

MINNESOTA AIR NATIONAL GUARD HISTORICAL FOUNDATION
MINNESOTA ANG MUSEUM NEWS

Minnesota Aviation History - Learn of the Past
Spring 2020



Maj. Gen. John Dolny passes away

Air National Guard Leader, WWII Fighter Pilot, Wing Commander

John Richard Dolny, born in Minneapolis Feb. 3 1921, died Monday April 13 in Tucson, Arizona at the age of 99. John was known and respected by his subordinates as a quiet but confident and firm natural leader.



Hewed out of his young experiences as a wartime squadron commander, John was comfortable with, and treated everyone with great respect—from young enlisted, officers, generals and governors. John always sought to mentor his young future

leaders, grooming them and showing them the ropes to get their careers off to the right start.

John's early life started in Minneapolis, graduating from South High in 1938, then on to Dunwoody for mechanical drafting and machine design, graduating in 1940. Following Pearl Harbor, John signed up in the Army Air Corps and received his wings and commission in February 1943. He was sent to Europe, attached to the 525th Squadron of the 86th Fighter Group, ending up in Italy.

John flew the A-36 fighter bomber version of the P-51 "Mustang", with a mission of low altitude ground attack and interdiction. In March 1944, while on a bombing run, his aircraft was hit with ground fire near Rome. He nursed it along to the west and bailed out

Dolny obituary continues on page 4

We need fuel! An update on the Centennial Celebration

by Anja Drescher

Our preparations for the Centennial Celebration are starting to show similarities to the 1921 journey of Captain Ray S. Miller and his crew to convince the Militia Bureau (today the National Guard Bureau) of the need to form an Air National Guard. Our course heading is to HONOR, EDUCATE and INSPIRE.

Our first stop is to preserve the heritage and traditions of the Minnesota Air National Guard.

We are happy to report that the museum received a grant from the Minnesota Historical Society to digitize our historic collection of films, videos and slides. These will be used to create a short video showcasing the MNANG, which we intend to use next year in a variety of public displays and on social media platforms.

In addition, we finished multiple historic stories, ready to be revealed on social media to help drive interest and awareness. We are also working on various museum artifacts that require enhancements including aircraft in need of detailed maintenance.

Our second stop is to share the history with the public to learn from the past and prepare for the future. A book compiling 100 years of History of the Minnesota

Centennial story continues on page 5



Also inside:

- **F-94 C "Starfire"**
- **A passionate volunteer**
- **Projects update**
- **Summer events on hold**

Our volunteers: Orhan Uner story and photo by Terry Morris



Orhan Uner comes to our volunteer family via a different path than many. The Chicago native, though not serving himself, always had a passionate interest in military aviation and history.

After graduating from college, Orhan pursued a 43-year career in the wholesale grocery and supermarket industry with a focus in the area of contract negotiations, procurement, and sales.

His career would carry him through several Fortune

500 companies, relocations, and eventually he would become a Senior Director of Supplies Procurement. It was a decision to work for SUPERVALU in 1993 that brought him to the Minneapolis area. He eventually was recruited by another company to establish supply contracts with the US Department of Defense Commissary Agency.

During this time he had the opportunity to tour some Air Force bases where he saw B-52s and B-1s up close.

This was an experience that he would never forget. In the late 2000s, when Orhan was looking for a team building event for his group, he decided to tour our museum. He was so impressed by the experience that he knew he had to become part of it after he retired. His dream became reality in November 2019.

Orhan has been an avid military model builder for years and has an extensive collection of aircraft and armored vehicles. Since becoming a volunteer, he has been busy building and refurbishing models and their cases. Lately he has been working on 1/72 scale models of the 148th's F-101B, F-4D and F-16 in the current radar absorbent 'Have Glass' paint scheme.

He and other volunteers have also contributed to the museum's MiG-15 restoration. When asked what he likes best about being a volunteer, Orhan enthusiastically replied, "In addition to being around the aircraft, it's sharing experiences with the other volunteers and the ability to show my support for the military."

