

Updates From The Executive Director

By Kim Kovesci, MAPS Executive Director

One of the most important jobs of management within an organization is to establish the vision for the organization and communicate that vision to the membership. When we first started to grow in 2009, our focus was to become an important part of the community, to achieve brand recognition with a standardized logo and to grow the organization. We have continued to improve our organization and grow the business. We receive calls from community leaders for support on a routine basis. It has been amazing to see the transformation from “*what organization are you with?*” to “*MAPS is a wonderful organization*”, “*I went to a wedding there*” or “*I love the work that your members are doing over there.*” Our visitation has grown from 6,200 to 41,000. Our volunteer hours grew from 28,000 to 58,000. Our memberships have grown from 394 to 730. So in retrospect, we have done a good job meeting our objectives to this point.

Where are we now? We are extremely well run, an active and financially sound organization. Our board of directors are very talented, experienced and bring many different points of view to the table. We are very busy with our US History program for high schools, have many scouting events, pancake breakfasts, a car show and veterans program. This year we currently have a total of 52 events which will keep us all very busy. At the same time, our construction projects are progressing. We are waiting on the final approval of the drawings before we proceed. Once this approval is received, I believe we will accelerate the progress and make short work of the remaining tasks. Finally, we are running the organization by receiving grants and generating a self-sufficient operating budget. Basically, we have no debt and do not intend to create any.

Where are we going? We are going to continue to work on the construction of the second floor. The creation of the classroom and banquet hall will allow us to generate income during the winter months, allow us to develop our bus tour market and increase our event rentals. Once these additions are available, I expect our visitation to approach 50,000 for the year.

What about long-term? We are beginning to discuss the addition of either one or two buildings. We have the potential to create a military vehicle museum and we have people interested in helping us build a new hangar to house some of our airplanes that are currently stored outside. These are very exciting times at MAPS Air Museum and I am very proud to be a small part of it.

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

ADDRESS and PHONE

Address: 2260 International Parkway
North Canton, Ohio 44720
Phone: 330-896-6332

DIRECTOR'S ELECTION EDITION

Information and Candidate Listings - pages 6 and 7

★ Mission Statement ★

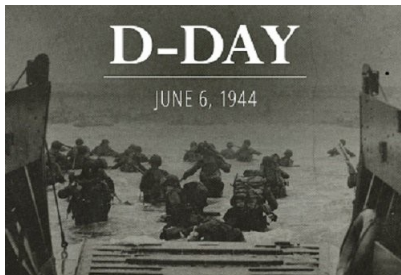
MAPS Air Museum is a non-profit organization dedicated to educating people about the history of aviation and its impact upon society. It accomplishes this mission by acquiring, restoring, preserving, studying and exhibiting the impact of aviation on the culture of man.

What is a Higgins Boat, you ask...

Andrew Jackson Higgins of New Orleans, who had been manufacturing shallow-water work boats to support oil and gas exploration in the Louisiana bayous, adapted his boat to meet the military's specifications for a landing craft.

In an early design, the boat's major drawback appeared to be that equipment had to be unloaded, and men disembarked, over the sides, thus exposing them to enemy fire in combat situations and making unloading time consuming and complex.

Developed in 1941, the LCVP (Landing Craft, Vehicles and Personnel) was not a large craft. At just over 36 ft long and just under 11 ft wide, it was powered by a 225-horsepower diesel engine.



Since its sides and rear were made of plywood, it offered limited protection from enemy fire but also reduced cost and saved steel which was desperately needed to build boat, tanks and planes.

The Higgins boat could hold either a 36-man platoon, a jeep and a 12-man squad, or 8,000 pounds of cargo. Its shallow draft enabled it to run up onto the shoreline, and a semi-tunnel built into its hull protected the propeller from sand and other debris. The only steel used on the boat was the ramp at the front that could be lowered quickly. It was possible for the Higgins boat to swiftly disembark men and supplies, reverse itself off the beach, and head back out to the supply ship for another load within three to four minutes.

The Supreme Allied commander, General Dwight D. Eisenhower, declared the Higgins boat to have been crucial to the Allied victory on the European Western Front. *If Higgins had not designed and built those LCVPs, we never could have landed over an open beach. The whole strategy of the war would have been different.*

On D-Day, the U.S. Navy used 839 Higgins Boats to shuttle Allied soldiers from the invasion transports to the Normandy beaches. Eighty-one were lost on D-Day or shortly afterward, including fifty-five at Omaha Beach. At the same time, the U.S. Navy had nearly four hundred in the Mediterranean and 2,300 throughout the Pacific, where the invasion of the Marianas was about to begin.

The success of these boats ensured that Higgins Industries would be a major employer during the War. A small workforce of only 75 workers in 1938 grew to over 20,000 by 1943. All employees were paid equal wages according to their job rating. They responded by shattering production records, turning out more than 20,000 boats by the end of the war.

Upcoming Events

JUNE

SAT, JUN 8	ANNUAL CAR SHOW	9 AM - 1 PM
WED, JUN 13	DIRECTOR MEETING	3 PM
SAT, JUN 15	ANNUAL MEETING & DIRECTOR ELECTION	11AM

JULY

SUN, JUL 14	PANCAKE BREAKFAST	8 AM - 1 PM
WED, JUL 10	DIRECTOR MEETING	3 PM
	NO MEMBERSHIP MEETING	

AUGUST

AUG 9, 10 & 11	COLLINGS FOUNDATION	
WED, AUG 14	DIRECTOR MEETING	3 PM
SAT, AUG 17	MEMBERSHIP MEETING	11 AM

SEPTEMBER

WED, SEP 11	DIRECTOR MEETING	3 PM
SAT, SEP 14	MEMBERSHIP MEETING	11 AM
SUN, SEP 22	ANNUAL VETTS & JETS	8 AM - 5 PM
SAT, SEP 22	PANCAKE BREAKFAST	8 AM - 1 PM

(Please check website for updates)



Endowment Fund

A message from Kim Kovesci, Executive Director

Our Endowment Fund has been set up to ensure the long term survival of the organization. If you plan to have a financial review done, MAPS Air Museum would appreciate being considered in your plans. Thank you!

5 Best Movies About D-Day

As we celebrate the 75th Anniversary of D-Day this year, the movie industry has preserved the memory of that historic event for us through realistic cinema.

