

★ **DIRECTORS ELECTION SPECIAL EDITION** ★

# The Stark Community Foundation Grant Generates Fantastic Results

*Kim Kovesci, Executive Director*



*Kim Kovesci briefing the students about the grant and Gallery of Heroes.*

Our goal was to bring 1000 US History Students from Stark County to MAPS to visit the museum and focus on three key areas; 1) Isolationism and Pearl Harbor 2) Women in Industry during WWII 3) Racism, Segregation and Tuskegee Airmen.

Six Stark County High Schools were contacted to participate in the pilot program sponsored by the Hoover Foundation; North Canton Hoover, Timken, Tuslaw, Canton South, Lake and Central Catholic. An entire graduating class from each school was invited. The class was determined by each school's

curriculum, whatever class studies US History. At Canton South it was the sophomore class.

In total, we were able to bring 1,150 Students and Teachers through a program that had four sections; a briefing covering the requirements of the grant, a tour of the Hanger, a tour of the flight line and finally a tour of the Gallery of Heroes where it all came together.

I would like to thank the Stark Community Foundation, the Hoover Foundation, the administration of all the schools and all of the MAPS Members who stepped up to support this pilot program. We believe it was a huge success and we look forward to including more schools next year. It was best said by Canton South Students, "The Freshmen are already looking forward to their visit next year." §

## FROM OUR BRIEFING ARCHIVES

### – 20 Years Ago in the Briefing–

- C-47 crew and crane hangs outer wing panels on C-47.
- Restoration work to be accelerated concentrating on the T-28.
  - Richard Hartzell is the Chief Mechanic. §

## HOURS OF OPERATION

SUNDAY	11:30 - 4:00
MONDAY	closed
TUESDAY	9:00 - 4:30
WEDNESDAY	9:00 - 4:30
THURSDAY	9:00 - 4:30
FRIDAY	9:00 - 4:30
SATURDAY	9:00 - 4:30

## ★ Mission Statement ★

MAPS Air Museum is a non-profit organization dedicated to educating people about the history of aviation and its impact upon society. It accomplishes this mission by acquiring, restoring, preserving, studying and exhibiting the impact of aviation on the culture of man.

# MAPS Acquires Douglas A-26/B-26 Invader

*Jim Mesko, Member*



MAPS newest acquisition is a Douglas A-26/B-26 Invader. A crew of volunteers made three trips to Lancaster, Ohio to retrieve the historic plane for restoration. The plane is part of the Military Aircraft Restoration Corporation (MARC) owned by the late David Tallichet. The aircraft had been on loan to the Historical Aircraft Squadron based at Fairfield County Airport, Lancaster, Ohio.

The A-26 had the unique distinction of being the only American built combat aircraft to see service in World War Two, Korea, and twice in Vietnam. It also took part in numerous other conflicts and gained international fame during the aborted Bay of Pigs invasion in the spring of 1961 when one in fake Cuban Air force markings made a landing in Florida as part of a deception plan.

Originally designated A-26 due to its attack mission, it was re-designated B-26 after World War two when the

attack classification was done away with. This change in its designation has often led to it being confused with the Martin B-26 Marauder, a medium bomber in the war that the A-26 was designed to replace, along with the Douglas A-20 and the North American B-25.

Its initial development went smoothly and it was first flown in July, 1942. However, various problems arose and the development lagged behind schedule. Initially there were to be three versions of the aircraft, the A-26A, a night fighter, the A-26B with a solid 6 or 8 gun nose, and the A-26C with a clear glass nose. The A-26A was discontinued because of the superior Northrop P-61, but the B and C models eventually went into production. The solid nose and clear nose could easily be swapped in a few hours, and later this would cause confusion in the actual designation of a particular aircraft.

The aircraft received its initial trial by fire in 1943 in the Southwest Pacific but was rejected because of poor pilot visibility for low level work. In 1944 it began arriving at the Ninth Air Force in Europe and despite some initial problems with collapsing landing gear and a flat canopy that limited chances of bailing out in emergency, the plane was well liked and went to replace A-20's and B-26's in several units. It also got a second chance in the Pacific where it was well received this second time around.

