



DAKOTA TERRITORY AIR MUSEUM

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Cimarelli
FOTO | FILM



DAKOTA TERRITORY
AIR MUSEUM





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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 5 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

NOW OPEN MON-SAT 10AM-5PM

SUNDAY 1PM-5PM



Air Museum Spotlight: New Museum Director By: Kyle Schmalz

Growing up in Washington State, Jenna Grindberg has always had a special spot in her heart for aviation. Since moving to Minot in 1999, she began her studies at Minot State University, which came after she graduated from Minot High School in 2002. After finishing her history degree, she began studying historical topics ranging from the 1910-1950's.

Being a military dependent, she has always been around aviation. When she was young, she began taking flight lessons at Don Bessette Aviation, which was around in 2005. After they closed, she began pursuing her Private Pilot Certificate again at Pietsch Aircraft (Now Minot Aero Center). Since then, she has put her training on pause to raise her two children, Annika and Aaron.

Wanting to finish her flight training this summer, I believe Jenna has picked the perfect area. I have attached a picture of her next to a Cessna 150, that she used to train in. Also, she is pictured below with her two children and her husband, Cody. In addition, she has wrote a short paragraph describing her love for our Air Museum.

"I am so grateful and happy to now be a part of the Dakota Territory Air Museum. I have been visiting this museum ever since we moved to Minot. It's truly one of my favorite places in the world. My family and I came every year to see what new airplanes might be in the hangar or what new artifacts might be on display. In just the short six months I have been working here, I have learned an incredible amount of local aviation history. Minot has a deep and rich aviation history that many people are probably not aware of and it is my goal to spread that knowledge as something that Minot can be proud of. History is alive here at the museum and is showcased by the care and passion put into the museum that I now have the opportunity to add to."



Women's History Month: The Women Air Force Service Pilots of World War II

March is Women's History Month and with that in mind we'd like to shine the spotlight on an important group of women in aviation history; the Women Air Force Service Pilots (WASP) of World War II. During World War II, there was an extremely high demand for pilots. With a large number of American men serving in combat overseas, that left a large void in domestic piloting duties. While the men were overseas doing their duty, American women wanted help in any way they could, this included flying airplanes. An elite group of women would step up and complete their mission without the same support provided to their male counterparts.



There were two groups of civilian women flying in 1942 on behalf of the US Army Air Forces; the Women's Flying Training Detachment (WFTD) headed by Jacqueline Cochran and the Women's Auxiliary Ferrying Squadron (WAFS) headed by Nancy Harkness Love. By August 1943, the two groups combined to form the Women Air Force Service Pilots (WASP) under the direction of Jacqueline Cochran. Though not officially an entity of the USAAF, the WASP went through the same stringent training protocols as their male counterparts. To be considered for the WASP program, the applicant needed to already have her pilots license, have at least 35 hours of flight time, be in good health, be between the ages of 21-35, and be at least 5' 2" in height. Out of 25,000 applicants over the span of the program, only 1,830 were accepted with 1,074 completing the program and graduating.

During their time in service, the WASP were responsible for successfully delivering a total of 12,650 aircraft representing 78 different types of aircraft all over the country for a total of over 60 million miles of operational flying. They flew every type of aircraft operated by the USAAF and every type of mission with one exception, combat.

A total of 38 women lost their lives in service with the WASP during World War II. Since they were not officially a part of the USAAF, they were not eligible for military benefits or services. The women were forced to pay for many of their own expenses including funeral costs. The fight to integrate the WASP into the USAAF was ceaseless, even after the unit disbanded in 1944. It wasn't until 1977 that the WASP were given veteran status and benefits. Women would not be accepted to fly with the Army and Navy again until 1974 and would not be accepted to fly with the Air Force until 1976. In 2010, President Barack Obama awarded the Congressional Gold Medal to the WASP for their service, record, and "revolutionary reform in the Armed Forces" during World War II.

DTAM 25th Annual Sweepstakes: J-3 CUB OR \$20,000 CASH!!



1945 J-3 CUB

Engine: C65 (65HP)
1186 SNEW/231 SMOH/161
STOH

Airframe: 4,818 HRS

Fabric: 200 SNEW

New sealed lift struts in 2012, always
hangared!

\$50 TICKETS

Drawing will be held August 14th,
2021 at the Dakota Territory Air
Museum

*limit to 4,000 entries

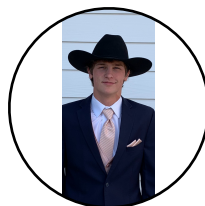
SCHOLARSHIP WINNERS



Mikenzy Tobey

\$2,500 Winner

Use towards finishing Private Pilot
Certificate



Seth Boyko

\$2,500 Winner

Use towards finishing Private Pilot
Certificate



Jalynn Kendall

\$2,500 Winner

Use towards finishing Private Pilot
Certificate



Thomas Sando

\$2,500 Winner

Use towards finishing Commercial Pilot
Certificate



Wesley Harvey

\$2,500 Winner

Use towards finishing Private Pilot
Certificate



Kyle Schmaltz

\$2,500 Winner

Use towards Multi Add-on/MEI



Michael Howard

\$2,500 Winner

Use towards finishing Private Pilot
Certificate



Agnes Oleksik

\$700 Winner

Use towards finishing Private Pilot
Certificate

Want to keep up-to-date regarding next years scholarship? Head over to our website and click on the

"Education" tab.

