

DAKOTA TERRITORY AIR MUSEUM

Spring 2018

Volume 32

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Spitfire photos courtesy Matt Booty



Education News...

The Air Museum started up its education season for 2018, hosting three ACE camps in February and March. We make an effort to market our camps within a 50 mile radius of Minot. This year our ACE camps included children from Minot and the surrounding area; Stanley, New Town, and as far away as Williston and Regina, Saskatchewan. Our ACE camps start off with the pledge to the flag and an anticipatory quiz to see how much they know about aviation. After introductions, the students spread out in the museum to engage in entertaining experiments that introduce them to the four forces of flight. After the science rotations, they are off to activities that expose them to careers in aviation, “plane talk” with the phonetic alphabet, a chance to pre-flight and check out the cockpit of a C-150, paper airplane flying, and history lessons from the Wright Brothers in front of the museum’s Wright Flyer full scale replica. Camp raps up with an engaging visit with Amelia, and a scavenger hunt in the Elker Wing of the museum!

Our education lineup for the coming months includes another visit and presentation from *The Paper Airplane Guy*, John M. Collins. If you weren’t able to see him last year, you will surely want to mark your calendars for April 22nd to attend his performance this year. We are happy to be hosting John again. His presentations are educational and entertaining for adults and young people alike. It appears North Dakota has taken a liking to Mr. Collins. Not only will he be presenting at the Fargo and Minot air museums again this year, he was also invited as a guest presenter at the North Dakota 2018 STEAM Conference held in Valley City this March.

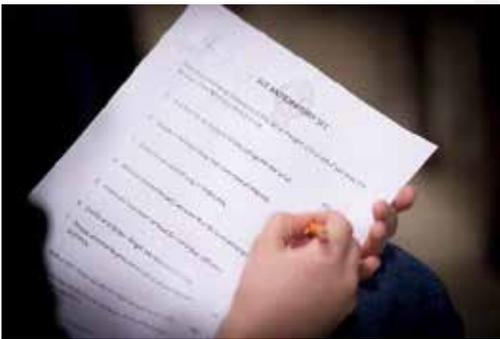
The PACE program for 5th and 6th graders is scheduled for the week of June 4-8. Registration information will be posted to the museum’s website EDUCATION page and Facebook page this spring. On June 23rd, the museum will be taking its ACE camp on the road for the first time to Rugby for the Pioneer Village Museum’s Annual Rhubarb Festival.

Again, we want to extend a big THANK YOU to the mentors, volunteers and donors who give of their time, talent, and financial resources to make these programs work. We are always open to new ideas and suggestions to improve and expand our educational experiences for youth and adults. Our biggest challenge is marketing our programs to potential participants. We would be grateful for the efforts of our membership to share these programs with your family and friends; by following and sharing our events posted on the Dakota Territory Air Museum’s Facebook page and by word of mouth. We hope to expand our educational efforts well into the future, and we know it is not possible without the help of our membership, mentors, volunteers, and financial donors.

“Our mission is to inspire and motivate the minds of these dear children. May they become thinkers, reflectors, and explorers of their world and the great contributions they will one day make, regardless of their calling.”

Michelle Saari

Melessa Bosch



Braden Owen and James Townsend giving the Pledge of Allegiance



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Tours anytime with prior arrangements

Open April - October
M T W Th F S 10-5
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A Grasshopper

Scott Nelson

From the book, "The Fighting Grasshoppers" US Liaison Aircraft Operations in Europe, 1942-1945 by Ken Wakefield.

"Liaison aircraft served as Air Observation Posts with the Field Artillery; in this capacity it has been said that a single Air OP, controlling the fire power

of an entire Division, could bring a greater weight of explosives to bear on a target than any other aircraft of the Second World War. With the exception of the atomic bomb carrying B-29, no other single aircraft had the destructive capability of the diminutive Piper Cub."

In 2000, I interviewed Ed Atkinson who was born in 1917. Which Allied aircraft during World War 2 did the German soldier fear the most? The fighters? The bombers? When questioned, many Germans said they most feared the Piper Cub, a tiny canvas, steel framed craft that carried no armament of its own. They were feared because they could loiter high over the battlefield and accurately direct devastating artillery fire into enemy targets. The Germans tried to knock these planes down by any means possible.

