

# DAKOTA TERRITORY AIR MUSEUM

Summer 2018

Volume 32

The Paper Airplane Guy

The New Staggerwing

32<sup>nd</sup> Annual Meeting

Ray Wicklander

Members

Sweepstakes

*Photo credit Matt Booty*



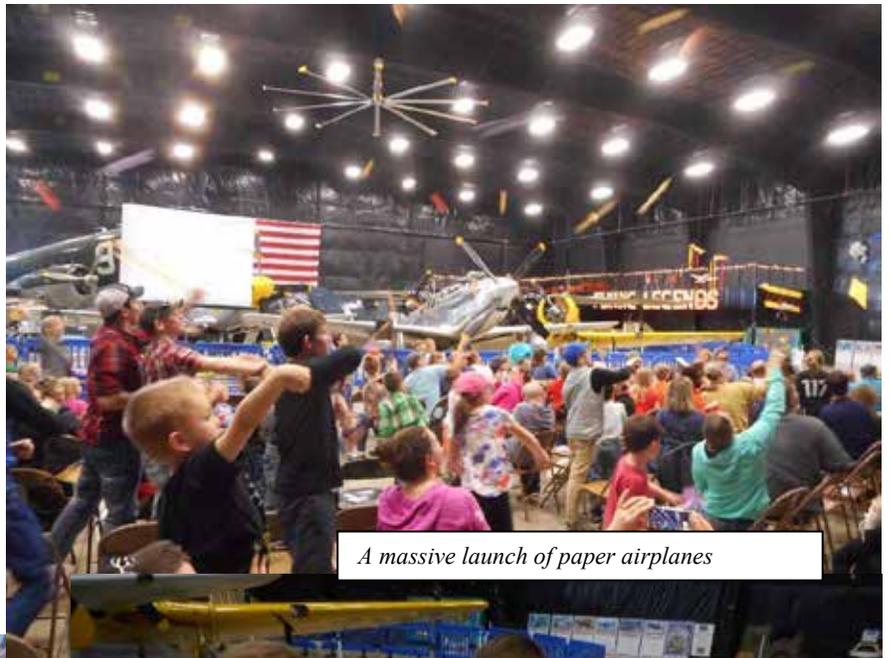
Two events eclipsed the opening of the Air Museum for the season, John Collins and the annual meeting. Both were well attended. Both were held in the TFL Hangar.

April 22<sup>nd</sup> was an overcast, cool Sunday, and that afternoon the Air Museum once again hosted *The Paper Airplane Guy*, John Collins. One hundred ninety-eight people were seated, and just as he began, two more walked in.



His presentation went 40 minutes, and could seemingly have lasted longer judging by the crowd's attention. His onscreen presentation and the folded airplane visuals only enhanced his background and knowledge of how things fly. A lecture is one thing but to be talking about a design and at the same time giving one of the folded paper pieces a quick toss to make a circling flight and catching it in midair is another. Mr. Collins' visits to Minot, this being his second, is part of the Education Division sponsored by the Farstad Foundation and the Air Museum. Melessa Bosch headed this along with Michelle Saari, two energetic and ambitious people. These are the two who inspired and

committed to the ACE and PACE programs. A new location was added making Rugby a PACE camp this year as well. June 4<sup>th</sup> (continued p. 4)



*A massive launch of paper airplanes*



*Ethan Marsh (8) and Josie Ann Marsh (5), grandchildren of Charter Members Galen and Linda Marsh receive some firsthand instruction.*



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## Beechcraft D17S

Our feature story this issue is about a Beechcraft that not only has an interesting past but now has an adventurous future. It's the yellow one on the cover, a perfect picture compliments of Matt Booty, and is known as a **Staggerwing**. The red one is owned and flown by Henry Reichert of Bismarck. To see two like this anywhere is extremely rare, especially around North

Dakota. About the only other place would be at the Staggerwing gatherings in Tullahoma, TN.



Staggerwing NC985SW is a D17S built for the U.S. Army Air Corps in 1943 by the Beech Aircraft Corporation in Wichita. It was used by the Army as an executive transport until the end of WWII. It was then sold as surplus and spent its life as a civilian workhorse in Florida and Cuba, finally ending up by the '60s as a bush plane in Alaska. In 1969, George LeMay, cousin to Curtis LeMay, bought it to rebuild for the 1970 London, England, to Victoria, BC, Trans-Atlantic race which he did. George is in the Canadian racing Hall of Fame, racing all types of cars, planes, and other vehicles. He and his Staggerwing were regulars at Oshkosh and antique fly ins around North America, sometimes stopping through Minot for customs.