DTAM| Page 4

Need something to do this Spring? By: Kyle Schmaltz



Since learning to fly, which has been some year's now, well..six and a half to say, there has always been miniature “ books” laying around our local airport. After staring at one late 2017, I decided to pick one up and stow it in my flight bag, not knowing what adventure was ahead.

The North Dakota Aeronautics Commission, North Dakota Department of Commerce-Tourism division, along with the North Dakota Pilots Association and the Airport Association of North Dakota decided to put this incredible program together. Not only does it give pilots a purpose to be flying, but in return they reward you with items along the way. This program does not only involve airports, but North Dakota Air Museums along with FAA Safety Seminars. Since there are eighty-nine (89x) airports in North Dakota, it makes you master narrow runways, turf/grass runways or even the occasional animal on the runway.

I started obtaining my Passport Stamps late 2017 after receiving my Private Pilot Certificate. From there on out, I slowly started to venture into North Dakotas hidden crevices. Since there is eighty-nine airports (89x), I decided to section off parts of the state and started working my way west. Almost every night, I would hop into a rental airplane from the Minot Aero Center, formally Pietsch Aircraft and just fly. With completing the program on my mind, it always gave me a reason to fly. Not only that, but I was building cross country time towards my Instrument Rating along with Commercial Pilot Certificate. Looking back, I can confidently say, I've never met more humble airport managers or pilots in that region. From flooding the aircraft, to struggling with self-serve pumps (pilot error), there was always a helping hand.

After meeting some incredible people and wrapping up the western part of North Dakota solo, my goal was to go south-west. Again, being an incredible experience seeing the ever so great Badlands, I decided to ask a friend to venture with me. From meeting other pilots in Hettinger or Beach North Dakota, it was splendid. This was mainly because two guys in a Cessna 150 is always a conversation piece. Since the airports down by Beach North Dakota (20U) are scarce, it gives you plenty of time to think...think about the goal of completing the program that is. After getting rained out and grounded in Napoleon (5B5), we decided not to land in places like Gackle (9G9), which were grass, since it was muddy. Instead, we flew over at a safe altitude and took a picture of the muddy strip, of which we sent into the NDAC. After about a week, they sent back a stamp in-leu of that airport. I don't know about you, but I don't want to be stuck in mud up to the wings!

Slowly persevering, we would do five or six stamps every evening. Since the evenings became long, we would often switch duties, one resting while the other flew. Looking back, it was the most accomplishing flights ever. It not only taught us discipline inside the cockpit, but it also showed us where our limit was. Not only that, but we both knew the airplane inside and out.



NORTH DAKOTA
AERONAUTICS COMMISSION
A STATEWIDE VOICE FOR AVIATION

After wrapping up the program last year, it was a true blessing in disguise. Not only did I meet some great people along the way, but was able to explore the Dakota Territory Air Museum, Fargo Air Museum along with sharpen my skills during FAA Safety Seminars. The long nights, narrow runways and friendly faces all made it worth it.

Since my friend and I didn't know much about the program, you're able to view all the needed information on the North Dakota Aeronautics Commission's website: www.aero.nd.gov which includes a map of all eighty-nine airports (89x). If you have any comments about the program or need to report a missing stamp, email ndaero@nd.gov.

Pictured below is the Shirt, Flight Bag and Leather Jacket I've received from the program.

Definitely a worth wild adventure!

Frequently Asked Questions

1. **Once I complete the Bronze level, can I continue using my same passport for the Silver or Gold levels?**
Yes, once a passport has been submitted and reviewed, it is returned to its owner and can be used to advance to the next level of the program.
2. **Where at the airport do I find the stamp?**
At most of North Dakota's airports the stamp resides in the Arrival and Departure Building next to the visitors log. Or they are in "Box on Post" near the hangar or spray office. Stamp locations are noted in Passport Book.
3. **I visited a North Dakota Airport that wasn't able to stamp my passport (no stamp, no passports, etc.). What do I do?**
If you are unable to get a stamp at a North Dakota airport, please contact the North Dakota Aeronautics Commission on time and date of visit, 701-328-9650.
4. **Who is eligible?**
Any FAA licensed pilot from any state can participate in the North Dakota passport program.



Participation Levels and Awards	Airports	Air Museums	FAAST Seminars
Gold <i>Leather Jacket</i>	89/89	2	3
Level verified by NDAC (employee signature)			
Silver <i>Flight Bag</i>	60/89	1	2
Level verified by NDAC (employee signature)			
Bronze <i>Legacy Shirt</i>	30/89	0	1
Level verified by NDAC (employee signature)			



dakotaterritoryairmuseum.com