The Army's designation for the Piper Cub was the L-4. The L stood for Liaison Aircraft. Captain Edward Atkinson, from Flasher, North Dakota, was Air Group Commander for the 182nd Field Artillery Group supporting the 4th Armored Division. In early August of 1944, Captain Atkinson and his spotter were flying their L-4 Piper Cub near Nancy, France. Movement to the right of the Cub caught Atkinson's eye. Ed looked and was shocked to see a Messerschmitt fighter flying formation with him. He glanced off his left wing and there was another! Glancing to the right again, Ed saw that plane was turning to attack and slammed the stick forward and stomped on the right rudder

pedal, sending the Cub under the fighter. Fortunately, the slow and highly maneuverable Cub was able to stay out of the way of the fighter's guns for the moment as Ed headed for the deck. At near stalling speed, the German fighter turned toward the Cub at about a ninety-degree deflection, and unleashed a hail of 20 millimeter cannon fire that blew away most of its rudder. Atkinson's only chance now was to get on the ground. He made a quick, rough landing near a railroad bed. Ed and his passenger jumped out of the Cub before it stopped rolling and sought shelter in a culvert under the train track.

The German fighters took turns strafing the tiny Cub and eventually flew away. Atkinson and his passenger emerged from their hiding place and inspected their faithful Piper Cub. They realized it would never fly again. They were able to catch a ride with a Frenchman on a load of hay and eventually made it back to their unit with quite a story to tell.

After the war, Ed and his wife, Lucille, lived and worked in Flasher where they raised 5 children. He passed away in 2004.



Painting image and story courtesy of Scott Nelson, Solen, North Dakota

A SPITFIRE Story,

the Type 300

Reginald Joseph Mitchell might not be a household name in America, but to the British and aviation historians at large it



*a painting that hangs in the San Diego
Air and Space Museum*

is. So much do the people of Great Britain honor this man that every September 15th is **Battle of Britain Day** with his Spitfire always leading the show.

Reginald Mitchell was an aeronautical design genius employed by Supermarine Aviation Works at Woolston on the south coast of England. He had proven his designs to be the fastest with wins at the Schneider Trophy seaplane races for 1927, '29, and '31. His next project was for the RAF designing an airplane that was to be a 250 mph fighter and named the "Spitfire." When finished, it had a streamlined fuselage but not the speed as they could only get 230 mph. To him, this was a failure.

Pressing matters grew as the next year, 1933, Hitler was chancellor of the Nazi Party, and with it came a not so secret intention of rebuilding Germany's military. That also included a new *Luftwaffe*, the German air force.

Supermarine Aviation Works knew they needed something better than their Type 224 Spitfire, and Reginald Mitchell was convinced the problem was the Rolls-Royce Goshawk II engine. 1933 was also a difficult year for this thirty-eight year old who was an excellent swimmer, golfer, and shooter, as well as a soccer and snooker player. He hadn't been feeling well for some time. Through surgery much of his colon had been removed which left him weak and in constant pain. He was warned that this cancer was likely to return.

By 1935, his second Spitfire began to take shape with innovations that included work from other designers, and the effect was successful. A unique twist in the unusually thin wings gave it a capability for tighter turns with less fear of stalling. That masterful elliptical shape allowed for eight wing mounted machine guns. This Type 300 would also be named the Spitfire, much to Reginald Mitchell's disgust. "Bloody silly to give it the same name as the previous failure!" Sir Robert McLean was chairman of the Supermarine parent company, Vickers-Armstrongs, Ltd., and had personally chosen the name in honor of his temperamental daughter, Ann,

whom he often called his "little spitfire." And so, the Spitfire name continued.

This new design continued to develop well on into 1936, with none of his colleagues nor team members knowing of his colostomy and terrible pain he was enduring. Then, on the afternoon of March 5, 1936, the Type 300 prototype Spitfire made its first flight.