When asked what his favorite airplane is ... Orhan replied that he loves them all, with a special nod for the "BUFF!"

Fall and Winter Museum Projects

by Mike Drews

After a successful summer events schedule, it was time to plan projects for the museum volunteers to tackle during the fall and winter. The first challenge was to remove one of the C-97s main landing gear wheel and tire that would no longer hold air. After the wheel was removed and broken down, it was determined that a tractor inner tube could be installed instead of purchasing an expensive new tire.

The volunteers were able to modify the wheel to accommodate the new inner tube. With this done, we have to wait for good weather to re-install the wheel and tire.

Another larger project was rehabbing the MiG 15 because the paint job that was done 10 years ago had badly deteriorated. This has been an ongoing project and is currently at a standstill due to the coronavirus

stay at home order. The Air Guard base is currently closed to all non-critical personnel so the museum is also closed.

Some projects for the museum are being completed by volunteers at their homes. We started updating many of the museum's display cases. The first was the Minnesota glider manufacturing display. The survival vest display was removed from an old wooden case and put into a new glass case for easier viewing.

The jeep at the museum has been repaired and painted offsite and there are only a few items that need to be addressed on the engine to complete the project. The P-51 airplane wind vane has been restored after being damaged in a storm, and a late 1930s/early 1940s aerial camera is being rehabbed for display.

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

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Newsletter Editor: Pete Backlund
Assistant editors: Sharon Drews and Mark Moss

Past Newsletters can be accessed on the museum website at: <http://mnangmuseum.org>

Museum Hours and Access

Tours can be arranged by sending an email request to toursmnangmuseum@gmail.com. Special events, such as a birthday party, can be arranged through Nancy Wilson (nanc.mn.ang.museum@gmail.com) or call 612-458-8012.

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

(The Minnesota Air National Guard Historical Foundation, Inc. is a 501(c) (3) non-profit organization and not affiliated with the Dept. of Defense, Minnesota Air National Guard, or the 133rd Airlift Wing.)

2020 Off Base Events

by Mike Drews

Due to the uncertainty of the COVID-19 virus quarantine, no museum events have been scheduled for this summer. When the quarantine is lifted, a decision will be made regarding which events we will attend. With this in mind, please check the museum's website for updates.

<http://mnangmuseum.org>

Comments from the Board Chair

In the Fall 2019 Newsletter I mentioned the future planned changes to the 133AW regarding the main gate and building 670. News of those developments prompted a renewed focus on plans for our future museum operations.

The board held a special meeting in February in which we reviewed the USAF Heritage Programs controlling instruction, and also some preliminary ideas about directions to proceed. The board is inclined towards future museum operations comparable to our current operations in terms of size and scope. There was no push to re-visit the large museum/aerospace learning center model. In addition, we realize that our future museum operations may be as much in the "virtual" realm (i.e. online) as it will be in maintaining physical collections.

Another item of interest from this meeting was recognition that the MNANGHF already has a status with the Minnesota State Historical Society as a "fiscal agent," one of five in the state. In this status the State Historical Society is tasked, by law, to administer any funds distributed to these fiscal agents as approved by the legislature in annual state budgets. This relationship has been continuous since at least 1985. It marks a recognition of our unique cultural contribution to Minnesota's history.

In the coming months we hope to emerge out of the State's "Stay at Home" Executive Order. This coming museum season has already been altered as it has for many museum organizations around the world. As a high percentage of our volunteers fall into some category of higher risk from the COVID 19 virus, we will be cautious and carefully adhere to the recommendations public health sector. Best wishes and everyone please take care.

Sincerely - your Foundation Board Chair,
Brian Wyneken

Thanks to the Bush Foundation and U.S. Bank, GiveMN will be offering Golden Tickets throughout the #GiveAtHomeMN campaign scheduled May 1-8. If Minnesota Air National Guard Historical Foundation is selected, GiveMN will add a bonus grant to the MNANGHF, that you supported!



