



A Report to Supporting Members

Historian

A newsletter of the Minnesota Air National Guard Historical Foundation

THE MUSEUM IS OPEN AGAIN!!!

It has taken a team of volunteers hundreds of hours in getting the museum open again for the first time since 9/11.



We are now open most Saturdays for the season, tours are available all week, with some interesting new exhibits in the museum.

The effort to get the Museum open has been on-going since June 2002, and actually even before that. We do not have as much space in the old museum building for the 'new' museum. The 'new museum' is only bays 3 & 4 (to the northeast) and the first floor of the center section. We only have one small room for storage on the second floor and we do not have bay 2. We are lacking the floor space for storage
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SANRA FORSMAN, THE MUSEUM ADMINISTRATOR, LEAVES

After 17 years with the Museum as the Museum's Administrator, Sanra Forsman, leaves the Museum to spend more time with her family (and grandchildren!) and her hobby, "Water lilies by Forsman". Sanra started in January 1987, hired by Al Schwab because of her journalism background. She was thrown right into the first



public open season for the Museum, and had to quickly learn her own job as well as many of the other elements of running a business and a museum.

She kept uncanny track of the checkbook, despite tiny sales slips of paper handed in by volunteers for expenses. And unbeknownst to most volunteers and members, she had to keep track of utility bills, service contracts, maintenance bills and insurance contracts, on the expense side of bookkeeping, and had to keep track of thousands of dollars in trusts, scholarships, savings accounts,

SANRA continued on page 2

TO ALL OUR WONDERFUL MEMBERS WHO HAVE REMAINED WITH US FOR THESE LAST THREE YEARS

THANKS!

You believed in us and continued your support. THANKS! It has helped us through the thirty months we have been closed to the public. Thirty months - wow! Few other museums have had to endure this.

Now we need your help. If you have visited, what do you think? What should we change? What should we add? Tell us your thoughts and ideas concerning the Museum.

Second, you can spread the word about the Museum - what a really neat place it is - and encourage your friends and acquaintances to become members, regular members or better, life members.

MEMBERS continued on page 5

JENNY CONSTRUCTION CONTINUES



The Jenny in the Doyle hanger, April 2004. The wings are attached, and all flight control surfaces are installed. The flight control rigging is in progress.

JENNY on page 2

VOLUNTEERS TO MEET 26 June 2004, 10:00 AM

This is an "official" Volunteer Call for a meeting of ALL volunteers, at 10:00 AM on 26 June 2004 at the Museum.

Anyone interested in becoming a volunteer is also welcomed.
VOLUNTEERS on page 3

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SANRA from page 1

certificates of deposit and broker accounts on the revenue side.

She maintained databases for membership mailing, special event and seminar mailings, and most importantly, the billing of dues to supporting members. This involved up to 40 member billings a month, many with their own unique letter. When newsletters went out, that required printing labels for over 600 subscribers, then they had to be folded, stamps added, than taken to the post office.

She often wrote letters for the directors, with just a verbal request for guidance. She answered a dozen or so requests for information from all over the globe every week, we being an aviation museum, from people who wanted details on this or that aircraft.

She developed the monthly seminar series at the Fort Snelling auditorium into a sought after venue. More than 60 seminars involving fascinating topics in aviation, with many local and nationally known aviation notables.

She also was often asked to serve as a coordinator with local events like the MAC Airport Days or the annual Military Expo. She also coordinated and ran a couple of hangar dances.

She coordinated with Duluth to have a F-16s available for special events. She assisted in setting up major events such as the 75th Anniversary Celebration or the Gathering of Eagles, both in 1996.

She put together the visit of a B-1B bomber, and the directors son - the pilot, which drew over 12,000 people for the weekend. That was very gratifying to see so many people at the Museum, many for the first time

She always helped with the "Living History" presentations, which were very demanding on her support. And she coordinated and setup dozens of rental events each year. These were events where a local organization would rent a hanger bay or the whole Museum for retirement or birthday parties. These often requiring catering,

and rental tables and chairs. And it was always done well.

