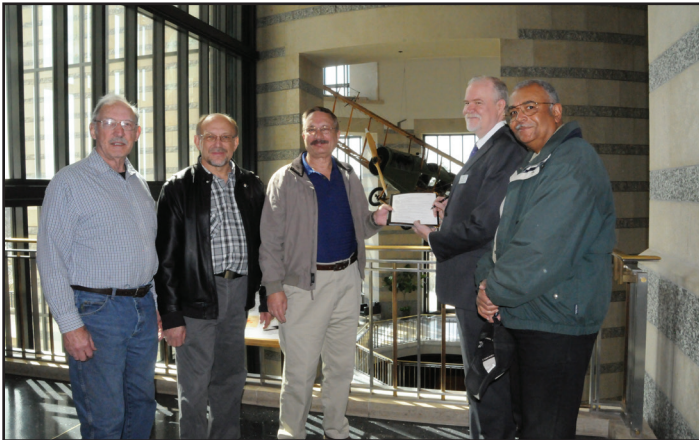


MINNESOTA AIR NATIONAL GUARD HISTORICAL FOUNDATION
MINNESOTA ANG MUSEUM NEWS

Minnesota Aviation History - Learn of the Past
June 2014



Minnesota Historical Society “Jenny” visit Story and photos by Ray Pittman



An agreement is signed with ANG museum members (from left to right) Richard Heinecke, Jerry Schultz, Mike Drews, Minnesota Historical Society’s Dan Spock and ANG museum’s Terry Morris.

On April 9th, board members Mike Drews, Jerry Schultz, Terry Morris, Richard Heinecke, and Ray Pittman, accompanied by photographer Mark Moss, presented a contract to Dan Spock, Director of Operations and Nicole Jansen, Central Registrar for the Minnesota Historical Society, which will allow the MHS to display the Air Guard museum’s “Jenny” aircraft replica for an additional 7 years .

The aircraft had already been on loan to the Society prior to the signing, but that contract had recently elapsed and a new one was drawn up . Until such time that the Air Guard Museum can house and display the aircraft in it’s own facility, the MHS has agreed to display it in their beautiful museum just down the street from the St. Paul Cathedral.

The Jenny Aircraft hangs from the ceiling by cables and can be viewed from all levels of the museum from

Society Visit story and photos continued on Page Two



A replica of a Curtiss JN-4 “Jenny” hangs from the ceiling of the Minnesota Historical Society building in St. Paul, on loan from the Minnesota Air National Guard Museum

Inside:

- ***F-16A rules the skies***
- ***Vice Chairman says “thank you”***
- ***Search for photos for the fifties***
- ***Folded Wings***
- ***Wish list***

Folded Wings



Col. AF/ANG Ret. Carol James (Jim) Michaud passed away on October 31, 2013 at age 90. His civilian & military careers extended over fifty years in aviation, engineering & emergency services. He began his career in 1942 as an Air Force Volunteer in the West Coast Flying Training Command, graduating from Luke Field, Arizona in August 1943 as a P-40 Warhawk fighter pilot. He completed more than 100 missions in P-40's, P-51 Mustangs & P-47 Thunderbolts, flying in North Africa, the Mediterranean & Europe.

After active duty, he continued his service in the Air Force Reserve & Air National Guard as a pilot & unit commander of several organizations. He was recalled to active duty for the Korean War as an Air Defense pilot & Director of Operations, 514 Air Defense Group, which was followed by an extended tour of duty as Electronics Flight Facilities & Officer for Hq. 3rd Air Force, London, England.

Employed by Honeywell as an Aero Space Engineer, he worked on advanced aircraft & space projects for NASA's Mercury, Gemini and Apollo programs. He was again recalled to active duty and continued to serve in the US Air Force & Air National Guard until his retirement in 1979. After retirement he continued to support veterans' programs & campaigned to improve veteran's services for the many WW II and Korean Conflict Veterans in the Twin Cities. Col. Michaud was a charter founding member of the MN Air National Guard Historical Foundation and an Air Guard museum volunteer.

Historical Society visit (continued)

several different observation sites. Unlike a functioning aircraft, this Jenny has no fabric covering the fuselage or the wings permitting the viewers to see how the aircraft is constructed internally.

After the formalities, the group was treated to a tour of the MHS's many interesting displays and artifacts. One of the highlights of the tour was a presentation given by Ted Stamos, a volunteer member of the MHS staff and WWII veteran of the Normandy Landing. Ted took members of the AGM on a simulated flight over the English Channel in a actual C-47 fuselage which had been installed in the MHS building. The fuselage is fitted with "seat Shakers" and video screens in place of the windows to give museum goers a feeling of what it might have been like for paratroopers on their way to the drop zones in western France in the early morning hours of June 6th, 1944. Ted added interesting stories and points of interest during the simulated flight which added greatly to the experience.