We encourage you to give early and give often at GiveAtHomeMN.org

just over the friendly side of the battlefield, receiving some leg injuries on landing.

After his combat tour was up, he voluntarily extended for another tour and was rewarded with command of the 527th Fighter Bomber Squadron at the age of twenty three. As attrition reduced the number of A-36 aircraft available, John's squadron converted to the P-40 for a short time, and then received the much larger, more powerful P-47 "Thunderbolt."

A prerogative of squadron commanders was to paint nose art on his airplane, which he named for his niece, Sandra Lee.

As the war progressed, his squadron moved throughout Italy, France and Germany to support various campaigns. After a short stateside R&R, John returned to Germany in February 1946 as Deputy Commander of the 64th Fighter Wing, responsible for closing down military bases and disposing of aircraft. Sadly, he witnessed the destruction of his beloved Sandra Lee among piles of aircraft that were bulldozed.

In September 1946 John returned home and separated from the Army Air Corps as a Lieutenant Colonel. John worked briefly for Honeywell as a draftsman. In March 1947 John joined the Minnesota Air National Guard and became the 109th Fighter Interceptor Squadron Commander. In 1950 he was promoted to full Colonel at the age of 29 and took command of the 133rd Fighter Interceptor Group, the parent organization of the 109th.

Returning to traditional Guard status, John commanded the newly established 133rd Air Defense Wing, which was comprised of four ANG Groups: St. Paul, Duluth, Fargo ND, and Sioux Falls SD. These units continued to fly the F-51 "Mustang" until jet fighters became available from the active Air Force. F-94 and F-89 interceptors came into the units, which then stood alert 24/7 protecting the nation's northern border.

John was the leader of the Air National Guard effort to get a heavy airlift mission from the Air Force, and in January 1960 the 133rd received the four engine C-97 heavy transport. With this conversion, the 133rd became the lead Air Transport Wing in the Air National Guard with subordinate units in Providence RI, Schenectady NY, Mansfield OH, and New Castle DE.

John was promoted to Brigadier General in 1961. In October the Wing was called to active duty in support of the Berlin Crisis. The 133rd continued its airlift mission, becoming much more involved in Southeast Asia as the Vietnam War heated up.

In 1970 the 133rd was re-designated as a Tactical Airlift Wing, and converted to the C-130 "Hercules", the same mission that the Wing flies today, fifty years later, albeit with much newer C-130s. John continued as the Wing Commander until 1977, when he was promoted into his final position as ANG Special Assistant to the Commander, Air Defense Command (ADCOM), and received his second star to Major General. John retired at age 60 in 1981 with 39 years of service.

Major General Dolny had over 10,000 hours as a command pilot, with 135 combat missions and 211 combat hours. He flew the A-36 "Apache", P-40 "Warhawk", P-47 "Thunderbolt", F-51 "Mustang", F-94 "Starfire", F-89 "Scorpion", C-97 "Stratofreighter", and C-130 "Hercules" aircraft. He was awarded the Distinguished Flying Cross, Air Medal with clusters, Purple Heart, Bronze Star, and French Croix de Guerre with silver star. In recognition of his long, distinguished service to his nation and the state of Minnesota, John was inducted into the Minnesota Aviation Hall of Fame in 1998.

In his retirement years, John Dolny enjoyed tennis, golfing well into his nineties, family outings and traveling the United States and Europe. He will be greatly missed by family, friends and people who knew him.

General Dolny was predeceased by his first wife Ida Mae and six siblings. He is survived by his loving wife Gisela, his son Keith, daughter Patricia, five grandchildren, and five great grandchildren. He is also survived by two brothers: Raymond and wife Deloris, and Leonard and wife Harriet. Memorials are preferred to the Minnesota Air National Guard Museum (mnangmuseum.org).

