

133rd AIRLIFT WING



LINEAGE

STATIONS

St. Paul, MN

ASSIGNMENTS

COMMANDERS

LTC Dolny, Dec 1952

BG John R. Dolny, #1971

BG John D. Broman, #1993

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award (AFOUA) for exceptionally meritorious service (1987, 1992, 1997, 1999, 2002, 2003, 2007 and 2010)

EMBLEM

EMBLEM SIGNIFICANCE

"The North Star denotes the geographic location of the northernmost state, Minnesota, which is the home of the Headquarters, 133d Fighter Interceptor Wing, Air National Guard. The big dipper (Ursa Major) signifies the combined units of the Wing and the Tactical Group shining in united brilliance — the dominant constellation of the Northern sky."

"The diagonal wing is symbolic of the inherent nature and the constituted purpose of the organization, i.e., airborne defense against enemy attacks on the continental United States."

"In the lower left area of the emblem is the Griffin, a mythical animal, poised for the strike in case of attack. The Griffin, a heraldic emblem for vigilance, signifies the union of strength and agility which typifies the organizational mission of Air Defense." (Approved 6 Jun 1954)

MOTTO

SPLENDENTES IN DEFENSIONE--Shining in Defense

NICKNAME

OPERATIONS

133d Fighter-Interceptor Wing: Federalized by the ANG on 2 March 1951 at Holman Vie-TUT St. Paul, MN, and assigned to Eastern Air Defense Force; transferred to Central Air Defense Force on 20 May 1951; moved to Minneapolis- St. Paul International Airport (Wold-Chamberlain Field), MN, on 28 June 1951; inactivated 6 February 1952.

By 1948 the St. Paul based units of the Minnesota Air National Guard consisted of the 233rd Air Service Group, commanded by Colonel Ernest Berg, and the 133rd Fighter Group, whose commander was Lt. Col. Otto H. Peterson. Under the fighter group came the four fighter squadrons: the 109th in St. Paul commanded by Lt. Col. J. R. Dolny, the 175th in Sioux Falls commanded by Lt. Col. Joe Foss, the 178th in Fargo commanded by Major Donald C. Jones, and the 179th in Duluth with Captain Earl W. Johnson as commanding officer.

It was during this same year that the Air Force, being only a few years separated from the Army, was very actively incorporating a wing-base plan of organization. The National Guard units were to be aligned in the same pattern as the active duty establishment and this resulted in the establishment of the 133rd Fighter Wing.

Brigadier General Miller became the commander of the newly created Wing, and an accelerated recruiting program brought in the necessary men to increase the unit strength from 1150 to 1500 men. Colonel George Peck, Commanding Officer of the 67th Tac Recon Group, to which the 109th was assigned in Europe, returned to the 109th as its Air Advisor in 1950. Renewing old acquaintances was the order of the day.

By the beginning of 1951, the Minnesota Air National Guard had adopted the Wing-Base organizational concept and begun its new role in an air defense mission. Among the units based at Holman Field in St. Paul were the 133d Fighter Wing commanded by Brigadier General Ray S. Miller; 133d Fighter Group commanded by Colonel John R. Dolny; 133d Maintenance and Supply Group commanded by Lt. Col. Arthur J. Petter; 133d Air Base Group commanded by Colonel Ernest R. Berg; 133d Medical Group commanded by Major Mentor H. Christensen; and 109th Fighter Squadron (SE) commanded by Major Kenneth H. Dahlberg. Three additional Fighter Squadrons, the 175th at Sioux Falls, South Dakota, commanded by Lt. Colonel Duane "Duke" Corning; the 178th at Fargo, North Dakota, commanded by Major Dan Oxley; and the 179th at Duluth, Minnesota, commanded by Lt. Colonel Ralph M. Jerome, were also assigned to the 133d Fighter Wing.

So, on January 18, 1951, the day after the 30th Anniversary of the Minnesota Air National Guard,

the 133d Fighter Wing was alerted for a recall to active duty that would take effect on March 1, 1951.

Before going on active duty, the 133d received orders to move to Wold-Chamberlain Field since Holman Field would be inadequate for the jet aircraft that the 109th could expect to receive once they were on active duty. The move was finally made in May, 1951, when the 133d took over the facilities vacated by the 440th Troop Carrier Squadron, an Air Force Reserve unit which had moved elsewhere on active duty status. Thus, the 133d's twenty year tenure at Holman Field was ended.

At the 133d's formal swearing in ceremony, which was held at 0900 hours on March 1, 1951, there was a mixture of Air Force blue, Army olive drab and some civilian clothing in the ranks. As a matter of fact, many of the men who were being sworn in that day had volunteered to join the unit when they heard of the impending mobilization. Fortunately, most of the men who were part of this recall had experience from World War II and the training required was mostly refresher type.

Upon activation, the 133d Fighter Wing was placed under the command of the Eastern Air Defense Force, Stewart Field, New York. The 109th based in the Twin Cities and the 179th based at Duluth became Fighter Interceptor Squadrons and were immediately placed on runway alert. The 178th Fighter Squadron based at Fargo, North Dakota, was assigned to a tactical air command mission and was deployed to another base. The 175th Fighter Interceptor Squadron based at Sioux Falls, South Dakota, remained assigned to the 133d Fighter Interceptor Wing.