1. The Longest Day - 1963
2. Saving Private Ryan - 1998
3. Band of Brothers - 2001
4. IKE Countdown to D-Day - 2004
5. Overlord - 1975

MAPS DIRECTORY

EXECUTIVE DIRECTOR

Kim Kovesci

DIRECTOR OF EDUCATION

Reed Kimball

EVENT COORDINATOR

Kent Kleinknecht

DIRECTORS

Dennis Bachtel

Rick Hamlet

Bob Hollis

Jim Jackson

Valerie Kinney

Ken Ramsay

Bob Schwartz (Chair)

MARKETING

Doug Perry

MUSEUM DISPLAYS

Gary Haight

GIFT SHOP

Bob Hollis

LIBRARY

Barb Johnston

Betty Tober

LUNCH ROOM

Mary Ann Cameron

MEMBERSHIP

Bob Schwartz

NEWSLETTER EDITOR

Marylou Thompson

OMM DISPLAYS

Jim Byerly

PR / PUBLICITY

Barb Johnston

RESTORATION MANAGERS

Ron Duplain

Jim Jackson

Jim Schoop

Clay Tober

SAFETY

Ted Mathies

SCOUT COORDINATOR

Jim Felner

SECURITY

Rick Hamlet

TOUR COORDINATOR

Reed Kimball

TREASURER

Mac McFarland

WEBSITE & WEBMASTER

Ron Schultz

VETERAN INTERVIEW PROGRAM

Debbie Bussinger

Attention MAPS Volunteers!

By Valerie Kinney, MAPS Board Member

This year, the Collings Foundation “Wings of Freedom” Tour will celebrate their 30th Anniversary! On August 9, 10 and 11 they will fly their WWII B-17, B-24, B-25 and P-51, along with a new addition, the P-40, to the MAPS Air Museum, one of their favorite places to land during their tours.

On a weekend such as this, where between 2,000 and 3,000+ visitors pass through MAPS, team work is essential. For our volunteers, this has become one of the most popular weekends to earn some volunteer time at MAPS.

Last year, many changes were made to the weekend including the admissions process, wristbands, volunteer t-shirts, Crew Chiefs and volunteer assignments, to name a few. In order to make this year even better, the Crew Chiefs have been attending debriefing meetings to assist with revisions.

Volunteers! It's that time to sign up again! Sign-up sheets will be located near the sign-in area for volunteers (both buildings) on June 1. You will be signing up for an 8-hour day. Once we have reached the numbers needed for each area, the sign-up sheets will be removed.

MAPS will provide the first t-shirt to each “new” event volunteer. *If you volunteered last year and would like more t-shirts, you will be charged the “at cost” price. (TBD)*

Volunteer Check-In and Check-Out for the Collings weekend will remain in Headquarters as it was last year.

At this time, MAPS perks for the volunteers working will be:

- ◆ Free admission on the day you work
- ◆ Free t-shirt (only if a first-time volunteer to Collings)
- ◆ 2 Free lunch tickets per day
- ◆ Raffle ticket for a Collings flight (plane TBD)
- ◆ Invitation for Sunday's “Come and Get It” and chow down with the Collings Crew after the event. *(Cookout prepared by MAPS board members)*

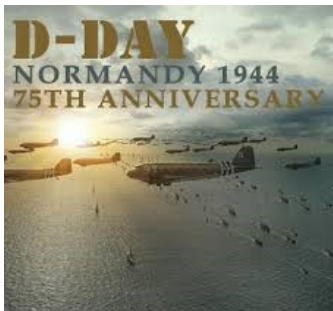
As a reminder, there will be NO regular volunteering scheduled in departments during this event.

If you are a member/volunteer and DID NOT PREREGISTER to volunteer, you will be required to pay the \$7.50 admission fee (50% of the Collings admission of \$15. MAPS will waive their 50% of the admission)

If you are not current with your membership fee, you will be required to renew your membership to MAPS in order to waive your 50% of the admission fee!

If you have any questions or comments, please email Valerie at kinney.valerie@mapsairmuseum.org or stop by her office in Headquarters.

75th Anniversary of D-Day



June 6, 2019 marks the 75th Anniversary of D-Day. On this day 75 years ago, the Allied Expeditionary Forces, under the overall command of General Dwight D. Eisenhower, descended on the shores of Normandy, France, and helped pave the way for the end of World War II.

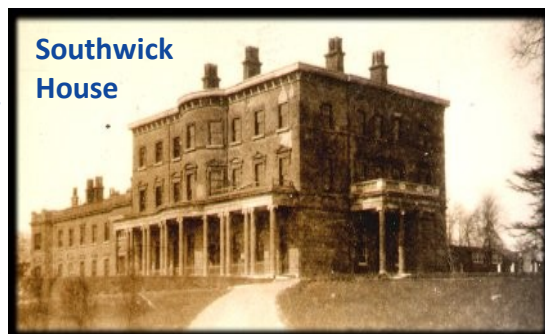
About 156,000 soldiers, at least 4,000 ships and 11,000 airplanes invaded Nazi-controlled Western Europe in a massive and coordinated attack called Operation Overlord. Now commonly known as D-Day, it turned the tide against Adolf Hitler and Nazi Germany. Its success, albeit bloody, defined not only the future of the world, but also the legacy of the military leader who would later become the 34th president of the United States.

In Reed Kimball's article below, he describes the critical decisions that had to be made in the days leading up to the D-Day invasion.

D-Day: View from the Top

By Reed Kimball, MAPS Director of Education

On the evening of June 4, 1944, a meeting of officers occurred in Southwick House in Hampshire, England. In the months leading up to D-Day, the house had become the Advanced Command Post of the Supreme Commander, Allied Expeditionary Force. This meeting included General Dwight Eisenhower, Allied Supreme Commander; Air Marshal Arthur Tedder, Deputy Allied Supreme Commander; Admiral Bertram Ramsay, Naval Commander-in-Chief; General Bernard Montgomery, Army Commander-in-Chief; Air Marshal Trafford Leigh-Mallory, Commander-in-Chief Allied Expeditionary Air Force; Lieutenant General Walter Smith, Chief of Staff to the Supreme Allied Commander; Major General Kenneth Strong, Assistant Chief of Staff for Intelligence and Group Captain James Stagg, Royal Air Forces Chief Meteorologist.



This was the second meeting conducted on June 4th. The first was held at 4:30 AM that morning where the group received a weather report from Group Captain Stagg indicating that the overcast forecasted for the next day would not allow allied air forces to provide coverage for the landings central to Operation OVERLORD, originally planned for the morning of June 5th. As a result of that meeting, the operation was postponed for 24 hours.

In this evening meeting, Stagg reported a break in the weather that would last for about 36 hours on the morning of June 6th. After discussion, where all participants were given the opportunity to contribute, there was still reluctance on the part of some. Time, however, had run out. If the invasion did not occur on June 6th, the tides would not be favorable again until June 19th. Admiral Ramsay indicated that, if the invasion were to happen on Tuesday, June 6th, he must issue the alert orders to his forces within the next half-hour. The decision then fell to Eisenhower – the weight of command landed squarely on his shoulders. Eisenhower calmly weighed the alternatives and at 9:45 PM said “I am quite positive that we must give the order. I don’t like it, but there it is....I don’t see how we can do anything else.”