After the war the A-26, now the B-26, became the standard light bomber in the air force. In 1950 it went to war again when North Korea invaded its southern neighbor. The Invader flew the first offensive mission of the war against North Korean airfields. Throughout the remained of the war the B-26 was used in ground support and supply line interdiction. As the UN forces gained air superiority, the North Koreans and their Chinese allies began to move most of their supplies by night. To combat this the B-26's became the main night interdiction aircraft, with many B models having their gun noses replaced with the clear nose to allow for better target acquisition by a bombardier in the nose. Reconnaissance versions of the plane, designated RB-26's roamed over enemy territory, and flew the last combat mission of the war just minutes before the truce went into effect.

Newer aircraft such as the Martin B-57 Canberra replaced the B-26 in front line service and many aircraft were provided

## ADDRESS AND CONTACT

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North Canton, Ohio 44720

**PHONE:** 330-896-6332

to friendly air forces. During the Korean War B-26's were provided to the French Air Force in Indochina in their fight against the communist Viet Minh and provided much needed support to French ground forces, especially during the siege of Dien Bien Phu. Following the French defeat the U.S. moved into the power vacuum to support the fledging government of Ngo Diem. By 1960 B-26's under American control were in use over Laos, and eventually under Project "Farm Gate" in Vietnam. Following wing spar failures the aircraft were grounded and withdrawn from service.

However the need for an aircraft like the B-26 led to On Mark Engineering in California to modify 40 Invaders into B-26K models with rebuilt wings, new electronics, radio gear, upgraded engines, wing tip tanks, and strengthened underwing hard-points. Operating out of Thailand the aircraft was re-designated A-26A in deference to Thai objections to "bombers" being based in their country. Under this guise the A-26 became the premiere truck buster along the Ho Chi Minh trail but combat attrition eventually forced the retirement of the aircraft in late 1969. Out of the 40 aircraft modified 12 were lost in combat and 4 more were lost in training accidents for a attrition rate of 40%.

As mentioned earlier, the A-26 made history during the disastrous Bay of Pigs invasion in the spring of 1961. The invaders had 16 B-26's in their "air force" and these carried out initial strikes against Castro's air force. But the scope of the attacks laid bare the claims the strikes were caused by his own rebelling pilots, and this doomed the invasion as sufficient of Castro's aircraft survived to shoot down 8 of the 16 rebel aircraft and destroy several ships carrying supplies. Ironically surviving aircraft in Castro's forces included some B-26's. Four American national Guard pilots who volunteered to fly missions in the final hours of the invasion were killed when their B-26's were shot down. Some of the surviving Cuban pilots trained by the CIA then went on to fly missions in Africa using the new On Mark conversions.

Aside from its use by US and other military forces the A-26 was also used to fight forest fire. Modified to carry fire suppression mixtures the aircraft had a long history in both the US and Canada in this role. It was also used as a high speed civilian transport before the introduction of more sophisticated aircraft like the Lear Jet. Many of these specially

modified aircraft were manufactured by On Mark Engineering which later used this experience in the B-26K program.

The A-26 is a unique aircraft and MAPS is fortunate to have acquired such a significant warbird. Work will begin in the restoration hanger once the B-26 is removed. The fuselage is currently on display in the main hanger, and several artifacts associated with the A-26 are also on display. These include a Norden bombsight as used in the clear nose version, and a cut-away display of a Pratt and Whitney R-2800 engine like the ones used to power the aircraft. §

## UPCOMING EVENTS

### JUNE

- SUN, Jun 10:** MAPS CRUISE-IN
- SUN, Jun 17:** F-100 DEDICATION
- SAT, Jun 30:** ANNUAL MEMBERSHIP MEETING

### JULY

- SAT, Jul 7:** SKYMASTERS SPEED CONTEST
- MON, Jul 9:** DIRECTOR MEETING
- FRI, Jul 13:** CHRISTMAS IN JULY
- SUN, Jul 15:** ALEXA ARTS PHOTOGRAPHY
- SAT, Jul 21:** RIDE TO THE OHIO MEMORIALS