Sanra set up a special event in 1991 for the arrival of the Blackbird to the Museum in a C-5. This involved all the local media and dignitaries for a champagne reception for the Blackbird and was a celebration of note, since the Twins had won the World Series the night before!

And all the time, listening to hundreds of volunteers who were certain they had better ways to run the Museum. And through all these years, she took great pleasure and energy from all the enthusiasm and care of volunteers toward the Museum. She thinks the world of the Museum and its volunteers.

In recognition of her achievements and care for the Museum for these seventeen years, the Board of Directors has conveyed upon her a lifetime membership in the Museum.

Sanra, we will miss you and we really wish you all the best in your new adventures.

KIRK RANSOM

JENNY from page 1

Even while we were closed, the construction of the 1918 Curtiss JN-4H "Jenny" continued. There was an initial setback when the Jenny had to be put into storage from late September 2001 to June 2002.

But once we had a place to work, work has gone on every Wednesday and Saturday since June 2002.

We anticipate moving the Jenny back to building 670 into hanger bay 4 ^(over) sometime this summer. Then all visitors will be able to see this wonderful work of art and love.

Work started on the Jenny in 1996 immediately after completion of the Curtiss Oriole. The first two years was just cutting wood and shaping spars and stringers. The wings were built first, then the tail pieces, followed by the fuselage.

It was just about this time that work stopped because of 9/11. Many days

were spent in late 2001 and early 2002 searching for a suitable building for continuing work on the Jenny.

Some really interesting places were looked at, including the old General Mills research facility on Hennepin Ave and the old 'prison' on the Fort Snelling upper bluff. It was not easy finding space that would fit our budget.

In late spring of 2002, Chuck Doyle, a retired Northwest Airlines pilot and noted aviation enthusiast who has donated several airplanes to museums, offered a hanger at Fleming Field in South St Paul. The fuselage was move there in June of 2002. The wings were moved later in the fall of 2002.

As of this writing, the wings, control surfaces and all rigging wires are installed. The rudder bar and rudder works and the cockpit 'sticks' and parts for the other flight controls are ready to install.

Next is the process cutting and sewing fabric for the skin.

Besides the regular Jenny crew in the hanger there were many "behind the scenes" volunteers machining parts and casting fittings and cranks.

JENNY PROJECT VOLUNTEERS

Frank Adamich	Ron Hokenson
Noel Allard	Russ Jensen
Al Anderson	Dale Johnson
Pete Backlund	Bob Knight
Greg Bastyr	Lyle Landstrom
Don Black	Harold Larson
Chris Bobka	Deron Lewis
Tom Cain	John Moses
Greg Cardinal	Kirk Ransom
Stan Christianson	Ken Rovie
Jack Dehen	Don Severson
Sanra Forsman	Ted Stamos
Jay Franklin	John Volk
Don Geng	Tom Wier
Bruce Graham	
Graham Hatcher	

and others we may have overlooked

KIRK RANSOM

Estimated hours donated by volunteers since 1984 - 100,000 hours!

Meet the

BOARD OF DIRECTORS

Because the Minnesota Air Guard Museum is established as a Minnesota non-profit corporation, it is governed by a Board of Directors. There are nine directors who are elected to three year terms.

Four of the directors are elected as the officers of the corporation: President (and Chairman), Vice-President (and Vice-Chairman), Secretary, and Treasurer. The current board is:

Bruce Graham,	chairman
Richard W. Wiessner	vice chairman
Ted Hoeben,	secretary
John Kahler,	treasurer
Bill Latady	
R. Ray Peterson	
Ted Stamos	
Greg Haase,	133 rd Wing advisor

The Board currently meets once a month, on the first Wednesday of the month, at the Museum, at 18:00. All board meetings are open to members and volunteers at 19:00. Call the office to verify the date and place of the next meeting if you are interested in attending.

The major responsibilities of the Board are to

- 1) set policy
- 2) hire the management team
- 3) raise funds to pay for it all.

The board has several major projects at this time.

One is to define the strategic policy and plan for the future of the Museum

Another is to redefine the organizational structure and management of the Museum in prelude for searching for a Museum Director.

A third project is to establish a viable fund raising program, again to enable the search for a Museum Director.