The group met again in the early morning hours of June 5th and received a final weather forecast. After a short discussion, it was time for the final decision. The ships were already sailing into the English Channel. The airborne forces would be starting their final preparations. Eisenhower thought for a few moments and, as many recalled from the meeting, he said “OK, let’s go.”

Having made one of the most important decisions of his career, Eisenhower was now irrelevant and incapable of either reversing or changing the outcome of the invasion. That, ultimately, is the great burden of command.

Reed's article continued on the following page

D-Day: View From the Top continued...

In early May, Eisenhower had drafted an “order of the day” to be given to each member of the Allied Expeditionary Force. A few days before D-Day, he had recorded the same message that would be broadcast to the world on the date of the invasion. That message read:



Eisenhower with the Troops

Soldiers, Sailors and Airmen of the Allied Expeditionary Forces!

You are about to embark on the great crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other Fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle-hardened. He will fight savagely....

I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full victory!

Good luck! And let us all beseech the blessing of Almighty God upon this great and noble undertaking.

On the morning of June 6, 1944 more than 25,000 airborne troops dropped into landing zones behind the beachheads. By the end of the day, 57,500 Americans and 75,215 British, French and Canadians had come ashore on beaches that came to be known to historians as “Utah”, “Omaha”, “Gold”, “Juno” and “Sword”. The “Atlantic Wall” had been breached and the two front war feared by the German high command was now a reality.

What is not found in most accounts of history is that Eisenhower wrote a second message on the afternoon of June 5, 1944 which he carried in his wallet. The message highlights the stress and uncertainty of command. It read:

“Our landings in the Cherbourg-Havre area have failed to gain a satisfactory foothold and I have withdrawn the troops. My decision to attack at this time and place was based on the best information available. The troops, the air, and the Navy did all that bravery and devotion to duty could do. If any blame or fault attaches to the attempt, it is mine alone, - June 5.”

Operation OVERLORD occurred 75 years ago this year – a small but significant part of a larger war that encompassed a majority of the world. We have a responsibility to insure that the bravery, dedication and sacrifices of those men and women are not forgotten despite the passage of time.

Normandy American Cemetery and Memorial

The Normandy American Cemetery and Memorial in France is located in Colleville-sur-Mer and was established by the U.S. First Army on June 8, 1944 as the first American cemetery on European soil in World War II. The cemetery site covers 172.5 acres and contains the graves of 9,380 of our military dead, most of whom lost their lives in the D-Day landings and ensuing operations. On the Walls of the Missing, in a semicircular garden on the east side of the memorial, are inscribed 1,557 names. Rosettes mark the names of those since recovered and identified.

The memorial consists of a semicircular colonnade with a loggia at each end containing large maps and narratives of the military operations. At the center is the bronze statue, “Spirit of American Youth Rising from the Waves.” An orientation table overlooking the beach depicts the landings in Normandy. Facing west at the memorial, in the foreground, is the reflecting pool. Beyond that is the burial area with a circular chapel and at the far end, rise granite statues representing the United States and France.





DIRECTOR'S ELECTION 2019



At the April and May Membership Meetings, nominations were accepted for the four (4) Director's seats that are up for election at the Annual Membership Meeting to be held on Saturday, June 15, 2019 at 11:00 AM.

Seats up for re-election are currently held by **Dennis Bachtel, Bob Hollis, Jim Jackson and Ken Ramsay**. Members will be voting for four (4) positions. Four nominations were received and accepted. The nominees for these positions are: **Dennis Bachtel, Bob Hollis, Jim Jackson and Ken Ramsay**.

Even though there are only four candidates running for the four open positions, please show your support for each of them by voting!

IMPORTANT INFORMATION: 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 14th. Please mark **"Proxy Vote"** on the envelope and mail to MAPS Air Museum, 2260 International Parkway, North Canton, OH, 44720.

Proxy ballots will also be available at MAPS. See Reed Kimball in the office on Wednesday through Sunday starting May 29, 2019.

Email proxies will also be accepted by Reed Kimball at mapselection@mapsairmuseum.org. Place your name at the end of the e-mail and make the subject as "Proxy Vote."

An email with detailed information will be sent to all members with current email addresses the first week in June. If MAPS does not have your current email address, please send to Bob Schwartz at schwartz.robert@mapsairmuseum.org



CANDIDATE BIOS FOLLOW



DENNIS BACHTEL

Education: Associates Degree Civil Construction, Stark State College; Graduate Washington High School, Massillon, Ohio; Numerous classes: Water Treatment, Sewer Collection and Real Estate Sales.

Work Experience: Worked nearly 40 years for Aqua Ohio (Water Utility) and its predecessors in many capacities: Meter Reader, Water Treatment Plant Operator, Chief Water Treatment Plant Operator and Utility Maintenance Crew. I oversaw all new pipeline construction and water system maintenance, Service Department and Meter Reading Departments. Real Estate Sales with Cutler Real Estate for 25 years.

Volunteer Experience: Active volunteer at MAPS for 3 years, participating in the B-26 restoration and several other aircraft restorations, pancake breakfasts and car shows. Member of MAPS for approximately 7 years.

Massillon Salvation Army volunteer for approximately 25 years; currently serving on Board of Directors and Property Committee. Massillon Museum various event volunteer and Youth Baseball Coach. Numerous School Bond Issues and Levy Campaigns for Massillon City Schools.

Remarks: The MAPS organization embodies many of the things I am passionate about - doing the right thing, preserving history, aircraft and education. If I can help further these ideals as a director, I would be happy to do so.



ROBERT A. HOLLIS, JR.

Education: Graduated Lehman High School, Canton, Ohio. Attended Kent State University. Graduated from Control Data Institute.

Work Experience: 1969-1970 National Institutes of Health, Computer Operator; 1970-1974 Planning Research Corp., Computer Programmer; 1974-1984 Canton Automated Systems, Programmer, Manager, Asst. Vice-President; 1984-2002 T-Soft, Inc., Owner, CEO; 2002-Present Springleaf Financial Services, Lead System Analyst.



Continued on following page

Director Bios continued...