### AUGUST

- MON, Aug 6:** DIRECTOR MEETING
- SAT, Aug 11:** MEMBERSHIP MEETING
- SAT, Aug 18:** INDIAN GUIDE BREAKFAST

### SEPTEMBER

- MON, Sep 3:** DIRECTOR MEETING
- SAT, Sep 8:** SUMMIT HISTORICAL SOCIETY
- SAT, Sep 8:** MEMBERSHIP MEETING
- TUE, Sep 11:** JACKSON BELDEN CHAMBER OF COMMERCE
- FRI, Sep 14:** BOY SCOUT CAMP OUT - FALL
- SAT, Sep 15:** BOY SCOUT CAMP OUT - FALL
- SUN, Sep 16:** BOY SCOUT CAMP OUT - FALL
- SAT, Sep 22:** MARTINELLI WEDDING AND RECEPTION
- SAT, Sep 29:** SKYMASTER STUNT CONTEST
- SUN, Sep 30:** PANCAKE BREAKFAST



## DIRECTORS ELECTION CANDIDATES



# Director's Election

*Bob Schwartz, Director Chair*

### INTRODUCTION

At the April and May Membership Meetings nominations for the 3 Directors seats that are up for election at the Annual Membership Meeting on Saturday June 30th, 2012 at 11:00 AM were accepted. Seats up for re-election are currently held by Bob Schwartz, Richard With and Steve Satchell. 6 nominations were received and accepted.

If you can't attend the election meeting, proxy votes will be accepted by e-mail or postal mail. Mail votes must be signed and must reach MAPS no later than Friday, June 29th. Please mark "Proxy Vote" on the envelope and mail proxies to MAPS Air Museum, 2260 International Parkway, North Canton, OH, 44720. Proxy ballots will also be available at MAPS, see Barb Johnston in the Library. E-mail proxies will also be accepted by e-mail to Barb Johnston at [mapselection@mapsairmuseum.org](mailto:mapselection@mapsairmuseum.org). Place your name at the end of the e-mail and make the subject as "Proxy Vote." A mass email will go out to those with current email addresses with detailed information the first week in June.

Note also that, per the Code of Regulations, a family membership qualifies for one vote.

### CANDIDATES

*Al Brancifort*



My name is Al Brancifort. I'm married to Donna and live in Canton. I have been a MAPS member for about ten years. I have always liked aviation and have been a licensed private pilot for

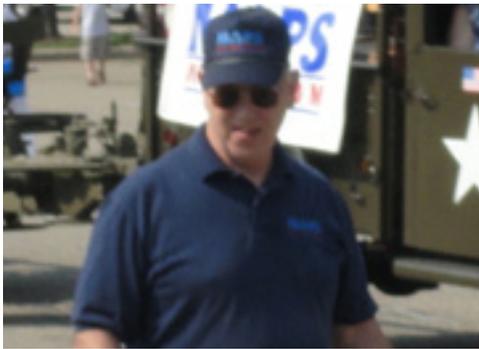
over 30 years. I joined MAPS to volunteer and learn how War Birds were built and used during World War II. It's a privilege to listen to stories of our military pilots who volunteer at MAPS as Tour Guides, and tell of their experiences during World War II. I would encourage our members to take advantage of this opportunity to listen to our veteran pilots' experiences.

I served in the US Army Reserve, I joined the Leadership Academy and soon joined the Drill Instructor Academy. I served as a Drill Instructor for 6 years making rank of Sergeant, First Class (E-7). I worked in a machine shop for 7 years. Next job I trained and repaired machine tools for 3 years, after which I transitioned into machine tool sales. I love hands on type of work, sales, talking to people and selling an idea to better their business. I opened my own business selling machine tool supplies to machine shops. I semi-retired three years ago, but still operate my business part time.

When I started volunteering at MAPS I worked on the B-26, learned riveting and made parts for the airplane. Being a machinist was a good fit. I helped acquire new tires for the F-86 and other items relating to the plane. Working on the C-47 was very gratifying, seeing a plane go from, ready for the scrap yard, to a shining piece of accomplishment for our museum. I have also worked on the PT-19, and P-51. I volunteered to help clean up the restoration area, making the area clean and functional makes a big difference. Ron and his crew have done a great job in the restoration area or Area 51, as we now call it. I enjoy thinking of ways to help in problem solving to achieve goals. I helped establish a means of fund raising for the C-47 by selling names for placement on the plane. Veterans, local pilots, and members of the flying organization I belong, the ECOPA, have purchased spots. I have also helped Ron, Gary and Jim build various woodworking projects for the museum. I have also acquired storage cabinets and a milling machine which were donated to MAPS.