And a fourth project is organizing the volunteer core for better utilization.

Serving on committees of the board is open to any member or volunteer. If you are interested in serving on committees, please send a letter to the Museum office.

VOLUNTEERS from page 1

At the meeting we will get an update on the Museum, where we are now, where we want to go through a video presentation.

We will recognize the accomplishments of the volunteers since 9/11 and discuss immediate and long range projects to secure the future of the Museum. Many volunteers will be needed for these efforts.

One new feature will be the Volunteer Bio and Project book. Pictures will be taken throughout the day for the bio book.

And we would like all volunteers to stay at the Museum and help with the light rail event. We will be open to the public from noon to 6:00 PM with up to 380 visitors arriving every hour.

Because of 9/11 some of our volunteer records were misplaced. If you have volunteered in the past but were not called and/or have not been involved recently with Museum projects, please come to the meeting so we can get each volunteer on record and active in the Museum again. Also if you have not volunteered in the past but are interested in volunteering, come to the meeting. If you are unable to attend the meeting on the 26th of June, please send a letter to the office, or email the office at msp04332@isd.net

Volunteers have been the "core" and the life of the Museum since it was conceived in the 1970s and came into existence in 1980. In the early 80' the effort of the volunteers was in getting building 670 made into a museum. In the middle 80s the work was building the stable of airplanes representing the Minnesota Air National Guard - finding airplanes for the collection and getting them to the Museum. And through the 90s the effort was restoring and replicating airplanes. Airplanes like the F-94 which was on a pedestal in a city park in South Dakota.

Suddenly, in 2001, after an almost complete successful season, the focus of volunteer work changed. They had to take the museum apart - in a hurry. All the work of some very professional and dedicated people, who started and believed in the Museum, had to be removed to storage. This was a very emotional ordeal for many volunteers.

Now in 2004, we basically are starting new. It is the same building, but still it is not the same. We need volunteers to design a new Minnesota Air Guard Museum, almost from the ground up, to include the planning, organization, structure, management to effectively operate the museum as a real business.

Volunteers are especially needed with skills or experience in museum operation and management. Areas for volunteer opportunities are:

- financial and accounting management
- collection management
- exhibition program
- education program
- plans and planning
- fund raising team
- project management & control program
- photograph and slide inventory and care
- history of the museum since before 1980
- museum store manager
- newsletter editor
- forms and publications management
- aircraft acquisition, restoration / reproduction
- computer support / information services
- and many others.

If you are interested in volunteering for any of these opportunities, please attend the Volunteer Meeting on the 26th of June or send a letter or email to the Museum office.

OPERATION NOBLE EAGLE

Almost immediately after the attack on America on 9/11, the Museum was asked to vacate the building they had occupied since 1983 - 18 years. The North American Air Defense Command (NORAD) needed the building as an alert hanger for Air Force interceptor aircraft to protect the cities from possible attack from the air.

The Museum building, number 670 on the Minnesota Air National Guard Base, was originally built in 1953 as an air defense alert hanger. F-89 Scorpion aircraft set quick reaction alert in the hanger for seven years, with the Air Guard's 109th Squadron operating the F-89 aircraft from building 670 for about two of those years.

The building has four large hanger bays, with doors on both sides that can be fully opened in 20 seconds, allowing a quick reaction alert aircraft to start its engines and immediately taxi to the runway. And even in 2001, the doors still work as they were designed. So the North American Air Defense Command (NORAD) confiscated the building to use in the defense of the cities and the 148th Wing at Duluth was tasked to provide F-16 Falcon aircraft for Operation Noble Eagle.

Our instructions were to remove the Museum immediately and completely.

Over the last three weeks of September of 2001, many Air Guard personnel from the base and Museum volunteers dismantled the museum and packed things away. When possible, things were stored inside aircraft like the C-97 and C-131. Other things were boxed, stacked, tossed as necessary to allow them to be moved to storage. The Air Guard base provided a "K-Span" building (sort of like a Quonset hut) and all the engines, cockpits, books, cabinets, tools, aircraft parts, benches, collection objects, chairs, tables, lockers, etc. - all sorts of stuff - was moved into the K-Span building.

