

Dakota Territory Air Museum

SUMMER 2020: VOLUME 44



Tyler Klein pictured in this years raffle J3



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About the Museum

When it was founded in 1986, the museum became a place of honoring our past heroes. The men, women and even machines that shaped the history are all exhibited here.

The founders of the air museum wanted it to be a place where one would could appreciate the blood, sweat and tears put forth in the past. Not only that, but being able to see how rich with aviation North Dakota truly is.

From displaying vintage aircraft, World War memorabilia, dedications to fallen soldiers or even restoration projects, the Dakota Territory Air Museum has something to please all. Not only that, but the air museum has hosted many local school tours.

In recent years, partnering with the Farstad Foundation, the museum has been able to present scholarships. These scholarships have helped those interested in aviation expand their horizon. See page 3 for more information regarding this years scholarship.

To figure out how YOU can help the Dakota Territory Air Museum continue to expand, either stop in or visit our website.

WWW.DAKOTATERRITORYAIRMUSEUM.COM

D.T.A.M.

PO Box 195

100 34th Ave. NE

Minot, North Dakota,

58702

701-852-8500

(Tours available with prior arrangement)

Hours: April-October

M T W Thur F S 10am-5pm

Sunday 1-5pm

Admission \$10

Family \$20

Active military half price!

Student Spotlight



Jakob Harvey, 18 is a graduate of Minot High School along with one of this years Dakota Territory Air Museum scholarship winners.

Growing up in a military family, Jakob was always around airplanes. What drew him to aviation was either attending airshows or touring local air museums. When he moved to Minot, his passion was still aviation. Seeing the potential, he knew aviation was going to be his career.

Starting at Minot High School in 2018, he was extremely interested in Aviation Technology taught by Meric Murphy. Deciding to enroll in the class was a huge stepping stone for Jakob. After being in the class for two years, he partook in volunteering at the 2020 Upper Midwest Aviation Symposium.

Demonstrating a dead stick landing in a Stinson, it allowed for him to share his aviation experience with the local community.

Working at Home Depot for the past two years has helped Jakob fund his flight lessons. After receiving the scholarship, it allowed him to further his goal towards getting his Private Pilot Certificate.

Jakob's future plans are to finish his Private Pilot Certificate by the end of July. Following that, he plans to attend the University of North Dakota for Commercial Aviation. Realizing there is so much more to aviation, he plans to share his experience where he can.



"I want to thank the Dakota Territory Air Museum for awarding me a scholarship. It has giving me freedom and allowed me to expedite my flight training process."

Declaring an Emergency:

By: Kyle Schmatz

Being a Flight Instructor, I've found that not only are students timid on the radio, but unsure of what truly happens when you declare an emergency.

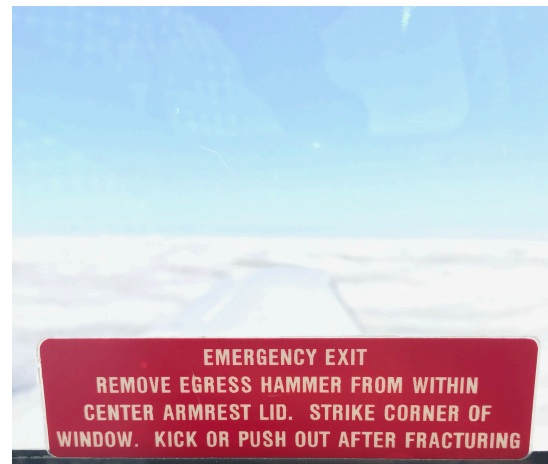
After doing more research, I've found there is a fear surrounding those words, "Cessna N1234 is declaring an emergency." Maybe most think of the potential paperwork involved, or even the shame surrounding it. In hope of disproving this far legend of hanging your head low, I researched.

I began to ask random individuals about their thoughts surrounding emergencies and what happens afterwards. Most seemed concerned about the well being of the aircraft, something of which is replaceable. I've found others that would declare an emergency, but are hesitant because of the "potential paperwork" involved. The last thing that should be on your mind is paperwork. If someone becomes injured, THEN you're more likely to receive a follow-up letter. More often than not, the amount of small paperwork is worth the peace of mind.

In short, it's difficult to know how you would react to an actual emergency. Since emergency related protocol is a part of training, it's practiced often.

