



BRIEFING

VOLUME 20 • ISSUE 7

JULY 2009

UPCOMING EVENTS

06/24/2009

Annual Meeting
7:00pm

06/26/2009

Akron Aeros Night

June 29 - July 1, 2009

EAA Tri-Motor

REMINDER: NO JULY
MEMBER'S MEETING

07/18/2009

Membership Picnic
5:00pm

08/03/2009

Director's Meeting
7:00pm

08/05/2009

Member's Meeting
7:00pm

August, 7-10 2009

Collings Weekend

08/31/2009

Director's Meeting
7:00pm

09/02/2009

Member's Meeting
7:00pm

Annual Meeting, Elections Reminder !!!

This is a reminder to all Members that our Annual Meeting will be held Wednesday, June 24th, 2009 at 7:00pm. One of the most important parts of the Annual Meeting is the election of Board of Directors. Nominations were accepted at the May and June Member's Meeting. There are four Director's seats up for election in 2009. The Board will consist of a total of seven Directors following the June 24th Annual Meeting.

Most of this issue of the Briefing details the biographies and questions that were asked of all the nominees. Where space didn't permit, I omitted the text of the questions, including only the nominee's responses. Here are the questions we asked each nominee to answer. The nominee's responses, if available, were also distributed at the June Membership Meeting.

1. What do you feel your primary responsibility as a MAPS director will be? And what skills do you have that satisfy that responsibility?
2. Volunteer Joe Dokes has been working on a project for several months, but everything he does is wrong. What would you do?
3. With regard to the way MAPS operates, is there anything that needs "fixed" NOW?
4. What business/management/leadership experience do you have?
5. What is your best skill or talent? What is your weakest skill or talent?
6. Do you think MAPS should be a static only museum or operate flying aircraft?

Per the By-Laws, you must be a member in good standing to participate in an election; the night of the election we will have active and inactive Membership lists available, in case your membership has lapsed. One ballot may be cast per Membership / Family Membership.

Proxy Voting Reminder. If you are unable to attend the June 24th Annual Meeting and vote in the Director's Election, we are accepting proxy votes. If you have cast a ballot by proxy, and are not a member in good standing, I will make an effort to let you know you need to renew your membership. ALL PROXY VOTES ARE DUE BY 1900 ON JUNE 24, 2009. Please include your Name and Phone Number with all proxy votes.

If voting by *email*, please email your Director votes to jkohan@neo.rr.com. A reply will be emailed.

If voting in *person*, please place your sealed ballot in the **Membership mailbox** in the Director's Office.

If voting by *postal mail*, please send your sealed ballot to:

ATTN: Jim Kohan
MAPS Air Museum,
2260 International Parkway
North Canton, OH 44720.

2009 MAPS Air Museum Board of Directors Election

PROXY BALLOT

- Jim Keller
- Kent Kleinknecht
- Ken Koehn
- Ken Ramsay
- Steve Satchell
- Allen Swain
- Richard With
- _____
- _____

**PLEASE VOTE FOR NO MORE
THAN FOUR (4) NOMINEES**

Member Name _____

Phone Number _____

CONTACTLIST

Directors

Ray Hamlin	330-928-2782
Jim Keller	330-268-2958
Kent Kleinknecht	330-830-6341
Wayne Noall (Chair)	330-421-5419
Steve Satchell	330-866-2495
Bob Schwartz	330-854-3875

Appointees

Museum Manager:

Gary Haught 330-477-0527

Curator:

Jim Cameron 330-896-6332

Treasurer:

Mac McFarland 330-658-2232

Development:

Chris Manfull 330-499-5715

Gift Shop:

Bob Johnston 330-837-8929

Library:

Barb Johnston 330-896-6332

Safety:

Vacant

Social Events:

Linda Kendall 330-794-0819

Tour Guides:

Dick Stahl 330-806-4050

Security:

Jim Mosley 330-245-1581

Hangar Mgrs:

Tom Rench 330-670-6483

Bruce Balough 330-575-2354

Jim Keller 330-268-2958

Chaplain:

Norm Brunelle 330-896-5621

Fund Raising:

Vacant

Aircraft Recovery:

Jim Denning 330-821-0149

Newsletter / Website:

Jim Kohan 330-452-4997

Membership:

Jim Kohan 330-452-4997

Carol Swain 330-335-3515

Promotions:

Vacant

Kent Kleinknecht

46 years old, I am a School Teacher at St. Joan of Arc School in Canton. Married to Dorothy for 24 years, I'm the father of five children: Erin, Emily, Patrick, David and Brian.