A summer of rumors of possible activation culminated with a Presidential address on 25 July 1961. The gravity of the situation in Berlin was stressed by the President and his intention to call 64 Air National Guard Units to active duty. History would remember it as the Berlin Crisis.

The initial shock of mobilization 1 October 1961 was somewhat eased by a preceding question-and-answer unit training assembly to which all ANG personnel and their families were invited. An attempt was made to provide information regarding the duration of the call-up, where the unit would be stationed, inconveniences that might be encountered, and benefits available to personnel and their dependents. Needless to say, the impact of mobilization was felt to a different degree by each person involved. To some, it meant leaving comfortable, well-paying jobs in exchange for the rigors of military life at a somewhat reduced income. A few school systems had to replace valuable teacher personnel; businesses had to do without key executive personnel; and professional practices retrenched their staffs to accommodate added workloads caused by the absence of members just placed on active duty. The big questions in most people's minds were: Where do we go, and, how long will we be there?

As M-Day came and passed, it was learned that the 133d Wing and its subordinate groups would operate from their respective home stations. Deployment would be unnecessary since the support and maintenance capability could be provided for the missions without having to relocate entire groups on new bases. The flying activities would originate at the home station, fly to an east or west coast point of embarkation—usually Dover AFB or Travis AFB—and proceed on the overseas missions.

With an easing of tensions that had built up during 1961, their prime task having been successfully completed, the 133d ATW was demobilized and returned to state control 31 August 1962.

There was a real question as to how many men would be retained in the unit after three activations in twenty years. To the surprise of the skeptics the unit retained 88 percent of its pre-call up strength.

A testimony to the effectiveness of the unit during activation was the federal authorization for 156 more airmen and 33 more officers than were in the unit the previous year. The need for more officers and men was caused partly by the increased number of overseas missions which required additional flying crews.

At the first unit training assembly in January, 1964, the 133d Air Transport Wing adopted a new organizational structure called the "dual deputy" system. The special significance of this new organizational structure was the fact that it was first proposed by members of the 133d to the National Guard Bureau and the Military Air Transport System as early as 1961.

The second change in the structure of the 133d Air Transport Wing occurred on February 12 when the National Guard Bureau realigned Air Transport Groups. As a result, the 133d gained the 170th Air Transport Group at Newark, New Jersey, and lost the 109th Air Transport Group at Schenectady, New York.

The third big change occurred in 1964 when the 133d Air Transport Group and its subordinate units attended a five-day training exercise at the ANG Permanent Training Site in Gulfport, Mississippi. The exercise, which marked the first time that the 133d attended field training away from home station in five years, was conducted March 18 - 22. All personnel within the unit were transported from Minneapolis to Gulfport and back again aboard the unit's C-97 aircraft.

Domestically, the Wing has deployed Airmen and equipment in support of: Homeland Security after Sept. 11, crisis relief efforts after the Gulf Coast Hurricanes of 2005 and 2008, the I-35W bridge collapse in 2007, multiple Minnesota floods and many others.

2005 31 Aug The ANG CAT filled a NORTHCOM request for a Combat Weather Team and a Weather Forecaster. The 133d Airlift Wing, Minnesota ANG, deployed three Combat Weather personnel in Title 10 status to NAS New Orleans, and the 113th Wing, District of Columbia ANG, deployed one Weather Forecaster in Title 10 status to Ft Gillem, Georgia.

3 Sep The 133d Airlift Wing, Minnesota ANG, deployed one Aeromedical evacuation crew (five personnel) and one In-Flight kit to Kelly AFB, Texas in SAD to support hurricane relief efforts in Louisiana. A three person ANG Combat Weather Team assigned to the 133rd Airlift Wing, Minnesota ANG, deployed in Title 10 (active duty) status to NAS New Orleans. In addition, one ANG Weather Forecaster assigned to the 113th Wing, District of Columbia ANG deployed in Title 10 status to Ft Gillem, Georgia

5 Sep The 133d Airlift Wing, Minnesota ANG, deployed fifteen Contingency Response Group-

Element personnel in Title 32 status to Dallas, Texas to support hurricane relief efforts.

6 Sep The 133^d Contingency Response Group-Element, Minnesota ANG, moved from NAS Dallas, Texas to NAS New Orleans to establish a mobile Command and Control airfield operations and airflow support.

7 Sep Air National Guard Fire-Fighting personnel from the 133^d Airlift Wing, Minnesota ANG, and the 165th Airlift Wing, Georgia ANG, deployed to Stennis IAP, to help establish around-the-clock airport fire protection operations.

15 Sep One C-130 and an Aeromedical Evacuation crew assigned to the 133rd Airlift Wing, Minnesota ANG, returned to home station at Minneapolis-St Paul Airport, Minnesota. Unit aircraft and crewmembers had deployed to Kelly AFB, Texas in Title 32 status for hurricane relief operations.²⁸⁹

In addition to the airlift and direct airlift support missions, 133rd Airlift Wing members perform a variety of Air Force missions including aeromedical evacuation, logistics planning and support, civil engineering, and cyber communications support.





Air Force Order of Battle

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Sources