As a Director, I would enjoy helping move our museum forward in a positive direction, with new ideas and ways to achieve our goals. I believe my experience in business and working relationship with people will help MAPS achieve its goals.

In my spare time I enjoy flying, biking, golf, skiing, hiking, photography, boating, woodworking, and volunteering at MAPS.

*Rick Hamlet*

Running for director July 2012 thru June 2014 term.

Owner – President R T R Slotting & Machine since 1985. Member of Maps Since 2003. Former Director for a 2-year term. Helped worked on SBD, Construction of Gallery of Heroes, Gift Shop-Lobby, Bathrooms off Lobby. Worked Security at Airshows, Collins, Car Shows, Hanger Rentals, & BSA Campouts.

*William Humphreys*

My name is William Humphreys. I graduated from East Canton High School in May 1961. After a long summer I left for the United States Air Force in Texas. I served at McCord Air Base for 1 year. Got orders for school and overseas to Clark Air Force Base in the P.I. I loaded and went along with many flights into Viet Nam and all over the Far East. Order came in May 1964 to SAC in Little Rock Air Base, Ark. I spent the rest of my time there. Late 1965, I came home and started to work for the Timken Company on 4 shifts in the Steel Mill. The next year, I got married to a very good looking young lady. The Timken Company was not to be my life working 4 turns. In 1970 I left to drive truck. My daughter was born in December 1970. In 1977 life did not work out as I hoped and I ended up by myself. I worked driving jobs until April 1977 when I got hired at The Hoover Company. I stayed there working 6 and 7 days a week

until July 2001 when I retired. I married a very nice lady in 1980. My grandson, Dawson, was born in July 2001. Sometime in 2010, I visited The MAPS Museum.

It took sometime for me to join but I did in August 2010. I have tour guided for all that time. In 2011 I became the buyer for the snack bar. Thank you for the chance to volunteer. I will do all I can to see it get better. You know once an aircraft nut always an aircraft nut.

*Wayne Noall*

I have been a member of MAPS since October of 2008. I was introduced to MAPS by Paul Gates, while helping Paul park airplanes during the MERFI fly in at Mansfield. I live in Westfield Center, OH (southern Medina County) with my wife Patricia of 47 years. We have a daughter Lori, a schoolteacher in Bradenton FL., now on leave as a stay at home mom with out grandson Colin. She and her husband JB are expecting our fourth grandchild this fall. Our son Dave lives in Medina with his wife Sandy with our other grandchildren Elizabeth (4) and Aby, born April 28, 2012.

Dave is chief pilot for Rite Flight Aviation, flying a Cessna Citation and a King Air out of CLE. I served as a paratrooper with 82nd Airborne Division from 1961-1964. I was stationed at Ft Bragg NC where I served as a parachute rigger and a member of the 18 Corp. parachute team. I've logged close to 300 jumps and hold a class "D" (expert) license in parachuting. I used my GI Bill to secure my commercial pilots license and instrument rating. I have logged 2500 flying hours since 1965.

Listed below are some of my accomplishments here at MAPS:

- Completed tour guide training and sever as a tour guide
- Served two terms on the Board of Directors
- Served two years as Chairmen of the Board
- Played a part in acquiring the Drake, T-33, A-26, BT-13 & others
- Arranged two visits of the EAA Ford Tri-Motor

## MAPS DIRECTORY

### EXECUTIVE DIRECTOR

KIM KOVESCI

### DIRECTORS

RON DUPLAIN

KENT KLEINKNECHT

KEN RAMSAY

STEVE SATCHELL

BOB SCHWARTZ (CHAIR)

KEITH SWINEHART

RICHARD WITH

### APPOINTEES

#### AIRCRAFT ACQUISITION

BOB HARRIS

#### CHAPLAIN

NORM BRUNELLE

#### CURATOR

JIM CAMERON

#### DEVELOPMENT

JOHN SHERIDAN

#### FUND RAISING

VACANT

#### GIFT SHOP

BOB JOHNSTON

#### HANGAR MGRS

BRUCE BALOUGH

#### LIBRARY

BARB JOHNSTON

#### MEMBERSHIP

BOB SCHWARTZ

#### MUSEUM DISPLAYS

GARY HAUGHT

#### NEWSLETTER EDITOR

CHRIS PAPROCKI

#### PR / PUBLICITY

BARB JOHNSTON

#### SAFETY

KEN WHITE

#### SECURITY

RICK HAMLET, JIM MOSLEY

#### SOCIAL EVENTS

PAT SCHWARTZ

#### TOUR COORDINATOR

DICK JOHNSON

#### TREASURER

MAC MCFARLAND

#### WEBSITE & WEBMASTER

KIM KOVESCI

- Arranged one visit of the EAA B-17
- Recruited the team that restored the C-47
- Currently working to restore the Goodyear Drake