I've been a MAPS member for 8 years. Completing a two year term as Director, I am also found working as crew chief of the F-86D and F-101. As a Board member I have been involved with the following: Cash Raffles, Cold War Warriors Dances, liaison with MAPS crew chiefs, organizing the efforts to putting the F-101 and F-105 back together, worked with Harold Ziegler of Ziegler Tire in getting the tires on the F-100, F101, F105 and F11 repaired and foam filled for display. Written an education program for the museum. Organized Chili Cook-offs and Flight Sim nights. Responsible for transforming old gift shop into new display area. Working with Walter Soplata on his donation of the F-84 and pending recovery. I feel I am a proper choice for Director because I have shown my ability to work with various members in getting task done at the museum.



1. What do you feel your primary responsibility as a MAPS director will be?

And what skills do you have that satisfy that responsibility? My primary responsibility is to help set over-all direction for the museum. I feel that I have a good sense in what the museum should be. This includes history, education and recovery and restoration of aircraft for display.

2. Volunteer Joe Dokes has been working on a project for several months, but everything he does is wrong. What would you do?

In this case I would try and work with the individual on his project and try to educate him on the proper way to finish the project. I would also try and find someone who could team up with Joe to get the project done.

3. With regard to the way MAPS operates, is there anything that needs "fixed" NOW?

We must get a Master Plan together in the immediate future. This will help the membership and possible sponsors understand the direction we want the museum to go for in regards to facilities, aircraft, education and displays.

4. What business/management/leadership experience do you have?

My leadership skills come from being an Athletic Director and coach for nearly 20 years. This requires working with many different volunteers and personalities.

5. What is your best skill or talent? What is your weakest skill or talent?

Best talent, working with people face to face. Worst, written communication

6. Do you think MAPS should be a static only museum or operate flying aircraft?

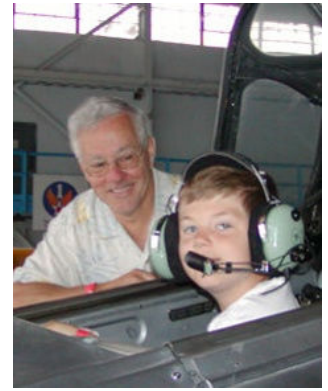
I don't feel the museum is financially stable enough to own and operate its own aircraft.

MAPS Membership Picnic. Allen and Carol Swain are planning another membership get together / picnic for Saturday, July 18th at 5:00pm. If you are interested in attending, please RSVP to Carol Swain at 330.335.3515. Burgers and Hot Dogs will be provided, other covered dishes would be greatly appreciated.

Jim Keller

I'm a Canton native, graduate of the University of Dayton. An aviation enthusiast for over 25 years. My airplane interest focuses on antique, classic & military aircraft, and the flying of these historic planes.

I've been a MAPS member for 8 years, and my current two year term as a Director expires June 30 of this year. I believe that MAPS Museum is an educational asset to our community and am pleased to help it become better.



1. **What do you feel your primary responsibility as a MAPS director will be? And what skills do you have that satisfy that responsibility?** To help in guiding the museum's operations anywhere from day to day decisions and operations, to long range planning. Trying to co-ordinate individuals' and groups' efforts is included also. Seeing that the mission statement is adhered to. 1a) A degree in Business Administration, 20 years experience in accounting, 2 years owning and operating a successful restaurant, 8 years as a team member of a flying squadron in the marketing business, and 28 years operating and owning a variety of aircraft.
2. **Volunteer Joe Dokes has been working on a project for several months, but everything he does is wrong. What would you do?** Joe Dokes needs guidance and/or direction! If I was qualified in the area he is working, I would give the help, or ask a friend of Dokes to lend a hand in correcting or directing. If I'm not qualified, I would find another member that is, and ask for his help in working with Dokes. It is certainly possible that Dokes may need a new avenue to pursue as well. A friendly helping discussion would be my approach.
3. **With regard to the way MAPS operates, is there anything that needs "fixed" NOW?** A couple items come to mind immediately—Financially we are just barely keeping our heads above water. Increasing membership and cash income are both needed. We are already frugal in spending. Finding enough money to hire a qualified Museum Director is a high priority. Additionally, day to day we need to concentrate or co-ordinate our volunteer's efforts better. We are spread too thin and don't make a lot of progress as a result. Also, this person doesn't want to work with that one or on "that" project. These situations need attention in my thinking.
4. **What business/management/leadership experience do you have?** See answer 1a.
5. **What is your best skill or talent? What is your weakest skill or talent?** Best: I like to think I listen well most of the time. I'm a huge believer in applying common sense and keeping things simple. Weakest: Sales and promotion.
6. **Do you think MAPS should be a static only museum or operate flying aircraft?** Show me the money ! It boils down to that. If we had a great pile of resources, flying would make us stand out like the Collings Group, the Kalamazoo Museum, or the Confederate Air Force. Without the funding, we are static only. I believe the museum is lucky to have a few privately owned military aircraft that are flown occasionally. (Full Disclosure: I'm one of the private owners.)