By 1995 it was showing its age and George began tearing it apart for refurbishment. Fate did not let that happen as he passed away before getting very far along, and in 1999 the family sold the project to Don Larson and Warren Pietsch.

That March, Gary Johnson, Alan Shkratoff, Dale Williams, and Warren spent four days in an unheated garage at the LeMay farm near Calgary, reassembling it to a ferriable condition. Warren flew it home to Minot with Gary in formation with 8-4 November, the Pietsch family's '68 Mooney Executive.

That spring Don began the huge task of rebuilding the Staggerwing. Gary Johnson and so many others gave their help in the process. With upwards of 7,000 hours of labor, Don fabricated new wood for the fuselage as well as rebuilding the wings, control surfaces, gear, and flap systems. New glass, new instruments, new upholstery; the job was seemingly endless, but the results created an incredibly beautiful and highest quality restoration, and on June 11<sup>th</sup>, it made its first flight, and it flew beautifully.

*p.s. Warren: Since the airplane did not have an assigned registration for import, I asked for N985SW. The "985" is for the engine, a Pratt & Whitney R985 of 450 hp. The SW is for Staggerwing.*

This exceptional photo below was taken in its third flight, Don right seat, Warren left. Our thanks to Matt McVicker for the shot.



through 6<sup>th</sup> was in Minot with Rugby June 23<sup>rd</sup>. When Melessa, a



Melessa Bosch helps a new pilot with his ublift flutterer.

kindergarten teacher in Minot, was first asked by her good friend Michelle if she could be our coordinator, her response was, “Michelle, I don’t know anything about aviation.”

“Melessa, I don’t know anything about education, either.” And so, it turned out to be a pretty good combination.

The Friday after John Collins’ show was the Air Museum’s 32<sup>nd</sup>



Annual Meeting. Seventy-eight attended that began with a social and

a catered dinner. Don Larson talked about the present and then the future giving everyone an exposure of the museum’s operations. Michelle Saari, gave some highlights of the ACE and PACE programs. Meric Murphy updated us on what was happening with the aviation program he teaches at Magic City High School.

Warren updated us on the Texas Flying Legends and updated us on the airplanes in the background.

Scott Nelson drove in from his ranch near Solen, ND, and presented the museum with the loan of his two latest works that depict North Dakota heroes from WW II. His stories and research merit attention.

These paintings are on display in or near the gallery. For those who listen to **Dakota Datebook** on Public Radio, you may have heard three of his stories, or read them in the Minot Daily News. His latest was of Henry Wildfang from Sterling. Take some time and read in this issue the adventures of Washburn’s Ray Wicklander.



July 1<sup>st</sup> begins new leadership of the Education Committee. Melessa and Michelle have selected two new members, Shawn Holen and Samantha Blessum to take their places. Though there is much work involved, there is more that makes this a rewarding experience. We think you’ll agree they made two good choices.

It had been coming on eight years since the red and polished aluminum Cessna 140 was given away in the Air Museum Sweepstakes. The new owner let it remain in the custody of the Air Museum until time as it could be delivered. Living out in New York and with other business obstacles this never came to be. Last fall an offer was made to buy the airplane back or else require the owner come and get it. The offer was finally accepted.

This spring Mike Ganya from Linton, ND, offered to buy it as is.

He wanted a tail dragger for his students to use. This fine airplane has now found a new home.

We would like to introduce you to a vibrant young lady who has been working at the Air Museum, this going on her third season. Jessica Jespersen was a sophomore in the Velva High School when her sister suggested coming along with her since she worked here at that time.



Jessica learned the routines of museum operations very quickly which was more than waiting on patrons at the front desk. Becoming a docent was a challenge that took the most time, but she took the responsibilities in earnest and was soon leading tours and telling stories. When not dealing with visitors she was also becoming a sort of accountant as well as handling e-mail requests and sweepstakes entries.

This spring Jessica graduated with honors from the Velva High School and will enroll at Minot State University in the fall with an emphasis on social work. She also plans to continue working with the Air Museum when time allows.

*Thank you for your support of the Dakota Territory Air Museum!  
Your help funds our education programs, facilities, displays, and more.  
We are a 501c3 non-profit organization.  
“Preserving the past to educate and inspire today!”*



The Farstad Foundation

ND Aeronautics Commission

# Ray Wicklander Navy Heldiver Pilot Scott Nelson

Raymond G. Wicklander was born in 1921, in a log home seven miles east of Washburn, ND, on his grandpa's homestead. He graduated from the Washburn High School in 1938 and went to college that fall in Minot for basic courses in engineering. The next fall, Ray went to the Agricultural College in Fargo for mechanical engineering, and while in Fargo, he got the opportunity to learn to fly through the civilian pilot program.