By the first week of October 2001, building 670 was no longer a museum but an completely empty shell.

The building was renovated for the mission and by late November, the F-16 aircraft were sitting quick reaction alert in the hanger bays. The mission the building was build for in 1953 was again being fulfilled in 2001. The picture shows a F-16 taxiing into bay 3.

Pilots and maintenance crews were housed in temporary trailers next to the building while the center section was



rebuilt to allow for operations and crew quarters inside the building. The result is there are now four bedrooms both upstairs and downstairs. Plus a kitchen area and latrines and showers, etc. All the comforts of home!

The 179th Fighter Squadron maintained four to eight aircraft at the building through April of 2002 when Operation Noble Eagle wound down.

KIRK RANSOM

OPEN from page 1

that second floors of the Jenny Palace in bay 2 and the shop in bay 3 provided, about 1,800 square feet. The total reduction of space is about 6070 square feet. That is significant.

That meant we had to reduce our inventory of "stuff" a lot. Before we started moving things back to building 670, we sorted through everything stored in the nearby K-Span building and threw out junk and sold or auctioned many more things we would not have room for, like work benches and steel lockers. Between 250 and 350 hours, or more, were spent moving and sorting the Museum's stuff in the K-Span building.

Go to the Museum's web site, click on the Exhibition Hall link on the index, to see the Museum as it was in 2001. At the bottom of that page click on "The Museum in Storage" to get an idea of the effort involved in that task.

Nothing of historical importance was disposed of - the rule in play was "if we get rid of it, can we ever get it back?". But even after all the unnecessary stuff was gone, it still seemed like way to much to fit into the museum.

But it did fit. First the C-130 and C-97 flight deck simulators were moved, then the F-4C cockpit simulator, then engines, including the cutaway R-2800 display, the Blackbird's J-58 engine

mockup, the F-100 for the F-16 and five other piston engines.

To have a "shop" facility for aircraft restoration and maintenance, a surplus Army trailer transportable maintenance shop was purchased, along with two smaller trailers for storage of parts and tools.

This now made our aircraft restoration shop movable, a requirement in case we have to vacate the building again for a another Operation Noble Eagle event. That same requirement applies to all the displays and exhibits and everything else. We have to be able to start removing or moving things within hours if we have to surrender the building again.

Since security is now an important issue, a fence had to be built around the museum to better retain visitors within the confines of the Museum. And new procedures for both visitors and volunteers were established by the host 133rd Airlift Wing.

Volunteers, who do not have a valid military ID card (active-duty or retired) must fill out a form for the base Security Forces, and are issued a Museum Volunteer badge.

Museum visitors must stop at the base gate receive a windshield visitor sign and are instructed to proceed directly to the Museum. All visitors must be in cars or buses - no on-foot visitors are allowed.

Inside the museum, ideas were developed on how to use the center section and the hanger bays for exhibits telling the Museum's story of the Minnesota Air National Guard.

The area that used to be the Museum office, is now the "Current Guard" feature area, with a mannequin dressed in desert battle dress utilities (fatigues) and another dressed in a protective chemical suit and mask, standing in a sandbag revetment. A large display case features items from Southwest Asia and a computer displays slides of life in Iraq and the area. It is really neat!

Also in this area is a pictorial display about the Duluth based 148th Wing and the 179th Fighter Squadron.

The Museum Store is still where it was but now has to share the space as a kitchenette. It is usable but still does not have the appeal of the old store.

In the center section, where the diorama was, a new display case for the "Founder's Exhibit" featuring Ray Miller. This case was professionally manufactured by Split Rock Design Studios in Arden Hills. On the west wall is the story of the Minnesota Air Guard since 1921 using much of the material from the pre 9/11 exhibits, but the display cabinets are now sitting on tables rather than bolted to the walls - to meet that four hour requirement.

In the hall is the Miller clipping exhibit and an exhibit on Minnesotans connected with the space program.

Two of the bedrooms at the back of the center section are set up as the Museum office. It is really 'snug' to say the least.