Proxy Voting Reminder. If you are unable to attend the June 24th Annual Meeting and vote in the Director's Election, we are once again accepting proxy votes. Per the By-Laws, one ballot per Membership / Family Membership, and you must be a member in good standing to cast a ballot. If you have cast a ballot by proxy, and are not a member in good standing, I will make an effort to let you know you need to renew your membership. **ALL PROXY VOTES ARE DUE BY 1900 ON JUNE 24, 2009.** Please include your Name and Phone Number with all proxy votes.

If voting by *email*, please send your votes to jkohan@neo.rr.com. A reply will be sent confirming receipt.

If voting in *person*, please place your sealed ballot in the **Membership mailbox** in the Director's Office.

If voting by *postal mail*, please send your sealed ballot to

ATTN: Jim Kohan
 MAPS Air Museum,
 2260 International Parkway
 North Canton, OH 44720.

Ken Ramsay

I was Born Dec. 18, 1937. I grew up in Glenview IL, a northern suburb of Chicago, which had a Naval Air Station, so I grew up with aviation. I made model airplanes from about 6 years old. I have a BS degree in Mechanical Engineering and a Masters in Industrial Management. I flew for the Air Force and ANG for 12 years, mostly in the F-100 Super Sabre. After leaving the Air Force I worked for 25 years in Quality Control in the aerospace industry (engineer, manager, director, vice-president) with companies that built jet engines (GE), made jet engine parts (Chem-tronics), landing gear (Goodrich) and repaired jet engine hardware (APS). I have a commercial pilots license with instrument rating and a CFI. I am an Eagle Scout. I am currently retired and have a part time job repairing sewing machines (I get to tinker and get paid for it).

Upon learning MAPS had received an F-100, I immediately became a life member and crew chief on the F-100 (I get to tinker and don't get paid for it). As a director, I want to see our museum continue on its improvement path both financially and procedurally. I will be working to consolidate our written procedures, to create new ones where required and revise old ones to comply with current requirements. I am a team player and am a great advocate of using common sense when making decisions. I will continue to work on the F-100.



1. **What do you feel your primary responsibility as a MAPS director will be? And what skills do you have that satisfy that responsibility?** As a Director my primary responsibility is to insure that the museum is managed in an appropriate manner. This includes fiscal responsibility and personnel responsibility. I was in Quality Assurance management (manager, director, vice president) in the aerospace industry for 25 years which included making and meeting budgets and dealing with people at all levels of labor and management.
2. **Volunteer Joe Dokes has been working on a project for several months, but everything he does is wrong. What would you do?** If Joe's problems were brought to my attention and they involved procedures or skills that I possessed, I would show (train) him in the proper method to properly complete the project. If I did not know the procedure or skill I would find someone who did and have him/her instruct Joe.
3. **With regard to the way MAPS operates, is there anything that needs "fixed" NOW?** Obviously, the roof on the restoration building needs to be fixed (I'm told it has been, we'll see). Also, we need to stop bickering.
4. **What business / management / leadership experience do you have?** See answer to question 1. above. In addition, I was a Senior Pilot, Instructor Pilot and Quality Control Test Pilot in the Air Force (10 yrs) and Ohio Air National Guard (2 yrs). Boy Scout leader for 22 years (I am an Eagle Scout).
5. **What is your best skill or talent? What is your weakest skill or talent?** Figuring out ways to fix or restore things. I'm not very good at selling.
6. **Do you think MAPS should be a static only museum or operate flying aircraft?** I see no problem with members operating flying aircraft under the auspices of MAPS as we currently do. I do not think the museum should own flying aircraft due to cost and liability problems.

Goodyear Corsair Cockpit Donated to MAPS!