These test flights were to have been kept secret, but on March 25th, the *Southern Daily Echo* printed a story: "Keen observers in and around Southampton have recently been interested in the high-speed performances of a remarkable plane. This machine is the very latest type of single-seater fighter; is one of the fastest of its category in the world. Even the uninitiated have realized when watching the streamlined monoplane flash across the sky at five miles a minute, (300 mph) and more, that here is a plane out of the ordinary."

Three months after its first flight, the Air Ministry placed an order for 310 of these fighters. Reginald Mitchell credited the superior performance of this new design to the unique wing shape, even more streamlined fuselage, and the new Rolls Royce Merlin engine. With that he considered his work finished and went on to design a high performance four engine bomber, the B12/36. In August he commemorated his third year since the surgery, hoping that one more year would give the feeling of being cancer free. A month later he was having abdominal pains that were more frequent and intense. By February the following year he knew the cancer was back and he could no longer work. He then gave the sad news to his friends at Supermarine and to the Air Ministry.

The prognosis was grim. His doctors gave him three or four months to live. In April he and his wife went to Vienna where the world's best known cancer specialist treated him. After five weeks of treatment he was told there was no more they could do, he had come too late. Reginald Joseph Mitchell and his wife flew back to England. His garden was now his empire and on June 8, 1937, slid into a coma and died three days later.

The German aggression across Europe caused British support troops to retreat to Dunkirk where in their evacuation the Spitfire got its first chance to prove itself. In 1939, the *Luftwaffe* had more than two thousand Messerschmitt 109s, their principal fighter, compared to four hundred Spitfires and eight hundred Hurricanes. But, the Messerschmitt was less maneuverable, less armed, and slower. With Hitler planning his invasion of England he needed to have control of the skies. He needed to destroy the RAF.

Planners put heavy odds against the British. The *Luftwaffe* had assigned nine hundred fighters and thirteen hundred bombers to the "Battle of Britain." They never realized this new Spitfire could easily climb to higher altitudes and make tighter rapid turns than their 109s and 110s. Within four months the Germans gave up, putting Operation Sea Lion, their planned invasion of England, on hold. As a result, the

British acquired a deep appreciation for the Spitfire, something never given to another aircraft. The Spitfire became the symbol of that victory and has always been regarded as what saved their country.

Reginald Joseph Mitchell and the Spitfire remain immortalized in Britain with Mitchell youth centers, scholarships, schools, statues, special Spitfire museums, air shows, exhibitions, and monuments, as well as a Spitfire Society.

When visiting Minot this season, make a point to also stop by the Air Museum and see up close one of the finest examples of this outstanding airplane.

Information for this story is based largely on an article in "Old News," Dec. '17-Jan. '18."



Pictured here is the Texas Flying Legends Spitfire you will see at the Dakota Territory Air Museum, flown by Warren Pietsch.

Photographs are through the courtesy of Matt Booty, Redmond, WA.

Notes and Comments

This first issue of 2018, details some remarkable heroes. Reginald Mitchell, Ed Atkinson, Buck Cleven, and Walter Sharbo are a few. With the Texas Flying Legends at home in Minot for the season, it seems appropriate to provide stories related to some of these aircraft and these men. Consider the Spitfire. Its mere existence is a challenge to the imagination. Those attending the Annual Meeting will be treated to learning much more.

Normally, these issues offer a balance of event and display topics. With Memorial Day not far off, tributes to those who fought and flew and gave their abilities to the final outcome of World War II, this one is for them. The stories of the North Dakotans are well researched, and thanks to the efforts of one contributor we can read about them. Otherwise they might be lost. As you discovered, one has even made a television connection.

The Air Museum officers are a nucleus of successful leadership. Their dedication is much of what keeps the doors open as well as plans for future developments.

And, in memory:

Joyce Tryhus – Charter member
Leonard Pietsch – Charter member
Gary Hanisch – Charter member
Allyn Botz – Lifetime member

-Editor-

- Engine displays
- Sound system
- Cessna T50 *Bobcats* – now there are two
- Cherokee II sailplane
- Ercoupe
- P40 Static display

DAKOTA TERRITORY AIR MUSEUM AVIATION SCHOLARSHIP PARTICIPATION FORM

Date: _____

_____ wishes to apply to the Dakota Territory Air Museum Aviation Scholarship program, which may include aviation ground school and flight training. I agree to hold harmless for all personal injury which might result from participation in any part of the Dakota Territory Air Museum Aviation Scholarship program, all participants and sponsors of the Dakota Territory Air Museum Aviation Scholarship program which includes those who contributed funding to the Scholarship program, and those involved in the selection process for Dakota Territory Air Museum Aviation Scholarships.