Volunteer Experience: Youth Soccer Coach, Orchard Hill School PTO – Treasurer, Hoover Instrumental Music Assoc. Vice-President (fund raising), Canton VA Clinic - Driver

MAPS – PT-19 Restoration Crew, Cub Scout Days Coordinator, North Canton Schools Aviation Enrichment Programs Coordinator and Instructor, Boy Scout Camp Merit Badge Instructor, MAPS – Represented MAPS at Boy Scout Roundtables and conferences, Special Events

Military Service: 1965 – 1969, U.S. Air Force Staff Sergeant (E-5)

Remarks: I have been in love with aviation and airplanes since a very young age. As a 5th grader, I often rode my bike to the current MAPS hanger to watch the comings and goings of the P-51s that were based there. In high school, I worked as a 'hanger rat' at McKinley Air Transport and was later able to take flying lessons and receive a private pilot's license. I was well on my way to earning a commercial and instructor's license when duty called and I enlisted in the Air Force. In its infinite wisdom, the Air Force trained me in a field that at the time I had very little interest in – computers. It turned out that I enjoyed the work and the job prospects upon discharge were very good. Now with a wife and family to support, I followed the path of least resistance and remain to this day in the information technology field. From time to time, I continued to fly as a pilot and my work allowed me to travel extensively world-wide (I always took a window seat!) When I joined MAPS eight years ago, I truly thought of it as redemption for my soul. I was back where I belonged. I am very proud of MAPS, its volunteers and its mission and will work tirelessly to continue the progress of making it the finest museum of its type in the country.

KEN RAMSAY

Education: BS, Mechanical Engineering; MBA Industrial Management. Squadron Officers School (USAF); Commercial Pilot's License, instrument rating certified flight instructor.



Work Experience: 1960-1970 USAF, Senior Pilot, Instructor Pilot, Quality Control Test Pilot Louisiana, England, Turkey, Libya, Italy, Norway, Vietnam, Taiwan, Philippines, (T-34, T-37, T-33, F-100, A-37 aircraft); 1970-1972 Ohio ANG, Springfield, Senior Pilot, F-100. 1970-1987 General Electric Aircraft Engines. Quality

Engineer, Quality Manager, Manufacturing, Engine Assembly, F101 Program (B-1 Bomber). 1987-1992 Chemtronics (turbine engine casings and frames, engine component repair), Director of Quality Assurance 1992-1994 Cleveland Pneumatic Landing Gear (military and commercial aircraft landing gear), Vice President Quality Assurance. 1994-1996 Lamson & Sessions (plastic conduit and electrical boxes), Director Quality Assurance. 1996-1998 Aviation Product Support (turbine engine blade and frame repair), Director Quality Assurance. 1998-Present Retired.

Volunteer Experience: Boy Scouts - Troop Committee Chairman for two troops (Sharonville, OH and El Cajon, CA); Explorer Scouts - flight instructor, Explorer Post, Hamilton, OH; Committee Member Explorer Post 356, MAPS Air Museum; MAPS Air Museum - Crew Chief, F-100 Super Sabre, Crew Chief, A-26 Invader, Member Board of Directors, Instructor Aviation Merit Badge, Instructor, MAPS Air Academy; aircraft recovery trips to Florida (2), Illinois and South Carolina.

Remarks: MAPS is experiencing great success. I will continue to support and participate in our museum improvement programs, education programs, restorations and financial stability.

JIM R. JACKSON

Personal: Married to Bernice for over 47 years. Two grown children and four adorable grandchildren. Born in Canada and moved to the United States in 1978. Became a citizen in 2008.



MAPS: I have been a MAPS member since 2012 and a Director since 2014, Crew Chief on restoration of the A-4 Skyhawk (Blue Angel) and the F-16 Fighting Falcon; Recovery Team for the A-4 Skyhawk and the OV-1A Mohawk; involved in the demolition and construction on the second floor.

Other: I retired in 2010 after 43 years of working in various businesses both large and small. The last 18 years I was self employed. I was a Guardian and Bus Captain on six Honor Flights taking WWII Veterans to their Memorial in Washington D.C.

Special Skills: Certified "Sledge Hammer Operator," strong history of criticizing and finding fault with others, Extremely Humble and Shy, and Thrifty (Some Say "Cheap")

MAPS Mourns Loss of Two Long-Time Members

Thomas Harry Fisher 1927-2019



Thomas Harry Fisher, 91, peacefully passed away at home on May 7, 2019.

He was born June 10, 1927 to Edna and George Fisher in Kent, OH, was the third of five children and is a 1941 graduate of

St. Patrick School and a 1945 graduate of Theodore Roosevelt High School. At the age of 16, he joined the Civil Air Patrol. Drafted at age 18, he served in the US Army occupation forces in Austria. Returning home, he married his high school sweetheart, Loretta A Gump in 1947 and settled in Kent for the rest of his life. Together they had eight children, four boys and four girls and then adopted a boy and a girl from Korea. Tom is preceded in death by the love of his life, Loretta and their first child, Michael Gaylord.

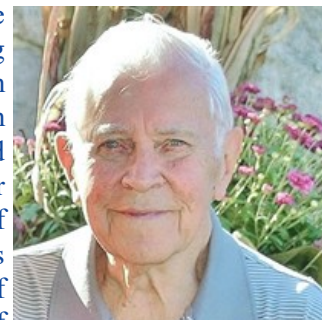
Tom is survived by nine children: Rick (Barb) Fisher of Dexter, MI, Bob (Nancy Federspiel) of Menlo Park CA, Andy (Denise) Fisher of Livingston MT, Sue Ellen (Rouven) Cyncynatus of Kent, OH, Barb (Jim) Boltz of Kent, OH, Mary Jo (Stan) McGee of Colbert, WA, Judith (Bill Rees) Fisher of Columbus, OH, Mikel Fisher of Kent, OH and Lesa (Eric) Samblanet of Pelham, AL.

Tom was a construction worker working in various areas of northeast Ohio and New York and retired in 1990. His love of planes extended into retirement with his volunteering for many years at the Military Air Preservation Society (MAPS) helping to rebuild airplanes. He was an active volunteer at the Center of Hope and at the County Clothing Center. He also was a crossing guard for several years at the intersection of West Main St. and Prospect St. Tom was a member of St. Patrick Church and a founding member of the Immaculate Heart of Mary Student Parish also known as the University Parish Newman Center in Kent.

Tom was a long-time member of MAPS, joining in 1990 and held member number 38. He was a loyal volunteer helping to restore several aircraft. For the past number of years, Tom headed south for the winter and faithfully returned to MAPS in the spring.

Donald "Don" Wohlin 1927-2019

It is with great sadness that we announce the passing of long time MAPS Member Don Wohlin. Don joined MAPS in October of 1994 and held MAPS member number 197. Don was on the board of directors for 6 years, serving as Board Chairman for most of those years. For a good part of that time, MAPS did not have an executive director and Don was in charge of operating MAPS. With his hard work and leadership, MAPS was eventually able to hire an Executive Director. Don and his wife Gaye were active members until early 2014 when they moved to Michigan to be near their children.



