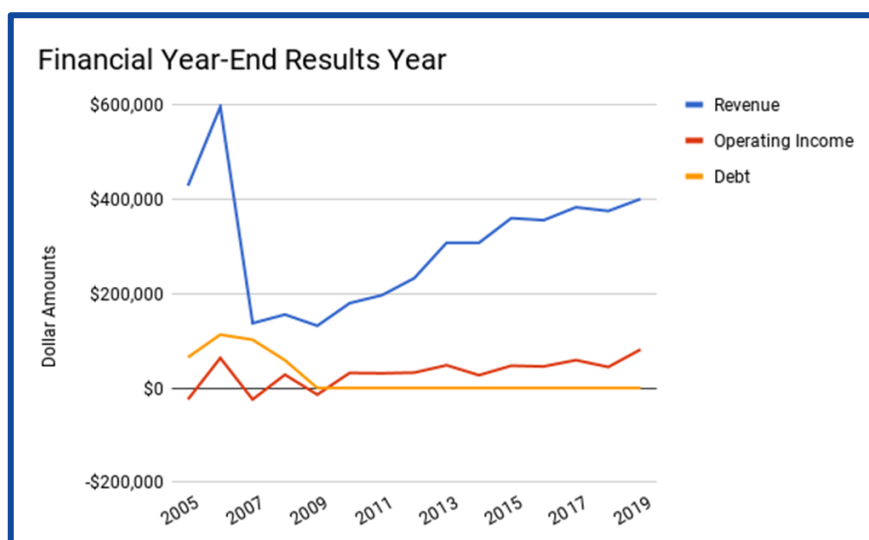


Year-end Report From The Executive Director

By Kim Kovesci, MAPS Executive Director

2019 posted the best financial results at MAPS since I became executive director in 2011. It was primarily due to the best visit we have ever had by the Collings Foundation, the best Don Sitts Car Show ever and admissions at record levels. Our membership climbed to 781 members by the end of the year with our volunteer hours approaching 59,000. The number of visitors remained at about 41,000 for the second year in a row. We expect this to climb again after the banquet hall opens. Our income exceeded \$400k for the first time since the last air show in 2006 and our operating income was the best ever recorded.



The financials are not the only area where we had tremendous success. I was amazed at the teamwork that has begun to blossom between the curators and library volunteers. They teamed up on a project to provide a display in the library commemorating the anniversary of D-Day. It turned out to be very educational and a huge success. Next, they created a diorama that shows what it must have been like during the Battle of the Bulge. Each time they have teamed up on a project, the results have been astonishing. Keep up the great work!

Continued on following page

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

★ 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.

Kim's report continued...

Diorama - Battle of the Bulge seen here in front of MAPS B-26 Marauder. B-26 medium range bombers provided air support during the Battle of the Bulge.

The restoration crews have been extremely busy this year especially with painting. They worked on the F-16, F-14, F-86A, F-101, BT-13, Funk, OV-1, F-4, A-26, B-26, Cobra, Kiowa, T-37, F-102, F-105, some of the C-47 and T-28 were also painted. Some of the most impressive work was done on the FG-1 Corsair where they are making the fuselage sections behind the cockpit. The crews then began making "simulated" ordnance; 250 lb. bombs, a torpedo, 50 caliber machine guns, sidewinders and rockets for the Cobra.

When you think about the amount of work done by all of our volunteers, it is more than impressive. Each week our tour guides, gift shop cashiers, curators, librarians, office personnel, restoration workers, cafeteria workers, motor pool mechanics, grounds keepers, general volunteers, the radio guys and the volunteers who work the events show up consistently to do their part. By doing their part, they all contribute to the overall success of this organization. We could not strive to meet our mission if it were not for the dedication and commitment of our wonderful volunteers.

I want to thank everyone for a record 2019 and I am really looking forward to getting the second floor banquet area up and running in 2020. It's a great time to get involved and help us make it happen.

Volunteers are key to our success!

Upcoming Events

MARCH

WED, MAR 11	DIRECTOR MEETING	3 PM
SAT, MAR 14	MEMBERSHIP MEETING	11 AM
SAT, MAR 14	HUNTING, FISHING, OUTDOOR SHOW	9 AM - 4PM
SUN, MAR 29	MILITARY COLLECTOR'S SHOW	9 AM - 5 PM

APRIL

WED, APR 8	DIRECTOR MEETING	3 PM
SAT, APR 11	MEMBERSHIP MEETING	11 AM
SAT, APR 11	PINEWOOD DERBY	9 AM - 4 PM
SUN, APR 26	PANCAKE BREAKFAST	8 AM - 1 PM

MAY

SAT, MAY 16	CRAFT BEER FESTIVAL	5 PM - 8 PM
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WED, MAY 14	DIRECTOR MEETING	3 PM
SAT, MAY 16	MEMBERSHIP MEETING	11 AM

JUNE

WED, JUN 17	DIRECTOR MEETING	3 PM
SAT, JUN 20	MEMBERSHIP MEETING	11 AM
SAT, JUN 13	ANNUAL CAR SHOW	9 AM - 3 PM
SUN, JUN 14	FLAG DAY CEREMONY	6 PM
SUN, JUN 28	MAPS 30TH ANNIVERSARY CELEBRATION	10 AM - 4 PM

Commemorative Brick Program

Anyone who has been to MAPS has seen the commemorative brick garden underneath our flags. For those of you who are considering honoring a loved one with a commemorative brick, there is a cut-off date for brick placement in 2020. All orders must be submitted and paid for by May 13, 2020. The last order date for 2020 will be September 16th.