The other two bedrooms on the first floor have been set up as the library with over a thousand volumes. Two volunteers have sorted through the thousands of books and magazines donated throughout the years. While they would like to have kept all of them, only those germane to the mission and scope of the Museum were kept. Many of the duplicate and excess magazines were donated to local schools. The library is available for research on Thursdays between 10:00 and 14:00. We plan to put the book catalog on the web.

Hanger bay 3 is all exhibits, featuring engines, cockpits, the 1940 Link flight trainer, and exhibits on the Blackbird, the Doolittle Connection in the Twin Cities, the story of gliders made in Minneapolis and other exhibits. It is really very interesting and enjoyable.

Hanger bay 4 is primarily for restoration, with the Mig-15UTI, the L-4 and the Spitfire model in work. Bay 4 is also where most of the Museum's collection of historical artifacts are stored in fourteen or so

large cabinets, file cabinets, and flat storage containers. Camouflage nets effectively conceal the maintenance trailers.

Overall, the volunteers of the Minnesota Air Guard Museum have done a superior job in getting the museum put back together and open to the public.

Among the volunteers who worked long and hard on getting the museum open were

Frank Adamich	Harold Larson
Ryan Archer	Ron Mickus
John Bacigalupo	Richard Newton
Pete Backlund	T.J. Nicolas
Greg Bastyr	Brian O'Keefe
Tom Cain	Ray Peterson
Stan Christianson	Kirk Ransom
Sanra Forsman	Ted Stamos
Ron Gigler	Jason Reed
Bruce Graham	John Volk
Jennie Hensley	Tom Wier
Ted Hoeben	Lew Winkler
Ron Holdenson	Gerry Winter
Jim Johns	

and others we may have overlooked. Please come out and enjoy to the Museum!

KIRK RANSOM

MEMBERS from page 1

We would love to double our membership -so we ask every member to bring in at least one new member.

Talk it up. Tell others about the Museum. What do you get for being a member? Members get the warm fuzzy feeling of providing continuing financial support to the Museum through their annual dues. Members also receive

- newsletter, this newsletter - "The Historian" - usually published early spring, mid summer and late fall.
- a membership card and pin. Either can be used for a 10% discount in the Museum Store.
- mailings on special events and seminars.
- advance notice for visiting aircraft or other very special events.

Membership also means an opportunity to volunteer for the Museum. See the

article on Volunteers to Meet . . ." on page 1 for more ideas for volunteering.

MUSEUMS ALWAYS NEED THINGS

Are you a member or supporter interested in greater support of the Museum but do not want to be a "volunteer"?

Here is another way to support the Museum. Donate services, products, building space or other gifts to the Museum. Since 1984, more than \$182,000 has been donated to general and specific needs of the Museum.

We are in desperate need of working and storage space. Indeed, with our current allocation of space and the exhibition of our story in the space available, we have no place for volunteers to meet and work outside of the public exhibition areas. There is no place for three people to sit at a table and work on developing an exhibit, much less write copy for an exhibit. There is no satisfactory flat surface to cut out exhibit panels except the floor of the center section exhibit room.

We need the donation of office space where we can store and inventory the collection of the Museum. This need includes space for cabinets and files, desks and computers, work tables and stands for printers, etc. This space must be clean and environmentally controlled for humidity between 40 & 50%, temperature held at 72 degrees, and, if possible, sunlight from windows, filtered for UV. The estimate for space is at least 1,200 sq feet, with 1,800 preferred.

We need 'museum quality' storage cabinets for storing our historic object and artifact collection. Viking Metal Products of Chicago, makes suitable cabinets (<http://www.vikingmetal.com/mus/search/cabinetry.html>).

We also need at least two new computers, flat screen LCD monitors, a good color laser printer, a large format color printer (plotter) etc, and software for the computers, to allow inventorying and cataloging the collection, and for project planning and

management, and other related work by volunteers.

We also have specific needs for certain aircraft. We need the fabric to cover the Jenny. And clam shell rear doors for the C-97, a new canopy for the F-94C and many more projects and needs. If you are interested in supporting or sponsoring any of these or similar needs, please send a letter to the Museum office.

LEGACY GIFTS TO SUPPORT THE MUSEUM

Have you thought about other ways to support the Museum? One way is through legacy gifts to the Museum.