When Ray came home that summer, a neighbor had bought a Curtis pusher biplane but was afraid to fly it. He told Ray to fly it as much as he wanted. He spent many enjoyable hours flying that pusher plane around the Washburn area. One time he was giving a friend a ride when the three cylinder engine blew out a spark plug. The plane lost power and lost altitude. Ray quickly found a place to land and set the plane down. They put in a new spark plug and started the engine. The problem was there was not a lot of room for a takeoff run. They were in a small pasture, but Ray figured they could get airborne before they reached the fence. He told his apprehensive friend to get in the plane and Ray revved it up. They got off the ground before they reached the fence but caught the tail on the top wire. They were slammed down on the other side but then bounced back in the air again. The rest of the flight was uneventful, but for some reason Ray's friend never wanted to fly with him again. This plane still exists and is owned by a collector in Oregon.

In 1941 Ray decided to join the Navy to become an aviator. He was told he would be able to finish his last years of college before he

would be called up. Then, on December 7<sup>th</sup>, Pearl Harbor was bombed. Ray was home for Christmas vacation when the call came to report to duty. He would not be finishing college but found himself excited about the change of events.

In January, Ray wound up in New Orleans on Lake Pontchartrain to begin Navy basic training. The weather was beautiful, and he felt pretty lucky not to be training in Minnesota during the winter.

After several months of basic, he began flight training. The first trainer was the "Yellow Peril", a yellow biplane Navy trainer. The base on Lake Pontchartrain was very muddy and the taxiways were covered with planks. If you got a wheel off the planks you were instantly stuck.

From there he went to Pensacola, Florida. At Pensacola, on one end of the runway, off base, someone owned an elephant. It was said that for the instructor to pass you, the elephant had to have its tail up as you took off. If his tail was down, you failed. So said Ray.

Then it was on to Miami where he received his wings as a Navy Ensign. Here Ray flew the Brewster Buffalo, a small, underpowered, portly, Navy fighter that was no match for the Japanese Zero. The landing gear had to be cranked up and down by hand. It had been relegated to training only. Ray practiced take-offs and landings on a circular air field with instructions from a landing signal officer in preparations for carrier operations.

Next it was to Chicago where a coal-burning paddle wheel passenger ship on Lake Michigan

had been converted into a training carrier called the Wolverine. A 500 foot flight deck was built on top of the hull. Ray practiced carrier operations with the SNJ North American Texan equipped with a tail hook. The training on Lake Michigan early in the war was necessary as both coasts were susceptible to submarine attacks from the Japanese and the Germans.

Ray was able to go home on leave for two weeks, at which time he married his sweetheart and had a short honeymoon before reporting for duty at San Diego where he started flying the Douglas SBD Dauntless Dive-bomber. The Dauntless carried a crew of 2, pilot and radio gunner. It carried an external bomb load and two forward firing 50 cal. machine guns. The radio gunner had a twin 30 cal. in the rear cockpit. After a short period of training he was assigned to VB-26 (dive bombing squadron) of Air Group 26, which consisted of three squadrons; F4F Wildcats, TBF Avengers, and SBD Dauntlesses. AG 26 personnel and planes were loaded on a jeep carrier to head for Hawaii. As luck would have it, the jeep carrier was so full, that some got to go to Hawaii on the cruise ship Matsonia with a bunch of college girls that had been stranded in the states since the bombing of Pearl Harbor. Ray was one of the few who was able to make the trip on the cruise ship. He lived like a king, the food was great, and he had the finest accommodations. He figured this Navy life couldn't be beat! And all those nice college gals! Ray met Mrs. Dagmar Cooke on the ship. She was from the famous Cooke family in Hawaii. When Ray got to Maui, he and the other officers that had been on the Matsonia were invited to the Cooke mansion for a

party. After a good time at the party, Ray and another fellow who was also married, decided to go back to base and let the single guys do all the dancing. They didn't have any transportation but thought they could catch a ride with someone. While they were waiting outside the mansion, a limousine drove up with Dagmar's widowed mother-in-law and none other than Admiral Nimitz, Commander in Chief of the Pacific Fleet. Admiral Nimitz had escorted Mrs. Cooke out for dinner and was bringing her back. "You boys need a ride back to base?"

"Yes sir, we sure would," said Ray. So, he and the other fellow rode back with Nimitz and had a nice visit on the way although the conversation was thoroughly laced with "Yes sirs," and "No sirs."