Applicant: _____

Age: _____

Legal Guardian: (if applicant is under 18) _____

Address: _____

Telephone Number: _____

Email Address: _____

Age: _____

Legal Guardian: (if applicant is under 18) _____

Address: _____

Telephone Number: _____

Email Address: _____



Dakota Territory Air Museum Aviation Scholarship Program

funded by the Farstad Foundation

The Dakota Territory Air Museum is happy to announce that applications are now being accepted for the 2018 Dakota Territory Air Museum Aviation Scholarship. This scholarship is made possible by the generosity of the Farstad Foundation. Administered through the Dakota Territory Air Museum's Education Committee, the **\$25,000** annual scholarship award includes:

- **\$2,500** to ACE Program
- **\$2,500** to PACE Program
- **\$20,000** for eight (8) \$2,500 scholarships that include:
 - Five (5) scholarships for flight training toward solo certification
 - C-150 rental at \$160/hr = 15.6 hours of flight training
 - Three (3) scholarships held in reserve for alternative awards to include:
 - A&P (Airframe & Powerplant) Certification
 - Flight Nurse Training
 - Air Traffic Control (ATC)
 - Trade School

SCHOLARSHIP REQUIREMENTS

- Scholarship awards are based on financial need, stated desire, and viability of non-flight training related plan.
- Funds are to be used by the end of the calendar year in which the scholarship is awarded. Any unused funds will be retained for future scholarships.
- Funds may be disbursed for approved aviation related educational needs such as ground training and written exams.
- Funds may be approved for use at satellite training facilities.
- Applications must include three endorsements that address need, desire and work ethic.
- Scholarships will be awarded approximately mid-April.
- The Application form can be found online at: www.dakotaterritoryairmuseum.com/scholarship
- **Application deadline is April 20, 2018.**



Helping Dreams Take Flight

Who was Walter Johnson?

Scott Nelson

Walter Johnson was born on Oct 26, 1923, in Williston ND. When Walter was a teenager, he and his older brother changed their last name to the Americanized version of the real last name their father had in Norway. Walter's father's name had been changed to Johnson when he immigrated to America. With so many Johnsons around, the brothers wanted to be different and at the same time give a nod to their Norwegian heritage. Walter and his brother changed to their name to Sharbo.

Walter as a youth was a Boy Scout and earned the Eagle rank. He played sousaphone in the school band. He was an avid model airplane builder and developed a lifelong love of aviation. He spent many hours as a teenager cleaning the local airport hangars in exchange for flying lessons. After graduation from Williston High School, Walter went to St. Olaf College in Northfield, Minnesota, where he was intending to major in business. The day after the Japanese attacked Pearl Harbor, he enlisted in the Army Air Corp. Due to the number of enlistments he was not accepted until the following year. Once accepted, he trained as a fighter pilot and earned his wings early in 1944.

Walter Sharbo went on to train in the P-47 Thunderbolt, nick named "the Jug," at Dover Air Force Base in Delaware. But, he had a problem. There were no signs of him being sent overseas to get in the fighting.

D-day took place in June, and the way the Allies were taking territory, there was talk of the war being over by Christmas.

Another bad sign was the fighter groups were getting rid of their P-47s, replacing them with the longer-range P-51 Mustangs. It looked like the war would be over before he could get into combat. Walter rebelled and got into trouble. The last straw was during a training flight, he buzzed some sailboats in Delaware Bay and blew them over with propwash. An Army officer on the beach took note of the

plane's number and turned it in. Walter was almost court marshalled, but his senior officers realized he was too good a flyer to be put in the stockade so got rid of him by sending him across the Atlantic as a replacement pilot.