The MHS visit was a very rewarding and productive experience for all. The AGM would like to take this opportunity to thank Dan Spock, Nicole Jansen, and Ted Stamos for a wonderful and most enlightening

visit to their facility. The MHS Staff was very accommodating and a pleasure to work with. The AGM is looking forward to a bright and productive relationship with the MHS in the future.



A D-Day display at the Minnesota Historical Society features a C-47 fuselage and other WW II artifacts.

Fellow comrades, have you heard the whispered comments and reports of upcoming SECRET activity? What's going on? Follow our website www.mnangmuseum.org for the future announcement of a SECRET display. Pay no attention to all the suspicious activity.

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.

Board Members:

Chairman: Kurt Wiessner

Vice Chairman: Karen Wolf

Secretary: Terry Morris

**Executive Director/Director
of Operations: Mike Drews**

Treasurer: Tom Simonet

**Members: Ray Pittman, Bob Minish,
Rick Heinecke, Jerry Schultz,**

Brig. Gen. Greg Haase

Wing Advisor: Col. Brian Wyneken

Newsletter editor: Jim Atwell

Museum Hours:

9:00 a.m. to 3:00 p.m.

Open Cockpit Saturday hours:

9:30 a.m. to 3:00 p.m.

June, 14 & 28

July, 19 & 26

August, TBD

September, 6 & 27

October, 11 & 18 (Pending)

*See museum website for changes
(<http://mnangmuseum.org>).*

*Tours can be arranged through
Stan Christianson*

*(stanangmuseum@gmail.com)
or call him at 612-713-2523.*

*Address all correspondence to:
Minnesota Air Guard Museum
P.O. Box 11598
St. Paul, MN 55111-0598*

(The Minnesota Air National Guard Historical Foundation is a non-profit organization and not affiliated with the Department of Defense, Minnesota National Guard or the 133rd Airlift Wing)

Check out the museum website:

**<http://mnangmuseum.org>
and “like” us on Facebook**

Vice Chairman’s comments

It was a busy winter for the museum with work being done to improve the office area, planning being started on improvements to our displays and the purchase of a trailer which will be used to haul the Photo Phantom to various venues.

Wanting to create more dedicated space for museum displays, Mike Drews and other volunteers got busy making an administrative office upstairs. Terry Morris researched and purchased a new, faster computer and additional printer. This administrative office allows those who need to work in relative quiet to do so while the activity of the museum continues downstairs. This change made room for the conference table to be moved into the main floor office area, away from the displays. Now when visitors come into the museum, they have lots of space to move around and are better able to view displays that were previously crowded by the table.

The museum has enlisted the carpentry talents of Bruce Graham and Lew Wolf, who have volunteered to design and build a prototype display over the next few months. The design is intended to provide more verticality of displays, thus allowing more artifacts to be seen and will provide space for new, relevant displays.

The volunteers continue to be busy preparing for the 2014 visitor season. They are very dedicated and willing to do anything that will improve this meaningful museum. We continue to work on ways to keep us solvent, and this year, again, has seen us in the “black.” Your membership and donations are a significant part of this endeavor, as well as the grants that we have been awarded. We will continue to look for funding that allows us to work towards the ultimate – a new museum space – off the 133rd Airlift Wing base – that lets us continue to show the rich history of the Minnesota Air National Guard.

Karen Wolf



SEARCH FOR PICTURES of the F-89 and the Alert Hanger from the 1950s

The building that houses the Minnesota Air National Guard Museum, building 670, was erected in 1953 as an Air Defense Command "Alert Hanger". It was initially used by an active Air Force unit, the 18th Fighter Interceptor Squadron, in 1953. The 18th FIS first used the F-51 (P-51), then F-86F and in less than a year after activation, the F-89 Scorpion in January 1954.



Base flightline and hangars in 1957.
USAF historical photo.

Remembering with the Giving Tree

The Giving Tree was established to provide a tangible way to honor a loved one, celebrate life's milestones or pay tribute to someone's service. This is done through the purchase of a leaf, acorn or stone. Your tax-deductible donation can include personalized messages with up to three lines (25 characters per line) for a leaf or six lines (25 characters per line) for an acorn or a stone. The Giving Tree is on display in the museum.

More information on the website:
<http://mnangmuseum.org/donate/givingtree/>



The F-89s on alert would occupy the four bays of the alert hanger. If 'scrambled', the doors on the front and back could be opened in 20 seconds while the aircrews were starting the engines. Then it was only a short 500 feet to the runway.

The alert hanger had a center section that housed the alert aircrews and maintenance cadre on the second floor. On the first floor were (I think) maintenance shops, the aircrew equipment shop and two stoker fed coal fired boilers to heat the hanger bays. Where the museum's office now use to be the coal bin.

In 1957, the F-89 alert mission was turned over to the Minnesota Air National Guard and the 109th Fighter Interceptor Squadron.

The museum is trying to build a story and exhibit around the alert hanger as it was used from 1953 to 1960. We are looking to connect with anyone connected with the 18th FIS or the 109th FIS and F-89 maintenance and support personnel.