On a different note, there are two different emergency radio calls. The first is including the word "Mayday" three times. The hope is not only does it catch the air traffic controllers attention, but clears the radio from congestion. If the situation is less urgent, or life-threatening, you should use the word "Pan." The FAA found the word "Pan" to be helpful to distinguish between life-treating vs. non life-threatening situations.

Finally, declaring an emergency shouldn't be viewed as a un-professional thing. Seeing how it could potentially save your and others lives, you shouldn't hesitate. That split second decision could mean the difference between life and death.



IN THE MAKING



Picture above is a photo that is inside the Dakota Territory Air Museum, called the “Axis Grinder in Holland.”

The pilot Lt. Floyd Slipp Mckinley along with this crew of nine men flew their first combat mission on September 9th 1943, not knowing this would be the second biggest group loss in combat history. Usually having friendly fighter cover along their route, mistakenly the “Axis Grinder” was left unattended for five crucial minutes. Unlucky enough, fifty German fighters took note of this and attacked. After being hit with five 20MM shells, the navigator and right gunner were injured. Unfortunately, one of those shells pinned the waist gunner down in a helpless manner. After saying “No damn German is going to shoot me and get away with it,” he resumed his battle position bleeding profusely.

To try escape the German fire, “Axis Grinder” dove below the extremely low cloud layer. After popping out of the clouds and nearly impacting the ground, the crew noticed a Dutch Windmill (pictured above).

To learn more about this story and others, visit the Dakota Territory Air museum to continue reading.

Upcoming

Events

August

Survival Clinic Fly-In (3V0)
August 15-16th

Kulm Windfest (D03)
August 15th

Fly-in & Airshow (KXWA)
August 15th

September

International Peace Gardens Fly-In
(S28)
September 7th

Hettinger Fly-In Breakfast (KHEI)
September 12th

Bismarck Fly-In (KBIS)
September 13th

*I recommend to check with local airports/individuals on the status of these events this summer!

Partnering with the Farstad Foundation, these are this years scholarship winners & what they are using their money for:

Agnes Oleksik- Private Pilot Certificate

Madison McCormick- Private Pilot Certificate

Maren Burghardt- Private Pilot Certificate

Joe Cimorelli- Certified Flight Instructor

Cooper Strand- Private Pilot Certificate

Rylan Loftus- Private Pilot Certificate

Jakob Harvey- Private Pilot Certificate

Tyler Klein- Certified Flight Instructor-Instrument

Colton Whitesell- Commercial Pilot Certificate

Awarded annually, the scholarships aren't limited to just pilot training.

Other accepted alternates include: Airframe & Powerplant Certification, Flight Nurse Training, Air Traffic Control or towards a trade school.

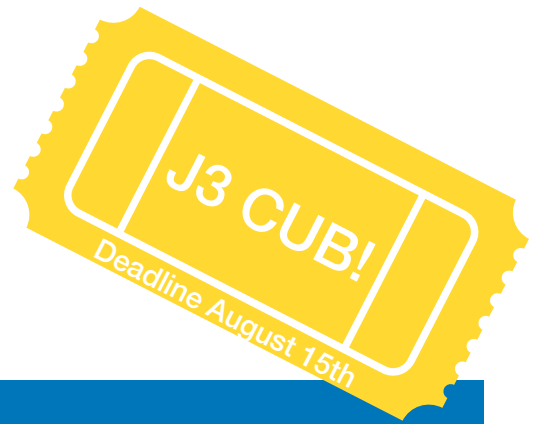
Since the Dakota Territory Air Museum partners with the Farstad Foundation, they're able to distribute (8x) scholarships each including \$2,500.

The application process starts around the first of each year lasting usually until April 15th. The deadline for this years has already passed.

More information on dates and guidelines are available on our website under the "Education" tab.

SWEEPSTAKES!

\$50 PER TICKET!



1946 J3 Cub

Length: 22 ft

Wingspan: 35 ft

Height: 6 ft 8 in

Max Gross Weight:

1,220 lb

Empty Weight: 765 lb

Range: 191 nm

Seats: 2

Engine: C85

Horsepower: 65 hp

VISIT DAKOTATERRITORYAIRMUSEUM.COM FOR THE HISTORY AND ENTER THE SWEEPSTAKES!!