In Oct. of 44, Walter ended up in England with the 56th Fighter Group, also known as Zemke's Wolf Pack after

commander Hubert Zemke. The 56th FG was one of the last Fighter Groups in the Eighth Air Force that was still flying the P-47.

Walter started flying missions escorting bombers into Germany and hitting the deck, strafing aerodromes and locomotives. He came back numerous times with severe

battle damage and crash landed twice. Once, he brought his shot-up plane back across the channel but couldn't make his air field, crashing well short of it and clipping a house with a wing, fortunately not injuring anyone inside. Walter became friends with the family of the house and exchanged Christmas cards with them for many years after the war. The second time he had to belly it in, was in France. Walter crawled out of the cockpit and noticed a lot of firing going on. He looked up to see a tank pulling into the clearing. He couldn't tell if the tank was German or Allied and was much relieved when a Brit popped out of the hatch, urging him to get in the tank with them. Walter spent the rest of the day with the British tankers and didn't relish hearing rounds pinging against the machine; he would have felt much better being back in the air. He credited his survival to the ruggedness of the Jug; he would never have survived that much damage if he had been flying the P-51. Fighter groups that changed from the Thunderbolt to the Mustang had a marked increase in pilot casualties.

On Christmas Day, 1944, he shot down two German 109s.

The Germans developed the first operational jet aircraft in the world which was first flown in 1942, the Me-262. This would have been the perfect weapon to use against Allied bombers because it was faster than any fighters the Allies had. Hitler insisted the 262 be developed as a bomber and delayed the fighter development for many months. By the time it was finally deployed as an attack fighter in the summer of 1944, it was too little, too late. Still, the 262 did rack up an impressive number of victories against Allied aircraft. Some sources say as many as 700 fighters and bombers fell to the jet.

Near the end of the war on April 10, 1945, Walter was escorting bombers in the Berlin area and doing lazy S curves to the rear of the bomber stream. He caught sight of several Me-262s coming through the other side of the formation. As they came through to his side, he banked and fired. One jet flew through his rain of 50 calibers, and to his surprise exploded in a great fire ball.

Walter Sharbo is credited with shooting down the last Me-262 of the war and the last air to air victory for the 56th Fighter Group. He ended the war as one of North Dakota's Aces with five and a half confirmed victories.

After the war, he married and started working at the JC Penney store in Williston. He later worked for about five years as an assistant manager at the Penney's store in Minot. Walter Sharbo

ended up managing the Penney's store in Belle Fourche, SD, for many years and retired in 1983. He passed away in 2006.

Pictured is Walter Sharbo and his Thunderbolt with "North Dakota Kid" on the right cowling; his soon-to-be wife's name, Marion, on the left. (note the open canopy)



Join us for our

ANNUAL MEMBERSHIP MEETING

WHEN

Friday • April 27, 2018

WHERE

Dakota Territory Air Museum
Texas Flying Legends Hangar



AGENDA

- 6:30 – Social
- 7:00 – Dinner
- 7:30 – Business Meeting
- 8:00 – Spitfire
Presentation



22nd Annual SWEEPSTAKES



It's time for our primary fundraiser for the year! If this **1946 J-3 Cub** looks familiar, it should! We bought this awesome plane back from last year's Sweepstakes Winner, David Bronson from Kirkwood, NY!

\$50 per entry

only 3,000 entries to be sold

ENTER NOW on our Website at

www.dakotaterritoryairmuseum.com



40 SMOH - 40 HRs on Sensenich Prop – Fresh Annual

Jerald,

I first met Buck Cleven in the spring of 2003. I had done a painting of George Ott and his role as Deputy Lead in the 2nd Schweinfurt strike of 14 Oct. 1943 when his B-17 was hit. George and his crew had to bail out over Germany and became POWs. George was coming down to the Ranch to see the new painting. A news reporter of KFVR TV (Cliff Naylor) was also coming to record the event. George asked if he could bring a friend along, an old war buddy that he had met while he was at Stalag Luft III, a POW camp, and was presently living in Dickinson, North Dakota. I said sure, the more the merrier!