We are happy to announce the Goodyear Tire & Rubber Company has decided to donate the Goodyear Corsair cockpit on display in their World of Rubber Museum to MAPS. A letter from Faith Steward, Director of Community Affairs for the Goodyear Tire & Rubber Company tells that Goodyear is closing their World of Rubber Museum, located at Goodyear Hall, with their goal of having the facility closed by the end of June. More news (and photos!) as the acquisition of this wonderful addition to MAPS collection takes place!



Steve Satchell

I'm retired after working as a truck driver and warehouse stock man for McKesson Drug Company for thirty-three years. In addition to being a current Member of the Board of Directors, I'm also involved with other areas of MAPS, serving as Crew Chief on the T-37 and involved in the video tape and photographic production areas of MAPS.

I enjoy working at the Museum and hope to continue to do so for quite some time.

1. The primary responsibility of a MAPS Director is to serve the best interest of the Museum. This is done by expanding programs that make it an asset to the community while avoiding projects which can put it at risk financially.
2. First I would talk with the project head for the information and his/her opinion. If Joe is the project head then I would recommend to the Board that something be found to fit Joe's interest and ability.
3. Communication needs improved.
4. I spent 33 years employed by McKesson Drug Company. This involved interaction with workers and contact with customers and the general public. I was also a lead person on the midnight shift when I worked that shift for two years. I have been involved with treasure hunting, gold prospecting and part time flea marketing.
5. My best skill is to see and think up situations and projects that can be developed and/or modified to fit other circumstances. My weakest talent is getting people who are not interested in a project to become involved in that project.
6. Our main effort should be in static display and to continue making hangar space available to private collectable aircraft, cared for by their owners, so that we have no financial obligation concerning those aircraft.



Allen Swain

I have been a MAPS member since February 2000. My background as a certified auto technician, auto service manager, parts manager, assistant supervisor of maintenance of Bender Loudon Motorfreight has enabled me to assist with building maintenance and keep the tow motors and tugs running. I served in the U.S. Army during the Vietnam War as an MP. I have the CAK airport security clearance and have worked security for five air shows as well as other MAPS functions. Working along with others, the dog tag machine is operational and the tags are being made. The mini-flea market is giving growth to our paint fund. I would like to continue working and contributing to the growth of MAPS Air Museum by serving as Director.



1. To help members find the answers to the many problems we face at MAPS. The process of elimination and common sense you use to repair mechanical objects can apply.
2. I think that you would have to find someone who knows the procedure and have Joe Dokes work with him or her to learn how to do it properly.
3. I feel we need a info board, a place where a member can go to see what needs to be done, repaired, or helped with. Not enough info is passed on. (mostly rumors)
4. I worked 9 years as an Assistant Supervisor and Parts Manager at Bender Loudon Motor Freight. Maintained a \$200,000 dollar inventory and assisted in running 2 maintenance shops. Also a Service Manager of a Goodyear store for 4 years.
5. Repairing broken items and finding a solution for problems. Speaking in front of people.
6. I feel MAPS is not in a financial position necessary to maintain flyable aircraft. Static is the only way to go for now.

Kenneth Koehn

I am a 49 year old Sales Manager/Sales Engineer with a lifelong interest (obsession) in military aviation. I have attended well over 200 Air Shows, visited countless aviation museums, and maintain a personal library of well over 500 military aviation research books. I have been a MAPS member for two years, and can be found at the Museum most Wednesday Nights and Saturdays working on the F-86D project. I have also worked to set up our F-86 restoration on an internationally known F-86 web site, and have been working with people all over the world regarding research. Additionally, I have also assisted in other restoration projects within the museum. Married to Tanya with a son Michael, you can find my family, along with my father Carl, helping out on the F-86D restoration.