On Thursday, March 21, 2019, Don Wohlin transitioned from his earthly to his heavenly home at age 92. Don was born in Racine, Wisconsin to Carl and Gertrude Wohlin. At 17 years of age, he enlisted in the Navy. His specialty was Aviation Machinist and he was assigned the V6 Combat Air Crew; he was stationed in San Juan, Puerto Rico.

After leaving the service, Don enrolled in photography classes at Layton School of Art which he enjoyed his entire life. At the Milwaukee School of Engineering, he earned a degree in Mechanical Engineering.

After working as a sales rep for two firms in West Michigan, Don established D/C Machinery Sales in the state of Ohio. His line of machines were utilized to machine plastic injection molds, rubber molds, and sheet metal stamping dies.

Don earned a private pilot's license as he loved flying and also earned his multi-engine rating. He owned several aircraft and he and his wife (also a pilot) were fortunate to spend many hours in the air.

After 27 years of sales, Don retired to his lakeshore home in Malvern, Ohio where he enjoyed fishing, upgrading his home and spending quality time with his two young grandsons. In 2014 when his daughter and family moved to Michigan, it was time to make the move to Spring Lake, MI (his wife's hometown) to be close to both his children and grandchildren.

Don will be deeply missed by his wife of 47 years, V. Gaye (Wiegert), two children, six grandchildren, and three great grandchildren.



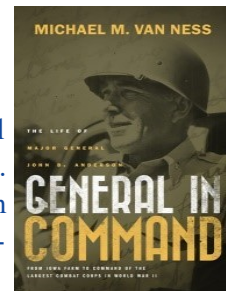
Condolences to both Reed Kimball and Jim Boyea on the recent loss of their mothers.

CURATOR'S CORNER

By Scott Denniss, Curatorial Staff

So what's new in the Galleries you ask? Well let me tell you.

Brooke Anderson and Gary Haught have just finished up the General John B. Anderson display. All of the artifacts on display are on loan courtesy of the General's grandson, Dr. Michael Van Ness. Dr. Van Ness has written a fascinating book about the life and times of his Grandfather titled "General in Command". The book details his military career from a Cadet at West Point to a Major General commanding the largest Army Combat Corps in Europe during WWII.



The guys have put together a fabulous display of artifacts belonging to the General including five of his uniforms. The earliest is his West Point Cadet uniform. His WWI Artillery Captain's uniform is also displayed. In addition, there are three more uniforms including a full size mannequin with his custom made Officer's jacket with hand sewn military ribbons. Sharp eyed viewers will also notice a German Luger pistol which was captured on the battlefield and brought home as a war trophy. There's so much more to the display that it would take me pages to describe it all. Do yourself a favor and check it out in the Gallery of Heroes.

Another new addition to the Gallery is a fantastic Home Front item.

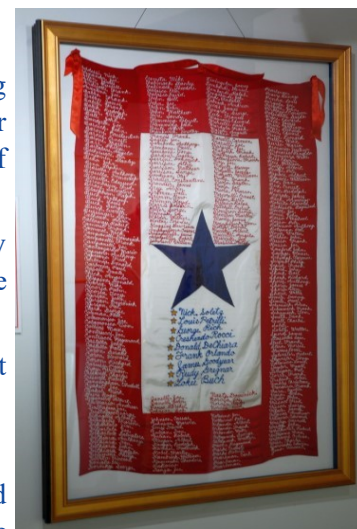
Eva Sparrowgrove was a school teacher at Allen Elementary School in the years preceding WWII. During the war, she hand-embroidered the names of three hundred and ten former students onto a Son in Service flag. Of those three hundred and ten soldiers who went off to fight for democracy, nine made the ultimate sacrifice.

The flag is a very, very special piece of local history. So special in fact that we recently had it mounted and framed by local artisan Christian Harwell. It's the only one in the world, priceless and irreplaceable.

There's so much more to tell about Eva's flag, "her boys", and a brush with disaster. But you'll have to visit the Gallery to get "the rest of the story".

If there's one thing in life that's constant it's change.

The Curator's Department has seen the recent semi-retirement of Brooke Anderson and the addition of our newest member, Mark Luisi. You'll still see Brooke from time to time as we wouldn't let him go into full retirement. We just placed him on voluntary ready reserve. You will be seeing Mark around the museum as he assimilates into the Department.



So we offer an appreciative tip of the hat to Brooke and hearty welcome to Mark.

MAPS Raffle Winners

The Annual MAPS Raffle was held on Saturday, April 13th at the monthly membership meeting. A big MAPS THANK YOU goes out to all our members who participated this year. We made about \$12,615 which will assist us in covering our utility costs and other items during our annual slow period between the end of the holidays and the end of the school year. Winners of the 2019 raffle are:

- 1) Lee Burden - \$1000 2) Margaret Philp - \$500 3) Judy Sours - \$250
- 4) Christina Murphy - \$125 5) Lester Mayle - \$75 6) Michele Ryba - \$50

MAPS Air Museum Receives Award

East Central Ohio Pilots Association presented MAPS with the 2018 Award of Merit at their 56th Annual Awards Banquet. The award was started in 1963 and it was the first time that ECOPA has given the award to an organization.

This is a very prestigious award and MAPS has been included with very impressive previous award winners. Here are some of the previous award winners:

Henry H. Timken Jr., Louise Timken, B.E. (Shorty) Fulton, Ron Armitage, Ernest Stadvec, Richard Hartzell, Philip Gizzi, Richard With, Nadine Bluhm, and Forrest Barber to mention a few. As you can see, this is an honor and MAPS is in outstanding company.

MAPS Air Museum was given this award because of our contribution in so many ways to the field of aviation. We thank ECOPA for recognizing MAPS for this wonderful award.



Local Authors Visit MAPS

During the Pancake Breakfast in April, MAPS was fortunate to have three local authors showcasing their books about people and events of WWII. Many thanks to them for sharing these stories.



Tim Carroll

Tim Carroll's book, *World War II Akron*, chronicles the war-time efforts of Akronites and their role in the war effort. Carroll's book is filled with historic photographs as well as drawings from noted Beacon Journal cartoonist, Web Brown. This thrilling account recalls all that Akron gave for freedom from Pearl Harbor to V-E Day, V-J Day and the years after

the war.

One chapter speaks exclusively about the Goodyear Blimps and the amazing role they played in escorting 89,000 ships without the loss of one ship.

Continued on following page

Reflection on Father's Day

by Doug Perry, MAPS Marketing Manager

Dad, Pop, Father, Sir, the "Old Man". What was it you called the man who was responsible for your existence and who guided, directed and influenced your growth to adulthood?