When George and his friend pulled in I was introduced to an unassuming slight gentleman with white hair and an eye patch, Gale Cleven, who went by the name "Buck". Cliff Naylor started to interview George about the painting and George's role in the air war and specifically the Schweinfurt raid, also known as Black Thursday. Somewhere along in the interview, George mentioned that Buck had been shot down just a week before he had, and his story was one to be told. Buck had even escaped his German captors toward the end of the war. Mr. Naylor tried to get Buck's story but he would have nothing of it. It was George's day, and Buck was content with being silent in the background. Buck did, however, mention that he had been in the 100th Bomb Group and had participated in the first Schweinfurt raid where they had also hit Regensburg. After the interview all parties went on their merry way, and I went back to my business of calving cows and didn't think any more about the potential story Buck may have.

Several days later I happened to be at another Veteran's home in Mandan ND; Dick Baron, P-47 pilot. Several books were laying on Dick's coffee table, and I casually picked one up. The title was "Double Strike" The Epic Air Raids on Regensburg/Schweinfurt by Edward Jablonski. I opened up the book to the center pages where the pictures were located and my eyes fell on one with the caption: **Gale Cleven, 100th Bomb Group, outstanding pilot and leader.** With a shocked expression, I turned to Dick and blurted out, "I just met this man! He was at my house a couple days ago!!" I borrowed the book from Dick and read it over the next few days. Several pages told the story of Cleven on this raid. Buck had been with the Regensburg force and his plane had sustained severe battle damage, and his radio operator was killed. The damage was such that the crew was preparing to bail out but he calmed them and managed control of the B-17, going on to successfully bomb the aircraft plants at Regensburg, then continuing on to a successful landing in North Africa. I was bowled over!! I obtained Buck's phone number from George and gave him a call. I told Buck about the book I had found by chance, and he reluctantly admitted that he was in fact the man in the book but played down the whole thing and said the author had spread it on a bit thick. (...Found out later, his superiors had put him in for the Medal of Honor for this raid. It was reported that Buck's response was, "Medal hell, I needed an aspirin!")

This started my friendship with Buck. Every few weeks I would drive to Dickinson to visit with George and Buck. We would often go out to eat at a local restaurant, linger over the meal and visit. I would sit back and listen as Buck and George would reminisce about their time at Stalag Luft 3, mostly about the humorous things that happened

there. Eventually Buck shared with me the story about the day he was shot down.

It was Oct. 8, 1943, a raid on Bremen, Germany. Flak over the target was intense, causing the Group to break up, leaving Buck's plane unprotected. German fighters pounced, riddling the bomber with machine gun and cannon fire. Buck's plane took extreme damage, Number 2 engine was off line, number four engine was literally blown away, #3s controls were shot away. The vertical stabilizer was blown open, and the horizontal tail was thoroughly holed. Six to ten feet of the left wing was gone and number one engine eventually caught fire. Buck tried to reach the Netherlands as they steadily lost altitude and continued attacks by fighters did more damage. When the bomber descended to 2000 feet, Cleven ordered the crew to bail out as more altitude was lost. He stayed at the controls as the last of the crew jumped, then jumped himself and pulled his rip cord as the tail went over his head. The chute had just barely opened when Buck went through the back door of a German farm house, hitting with such force that he totally destroyed the little stove in the small room. Buck was scrambling around on the floor trying to get his feet under him. The lady of the house was hysterical, screaming and calling Buck a "luftgangster" and "terrorflieger!" Buck was still trying to get off the floor and struggling with the chute harness when the old farmer came and pressed the tines of a hay fork against his chest. Cleven was desperately trying to remember some phrases of his high school German to explain what a nice guy he was but wasn't having much luck. About the time Buck thought he would be run through, a German policeman showed up and took him in custody. Cleven and his crew were all captured and Buck eventually ended up at Stalag Luft 3.