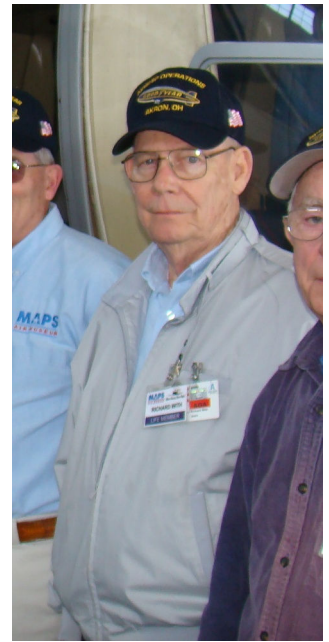
1. I am envisioning my responsibilities will focus on restoration of our existing collection of aircraft, as well as working to procure new aircraft for the museum both of historical nature and those being retired by active Military service branches. The recently retired aircraft I would hope to obtain will require little in the way of restoration, be nearly display ready, and can be a great source of visibility for the museum. My skill sets in sales would be a great asset in making this a reality, as on a daily basis I am in contact with many customers, working deals, and making negotiations all over the world. I am continuously coordinating with multiple departments in multiple companies to get the job done.
2. As a manager, I frequently deal with these types of situations. First, we recognize all people at MAPS are volunteers, and valuable to the organization. We have to offer encouragement, but protect the integrity of the museum. I would document the person's errors, consult with other directors, and then sit down with the person to review the situation and discuss options with him. If he is working above his skill level, we will gently recommend other work that may fit his skills.
3. I believe funding is a major obstacle- we need to find more grant money, if possible. The lack of available money also clouds projected future projects and museum growth. We have many restoration projects that need to be completed. If we cannot get projects completed, the DOD will be unlikely to give us additional future aircraft, and there is no reason for people to "come again". I would attempt to recruit more people with restoration backgrounds, and prioritize restoration efforts so we can complete a few restorations completely before moving on to the next. For a museum to be successful, it cannot remain stagnant, and new aircraft are critical to our success.
4. Previous to my current position, I was a foreman in an aluminum fabrication shop responsible for day to day managing and scheduling 25 people. I was also part owner of our Columbus operation, and was responsible for coordinating operations between our two plants. Currently, I hold the position of Sales Manager, both managing individuals in inside sales/customer service, as well as managing an outside Representative force in the Combustion Control and sensing Switch industry. I also sit on the management staff of our company, a group of 6 individuals who chart the present and future course of the company. We are currently growing at a rate of 10% a year, so I understand what needs to be done to run a successful operation.
5. I feel I bring a great many talents to the table. Firstly, I have a great historical appreciation and vivid interest regarding aviation history and airplanes. I know my aircraft, units, services, etc. Secondly, I have vision to see the potential our museum has to offer. Thirdly, I can act on visions, by stirring enthusiasm in others, coordinating efforts, and getting visions realized. I am organized, enthusiastic, and easy to get along with. In sales, I excel at communicating and marketing- skill sets valuable to any museum. Regarding any weak skill sets, perhaps I am most impatient with the "status quo" attitude of people. I believe we are all put on this earth to make a difference, and when we as members commit to running a museum, we need to do our best.
6. I believe history can best be served by operating both flying and non-flying aircraft. Operating aircraft are more intriguing, and can generate interest in the museum off site. That being said, if the cost of operating flying aircraft negates any operational museum profits or restricts museum progress, then flying museum owned aircraft should be re-evaluated. The rising costs of aircraft maintenance, fuel and insurance may answer that question for us. My first goal would be to make decisions that benefit the future of our museum, and go from there.

Richard E. With

Born November 16, 1935 in Newark, Ohio. Graduated Lehman High School in Canton, Ohio. Attended Mercersburg Academy in Mercersburg, PA. Ohio Wesleyan University in Delaware, Ohio. Aviation Training Enterprise, Received Airline Transport Pilot Rating May 21, 1970. Flight Instructor Rating, 1966 - 2007. Have flown for: Akron Canton Airway as a Flight Instructor 1965 – 1969, WHBC 1969 - 1971, McKinley Air Transport, 1971 - 1977 (Director of Flight operations and a FAA Designated PPE Check Pilot for the Charter Operations), FAA Designated Flight Examiner from 1975 - 1985, Chief Pilot for Midwestern Industries 1978 - 1995, Pilot of the Year 1989 from the ECOPA, FAA Safety Counselor since 1978 to 2008, FAA Aviation Safety Counselor of the Year 1997, President of Sons of Norway local lodge 2002 - 2004, MAPS Board Of Directors 2005-2006.

I retired in 1995 but continued flying till 2003. I have spent much of my time since 2003 at MAPS, as a Tour Guide and in the restoration of the Martin Glider and the Gondola of the *Spirit of Akron*. I became a Charter Member of MAPS on July 14, 1991. I was the 95th member.

My goal is to work at MAPS and make it a museum that the membership can be proud. I feel that growth is the most important part of any organization. With my experience in management and forty plus years in aviation I will do a good job as a Director for MAPS Air Museum. Realizing that there is a lot of work involved, I feel that I have the time and ability to be a real asset to the organization.



