



# 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

## Board of Directors

John Kahler, Chairman  
 Mark Ness, Vice Chairman  
 Robert A. Minish, Treasurer  
 Theodore Hoeben, Secretary  
 Richard W. Wiessner  
 William Latady  
 Bruce Graham  
 Janese Thatcher-Buzzell  
 LaVone Weer

## Administrator

Kathleen Sundby

## Director:

(Vacant)

## Editor:

Lowell Ueland  
 Phone: 320-864-5394  
 E-mail: Lueland68@charter.net

## 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  
 Email: msp04332@isd.net

## Address all correspondence to:

Minnesota Air Guard Museum  
 PO Box 19195  
 St. Paul, MN 55111-0598

ON THE WEB AT:  
[www.mnangmuseum.org](http://www.mnangmuseum.org)

-PUBLISHED SINCE 1983-

## Brigadier General Alfred C. Schwab Jr.



Brigadier General Alfred C. Schwab Jr. former foundation president and director of the museum, passed away on Sept. 18, 2007. In 1942, after graduating from St. Thomas College in St. Paul, he joined the US Army Air Corps and was trained as a pilot at Luke Air Force Base in Arizona. During World War II, he served in both the North African and Italian Campaigns, flying P-38's and P-51's in reconnaissance missions over hostile territory. He has been given credit for being one of the first allied pilots to do reconnaissance over Southern France prior to the invasion. He survived a crash landing after being shot down while in Africa. From 1949 – 1979, he served in the Minnesota Air National Guard in various assignments including Wing Commander. Gen. Schwab retired as a Brigadier General. After his retirement, he was instrumental in founding the Minnesota Air Guard Museum. He served 12 years as foundation president and director of the museum. It was his efforts and hard work, along with many others, that brought the dream of an Air Guard Museum to reality. Without Gen. Schwab's dedication and enthusiasm the museum may never have gotten off the ground.



## IRA ROLLOVER OPPORTUNITY EXPIRES DEC. 31

There is still time to make a charitable gift to the Museum directly from your IRA. Your financial advisor can assist you in learning if making such a gift will be to your advantage.

## On the radar...

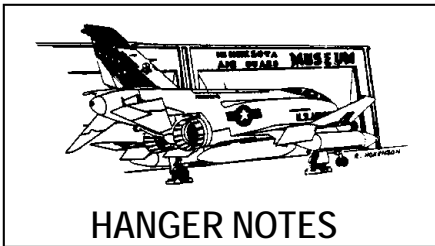
- Museum Board Meeting 1st Wednesday of the month
- Upgrading the Museum Website

## Museum's New F-16

The F-16A has come together nicely and is now on display in the Air Park. Several members of the Minnesota ANG's 148th FW from Duluth reassembled the F-16A acquired from the Duluth unit. Thanks 148th FW.

## What's Inside...

- Hanger Notes
- F-51 Repainted by 133 AW
- Volunteer Ron Hokenson



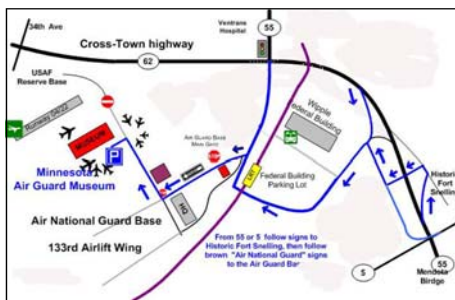
**HANGER NOTES**



Kathleen has her new office along with a new state of the art computer and desk. Moving the office to this location makes it much easier for Kathleen to over see what is going on in the museum. In addition the museum now has a DSL internet connection which allows for much faster downloads from the net. We are making progress in the administration department.

*Our next challenge is to upgrade the museum website to bring it up to state of the art. Our current website is no longer adequate for the needs of the museum. We need to move beyond just our membership and put the museum out there in cyber land. A better website can give us greater exposure to attract new members which would help pay for our operational expenses and a better website will help immensely in our fund raising efforts to fulfill our museum vision. However, an even greater challenge is to acquire the funds to upgrade the museum website. In this we need your help. We will happily accept donations to help us do this. The website is a necessity for us to move forward. We need to rely on more than our current membership as a source for funding. We need to reach out to the general public for help and that is where a state of the art website is needed*

Our planned trip to the Minnesota Military Museum was canceled. We needed 30 people and only 17 people had signed up so we had to cancel. It would have been a great trip.