Was he a guy who told you he loved you all the time or was he the strong and silent type who showed he loved you by providing for you and being there when you needed him?

Did he just encourage you in the activities you were interested in or did he push you into things you did not want to be in because he thought they would make you better?

It is said that every dad is a father but not every father is a dad. Being a dad (or a mom for that matter) does not come with a set of instructions. Most are just doing the best they can, and as kids, we will not understand that until we become one ourselves.

We obtain many titles in our lives - son, brother, uncle, cousin, cop, fireman, soldier, sailor, etc. The most important title a guy can get is father and then hopefully, dad.

Many times we have complicated relationships with our fathers. Maybe that is why it took 62 years after it was first proposed for Father's Day to become a National Holiday. Interesting that it only took 9 years for Mother's Day to do the same! It is also interesting that both days were first proposed by women.

My dad was the guy who loved us so much that he worked three jobs to support his family. Not perfect but then again, who is? He was the strong silent type. Many of us will recognize this dad. He provided for us with a roof over our heads, food and a safe place to live. He was always there when we really needed him. But - maybe not so good with expressing in words how much he cared for us. Not that I ever doubted that he did.

I, for one, found out how my dad really felt when I once called home from Fort Leonard Wood to tell my folks that I had just received orders to relocate to Vietnam. My mom answered the phone that evening. My dad never came to the phone but he was not happy with the news. He was saying things that can not be printed here. It was years before I realized he was, at that moment, expressing in his frustration and worry, how much he cared for me in the only way many of his generation were capable of doing. I now hear you, dad - I love you too!

To all the Dads out there - Happy Father's Day!

To all the kids of any age who still have their dads, let them know how important they are to you. Not just on this created Father's Day in June but any time the mood strikes you is the right time. Dads are with us for such a limited time!

Local Authors continued

Michael M. Van Ness, M.D., wrote the book, *General in Command*, which is about the life of his grandfather, Major General John B. Anderson. (See *Curator's Corner* on page 9 for description of his artifacts on display in the Gallery of Heroes.) The book chronicles Anderson's triumphant story from the Iowa cornfields, to West Point, the Mexican Incursion, WWI and WWII where he commanded the largest combat corps in Europe. Major General Anderson passed away in 1976 and is buried in Arlington National Cemetery.



Robin Knotek Bova produced the book, *Letters Home*, about her father, 1st Lieutenant William R. Knotek who served in the US Army Air Corps during WWII. This book is a compilation of letters Knotek wrote home to his family from 1943 to the end of the war. The handwritten letters were painstakingly transcribed via word processor by his wife, Jeanette. The book is infused with pictures taken by Knotek and his letters give insight into the daily life of one of the Greatest Generation who served our country.



See these authors again at the July Pancake Breakfast and also during the Collings Wings of Freedom Tour in August!

New Time Card Entry System

Tracking our Volunteer Hours is a very important part of our organization's metrics. We use the number when seeking grants, we talk about the numbers on speaking engagements and they are an internal measure of improvement.

For the past few months, our volunteers have been entering their time in our log book and also into a computer system. Among other duties, Bob Schwartz keeps track of all of our volunteers, their hours and where they are working. As we have grown as an organization, this workload has become a monumental task. Last year we documented 58,000 volunteer hours by about 150 volunteers. The information from the log was entered into a spreadsheet by hand for every transaction. You can imagine how long Bob spent entering each line of the log.

The new system requires our volunteers to enter three pieces of information on a computer screen; 1) to search and select their name from a dropdown list, 2) to select a bubble, Check_In, Check_Out, or From_Home, 3) to select the work area from a dropdown list. Then tap "submit."

A timestamp is automatically attached to the results of a volunteer's entry. This record feeds a spreadsheet that calculates the total volunteer's time along with the area where they are working. Bob can now download and manipulate the data within minutes and that used to take him many hours.

We need your help to receive the full benefit from the system and minimize Bob's workload. Please try to learn how to use the system. If you don't understand it, please ask and many of us would be happy to show you.

I know that many people do not like change, but last month there were 1,400 entries. If we all do our part, Bob's effort to keep track of our volunteer hours will be much easier. Thanks, Kim.

By **Kim Kovesci**, MAPS Executive Director

Volunteer time card as it looks on the screen

The screenshot shows a web-based form titled "Volunteer Time Card". At the top, it says "* Required". Below this is the MAPS AIR MUSEUM logo with the tagline "Where History Takes Flight!". The form contains the following fields:

- Volunteer Name (scroll down) ***: A dropdown menu with "Choose" as the selected option.
- Check In - Check Out ***: Three radio buttons labeled "Check_In", "Check_Out", and "From_Home". The "Check_In" button is selected.
- Working Area Identified ***: A dropdown menu with "Choose" as the selected option.
- Enter Total Hours from Home ONLY**: A text input field with "Your answer" as a placeholder.
- SUBMIT**: A button at the bottom right.

Explorer Aviation Post 2356 at MAPS

By Jim Felner, Scout Coordinator

Just a brief update on our new Explorer Aviation Post 2356 at MAPS.

We currently have a “field trip” approximately once per month and focus on learning about various career opportunities in the field of Aviation. At each location, we try to not only cover the various Aviation fields, but also understand what coursework the students should be focusing on now to prepare for such a career after high school.

We had our first visit in March to the CAK Control Tower and Radar room. We were very fortunate in that one of our student's father, Diego Henao, works for the FAA and was able to tour us through the Tower facility.

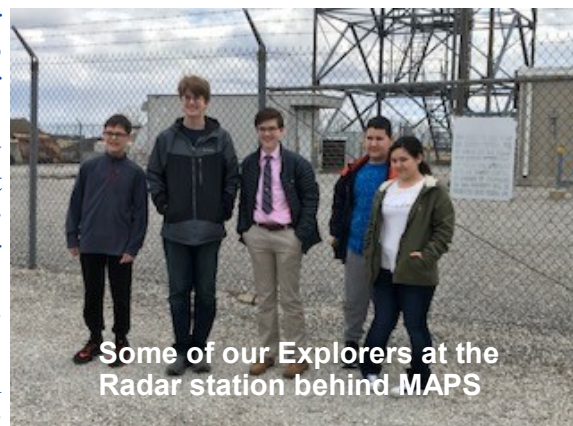
In April, we visited the Smucker Commercial Hanger on Lauby road. We were hosted by Melissa Lemons of Smucker, and received not only a good tour but also some insights/alternatives to obtaining an entrance into flying without going to a very expensive 4-year college program.