I had mentioned doing a painting of this event and Buck eventually agreed. Buck gave me as much information as he had. He knew the plane's name was "Our Baby" and was a B-17F but not much else. This was not a plane Buck had flown before. As a squadron commander, Cleven was always flying different planes within the squadron. I contacted the historian of the 100th Bomb Group and he supplied me with information on the plane, its tail number, code letters and paint scheme. No pictures were available of this plane. Supposedly there was nose art but without photographic evidence, it could only be guessed at. I took the information I had and painted a picture of a B-17F with the battle damage Buck had mentioned. The weathered green/olive drab paint job was correct. It sported the iconic 100th BG square D on the tail, LN squadron identifier on the side ahead of the star 'n bar, and plane identifier R on the rear of the fuselage and tail. The plane was flying low over the German country side pursued by several FW-190s. Buck can be seen at the controls and the rest of the crew are hitting the silk.

When finally finished I took the painting to Dickinson to show Buck, and he seemed very pleased with the result. He signed the painting: **Buck Cleven, Major, US Army AC, Oct. 8th '43.** After some discussion with George and Buck, it was decided to have prints made, and in about a month I was back with a large box of them. I had planned on having Buck sign the 400 prints, but after signing 10 or so he declared he was done and would sign no more. I was disappointed but felt lucky he had been such a help with the painting and that he signed what he did. I thanked him and took the prints home. Several days later Buck called, "Bring the rest of the

prints, I'll sign 'em all." To this day I don't know what changed his mind but am very happy that he did. I gave Buck about 20 of the prints, and I guess he sent them all over the country to friends and family. Time passed, and I still would visit George and Buck when I could. Eventually Buck moved to Sheridan, WY, so I didn't get to see him as often. Every six months or so Buck would drive back to Dickinson, and he and George would run down to the Veterans hospital in Fargo. I would often meet them in Bismarck for a meal and visit when they would pass through.

The spring of 2006, George, my son, and I, drove to Wyoming to see Buck. We were treated like kings! Buck put us up in a suite at a nearby hotel and insisted in buying all our meals. We had a great time. It was the last time we would see him. He passed away later that fall.

All the while I had been getting to know Buck, I had been coming across his name and pictures in numerous books and publications about the air war in Europe. After his passing I found out about another book that had just been published, "Masters of the Air" by Donald Miller. The book was full of Clevens' exploits as he served with the 100th Bomb Group and his time in captivity. Unknown to me, at the same time I had been painting his picture he had been in contact with Mr. Miller doing a number of interviews. Buck had not said a thing. The book actually had come out before his death, but he never mentioned it to George, me, nor anyone else. I was so pleased his time in the service was documented.

Postscript: Jump ahead 10 years. ... Was contacted by author, Donald Miller, and learned that the book "**Masters of the Air**" was being made into an HBO miniseries produced by Steven Spielberg and Tom Hanks. (similar to Band of Brothers) Mr. Miller informed me that Gale "Buck" Clevens, the man that stood in my living room and that I had enjoyed visiting with for so many countless hours would be one of the main characters! Filming is proceeding in England and release is hoped for later this year or early 2019. – Scott



Major Gale Clevens, USAAC

The original painting referenced in this letter hangs in the Scott Nelson Gallery, DTAM.

Volunteers – DTAM

Each year we try to list all the volunteers who over the years have been an integral part of making the Air Museum much of what it is. More new projects are under way and putting together new displays is an ongoing process. This list is not complete as some have been accidentally missed.

We still need to say, "Thank you," to:

Gordon Valgren – heading up the Wright Flyer
Jim Bergo – Wright Flyer, Pietenpol
Paul Sonnenberg – Wright Flyer, Pietenpol
Larry Linrud – Aero Sport, Propeller display
Lyle Linrud – Woodwork displays
Allan Westereng – Aerial aircraft displays
Jan Kelleher – Artistic contributions
Arvid Pomeroy – 5th Fighter displays, A7, P40
Jay Blessum – Aircraft maintenance
Allyn Botz – Outdoor models
Danny Clisham – Airshow Announcer
Red Ewing – Outdoor display
Eloise Ogden – News reporting
Fred Gantzer – Construction and displays
Chris Grina – Photography
Mike Hill – Scale model displays, 5th FIS, A7, P40
Dave Huwe – Aircraft movements
Gary Johnson – Airplane maintenance
Lee Keller – Sound systems
Neil Nathan – Welding construction
Jason Roberts – 5th FIS
Nicholas Rivera, Jr. – Video displays
Justin Shetter – Military displays
H. "Bud" Tryhus – Historian
Dave Smith – 5th Fighter displays, A7, P40
Norman Graving – Air Mail displays
Pat Lifo – Electrical work
Ron Rasmusson – Tours and displays
Kari Rossland Jungclass – Early office work
Scott Nelson – Paintings and WW II research
Jason Rivera – Early computer displays
Pat Travnicek – MAFB Liaison
Bernie Vasquez – TFL maintenance
Diane Halvorson – Framing and designs
Cathy Smith – Mannequin artist
Terry Todd – 5th FIS, A7
Tim Gebhart – 5th FIS, A7
Tim Lett – 5th FIS, A7, P40
Moose Peterson – Photography
Curt Saari – Electrical, Mechanical
Ed Burkardt - Scholarship details