Based at Wailuku, Maui, Ray trained with the Dauntless until finally they were loaded on the jeep carrier, Long Island, and headed with orders for Guadalcanal.

There were still some Japanese on Guadalcanal but there was not much trouble with them other than a sniper now and then. Japanese bombers would occasionally fly in from Bougainville at night on harassment raids to drop a bomb or two.

Ray started flying raids against the Japanese and attacked Munda air field several times even though there wasn't much left there to bomb except for some entrenched soldiers and anti-aircraft guns. One memorable mission was a 600 mile flight up to Bougainville with drop tanks. When they got to Bougainville and as Ray dived on a merchant ship anchored in the bay a Zero got on his tail. Luckily a VF26 F4F Wildcat shot him down before he could shoot up his Dauntless.

Ray spent most of 1943 at Guadalcanal flying missions against islands in the area. Finally, he was sent back to the states on a

transport. As an officer, he got two meals a day that consisted of a small helping of reconstituted scrambled eggs and two slices of bread. The poor Marine soldiers on the ship only got one meal a day while the Merchant Marine crew of the ship ate like kings. Garbage was placed on the fan tail every evening to be dumped after dark. The poor Marines would go through the garbage to try to find something to eat every evening. Finally, the transport got to San Francisco when Ray took leave and caught a train home.

Early in 1944, Ray reported to a Navy base in San Diego and was assigned to VB-19 in Air Group 19 as a Junior Grade Lt. and started flying the new Navy dive bomber, the Curtis SB2C Helldiver. The Dauntless was too slow and the wings didn't fold for storage on the carrier. The Helldiver was a bigger and heavier plane than the Dauntless and took some getting used to. The first Helldiver (SB2C-1) was underpowered and the pilots didn't like them, but later versions (SB2C-3) had a larger engine and performed much better. The Helldiver also carried a crew of two, pilot and radio-gunner. It had an internal bomb bay and two forward firing 20mm cannons in the wings. It also had the twin 30s in the rear seat. Air Group 19 consisted of three squadrons; F6F Hellcats, TBM Avengers, and the Helldivers.

Late in February of 1944, AG 19 boarded the Lexington and departed for Hawaii. After arriving in Maui, Ray and the rest of AG 19 conducted training missions for the next several months; dive bombing, glide bombing, navigation, and gunnery practice. They also trained in night ops.

Ray got his first full time gunner-radioman, Jerry Warnke. Up to this point, and while he was with AG-26, the radio gunners would fly

with different pilots for every mission.

In June of 1944, AG-19 conducted refresher carrier operations from the USS Franklin. Later that month AG-19 boarded the USS Intrepid for transportation to Eniwetok. The Intrepid arrived at Eniwetok the last of June and the first of July AG-19 transferred to the USS Bunker Hill to practice carrier operations.

By July 10, 1944, AG-19 was permanently stationed on the Lexington and conducted its first combat missions against Guam. The last of July, strikes were conducted against Palau. Aboard the Lexington was Admiral Marc A. Mitscher, commander of the Fast Carrier Task Force, the Lexington serving as his flagship. When they first got on the Lexington one of Ray's squadron mates, Lt. Wallace Griffin, was walking around the ship just taking things in. He found himself on the carrier island near the bridge on one of the observation decks high above the landing deck. There was an older fellow sitting up there wearing a baseball cap and a khaki uniform with no rank. Wallace took him for a reporter and started casually visiting with him about the wonderful view they had up there. Wallace was mortified to later learn that he in fact had been visiting with Admiral Mitscher himself!

During the first part of August, strikes were conducted against Bonins, Kazans and Iwa Jima. The last of August was spent rearming and re-supplying at Eniwetok. September was spent flying strikes against Peleliu and the Philippines. During this time Ray and his gunner, Jerry, flew many strikes against Japanese ships and ground targets. Most missions, Lt. Ray Wicklander flew right wing in a 3 plane formation led by VB-19 Skipper, Lt. D. Banker. Left wing was flown by Lt. Bill Emerson.

In late August, Emerson was hit during a mission and had to ditch in the ocean. He and his gunner were rescued by the submarine, USS Shark and were with them for about a month until early October. The USS Shark was reported lost with all hands on Oct. 24, 1944. It was never found and bodies of the crew never recovered. Japanese records, after the war, suggest the Shark may have been depth charged by a destroyer east of the Philippines.

