



HISTORIAN



PUBLICATION OF THE MINNESOTA AIR NATIONAL GUARD HISTORICAL FOUNDATION

Mission Statement

The Mission of the Minnesota Air National Guard Historical Foundation is to preserve the heritage and traditions of the Minnesota Air National Guard

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Membership Dues

Annual: \$25
 Lifetime: \$1000 (Accumulative)

Museum Hours

11:00 AM to 4:00 PM
 On days when Museum is open to the public - Otherwise by appointment

Phone: 612/713-2523
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Address all correspondence to: Minnesota Air Guard Museum

PO Box 11598
 St. Paul, MN 55111-4114

ON THE WEB AT:
www.mnangmuseum.org



Member AAM

New Museum Project Update - 2008

For five years, our Board of Directors has been working with:

The Minnesota Department of Natural Resources (DNR)
The National Parks Service
Hennepin County
The Minneapolis Parks and Recreation Board
The Minnesota Historical Society
The Veterans Administration
The 133rd Military Airlift Wing
Public Officials at City, Country and Federal Levels

These are all government agencies we have been working with to plan and to build a new major Minnesota History of Aviation Exhibit and Learning Center on the underutilized government land adjacent to the back gate of the Air National Guard Base. (Specifically the old nine hole golf course.) All of the listed agencies, and perhaps some others, have a vested interest in that land.

About 40 years ago the "Upper Bluff" area was transferred to the DNR by the U.S. Since then, the buildings have been crumbling to the ground due to lack of preservation. (Preservation is very expensive.) The "Upper Bluff" needs a major attraction, in addition to its historical value, to lure people to visit. Obviously, people have not come out to watch buildings collapse. The nine hole flat golf course next to a noisy runway in snowy Minnesota is not that kind of attraction. A major aviation exhibit and learning center will be. People come to airports to watch airplanes and hear the noise. Where people congregate, commercial interests will also arrive and the "Upper Bluff" will be rejuvenated.

Seven years ago, the DNR leased the playground area and the golf course to the Minneapolis Park and Recreation Board. The Park and Recreation Board loses some \$140,000 per year operating that golf course, whereas the many other nearby courses generate revenue. They are interested in giving up the golf course. The DNR would like to divest itself of the Upper Bluff and they are pursuing change.

We are ready; and we believe willing and able to move ahead. We have concept drawings, DVD presentations and other information to show. We are soliciting potential collaborators and interested parties to help and to support this plan.

Please contact our museum (part time Administrator at phone number 612-713-2523, email: msp04332@isd.net or write us at P.O. Box 11598, St. Paul, MN 55111-4114.

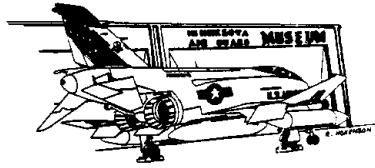
--Dick Wiesner

On the radar...

- Museum Board Meeting 1st Wednesday of the month
- [New Website](#)
- Military Exposition May 15-16

What's Inside...

- Hangar Notes
- Board Activities
- New Projects
- New Donors



HANGAR NOTES

Volunteer Christmas Gathering
Fat Lorenzo's provided a great spaghetti supper for all the volunteers and their friends or spouses at the Museum. It was a great gathering and a great dinner. **Thanks Fat Lorenzo's.**



Board Activities

The Board of Directors have made a number of decisions in hopes of moving the museum forward in 2008. At the January meeting the Board appointed Stan Ross as a board member replacing Bill Latady who resigned. Stan and LaVone will be working together in fund raising efforts. The board, also, appointed Lowell Ueland, Interim Director of the museum until such time as they can hire a full time director. Lowell will concentrate on museum operations and planning.

At the February meeting the board agreed to pursue fund raising activities to increase revenue for the museum, as well as providing financial support for a new website. A new website is essential in promoting the museum as well as being a great tool for generating donations.

The board, also agreed to setting up meetings with various state agencies and elected government officials in moving the acquisition of property along for a new museum. Rose Hermondson, spoke to the board as how to proceed with this project.

2008 has started out will with a positive look to the near future by the board.

I Am Looking For Historian Ideas

Anyone with any ideas for articles or your own article, please pass it on. It will get published.