**How to get to the Museum**

**109th F-51D of the 1950's Gets a New Paint Job.**



F-51D with its new paint job

The paint scheme of the F-51D, above, was done long before the 109th FIS converted to the F-94. The paint scheme was designed by Jim Frantasi, of the 109th maintenance section. Retired Colonel Doug Benham says it is one of the best looking F-51Ds he has ever seen. Previous to this paint scheme the F-51Ds were very bland, silver, aircraft.

Members of the 133rd AW repainted the F-51D giving it a bright new look. It really looks impressive. The people that did all the work are listed on the airplane under the right side elevator. It was painted by Msgt's Weimer, Ken Mazac and Bryan Lee; TSgts Matt Hill and Troy Jonas; SSgt's Mike Duzy, Jon Jaspersen, Jeff Teeselink, Ryan Scannell, Rich Underwood, Dirk Arvidson, Jim Center, Dan Mikkelson and Matt Berens.

**Previous Scheme**



F-51's on the ramp at Holman Field - 1954

**Meet the Board**



**Ted Hoeben, Secretary**

Ted is a retired 133rd AW member with 30 years. As a Guardsman Ted worked in Ground Transportation. Ted is a charter member of the Museum coming on board in 1980. He has served on the board for 20 years beginning in 1987. As a civilian he spent 45 years working the grocery industry. He, also, does volunteer work at the Armed Forces Service Center at MSP IAP Terminal. He is active in his church, the Knights of Columbus and a member of the American Aviation, Post 511 in Crystal, MN.

(Continued from page 4)

Jim was assigned to B-24s eventually becoming a Flight commander. They were about to go overseas to the ETO when their orders were changed and sent to the West Coast. Reaching the West Coast they were reassigned to Oklahoma City to be trained as a weather flight in B-29s. Following training they were sent to the Pacific, but, on their way the war was over and they turned around and came back to the U.S Jim said they were the most over trained bomber crew and never saw combat.

**THANKS!**

Thanks to...

- **Debbie Schultz** for making the lunches for the museum volunteers using her mother, Gloria Carlson's recipe.
- **Henry Soukup** for the new computer desk.
- **Duluth Air Guard personnel** who delivered the F-16 and are currently putting it back together for display.
- **Our Museum Volunteers** for all the hours they spend in support of the Museum, especially on open cockpit day. It is really great to see this.

**OUR WISH LIST**

The Museum Needs...

- 27" Color TV (2 years old or less) to be used with a VCR and DVD players.
- Conference table to seat 8-10 people. 2 - 3' x 5' folding tables would work.
- Any memorabilia from any era of the Minnesota ANG existence or any memorabilia that relates to aviation
- **Funding for website upgrade**
- Volunteers in various areas
- New members
- Volunteer Administrative Assistant

**Museum Volunteer Program**

The Minnesota Air Guard Museum volunteer staff presently boasts xxx active, personable, experienced, dedicated individuals from all walks of life. They range in age from the teens to many years young. We have become a first class aviation museum because of them.

Volunteering at the museum offers many rewarding and challenging areas in which diverse talents and expertise may be utilized. The various volunteer jobs are as follows:

- Administrative Assistant
- Tour Guide
- Open Cockpit
- Gift Shop
- Restoration
- Exhibit Development and Construction
- Newsletter Editor
- Museum Maintenance
- Greeters
- Collections Archivists
- Photographer
- Librarian

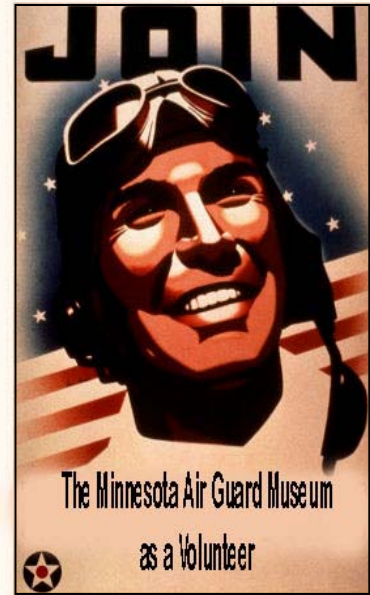
This conglomerate of volunteers and their extreme dedication goes far beyond the expectations for "normal" volunteers. We give our thanks for the many long hours devoted to the museum.

If you are interested in volunteering at the Minnesota Air Guard Museum, please call our Volunteer Coordinator, Rich Brukner or Museum Administrator, Kathleen Sundby at (612) 713-2523. We'd love to have your help!