There was the mission Ray dived on a Japanese transport ship, but his bomb did not release. The other planes in the formation dropped their bombs, hit the ship and sank it. On the way back, Ray asked for permission to try to use his bomb against a Japanese radio station on the south east side of the island of Formosa. It did release this time and Ray obtained what was described as a beautiful direct hit which went through the roof of the building, destroying it.

On Sept. 13, 1944, early morning just before sunrise, Ray was in his plane with the engine running awaiting take off when they were ordered to cut engines. It was deathly quiet. A plane was heard approaching the carrier in the dark, flying low over the water. Every one held their breaths as the engine noise of the plane got louder and closer. At the last moment the plane pulled up and over the Lexington, at the same moment releasing its bomb which passed over the carrier and exploded in the water on the other side. Ray saw the red "meat ball" on the underside of the wing as the plane went over. If that bomb had landed among all the planes sitting on the deck full of bombs and fuel, it would have been a disaster with much loss of life and perhaps the loss of the Lexington itself. After several minutes, engine startup was again ordered, and after takeoff Ray flew a strike against a Japanese airfield on Negros

Island. Ray dived on a concentration of seven Japanese planes and destroyed or damaged all of them.

On a mission in October after Bill Emerson and his gunner returned to the Lexington, Ray, Banker, and Emerson dived on the main power plant at Lake Jitsugetsutan, Formosa. They hit the main power building and covered the plant with smoke and debris. Another mission destroyed the main dock facilities at Iloilo city harbor in the western Philippines.

One incident where Ray was to bomb some oil tanks at Cebu City in the Philippines, he was flying a Helldiver that had just had a wing replaced. The left wing was heavy and couldn't be corrected with the trim tab. He had to hold the stick over to the right to keep the plane level. After pushing over in his dive on the target he went into a spin, pulled out and tried it again. Spun out again! Ray dropped his bomb in a glide and went back to the Lexington. They found out the trim tab cables had been crossed when the wing was changed.

Early October the Lexington went to Ulithi to rearm and resupply. Ray visited the famous Mog Mog Island, was given two cans of warm beer, and was told to, "have a good time."

In October of 1944, the largest sea-air battle ever, occurred in and around the Philippines. The Japanese Navy planned an all-out assault against the American fleet. The northern Japanese force had the last four surviving aircraft carriers. The central force consisted of battleships, including the largest that ever sailed, the Yamato and Musashi, cruisers and destroyers. The southern force had the rest of the Japanese naval forces, battle ships, cruisers, and destroyers.

On October 24, 1944, Ray, along with Lt. Banker and Lt. Emerson, were sent on a search mission near

Luzon with a cover of Hellcat fighters. They found the Japanese cruiser, Nachi, in Manila Bay. Banker decided to try a glide attack on the Nachi, but it sent up such a curtain of anti-aircraft fire that they left it alone and continued looking for the main fleet. All they found in the rest of their search was two small Japanese freighters anchored near Mariveles at Bataan. They glide-bombed the freighters, sinking one of them, while receiving some anti-aircraft fire from off Corregidor. When they returned to the Lexington, Ray saw the carrier Princeton fiercely burning, putting up a column of black smoke. Japanese planes had attacked the American carriers. The USS Princeton was hit with a bomb and ended up being lost.

Strikes from the Lexington and other carriers hit the central Japanese force. The battleship Musashi was sunk, and the Yamato was damaged. Many air battles ensued. Air Group 19 shot down 60 enemy planes, most being credited to the Hellcat fighters. The bomber squadron alone brought down nine planes which was pretty good for a big, heavy dive bomber that had the maneuverability of a dump truck!

One of the pilots in Ray's squadron, Lt. Stu Crapser and his gunner Jim Barns, were on a search mission several hundred miles north of the American carrier fleet. Late on the 24th they caught sight of the Japanese carriers. Barns radioed their position back to the fleet, and Crapser, knowing it was too late to launch a strike from the fleet, decided to take on one of the carriers all by himself. He dived on a carrier and in turn was attacked by Zeros. Barns did his best keeping the fighters off their tail and shot one down. Crapser and Barns were able to get back, but just barely. Their plane was heavily damaged.



Artwork by:  
**Leon Basler**  
[www.leonbasler.com](http://www.leonbasler.com)

Early on the morning of Oct. 25th, 0630 hours, Air Group 19 launched against the Japanese carrier force that was found about 100 miles north of the fleet. Ray along with Banker and Emerson dived on the carrier Zuikaku and

got hits on the flight deck. These hits were followed by 14 more dive bombers with at least eight more hits. Immediately after the strike, the Zuikaku was rocked by two large internal explosions and sank within several hours. The

Zuikaku was the last surviving carrier that had launched planes against Pearl Harbor almost three years before. The other carriers were also hit and sunk that morning.