On May 4th, the Explorers visited the CAK Crash Fire & Rescue Facility and met with Todd Laps, Manager Public Safety/Operations.

In June, we are planning to visit the National Guard facility near CAK to learn about careers in the National Guard, tour the helicopter maintenance facility, and eat some good old MREs for lunch.

Just wanted to provide an update on the program so far. If any of you have any additional suggestions for places to visit that will help to educate our young Aviation Explorers, I welcome your suggestions. Feel free to contact me at:

felner.james@mapsairmuseum.org.



Some of our Explorers at the Radar station behind MAPS

MAPS Remembers D-Day

As many remembrances of D-Day occur throughout the country and here in our state of Ohio, so too does MAPS remember this significant event.

MAPS will recognize members of the Greatest Generation at the Pancake Breakfast on July 14th. Dick Mastin's WWII Motor Pool will be surrounded by the newly renovated A-26, the B-26 and a Beechcraft, all planes who had a role during WWII. Inside the C-47, Ret. Col Reed Kimball (MAPS Education Director) will take visitors through what our troops experienced on D-Day. His inspiring presentations will take place at 9 AM, 10 AM and noon.

Also in attendance will be the famed WWII Reenactors from the 101st Airborne as well as local authors (see page 10 & 11.)

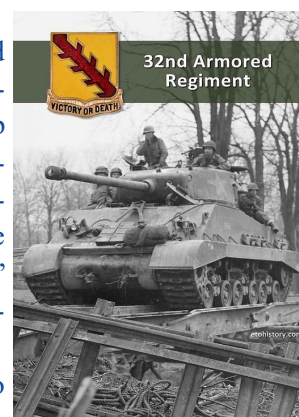
Come and meet Josh and Heather Scott who have created the video series, *Memoirs of World War II*. It is dedicated to preserving the history of the Second World War and the memory of those who served. Through the personal accounts of real life WW II veterans, their goal is to honor their sacrifice and to grant younger generations an understanding of what it was like to live through the war and the lessons that can be learned from it.

MAPS Louise Timken Aviation Library will be featuring “Faces and Images of D-Day” that will include a variety of images of those who served during Operation Overlord.

A map of the 32nd Armored Regiment, 3rd Armored Division's movements from Camp Weymouth and Camp Portsmouth in England to their landing on Omaha Beach will be displayed. “Victory Or Death,” was the motto of the 32nd Armored Regiment.

With the assistance of the Ohio Military Museum (on the second floor of MAPS) artifacts from Massillon resident, Staff Sargent George Turkal of the 743rd Tank Battalion 32nd Armored division will be displayed. These include a campaign medal photo, certificates and other photographs.

The library will also have on display books related to D-Day which can be checked out by MAPS members.



Collings Wings of Freedom Tour Comes to MAPS

On August 9, 10 or 11, come out and experience World War II aviation history on the ground and in the air with the Wings of Freedom Tour! See original WWII warbirds up-close and personal with walk-through tours of authentically restored interiors of the legendary B-17 Flying Fortress and B-24 Liberator. See the B-25 Mitchell, P-51 Mustang, and (new for this year) the P-40 Warhawk as well.

For an even more exciting visit, take flight aboard one of these vintage aircraft for an incredible flight experience or flight training!

To schedule a flight, call 800-568-8924 or www.cfdn.org. You can also sign up at the event in August, based on availability.

A little history about the P-40 Warhawk

The Curtiss P-40 Warhawk is an American single-engine, single-seat, all-metal fighter and ground-attack aircraft that first flew in 1938. The Army Air Force at that time used the "P" designation which stood for "pursuit". This designation was used on a wide variety of its fighter aircraft such as the P-51 Mustang, P-47 Thunderbolt and the P-38 Lightning. That designation was later changed to "F" which stands for "fighter".

The P-40 Warhawk was not the best fighter in the arsenal of the Army Air Corps when the United States entered WWII, but it was the most numerous type available. It was less expensive, easier to build and maintain, and most important - it was in large-scale production at a critical period in the nation's history when fighter planes were needed in large numbers and could be produced quickly.

The Curtiss P-40 was a workhorse and served in almost every theater of WWII. It was the third most-produced American fighter of World War II and by November of 1944 when production of the P-40 ceased, 13,738 had been built.



A very happy MAPS volunteer, George Reese, flying aboard the Collings B-17 in 2018.



P-40 Warhawks in Production

Warbirds: The Planes of D-Day at MAPS

The first phase of D-Day was an aerial bombardment of the German emplacements on the beach, artillery and supply lines. This first phase used heavy bombers including the **B-17 Flying Fortress** (see Collings article above) among others, to "soften up" the extensive enemy defenses. It is armed with thirteen machine guns: at the rear of the aircraft, at the front, on the flanks, above and below. Thus the bomber gets its nickname of "Flying Fortress".

On the dark early morning of the D-Day invasion, over 1,000 **C-47 Skytrains** (just outside MAPS hangar) took off from bases across England, congregating in multiple V-formations, each plane carrying more than a dozen paratroopers, the airborne fighters (more than 13,000) who would jump from the transports into occupied France to cut off German defenders from behind.

In later years, General Eisenhower cited the C-47 Skytrain as one of the most vital pieces of military equipment used in winning the war.

An unsung hero of WWII, the **B-26 Marauder** medium bomber (inside MAPS hangar) earned a reputation as one of the toughest planes in the fleet, inflicting vast amounts of damage to German positions in support of the troops arriving on the beach. On D-Day, the B-26 was used successfully more as an attack plane than a bomber, coming in low and aiming for the gun emplacements on the beach. Because of the low visibility that day and the necessity of flying low, many pilots thought they'd been hit by enemy fire when in fact what they felt was the percussion of their own bombs being dropped from such a low altitude that they shook the B-26s.

MAPS Anniversaries

February 1, 2019 to April 30, 2019

*** designates Family Membership*

20 YEARS

Neidet, Don & Leona

15 YEARS

Sykes, Marcy
Leach, Richard
Johnston, Robert & Barb

10 YEARS

Disko, John
Repko, Mike
Dietrich, George
Audi Miller, Noelle

5 YEARS

Pfromm, Carl
Smith, Stephen
Ashley, John
Barrett, Bruce
Powell Jr, Ray
Willis, Tony
Weber, Raymond
Hutchison, Bob
Hutchison, Tom

Congratulations!
Thank You For Your Continued Support!