Snippets taken from a recent "Duluth News Tribune" article, reprinted from the 133AW "What's Happening Retiree News"

In 1918, Minnesota went through an epidemic of flu similar to what's happening today. Over 10,000 died in Minnesota. At nearly the same time a series of fires that destroyed entire northern Minnesota towns killed 453 people and displaced thousands. It destroyed at least 4,000 homes in Minnesota as the forest fires burned out of control.

"Later in the '20s and '30s, the 109th Observation Squadron became responsible for tracking the movement of these forest fires, and conducting numerous aerial surveys to help other government agencies actually fight the fires."

Lockheed F-94C “Starfire” USAF Serial Number 51-13563

by Greg Bastyr

The F-94C was flown by the 109th Fighter-Interceptor Squadron and the 279th Fighter-Interceptor Squadron of the Minnesota Air National Guard from 1954 to 1959. The F-94 was built to a 1948 USAF specification for a radar equipped interceptor specifically designed to counter the threat of the USSR’s new “Tupolev” TU-4 bombers (a reversed engineered Boeing B-29).

The F-94 was derived from the Lockheed T-33A “Shooting Star” which is a two seat trainer version of the F-80 “Shooting Star.” A lengthened nose area with guns, radar and automatic fire control system were added.



Above - The F-94C “Starfire” during it’s active time in the mid to late 1950s.



On the cover and left - the F-94C in the Air Park beside the museum building.

submitted and USAF official photos, cover by Tech. Sgt. Erik Gudmundson

The first flight took place on 16 April 1949 with a total of 855 being built. The F-94 was to be the first US production jet with an afterburner. The last F-94s were retired in 1960. The F-94 was used in combat during the Korean War and is credited with several air-to-air victories, including the first jet vs. jet night victory.

One F-94 is listed as lost due to enemy action, six more to non-enemy causes on combat missions, two were declared as missing on a combat mission and three were lost in accidents.

Interesting Facts: The museum’s F-94 was rescued from a playground in Marion, South Dakota. Having been derived from the T-33 and F-80 aircraft, the F-94 had a seventy-five percent commonality with parts from those two aircraft.

Cost: \$534,073

Crew: 2

Length: 44 Feet, 6 Inches

Wingspan: 42 Feet, 5 Inches

Height: 14 Feet, 11 Inches

Engine: 1 Pratt & Whitney J48-P-5 turbojet, Thrust with afterburner 8,750 pounds

Maximum Speed: 640 MPH

Range: 805 Miles (combat)

Service Ceiling: 51,400 Feet

Armament: 24 or 48 2.75 Inch MK 4/MK 40 Folding Fin Aerial Rockets

Centennial story from on page 1

Air National Guard is nearly ready for publication.

We continue to work with our partners to prepare for multiple exhibit displays at the Mall of America and at the Minneapolis-St. Paul International Airport.

The third step is to strengthen Science, Technology, Engineering, & Mathematics (STEM) and career education for students and teachers while learning about aviation innovation and achievements of people and companies, both yesterday and today.

The plan is to raise a STEM hangar, to feature during the Air Expo 2021, to attract the youth and young

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adults with displays from local defense contractors, NASA, Drone technologies, gaming technologies, AI, machine learning, various STEM organizations such as STARBASE, and Northland Community College. Your help is needed.

Unfortunately, just like Captain Miller and Lt Col Garis, who encountered frequent refueling delays and prolonged headwinds that cut their airspeed in half, the centennial planning committee is facing headwind and fuel challenges of our own.

The COVID-19 executive orders have caused great disruptions in our planning efforts.

Centennial story continues on page 6

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Centennial story from on page 1

The temporary closure of our museum halted all physical exhibit preparation and museum updates for the centennial celebration. The financial strain across most industries, from major corporations down to individuals, is providing great challenges in our fundraising efforts.

At this critical point in our journey, we need your support. Please help us preserve Minnesota Aviation History. To make a donation, please go to <http://mnangmuseum.org/donate/>



Historic photo of Winston Churchill and General Dwight D. Eisenhower who paid a visit to the 67th Tactical Reconnaissance Group during World War Two, which included the 109th Squadron.
submitted photo