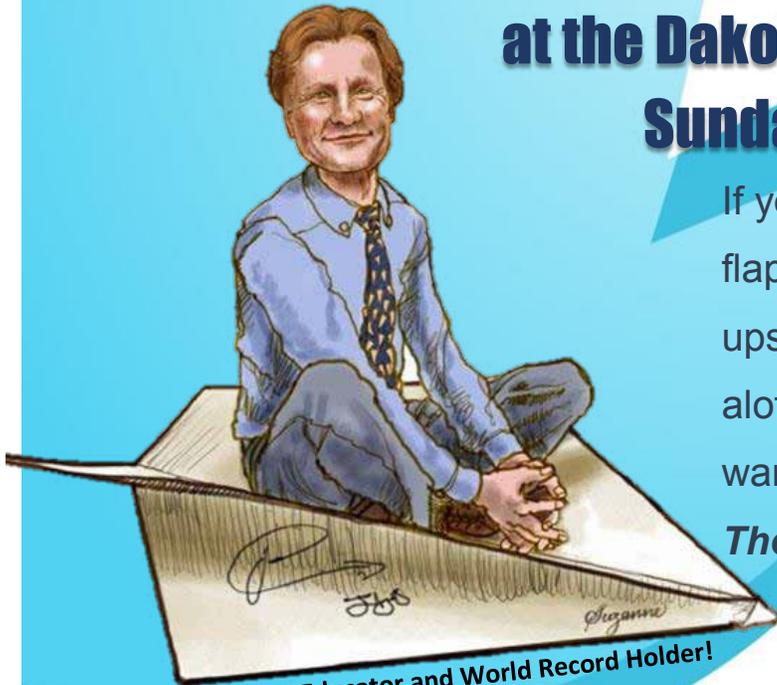
And...



He's BACK!

The Paper Airplane Guy

at the Dakota Territory Air Museum
Sunday, April 22, 2018



Author, Educator and World Record Holder!

If you've never seen a paper airplane flap its wings, flip over and fly back upside down, spin, circle, loop or stay aloft for minutes indoors, you won't want to miss John M. Collins, *The Paper Airplane Guy!*

John's inspiring and educational performances have been a favorite of many air and space museums. His programs entertain and teach people of all ages about aviation, flight and so much more! He has been featured on the Discovery, Science, and National Geographic channels, Outrageous Acts of Science, and many other national media outlets and programs including Late Night with Conan O'Brien.

Come Join the FUN!

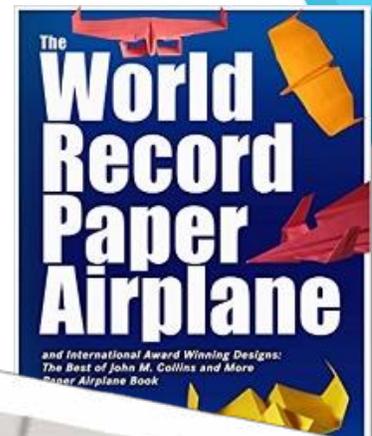
WHEN: Sunday • April 22, 2018

WHERE: Dakota Territory Air Museum

PROGRAM TIME: 2:00 pm

COST: \$5.00 for Adults • Students FREE

airmuseum@minot.com • 701.852.8500 • www.dakotaterritoryairmuseum.com



Planes seem to fly by magic!