Legacy gifts are planned in advance and take the form of outright gifts of cash, securities, real estate or other tangible personal property. Gifts can also be through a life insurance policy

or a will. Another form is a charitable remainder trust, charitable gift annuity or as an endowment fund.

Please consider a legacy gift as a way to support the Museum and provide for its future. Consult your financial advisor for the best way to set up these gifts.

Over the years the Museum has received over \$7,000 from memorials.

CALENDAR (also on the web page - <http://www.mnangmuseum.org>)

2004 Minnesota Air Guard Museum 2004

	SAT	SUN	MON	TUE	WED	THU	FRI
APRIL	3 OPEN	4 closed					
	10 OPEN	11 closed					
	17 closed	18 closed					
	24 OPEN	25 closed					
MAY	1 OPEN	2 closed					
	8 OPEN	9 closed					
	15 closed	16 closed					
	22 OPEN	23 closed					
	29 OPEN	30 closed					
JUN	5 OPEN	6 closed					
	12 OPEN	13 closed					
	19 closed	20 closed					
	26 OPEN	27 closed					
JUL	3 OPEN	4 closed					
	10 OPEN	11 closed					
	17 OPEN	18 closed					
	24 OPEN	25 closed					
	31 OPEN	1 closed					
AUG	7 OPEN	8 closed					
	14 OPEN	15 closed					
	21 closed	22 closed					
	28 OPEN	29 closed					
SEP	4 OPEN	5 closed					

TOURS ARE AVAILABLE during the week CALL 612-713-2523

Hours on OPEN dates are 11:00 AM to 4:00 PM unless otherwise changed.

* June 26th 12:00 noon to 6:0 PM

PUZZLE NUMBER 1

CONNECT THE NAMES WITH THE AIRPLANES

- Starfire AT-6
- Mustang C-130
- Blackbird T-33
- Voodoo F-89H
- Texan P-51D
- T-bird C-97
- Delta Dagger C-45
- Hercules A-12
- Phantom F-94C
- Dakota C-131
- Scorpion F-4C
- Stratofreighter F-101
- Samaritan F-102
- Expeditor C-47

JUST FOR THE FUN OF IT SEND IN THE COMPLETED PUZZLE TO

**HISTORIAN PUZZLE
PO BOX 11598
ST PAUL, MN 55111-0598**

DON'T FOR GET YOUR NAME. WINNERS WILL BE MENTIONED IN THE NEXT NEWSLETTER ALONG THE ANSWER. IF YOU HAVE AN IDEA FOR A PUZZLE SEND IT IN TOO.

The *Historian* is the official publication of the Minnesota Air National Guard Historical Foundation, Inc. It is distributed free to Minnesota Air Guard Museum members and circulated to other individuals and corporations for information and promotional purposes.

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 Web page <http://www.mnangmuseum.org>
 -- published since 1983 --



(cut here)

MEMBERSHIP APPLICATION for the Minnesota Air Guard Museum

Name _____ Telephone _____

Address _____

City _____ State _____ Zip _____

email address _____

only if you want occasional email notices of special events or changes in schedules, etc.

Yes! I want to help the Minnesota Air Guard Museum reestablish itself and again become a premier aviation attraction in the Twin Cities and Minnesota, telling the distinguished history of the Minnesota Air Guard.

- ANNUAL member - \$25**
 LIFE member - \$1000 (paid in \$100 annual installments)
 ASSOCIATE member - \$10 (students/airmen)

Make checks payable to the Minnesota Air Guard Museum and mail to:

**Minnesota Air Guard Museum
 PO Box 11598, Saint Paul, MN 55111.**

For further information, call 612-713-2523 or send an e-mail msp04332@isd.net.

Check the website for updates - www.mnangmuseum.org

(Contributions are tax deductible – IRS #41-1385613)

PASS THIS APPLICATION ON TO A POTENTIAL MEMBER



THE MINNESOTA AIR GUARD MUSEUM



Hanger bay 3, April 2004

Minnesota Air Guard Museum,
P.O. Box 11598
St. Paul, MN 55111-0598

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Change Service Requested