133rd Airlift Wing Lineage



The newly established Air National Guard units formed in the 1947 - 1949 period were commonly assigned the history and accomplishments of a deactivated World War II flying unit. Although the 109th served throughout World War II in the ETO as a reconnaissance squadron it was deactivated and returned to the State Minnesota and reassigned to the 34th Infantry Division. In 1947 Congress authorized a separate Air Force changing the current organizations. The 109th was removed from the 34th Division and assigned to State Headquarters as the 109th Fighter Squadron.

At the same time the 133rd Fighter Group was activated from the WWII 367th Fighter Group and its respective squadrons. The 133rd Fighter Group was headquartered in St. Paul at Holman Field.

Assigned to the group was the reconstituted 109th Reconnaissance Squadron, the newly organized 178th Fighter Squadron, North Dakota Air National Guard and The 179th Fighter Squadron (The "Bulldogs"), Minnesota Air National Guard, Duluth, Minnesota. The heritage of the 367th Fighter Group was passed on to the 133rd FG, ANG and the heritage of the 392 FS was passed on to the 178th FS of the North Dakota ANG (Happy Hooligans) and the heritage of the 393rd FS was passed on to the 179th FS of the Minnesota ANG. The 3rd squadron of the 367th was dissolved without having its heritage passed on. In November, 1950 the 133rd Fighter Interceptor Wing was created, headquartered at St. Paul's Holman Field. At that time the 175th Fighter Squadron South Dakota ANG (The Lobos) was reassigned to the 133rd Fighter Interceptor Wing, Minnesota Air National Guard, along with units from Fargo, North Dakota, Duluth and St. Paul. At the time the four units were flying the WWII F-51D "Mustang". Each unit had 16 aircraft for a total of 64 F-51s plus spares. The wing was able to put 64 aircraft in the air at any one time and they did on a couple of occasions over northern Minnesota.

In 1951 the four squadrons of the 133rd Fighter Interceptor Wing were called up for the Korean War and were assigned around the country. In 1952 the units were all returned to state control and to the 133rd FIW. The units were assigned to the Air Defense Command and in 1953 two of the units, North Dakotas 178th and Duluth's 179th started standing runway alerts with the F-51Ds.

In 1954 the jet age came to the 133rd FIW and the units were assigned the F-94A-B and later the F-94C. The units flew this aircraft until 1958 when the Air Force turned over the air defense role to the ANG. The 109th FIS received the F-89 "Scorpion" an all weather interceptor. The St. Paul unit, the 133rd FIW and the 109th FIS moved to their new base at MSP IAP, taking over Area - D, where they are located today. While the 109th FIS took over the USAF air defense role at Wold-Chamberlain (MSP IAP), Duluth retained the F-94Cs until they received the F-89s from the 109th. On 14 January 1960 the 133rd's fighter-interceptor role came to an end. The airplanes were sent to Duluth, who took over the air defense role.

Duluth's 179th FIS, North Dakota's 178th FIS and South Dakota's 175th FIS were reassigned to other groups and retained their fighter-interceptor mission into 2007.

On 1 January 1960 the 133rd began their conversion from the F-89H to the C-97A "Stratofreighter". On 22 March 1960 the 109th FIS was re-designated the 109 Air Transport Squadron (heavy).

On 1 July 1960 the 133rd Fighter Interceptor Wing became the 133rd Air Transport Wing (MATS). The new assigned aircraft was the C-97A "Stratofreighter", an airplane the 133rd would fly until 1970 when another conversion was made to the Lockheed C-130As. During the 10 year period, the 133rd ATW was called to active duty for the Berlin Crisis in 1 October 1961. 133rd conducted world-wide airlift missions from its base at the MSP IAP. They were returned to state control 31 August 1962.

Although the 133rd was never called to active duty during the Vietnam War, the unit flew numerous monthly missions from their base in MSP IAP to Vietnam on a volunteer basis in addition to their flights to Europe and the Caribbean. The 133rd carried 60% of the cargo it would be expected to carry if it were an active unit in federal service.

On 1 January 1966 the MSP IAP were renamed the 109th Military Airlift Squadron and the 133rd Military Airlift Wing (MAC) following the MATS re-designation.