If anyone has pictures of the alert hanger when it was used by the F-89s (or the F-86) showing aircraft in the bays, the facilities in the center section and the coal furnaces/boilers, we would like to scan them to an image file on the computer. Formats could be black and white prints, color prints, 35mm slides, Polaroid's, etc. We will identify and catalog scanned image with full attributions of the owner, details, time frame, etc., return all materials to the owners.

Also if anyone has written stories, notebooks, diaries, letters, etc. that describe operations in the alert hanger in the 1952 to 1960 period we would like to scan or photograph those too. Or if anyone wants tell their story verbally with an interviewer, we would record and transcribe those too.

Contact Kirk Ransom at 952-250-8656 (cell) or by email at kirk41ransom@gmail.com to see if any material will be used. Normally we will meet at the museum on the Air Guard Base, but we can arrange to meet anyplace that is convenient to the contributors. You can also send a regular mail letter to:

F-89 Project
Minnesota Air National Guard Museum
670 General Miller Drive, Building 670
St. Paul, MN 55111-4114.

LOCKHEED MARTIN F-16A FIGHTING FALCON USAF SERIAL NUMBER 81-0807



CREW: 1
LENGTH: 49 FEET, 5 INCHES
WINGSPAN: 32 FEET, 8 INCHES
HEIGHT: 16 FEET
ENGINE: 1 F110-GE-100 AFTERBURNING TURBOFAN ENGINE, THRUST WITH AFTERBURNER 28,600 POUNDS
MAXIMUM SPEED: MACH 2+
FERRY RANGE: 2,280 WITH DROP TANKS
SERVICE CEILING: 60,000+ FEET
ARMAMENT: 1 20MM M61 VULCAN 6-BARREL GATLING CANNON WITH 511 ROUNDS, ROCKETS, MISSILES, BOMBS-CONVENTIONAL AND NUCLEAR
COST: F-16A/B \$14.6 MILLION
F-16C/D \$18.8 MILLION

The F-16C is currently flown by the 179th FS of the 148th FW of the Duluth Air National Guard. The F-16 is a multi-role jet fighter originally developed by General Dynamics for the USAF. Over 4,400 aircraft have been built since production was approved in 1976. The F-16's first flight was on 2 February 1974 and although no longer being purchased by the USAF improved versions are still being built for export customers. The F-16 has also been procured to serve in the air forces of 25 other nations.

The fighting Falcon is a dogfighter with numerous innovations including a frameless bubble canopy for better visibility, side-mounted control stick to ease control while maneuvering, a seat reclined 30 degrees

The MN ANG museum's F-16A was enjoyed by the public on the flightline during the 133rd Airlift Wing's Air Expo on July 16, 2011, along with many other operational and historic aircraft. USAF photo by Tech. Sgt. Erik Gudmundson

to reduce the effect of g-forces on the pilot and the first use of a relaxed static stability/fly-by-wire flight control system that makes it a highly nimble aircraft.

Interesting Facts: General Dynamics sold its aircraft manufacturing business to the Lockheed Corporation which in turn became part of Lockheed Martin after a merger with Martin Marietta. Although the F-16's official name is "Fighting Falcon" it is known by its pilots as the "Viper" due to it resembling a viper snake and after the "Battlestar Galactica" Colonial Viper starship.

The F-16 is currently the aircraft flown by the USAF "Thunderbirds" demonstration team. The F-16 has flown in combat during Operation Desert Storm in 1991 and in the Balkans later in the 1990s. The F-16 most recently served during the wars in Afghanistan and Iraq in the 2000s and the U.S. has deployed them to enforce the no-fly zone in Libya. The F-16's first air-to-air combat success was achieved by the Israeli Air Force in 1981. The Israeli F-16s also severely damaged an Iraqi nuclear reactor under construction near Baghdad to prevent the regime of Saddam Hussein from using the reactor for the creation of nuclear weapons in 1981.

**Minnesota Air National
Guard Museum
P. O. Box 11598
St. Paul, MN 55111-40598**

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New truck for the Phantom trailer

As noted in our October 2013 newsletter, our volunteers continue to complete improvements to museum assets and make visual changes to enhance the visitor experience while here at the museum.

Currently underway is a project to rebuild a recently purchased trailer for transport of the Photo Phantom to off base locations where the public can enjoy seeing and sitting in the cockpit. A complete refurbishment is underway and we hope to have it ready by mid-summer.



We recently purchased a Ford pickup truck that will be used to transport the Phantom trailer to off base airshows and public events.

OUR WISH LIST FOR THE MUSEUM:

Air/Electric Operated Paint Shaker
for 1 Pint to 1 Gallon Round Cans
Professional Matt Cutter
5 Gallon Insulated Beverage Dispenser
10x20 All Purpose 6 Leg Canopy
Brake, Shear and Roller for Sheet Metal Fabrication
A Laminating machine
A Portable Generator

The Minnesota Air National Guard Museum would like to thank everyone for previous monetary and “Wish List” gifts. We appreciate your support!