1. **What do you feel your primary responsibility as a MAPS director will be? And what skills do you have that satisfy that responsibility?** As a past director, I feel that the primary responsibility is Guidance and Leadership for the growth of MAPS. We need to support the chairman of the committees and help out wherever possible. I have done that in the past as a director and will continue to do so.
2. **Volunteer Joe Dokes has been working on a project for several months, but everything he does is wrong. What would you do?** This is where Guidance comes in. There will be someone around to work with Joe and help him. We have been able to find someone in the past who know something about most of the projects.
3. **With regard to the way MAPS operates, is there anything that needs "fixed" NOW?** There are a lot of things that need to be fixed. We must figure out which are the most important and go from there. Although the painting is not a priority, it sure will help in our appearance. We have the paint and man power and I might add, this was started back in 2005 when I was a director.
4. **What business/management/leadership experience do you have?** My leadership as a director in the past. I helped bring MAPS back from a situation of almost closing our doors to getting it started on the right direction to where it is today. Was Chief Pilot for several company's and had a big responsibility for their flight department. That was quite an education.
5. **What is your best skill or talent? What is your weakest skill or talent?** Leadership in getting things done. The Martin Glider and Goodyear Gondola is an example. I am not good at working with sheet metal.
6. **Do you think MAPS should be a static only museum or operate flying aircraft?** I do think MAPS should be a static only museum with a nice meeting room and theater as most museums have. We cannot afford to own and/or operate aircraft. Members tried that once and it almost broke the museum.

MAPS Membership Committee Update

As of June 8, 2009, MAPS has 394 active memberships, and 245 inactive memberships, in the Membership Software. We're happy to welcome Linda Lippert back to our team. Linda will be helping in the 'on-boarding' process of welcoming new members to MAPS. Carol Swain has started the process of contacting those 245 inactive members to see why they let their membership lapse and if they would be interested in becoming active with MAPS again. So far, she's had some good phone calls, and even convinced several 'long-time-gone' members into rejoining!



Non-Profit Organization
PRSR STD
U.S. Postage Paid
Green, OH
Permit No. 8

2260 INTERNATIONAL PARKWAY
NORTH CANTON OH 44720
PHONE 330-896-6332

ADDRESS SERVICE REQUESTED

MUSEUM HOURS

SUN 1130AM-400PM
MON CLOSED
TUES 900AM-400PM
WEDS 900AM-900PM
THURS 900AM-400PM
FRI 900AM-400PM
SAT 900AM-400PM

MAILING LABEL HERE

ON THE WEB AT <http://www.MAPSairMuseum.org/>

EAA Tri-Motor Visit Info

Take a ride back in history on the EAA's 1929 Tri-Motor. With her first flight taking place August 21, 1929, this is truly a piece of living aviation history. From flying with Eastern Air Transport (nee Eastern Air Lines) to flying with Cubana Airlines, to barnstorming, crop dusting, fire bombing or acting as one of the 'stars' in Jerry Lewis' film *Family Jewels*, this aircraft is true living history.

Hosted by EAA Chapter 846, out of Wadsworth Sky Park Airport, the Ford Tri-Motor will be based at MAPS Air Museum during its visit to NE Ohio. The EAA is offering rides in this famous airliner from 9:00am to 6:30pm all three days. Sit in a roomy cabin seat for \$60.00, or fly in the co-pilot seat for \$100.00. Discount on cabin seats for EAA members.

For more details on the Ford Tri-Motor's visit, or to book a ride, please visit the Ford Tri-Motor website at

<http://www.airventuremuseum.org/fordtrimotor/>

FLY THE FORD!
EAA's fully-restored 1929 Ford Tri-Motor—featured in the film *Public Enemies*—is coming to your airport!

BOARDING PASS
DESTINATION: AKRON, OH (CAK)
AIRPORT: AKRON-CANTON REGIONAL AIRPORT
TRIP DATES: JUNE 29 - JULY 1, 2009
Additional tour dates and information at www.flytheford.org

Experience air travel as it was in the golden age of aviation and fly in the world's first true passenger airliner. Flights cost just \$50 per person for EAA members and \$60 per person for non-EAA members.

June 29, June 30, July 1
CATCH YOUR FLIGHT BACK IN HISTORY AT MAPS AIR MUSEUM
2260 International Parkway
North Canton OH
www.mapsairmuseum.org

To book a flight call 1-800-843-3612, or book online at www.flytheford.org