simacek are on the wrong end of the camera in this gag shot.



Time out for lunch at general offices. Left to right, Carmen Hughes, June Mitchell, Madalynne Moore, Peggy Clayton, Kitty Mordaunt.



Who's hungry? NWA general office girls wait their turn at the lunchroom counter as Luella Henderson buys a bottle of milk.



Aw, c'mon! But this prize beef, bought by Northwest Airlines, gives Stewardess Peggy Oster the cold shoulder. (Silly beef!) Some of the meat went to army air forces men.



Betty Lytle and Auve Svare give Len Holstad, NWA assistant treasurer, a helping hand as he trims the Christmas tree in the lobby at general offices.



Head of all women marines, Lt. Col. Ruth Cheney Streeter thanks Stewardess Jeanne Laffitte for a pleasant trip as she arrives at Minneapolis on a recruiting drive.

Kathleen McPhillips, St. Paul mod center worker, digs deep for pennies for the servicemen's cigaret fund. Harley Kinney, Russell Grapp look on.

Fair and warmer. But it's not as simple as that as Flight Superintendent Leroy Peterson, Captain Burt Paque and Doris Swenson study weather maps in Minneapolis flight control office.



Nearly buried in Christmas cards and war bonds is Joyce Pardon, general offices mail girl. Piling 'em higher are Betty Reisewitz and Bill Haas.

Going to Chicago? Your chance for a priority is up to these two—Captain A. H. Holmberg, regional air priorities chief, and Franklin Armstrong, NWA traffic head at Minneapolis.

Slick slickers are these seven NWA general offices girls, shown playing cards during lunch hour. Left to right: Margaret Nelson, Betty Powers, Jerry Neal, Clara Ratcliffe, Virginia Subra, Margaret Bell, Marion Dybevik.