I shall continue to be an active and productive member of MAPS and will help MAPS continue to grow, not only in size, but help MAPS to continue to be recognized as the jewel that it is in the community.

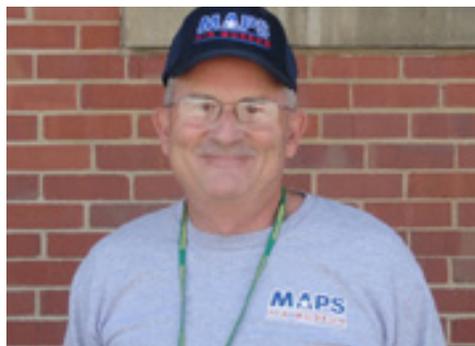
*Steve Satchell*



I retired from McKesson Drug Company after thirty-three years of service as a truck driver and warehouse worker.

I joined MAPS in November of 2005. I am presently serving as a director, crew chief of the T-37 project and working to establish a video department. I desire to see maps continue to develop its present programs and become a valued part of this community.

*Bob Schwartz*



I've been a member of MAPS since March, 2006 and on the Board of Directors since 2008. Current position is Chairman,

Board of Directors. Membership committee maintaining our membership database. Tabulate volunteer hours and last year we had over 35,000 volunteer hours. 8 year Air Force veteran, serving as an Air Traffic Control Ground Radar Technician. Retired from First Energy in 2004 as a Transmission Operations Supervisor with over 34 years of service. Operated the transmission, generation and distribution systems. Pilot, inactive, with commercial, instrument and flight instructor ratings. Ham Radio Operator and hold a commercial radio operator's license.

Volunteer activities -Stark County Park District, Boy Scouts. Volunteer fire fighter/ EMT and Rescue Squad Cheif. Coach and umpire with the Northwest Youth Baseball league. Current Red Cross First Aid and CPR Instructor. I have 6 kids and 14 grandkids.

I spent the past winter working with Jerry Ramey, Dale Cox and several others making our new library become a reality. I'm a lifetime member of MAPS. Participated in many management classes and seminars. §

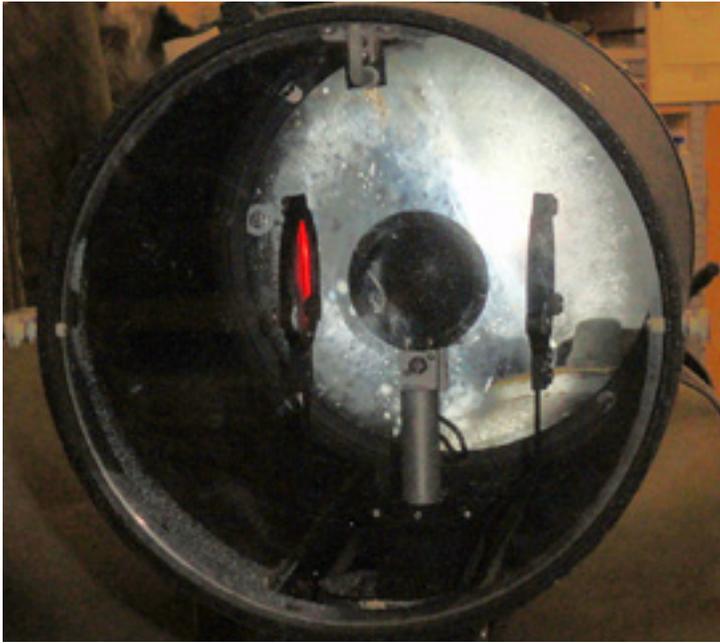
## The Curators Corner

*Jim Cameron, Curator*

*Gary Haught, Curator*

During WW II when our air forces massed huge flights of aircraft to bomb strategic targets, communicating with this quantity of aircraft on the ground, prior to take-off was a serious problem. The solution was a hand held electric lamp that the control tower operator would aim at the next plane in line waiting to take off. The lamp had a switchable "red to green" lens, Red to "HOLD" and green to "GO". To accurately aim at a planes cockpit, the lamp had rifle type gunsights. The lamp had other uses such as signalling planes on

landing approach and sending morse code. MAPS recently acquired one of these lamps still in the original wooden fitted box complete with spare bulbs and lens. We are working on a way to make a “hands on” display to help our visitors better understand how the unit works.