New Members

February 1, 2019 to April 30, 2019

*** designates Family Membership*

Basso, Michael **	Maxon, Ruth **
Brown, Seth	Millisor, Barney
Burger, Caden	Morris, Ronald **
Byder, Michael **	Orians. James **
Carmine, Noah **	Orians, Lucas
Donally, Bridget	Phillips, William
Downerd, Cooper	Redinger, Ivan **
Frank, Mark	Rybka, Michael **
Hambel-Brown, Lilly	Schiele, Kelly **
Henao, Isabella	Schultz Sydney
Kutzli, Audrey	Scott, Joshua **
Luisi, Mark **	Watson, James **
Mastromatteo, Dominic	Whitehouse, Jacob
	Whitehouse, Rachael



JOIN MAPS TODAY!



Chairman's Notes *By Bob Schwartz, Director Chair*

The Akron Youth Symphony performed at our Veterans Day celebration this past November. We had a very large crowd and I sat towards the back. As I'm sitting there, I start to take in all the history surrounding the crowd. In front on the left is the WWI Sopwith Triplane that sits in the corner with a WWII PT-19 beside it. In the middle, there is an A-4 Skyhawk flown by the Navy starting in the 1950's and also used by the Blue Angels. Then there is a WWII B-26 bomber and above it the Martin Glider which was built in 1908 and first flew in 1909, 110 years ago. In the back ground hangs the large American Flag with a big POW flag to her right.

After a little while you get a this "feeling." I wonder how many in the crowd truly appreciate the history surrounding them. When you're at MAPS take some time to sit down, relax, take in all the history and think about the American heroes who flew these planes in defense of our great Nation.

Out on the ramp we have a WWII era Douglas C-47 Skytrain. They started flying in 1936 as the civilian DC-3 and revolutionized the airline industry. When WWII started, the military purchased large numbers of them and used them to carry paratroopers, cargo and personal transport. They also served in Korea and Vietnam where they were armed with 3 mini guns capable of firing 6,000 rounds a minute.

Almost every Air Force base back in the 60s and 70s had a C-47 assigned to it as "base bird" to be used for transport that enabled non-combat pilots an aircraft to keep their flying proficiency current. There are still a few flying today. An airport in the Kidron, Ohio area modifies the old planes, replacing the old reciprocating engines with turbo prop engines. Back about five years ago, I used to hear the familiar sound of a DC-3 lumbering over the Canal Fulton area, flying NE to SW around 4 PM every day which must have been a scheduled flight. I always had to jump up and scoot out the door and watch it fly over!



THANK YOU!

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**MARK YOUR CALENDARS!**

You don't want to miss any of the exciting events planned at MAPS this summer!

Saturday, June 8th is the 10th Annual **MAPS Car Show**, sponsored by Don Sitts. Come see beautiful cars alongside MAPS historic aircraft!

Registration starts at 8:00 AM – "Tour the Museum"

Show Hours: 9:00 AM – 3:00 PM – Awards Ceremony at 2:00 PM

Pre-registration is \$10.00 by June 2nd and after that \$15.00 (Free Admission to the museum with entry)

Dash plaques for the first 200 plus goody bags for all entrants, food vendors, 50/50 raffle, music by Bruce, Awards for Best of Show, Top 20 Picks, Top Flight MAPS Award

Rain Date: Sept 7, 2019

The second **Pancake Breakfast** of the year will be held on **Sunday, July 14th**. Make this a fun family day - have a delicious breakfast and then tour the museum and the planes housed outside. The 1000 sq. ft. MASH field hospital is now open for the season and provides an inspiring look at medicine during the Vietnam War. (See article on Page 12.)

This year's **Collings Foundation Wings of Freedom Tour** is **August 9th - 11th**. Come out and view, tour or fly in four of the most famous WW II bomber and fighter aircraft; the B-17 Flying Fortress, B-24 Liberator, B-25 Mitchell, P-51 Mustang and P-40 Warhawk. Admission includes the MAPS museum, outdoor displays, Gallery of Heroes and the Ohio Military Museum on the second floor. (See article on Page 13.)

Focus on Volunteers

Larry Gianetti has only been a MAPS member for about 6 months but he has already left his mark (quite literally) on the organization!

On most days, you will see Larry just outside the elevator doors on the second floor, hard at work on a floor to ceiling wall mural that will depict a night drop of paratroopers from C-47 Skytrain troop transports over the French city of Saint-Germain-de-Angels during the Normandy invasion. Larry works from small pictures and sketches and brings them to life on the wall.

This is the first mural Larry has done but his working career utilized and furthered his artistic talents.

When Larry graduated from high school, he wasn't sure what he wanted to do. He was doing factory work until he decided to attend the University of Akron where he graduated Magna Cum Laude with a Bachelor of Fine Arts when he was in his early 30s. He subsequently worked as a point of purchase packaging illustrator for 24 years. He also worked as an artist for Timken, designed Hall of Fame floats, did graphic design for multiple companies and then turned to freelance work.

Larry grew up in the area and lives in Canton with his wife Joy and one dog and five cats. MAPS is glad that Larry has joined the team and we excitedly await the completion of the D-Day mural.



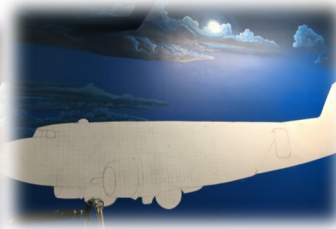
Pictures and sketches



Larry's "Studio"



Moonlit sky comes to life



C-47 sketched in and awaiting realistic detail

MAPS

AIR MUSEUM

Where History Takes Flight!

2260 International Parkway
North Canton OH 44720
Phone 330-896-6332

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The BRIEFING Newsletter
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Flag Day is June 14th Fly The Flag Proudly!

Join the BSA Cub Scouts in an honorable United States Flag retirement ceremony at MAPS Air Museum! The ceremony will be held on June 14th from 6-7 PM.

American flags should never be tossed in the garbage or shredded. They should always be treated with respect and disposed of properly. You have time to dispose of your worn flags in the Retirement Drop Box just outside the entrance to MAPS.



MAPS Receives Grants

MAPS Air Museum has received grants that fully fund the 2018-2019 US History and STEM Programs in Stark and Summit County.

Stark County Schools are coming to MAPS on grants from the David Foundation and The Henry and Louise Timken Foundation, a supporting foundation of Stark Community Foundation.

Summit County Schools are coming to MAPS on grants from the Howard Atwood Family Fund, The Polsky Fund and the John A. McAlonan Fund of the Akron Community Foundations.

In addition to the educational grants:

We received an unrestricted grant from Ward J. and Joy A. Timken Foundation to install a water line to the motor pool.

We received employee matching funds from Sherwin Williams to install a security system in the OMM room to protect the Congressional Medals of Honor.

We would like to thank all of the Foundations that continue to support our educational programs and our capital improvements. The rapid improvements that we have made are primarily due to the support that we have received from this group of organizations.

With gratitude and many thanks!