Another strike on the northern force was launched in the afternoon of the 25th. Ray dived on a Japanese Fuso class battleship through a terrible amount of antiaircraft fire. His armor piercing thousand-pound bomb hit the battleship just ahead of the forward gun turret.

The combined air and sea actions of the 24th and 25th decimated what was left of the Japanese naval forces, and they were never again able to seriously threaten the Allied forces. For his action against the Japanese aircraft carrier, Zuikaku, Lt. Raymond G. Wicklander was awarded the Navy Cross.

On Oct. 26th the Lexington spent the day refueling and rearming. One of the fighters shot down a Japanese snooper plane. The next day they were on standby off Leyte to support MacArthur's forces if needed. On the 28th, Ray went on a patrol to look for a PBY crew that had landed to pick up a stranded aircrew, but the PBY had sunk because of rough seas. During the search, Ray spotted a Japanese plane, chased it for 40 miles, but it got away. He never found the men.

On Nov. 5, 1944 Ray's skipper, Lt. Banker, led a mission to Manila bay to attack the same cruiser



they had tried to get on Oct. 24th, the Nachi. Ray and Emerson didn't fly this strike. The formation dived, and again the Nachi put up a lethal amount of anti-aircraft fire. Lt. Banker's plane was hit and crashed in the water near the cruiser. The other planes completed their dives, hitting the ship with numerous bombs. The Nachi exploded, broke into three pieces and sank within minutes. The bodies of Banker and his gunner were never recovered.

Before the strike returned to the Lexington, the task group came under attack by a number of Japanese planes. Ray and Bill Emerson along with a number of other pilots from VB-19 were on one of the catwalks on the carrier island. They watched the planes coming in on the fleet with most of them being shot down. Several planes singled out the Lexington. One was shot down when a second came hurtling down through the broken cloud cover. A shower of anti-aircraft fire was directed at the plane and it was hit repeatedly. The plane came on and in an instant it struck the forward island structure of the Lexington. The bomb the plane was carrying broke away and exploded, showering the side of the ship with fire and debris. Ray was wounded with flash burns and shrapnel. Bill Emerson and another pilot, Joe Williams, were also wounded. Bomber 19 lost five pilots to the attack, Bob Parker, Chuck Fisher, Bob Smith, Bob Doyle, John Gilchrist and Francis Jackson were killed. Altogether, 47 personnel were killed and 127 injured. This was considered to be one of the first organized Kamikaze attacks of the war. The fires were quickly extinguished and wreckage was cleared off the deck in time for the returning Manila strike planes to safely land. Ray, along with the other wounded, were taken below

decks to be treated. He was given a shot to knock him out for pain while he was being treated. Some hours later, he awoke and was in a dark room below decks. After sorting things and trying to remember what happened, Ray swung his legs out over the bunk to try and get up. His feet came down on a canvas bag. Looking around the room in the dim light he noticed the room was full of bags, FULL BODY BAGS. He was able to get himself up to find other quarters and eventually was sent to the hospital ship USS Solace along with many of the other wounded. He was in a room with Emerson, Williams and a number of others that had been wounded on the Lexington. They received a visit from none other than fleet commander, Admiral William F. Halsey. Bill Emerson wrote about this incident: "The day after our arrival on SOLACE, 10 to 15 of us were ensconced in a cozy little officers' sick bay, basically doing nothing more than comparing notes on where we were on the LEX when it hit the fan. All of a sudden much hustle and bustle in the passageway, and through the hatch to our little convention pops the Bull himself. Halsey, that is! The next few minutes were a blur of him whipping around the room speaking to each of us occupants about our general health and welfare. As he was about to depart, he turned in the hatch and declared to all us has-been warriors, 'OK men, thirty days leave and back at 'em, Right?' With that he was gone! One of his aides had not quite left the room when a response to the Bull's declaration was forthcoming from a very seriously wounded Commander. The Commander may have been hurt, but I assure you his vocal cords were not impaired. The Admiral's aide froze on the spot, but thought better of saying anything when he saw the fire on

the eyes of the wounded Commander. The three striper verbalized his thoughts with the following immortal words. 'That crazy son-of-a-bitch must be out of his Goddamned mind!' We never did find out if the Admiral heard the rebuttal to his broad plan for our immediate future. I don't think the Commander really cared if he did. The Admiral's aide, without comment, jammed on his hat and departed the area with irreverent howls and roaring laughter beating on his ears."