While discussing items still in the original box, we now have a WW II gasoline powered “Auxilliary Power Unit” carried on almost all multi-engine planes of that era. The unit was used to electrically power the plane when the engines were not running. §

## Boy Scouts Return to MAPS

*Kim Kovesci, Executive Director*

The 2012 Spring Boy Scout Camp Out was held on May 11-13. It was our third camp out and attended by 254 Scouts and Adults. The attendance number was less than last Fall’s Camp Out but we had many scouts cancel. The feedback from the scouts was, “it was the best camp out we have ever been to.” When asked what they liked the most, they replied, “Listening to the Old Guys tell stories.”

The scouts attended the campout to earn an Aviation Merit Badge. The requirements included; Museum Tour by our Tour Guides, Aerodynamics on an F-100 its pilot, eagle scout and restoration crew chief, Ken Ramsay, Pre-flight by Bruce Balough on his own airplane, Instrumentation by instrument rated pilot Bob Hollis, Careers and the airport by Col. Reed Kimball, and model building by BSA Commissioner Dale Davis ..... I don’t think you wish for a better instructor crew than the one that was assembled on this day.

After dinner, the scouts assembled in the hanger for a special program. Three WWII pilots; Bob Withee, Ralph Lynn and Don Block talked to the scouts about various subjects. Then Ken Ramsay talked about flying the F-100 in Vietnam and going through survival training. There was a flag ceremony and the scouts watched a movie in the hanger. The scouts had a great weekend, learned a lot and got to listen to some wonderful people. Great Job Guys - Mission accomplished!

We currently have 75 scouts signed up for the Fall 2012 Camp Out that will be held Sept 14-16. We only have 250 spaces, so get your registration in as soon as possible. §



*Bruce Balough performing pre-flight instructions.*

### ★ MAPS TRIVIA ★

**QUESTION:**

What piece of armament equipment do the A-7 Corsair, F-14 Tomcat, and F-105 Thunderchief have in common?  
*(answer on page 8)*

## MAPS Cookbook

*Julie Adams, Member*

Calling all Gourmet Cooks and Eaters!!

Don't forget to submit those favorite recipes for the Cookbook Project and Fundraiser. Forms are available in the lobby, by the sign up board. We need your food stories and/or remembrances of military chow or K.P. duty or survival provisions to share also!

Especially in need of main dish and appetizers and salad recipes for the book also. Compiling recipes all summer-long for fall or winter printing time.

Thanks to those who have already submitted recipes and keep up the good work!

Julie Adams, Maps Member... and cookie baker. §

## WWII Veterans List, Supp.

*Bob Schwartz, Director Chair*

In our last issue we listed 12 "known" WWII vets and asked your help in identifying all of our WWII vets. We are now up to 20 and all are listed below. A couple we completely "forgot" that they were WWII vets since they look so young and several others gave us a call. Most were recently honored by Akron Mayor Donald L Plusquellic and presented Citations honoring their service. This took place at Derby Downs in Akron.

### OUR CURRENT LIST:

Ron Armitage, Jim Beringer, Don Block, George Braun, Dominic Caruso, Don Corbett, Hank Lindsay, Dan Lukac, Ralph Lynn, Bud Mock, Larry Moore, Jim Mosley, Dominick Rex, Art Rohr, Oliver Schneider, Ernie Stadvec, ML Weaver, Ken White, Bob Withee and Don Wholin.

Thank you for your help. §

*MAPS TRIVIA ANSWER: The M61 Vulcan cannon.*

Briefing Newsletter - JUNE 2012  
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ADDRESS SERVICE REQUESTED

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*Where History Takes Flight!*  
**AIR MUSEUM**  
**MAPS**