In the winter of 1970 the wing began the process of converting from the C-97 to the Lockheed C-130A model. On 20 March 1971 the 109th Military Airlift Squadron and the 133rd Military Airlift Wing (MAC) were re-designated the 109th Tactical Airlift Squadron and the 133rd Tactical Airlift Wing (TAC) and became Tactical Airlift Command gained. This lasted until 1 December 1974 when the wing was transferred back to the Military Airlift Command. Effective 10 Feb 75, the 133rd Tactical Airlift Group was merged with the 133rd Tactical Airlift Wing. Up until this time the 133rd Group was subordinate to the wing. Rather than maintaining two headquarters the USAF found it more efficient to combine the two into one - the 133rd TAW.

1981 saw another conversion for the 133rd. The unit during FY 1981 converted to the C-130Es which

New Donations

The Museum thanks you for your generous Contributions

Timothy Janilla
Wendell Larson
Raymond Rodke
Lyman Kopp
David Carlson
James Krech
Richard Hill
Ronald Smart
Thomas Briden
Robert Krueger
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Phyllis Schwab
Roger Johnson
George Lachinski
Thomas Biros
Bruce Anderson
Joseph Sadowski
J. R. Kennedy
Mark J. Kolar
John Hed
David Borgwardt

Memorials

In Memory of Don Carlson:

Lowell Ueland

Our Wish List

- 27" Color TV (New or 2 years old or less)
- Heavy duty stepladders and extension ladder.
- Digital Camera
- 28 volt battery with charger
- Pressure Washer
- Military memorabilia that relates to the Air National Guard or any of the wars the Guard has been involved in, would be welcome by the museum for its collection.

(Cont from page 2)

they flew into the late 90s when the wing converted to the Lockheed C-130H model that the wing flies today.

In August of 1990 the 133rd MAW, as the unit did during the Vietnam War, volunteered for flying missions in support of Desert Storm.

In March, 1992, the 109th MAS and the 133rd MAW underwent another unit designation change to the 109th Airlift Squadron (AS) and the 133rd Airlift Wing (AW) as part of the Air Force restructuring program. This wings gaining command changed to the Air Mobility Command (AMC).

In the Fall of 2001 the 133rd AW was, again, called into federal service in support of the war in Afghanistan and Iraq.

The 133rd Airlift Wing got its start as a successor to a World War Two fighter unit and it is still operating, although, it has a totally different mission. Over the years the 133rd AW and the 109th AS have contributed much to the defense of the United States and its support of the U. S. Air Force as well as its state mission.

New Projects C-131 Samaritan

Former 109th Aeromedical Squadron members came forth with the idea of putting the markings of a C-131 Air Evacuation. Aircraft on our current C-131 Samaritan. Many of the 109 aero meds flew in this type of aircraft. It could be an Adopt-a-Plane project in partnership with the museum and the former 109th Aeromedical Squadron members. The C-131 would look like the aircraft in the picture below, once we got everything done. It could be the beginning of a program other USAF Aviation museums and airparks have adopted.



NEW MUSEUM WEBSITE

www.mnangmuseum.org

Meet the Board



Janese Thatcher-Buzzell

Janese brings to the board a wealth of experience in aviation. She currently serves as manager of the Aviation Safety, Education and Training for the Aeronautics Division of the MN Dept of Transportation. She directs and manages various comprehensive programs, and develops and implements safety and education in partnership with the public, academic institutions and the aerospace industry. She, also, oversees and verifies the airworthiness of the air transportation fleet of the Minnesota Department of Transportation.

Janese has a Bachelor of Science and a Masters Degree and is currently working on a Doctor of Education degree.

Janese is, also, a qualified aviation maintenance technician and has taught aviation maintenance technology for 15 year before taking her current position with the Minnesota Department of Transportation.

Our Volunteers



Jenny Hensley

Jenny Hensley has been interested in aircraft since the age of ten and thought volunteering in the museum would put her closer to her interest. Jennie started volunteering in the Minnesota ANG Museum gift shop in 2002 She brings with her an easy going personality along with a warm, boisterous and gentle heart. Every customer leaves the ANG Museum gift shop with a smile on their face after just speaking with her. She adds a great to deal to the success of the gift shop and of the Museum. In addition to volunteering in the gift shop she helps out in other areas of museum work. Be sure to stop by and visit with Jenny in the gift shop on your next visit to the museum.

Become One of Our Volunteers!

Minnesota Air Guard Museum



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Member AAM

www.mnangmuseum.org

From the Past...

133rd Fighter-Interceptor Wing



109th FIS and the 179th FIS F-51Ds



ND ANG's 178th FIS F-51D



SD ANG's 175th FIS F-51D