The war was over for Ray Wicklander, and he made his way home to continue his recovery and to see for the first time his little girl who was born while he was away at war. Jerry Warnke, who was not wounded in the attack, stayed on the Lexington.

WARNKE: My memories of our tour of combat operations on the LEX are probably unremarkable from most everyone else. I don't believe I was ever really terrified of anything that happened. Stupidity? Naiveté? Ignorance? Probably some of all three but am also sure that my blood pressure and pulse rates rose a bit when somebody told me what all those "black puffs" were! However, I was also informed not to worry about those "explosions" you can see, so I sat back and enjoyed the fireworks — knowing my fearless pilot would dodge all that crap they were throwing up to greet us! The old BP & pulse rate did elevate to record heights at Iwo Jima and over the Japanese fleet! Multicolored bursts all around us, and I swear I saw a kitchen sink go by close abeam! But the Mighty Wicklander never let them "lay a glove on us"! As a matter of fact, we came thru it all "untouched" except for a small dent in the middle of a prop blade. (Probably hit by musket fire from a rice farmer)

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Jay Jacobson  
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James Jensen  
Wally Johnson  
Keith Johnson  
Denise Johnson  
Verlys E. Johnson  
Keith Jones  
Leo Jostad  
Kari Jungclass  
Leo D. Keelan  
Warren C. Keene  
Jan Kelleher  
Lee Keller  
Darrel Kerzmann  
Eugene W. Knutson  
Ernest O. Knutson  
Wayne R. Knutson  
Alma C. Knutson  
Gordon Krech  
Terry Krzebetkowski  
KXMC/KCJB/KHHT  
Ruth Lane  
Richard Larcombe  
Cindy Larcombe  
Katy Larcombe  
Tim Lett  
Larry Linrud  
Lyle Linrud  
Avis Mathis  
Sylvester Mickanin  
Michael F. Nass  
Scott Nelson  
Eloise Ogden  
Richard P. Olson  
Paul R. Pennycook  
William Peterson  
Derek Peterson  
Mike Pfau  
Eleanor Pietsch  
Elvin Pietsch  
Ron Rasmussen  
Mark Rebholz  
Howard Reeve  
Henry L. Reichert  
Jason N. Rivera

Nicholas Rivera Jr.  
Jacob Rued  
Roger Sauer  
Melvin Schmidt  
Frances Schmit  
Ralph D. Serdahl  
Justin Shetter  
Arlen D. Smith  
Charles W. Smith  
Dave Smith  
Lee Snyder  
Michael O. Stiefel  
Dennis Sundby  
Myron Thompson  
Tom and Ginger Trousdale  
Gordon and Judy Valgren  
Calvin G. Wantz  
Allan Westereng  
Elmer and Virginia Wolff  
Larry Woods  
Ken Kauer  
Bernie Vasquez  
Tom Leutz  
William Miller  
Norman Graving  
Arvid Pomeroy  
Janet Miller  
Ted Stockert  
Samantha Blessum

### **Family Life Members**

Kenneth Anderson  
Shawn and Linda Anderson  
LeAnne and John Bills  
Henry Brekhus  
Craig and Georganna Clifford  
Shelley and Donna Cole  
Devin and Kayla Cole  
Chuck and Jody Doyle  
Ralph Fettig  
Jule and Erik Haas  
Karen and Shane Hannegrefs  
Rodger Haugen  
Marshall and Sherry Hill  
Patrick J. Lifo  
Rod and Marlys Loken  
Mr. & Mrs. Orville Molling  
Casey and Hilary Odegaard  
Arnold and Hazel Overland  
Walter and Peggy Peschel  
Tom and Mary Probst

Willard and Inez Rose  
Curt and Michelle Saari  
Pat Travnicek  
Bryan and Cassie Prevost  
David Borlaug  
Gary and Carolyn Jorgenson  
Mike McHugh  
Armond Corrin  
Marcel Blevins  
Tyler Olson Family

### **Business Life Members**

Outback Auto Body, Inc  
Magic City Squadron C.A.P.  
Bruce Carlson V.E. Co-op  
Verendrye Elec. Co-op  
First International Bank  
Jeff Farstad  
David Gowan  
Mid Continent Media  
Hauck/Truck Suppliers Inc  
Muus Lumber  
Herman Oil, Inc  
First Western Bank  
Gene Knutson  
Bremer Bank  
I.Keating, Inc  
MDU Resources  
Kadmas, Lee, & Jackson  
Minot Chamber of Commerce  
Minot Lumber  
SRT  
Minot Welding, Inc  
Putnam Consulting  
Doug Rozendaal  
Danny and Diane Schatz  
Schatz Crossroads  
William and Bonnie Schriock  
Gravel Products  
Sky Farmer Ag Services  
State Bank and Trust of Kenmare  
Lynn Stevens Welding  
John and Jodi Stewart  
Western Ins. Agency  
Mike and Cindy Vandall

