



DAKOTA TERRITORY AIR MUSEUM FALL 2021 VOLUME 40

Photo Credit: EAA/Connor Madison



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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 machines that shaped the history are all exhibited here.

The founders of the air museum wanted it to be a place where one could appreciate the blood, sweat and tears put forth in the past. Not only that, but 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 year's 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.

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OPEN PER APPOINTMENT
CALL US TO SCHEDULE A VISIT!

Oshkosh 2021!

Photo Credit: **EAA AirVenture Oshkosh 2021** Visit eaa.org to view the other 4,000+ photos taken! Incredible work done showcasing these aircraft!



Top: Betty's Dream B25 parked next to other various WW2 aircraft.

Bottom: Another picture of Betty's Dream landing in Oshkosh,

Wisconsin.





Top: Betty's Dream taking off, making a beautifully executed right turn out.



Middle: Lope's Hope, a P-51C taxiing.



Bottom: The newest to the DTAM fleet as of June, the 1942 Hawker Hurricane MK. XII.

RCAF Hawker Hurricane Mk. XII By: Jenna Grindberg

RCAF 5708 was built by the Canadian Car and Foundry Company in 1942 but did not enter into service until mid-1943 due to a radiator shortage. This aircraft served with No. 129 (F) Squadron based at Gander, Newfoundland, Canada.

In July 1944, the aircraft lost power at low altitude (300-400ft. above the ground) which required the pilot to carry out a forced landing. The pilot was uninjured in the forced landing, but the aircraft was damaged beyond reasonable repair and was written off in November 1944.

In 1972, Ken Beanlands began the recovery effort of 5708. The wreck was fairly complete but as expected was missing some parts which Ken managed to retrieve from other Hurricane crash sites throughout Canada in order to complete 5708. The aircraft was brought to Texas by Duane Egli where restoration work began. Duane's main work was rebuilding Mustang wings so he eventually sold the project to Len Tanner of New Braintree, Connecticut. Len worked on the Hurricane for a while before selling it in 1991 to the Lone Star Flight Museum of Galveston, Texas.

Some restoration work was completed in Galveston, but it did not take long for them to realize it would require a specialist. Ray Middleton of QG Aviation continued the restoration process and completed the project after a lengthy 18-year period in Fort Collins, Colorado. The Hurricane made its first post-restoration flight on May 12, 2006. It was ferried to Houston where the desert camouflage paint scheme was added. This color scheme represents a Hurricane flown by Wg/Cdr Lance "L.C." "Wildcat" Wade. Wade was a Texan who flew with the No. 33 Squadron RAF in North Africa. Flying Hurricanes, he shot down a JU 87 Stuka and a Macchi MC 202 on the same day (May 28, 1942) and according to official RAF records he had 22 total solo victories and half of two more for a total of 23 victories. Wade was killed in a flying accident on January 12, 1944 at Foggia, Italy.

In April 2008, the Hurricane 5708 took part in the "Spirit of Flight" Air Show at Galveston which was its first post-restoration air display. At the end of its display, it was significantly damaged in a ground collision with a Spitfire. The Hurricane remained in the Museum at Galveston where it was further damaged when the hangar was flooded during Hurricane Ike.

The 5708 was returned to QG Aviation in Colorado following these mishaps and stored before being acquired by the DTAM in 2017. Restoration by QG Aviation once again commenced and was completed in 2021.



Shortly after its post-restoration test flight, Hurricane 5708 arrived here in Minot on June 24, 2021 and is a most welcome addition here at the DTAM.



Thanks to everyone that came out for Women, Wine & Wings. It was a fantastic turnout, with lots of conversation, speakers and overall great food! Without sponsorship, donations and volunteering, these events wouldn't be possible, so thank you! If you would like to keep in touch with upcoming events like the Night at the Museum Hangar Dance on October 23, feel free to visit our website @ dakotaterritoryairmuseum.com for more!

On October 23rd we will be doing a silent auction. The proceeds from this auction will be going to support the museum operations (as a non-profit, it's one of the best ways to support the museum). We are looking for individuals/businesses who would be interested in donating items for our silent auction! Please contact Robin Brekhus at 520-234-3901 or contact the museum directly at 701-852-8500 if interested. We will see you then!



Best of luck to one of our dedicated volunteers, Mr. Marshall Hill, who retired on 9/29/21! Marshall was apart of the Air Museum for nearly 10 years. Before the Air Museum, Marshall was a local photographer who was based downtown Minot. He used his 40 years of experience to help take photos. Also over the years, Marshall has helped with ACE/PACE, cleaning oil trays and any odd end jobs.

Thank you again for your dedication to the Dakota Territory Air Museum!



THE RUNWAY LEFT BEHIND By: Kyle Schmaltz

More often than not during flight training, flying on the airlines or even watching movies, you do not make the initial left or right turn until crossing the end of the runway.

There are many theories/reasons for this to include instrument procedures, glide distance and most importantly, if you're paying to use the runway, use it all! (Joking aside) Building a strong understanding of this will not only make you a safer pilot, but a greater understanding of WHY pilots have such weird quirks.

Instrument Procedures:

Most instrument handbooks or guidelines recommend that you climb to 35ft above the ground, climb to 400ft then meet a minimum climb gradient to clear towers, trees or terrain of 200ft/nm. For most aircraft this happens so quick that by the time you realize you've passed the end of runway, you make your turn on course.

Glide Distance:

The obvious answer when asked why would you fly the remainder of the runway is; to be able to glide back onto the usable runway. This is an extremely good habit to not only train students, but practice as a pilot. If any sort of discrepancy was to occur ie. smelling smoke or loss of oil pressure, you could easily land on the remaining runway.

Paying for the Runway:

Although you don't see the money coming out of your pocket, by taking off/landing the more use an airport gets, statistically the more funding it will receive in the coming years.

The point being, if there's runway ahead, don't be afraid to use it!





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