**Current Projects**

Current restoration projects are as follows:

- Work on the BC 1 (T-6 "Texan") to repair wear and tear by 133rd AW personnel and museum volunteers..
- Restoration of the newly acquired T-28 "Trojan" to represent the aircraft flown by the 109th FIS in the 1950s. The first thing needed was a good wash job. This was done by the 133 AW personnel.
- Assembly of the F-16 flown by the 148th FW of Duluth ANG by 148th personnel.
- On going work on the C-131 by **Emil Quasart** and his crew.



**Help us develop a new and up to date Website for the Museum. To do this costs money. Please help with your donations.**

**Ron Hokenson**

As a volunteer, Ron does almost everything at the museum. He heads up the Restoration Crew, he leads tours, does some archiving and anything else the museum needs done. Ron is a retired Guardsman served in the 133AW in Base Supply. He served in the MNANG from 1977 to 1992 when he retired. Before coming to the Guard he was in the Air Force in aircraft maintenance working on the C-130 and the O-10s. Ron is probably the most dedicated worker in the useum. He seems to be there whenever needed.



**Our Volunteers**

Minnesota Air Guard Museum



PO Box 11598  
St. Paul, MN 55111-0598

Phone: 612-713-2523  
E-mail msp04332@isd.net

NONPROFIT ORG  
US POSTAGE PAID  
MINNEAPOLIS, MN  
PERMIT #32163

www.mnangmuseum.org

**FROM THE PAST...**

The FOF - Faithful Old Fossils, former Minnesota Air Guardsmen meet once a month at the Ft Snelling Officers Club for lunch and exchange of old stories - somewhat embellished at times. Another smaller group meets every Monday for lunch at Casa Vejo on West 7th St in St. Paul. There is a wealth of experience and talent among these "Fossils". These are the people that made the Minnesota Air Guard what it is today. Their leadership was invaluable to the MNANG growth. Ken Abrahamson is the unofficial leader of the FOF. Last issue we covered Dick Wiessner's exploits during WWII, but many of the FOF are, also, WWII combat vets. Ken, following flight training, was assigned to Guadalcanal flying P-38s. In 1943 he returned to the U.S. and was assigned to William's Field, AZ as a flight instructor in P-38s. He then transferred to Luke Field with the same assignment when the war ended. Bob Erikson served with the 77th Troop Carrier Squadron in Europe in operations. Joe Dunwald served with the 2nd Combat Cargo Squadron in the CBI in Asia as a flight engineer. For Leo Goodrich the war ended after he flew 4 bombing missions in B-25s in Europe.



Dick Weissner, Ken Abrahamson and Joe Dunwald

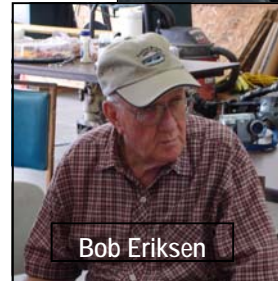


Don Carlson and Bruce Abercrombie

Bruce Abercrombie joined the Stillwater Minnesota National Guard Howitzer Battery as a private in 1935. From there he went on to pilot training and ended up with the 52 FG, the "Desert Air Force" flying P-40s in North Africa. While on a ground support mission, Bruce was shot down and found himself in the Mediterranean. After swimming out of range of German shore batteries he was picked up by a Brit rescue aircraft. He flew 134 ground support missions in WWII. Don Carlson, also, joined the Stillwater unit of the Minnesota National Guard in 1936, eventually going on to pilot training. Following his pilot training Don served as a pilot in the flying training program for navigators during WWII. Doug Benham was into flying even before WWII broke out learning to fly out of the Cedar Airport, now the Mall of America. He finally got his wings and flew P-47s on long range combat patrols escorting aircraft being sent to Europe when the war ended. However, not long after WWII was over he was back in the air for the Korean War flying 100 combat missions. Jim Michaud, while with the 86th FBG in Italy and later France logged 127 ground support



Jim Michaud listening to a story



Bob Erikson



missions in support of allied troops. It was not the glorious "dog fighting", but one might call it "grunt work". It was very important work. Jim flew the P-40,A-36 and P-47s. Gordon Stutzman served with the 4th Armor Division stomping across France as an Infantry Captain and winning the Combat Infantry Badge, before becoming a member of the MNANG after the war. Gordon, also, took part in the infamous Battle of the Bulge as part of Patton's 3rd Army. Jim Graham enlisted in Naval Air and was sent to Iowa City for pre-flight in the Navy V-5 program. Jim's program was canceled so he talked with the Army Air Corps and transferred. After flight school (Continued on page 3)