### **Family/Business Annual Members**

John Albert  
Bob Booth Family  
Anthony and Noelle Gomez

Robert Bruggs  
Jerry and Kerry Hansen  
Travis Jessen  
LaRae McDonald  
Judith Nickel  
Jason Roberts  
Erling O. Rolfson  
James and Norma Stenslie  
Terry Todd  
Caleb and Autumn Wiechmann  
Jake Werner  
Jason and Merideth Guilford  
Steven Bhardwaj

### **Annual Members**

Fred Adams  
Robert Batherson  
Edward Burkardt  
Chris Grina  
Laurance Heger  
James Iverson  
Ron D. Johnson  
Kirby Kleingartner  
Jim Lawler  
Dale Norris  
Bruce Rostad  
Jacki R. Stewart  
Lyle Torno  
Warren Wermager  
Ken Yuly  
Meric Murphy

### **Addresses needed for:**

Audrey L. Baird  
William G. Boldenow  
Ed and Marie Bosarge  
H. "Red" Ewing  
Mr. and Mrs. Jack Brown  
Verlys E. Johnson  
Sylvester Mickanin  
Jeff Miller  
Jason N. Rivera  
Charles W. Smith  
Michael O. Stiefel

Additions and corrections  
requested



**DAKOTA TERRITORY AIR MUSEUM'S  
22ND ANNUAL SWEEPSTAKES  
YOU COULD WIN THE GRAND PRIZE J-3 CUB!  
\$50 Per Entry – Limit of 3,000 Entries to be sold!**



It's time for our Annual Sweepstakes which is our primary fundraiser for the year!

If the airplane looks familiar, it should!

We were able to buy this sweet airplane back from last year's sweepstakes winner, David Bronson of Kirkwood, NY.



**This classic J-3 Cub Features**

**40 Hrs SMOH • A-75 with 1800 Hr TBO • 40 hours on Sensenich Prop • Fresh Annual**



**20 Classic Leather Bomber Jackets  
will be given away in 20 weeks!**

1 per week every Friday  
beginning April 6th – August 17<sup>th</sup>

***Don't Miss Out – You could be our next winner!***

**Classic Leather Bomber Jacket Winners List**

- April 6 – Russel Todd – Schenecksville, PA
- April 13 – Erwin Elker – Moorhead, MN
- April 20 – E. Doc Clement – Bermuda Run, NC
- April 27 – Irvin Wroblewski – Elba, NE
- May 4 – Daniel Gunter – Towner, ND
- May 4 Bonus Drawing – Jeff Sheets – Ft. Worth, TX
- May 11 – Judd Eifealdt – Cheyenne, WY
- May 18 – Brian Holland – Kempner, TX
- May 25 – Mylo Wolding – New Town, ND
- June 1 – Mark Carrier – Johnson City, TN
- June 8 – Authur Thomas – Brillion, WI
- June 15 – Kim Marcia – Qu' Appelle, SK

**2018 Sweepstakes Drawings and Entry Information**

**The earlier you enter, the more chances you have to win. Here's how!**

- Individual Dakota Territory Air Museum Leather Bomber Jacket drawings will be held every Friday for 20 consecutive weeks beginning Friday April 6, 2018.
- DTAM 22nd Annual Sweepstakes entries must be received no later than 5:00 pm on the day prior to each jacket drawing to be eligible to win that week.
- Each Dakota Territory Air Museum Jacket winner remains eligible for all other drawings including the Grand Prize 1946 J-3 Cub.
- All Sweepstakes entries received by 11:00 am on Saturday, August 18, 2018, are eligible for the Sweepstakes Grand Prize unless entries are sold out prior to the drawing date/time. You need not be present to win. All winners will be selected by random drawings from entries.

**Sweepstakes Basics and Contact Information**

Sweepstakes tickets are \$50. Purchase entries on line – most major credit cards accepted. Phone orders are also accepted with credit card. If you prefer to have tickets sent out to you, email or call the museum and we will send them to you. Upon receipt, simply fill out the entry form and return the completed entry with a check.

website: [www.dakotaterritoryairmuseum.com](http://www.dakotaterritoryairmuseum.com)

Email: [airmuseum@minot.com](mailto:airmuseum@minot.com)

Phone: 701-852-8500

Mail: Dakota Territory Air Museum  
PO Box 195