What a beautiful and lasting gift for Mother's Day, Father's Day, a birthday, anniversary or Veterans Day. Order forms are available in the lobby or in the library on Wednesdays and Saturdays.



Bricks awaiting placement

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

Scott Denniss

Gary Hought

GIFT SHOP

Bob Hollis

LIBRARY

Barb Johnston

Betty Tober

LUNCH ROOM

Mary Ann Cameron

Julie Ramey

MEMBERSHIP

Bob Schwartz

MILITARY INTERVIEW PROGRAM

Debbie Bussinger

NEWSLETTER EDITOR

Marylou Thompson

OMM DISPLAYS

James 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

Chairman's Notes

By Bob Schwartz, Director Chair

MAPS had another record-breaking year with our volunteers recording 58,861 hours - this is double the hours logged in 2009 and 2010. Volunteer hours record keeping started in 2008 and previous years were either lost or not tabulated.

Independent Sector, a company founded in 1980 and located in Washington, DC, is a coalition of non-profits, foundations and giving programs. The dollar value they have placed on a volunteer's time is \$25.43 per hour. For MAPS, this equates to just under \$1.5 million in wages and benefits for 2019.

Below are some examples of how MAPS volunteers spend their time.

The total restoration hours for the B-26 is listed at 14,001 hours from January 2008 to date, including 207 hours for 2019. Restoration of the B-26 started in about 1995. In comparison, the A-26 has logged 11,582 restoration hours since about 2012. At the end of 2019, total restoration hours for all aircraft shows 143,402 hours recorded since the beginning of 2008.

For 2019, General Facilities recorded their largest number of hours; 5,453 hours for the year. The General Facilities crew works throughout the museum, performing basic electrical, plumbing, repairing windows, painting, carpentry, roof repair and many other tasks as needed. Many of the volunteers perform this work on a daily basis and others step in as needed depending on the task.

The next highest recorded hours are the tour guides - 5,194 hours for 2019. Tour Guides lead our visitors throughout the museum explaining all our aircraft, escorting visitors through our galleries and medical tent and telling the stories of our military heroes. You may see them sitting in the lobby on a slow day but they are ready when a visitor steps through the door for a visit to our museum.

We have 56 different areas where volunteers work and all are equally important. Finance recorded only 400 hours last year but this area is extremely important to MAPS well-being now and in the future. The website recorded only 380 hours last year, however this is another extremely important function which lets the whole world know what MAPS is doing and where we are going.

Other areas that logged a significant number of hours for 2019 are: administration - 2190 hours, curators - 3355 hours, MAPS events - 3813 hours, gift shop - 3401 hours, ground support - 3074 hours and the library - 4313 hours.

We have approximately 270 active volunteers who work as little as 10 hours or less per year to those who work in excess of 1500 hours per year. Regardless of the number of hours you volunteer at MAPS or the area where you choose to utilize your talents and passions, all hours are important and contribute enormously to our continuing success.

Thank you to each and every volunteer for all you do!



Volunteer at MAPS!

do good, feel good, make friends

Operation Detachment

By Reed Kimball, MAPS Director of Education

In the past three articles that I have written for *The Briefing*, I covered military operations that occurred 75 years ago (D-Day for the June edition, Operation MARKET GARDEN for the September Edition and the Battle of the Bulge for the December edition). For this edition of *The Briefing*, we will move from the European Theater of Operations (ETO) to the Pacific. To give you the setting for this article, we need to “catch up” on what had happened in the Pacific.

In the days after the attack on the Pacific Fleet in Pearl Harbor, the Japanese quickly seized Wake Island, Guam and the Philippines were quickly lost. Thailand, Burma, the Dutch East Indies and the Solomon Islands soon followed. Then, in April of 1942, America struck back with a daring raid on Tokyo followed by the Battle of Coral Sea (May 1942), the Japanese defeat at Midway (June 1942) and the invasion of Guadalcanal (Aug – November 1942). After the American capture of the Marshall Islands in June of 1944, the Japanese military leaders reevaluated their situation. All indications pointed to an American drive toward the Mariana Islands and the Carolines.

Although the Marianas were secure and American bases firmly established, the long 1,200 mile range from the Marianas meant that B-29 aircrews on bombing missions over Japan found themselves ditching in the sea if they suffered severe damage and were unable to return home. Attention focused on the island of Iwo Jima in the Volcano Islands, about halfway between the Marianas and Japan. American planners recognized the strategic importance of the island, which was only 5 miles long, 8 square miles in area and had no native population. The island was used by the Japanese as an early-warning station against impending air



raids on Japanese cities. Additionally, Japanese aircraft based on Iwo Jima were able to attack the B-29s on their bombing missions on route to their missions and on the returning leg home, and even to attack installations in the Marianas themselves. The capture of Iwo Jima would eliminate these problems and provide a staging area for Operation DOWNFALL – the eventual invasion of the Japanese Home Islands. The capture of Iwo Jima would provide emergency landing airfields to repair and refuel crippled B-29s in trouble on their way home and a base for P-51 fighter escorts for the B-29s. American intelligence sources were confident that Iwo Jima would fall in one week. In light of the optimistic intelligence reports, the decision was made to invade Iwo Jima and the operation was given the code name Operation DETACHMENT.

Lieutenant General Tadamichi Kuribayashi was assigned to command the defense of Iwo Jima. He realized that Japan could not win the battle, but he hoped to inflict such massive casualties on the American forces that the United States and its Australian and British allies would reconsider carrying out the invasion of Japan Home Islands. He designed a defense, however, that broke with Japanese military doctrine. Rather than establishing his defenses on the beach to face the landings directly, he created strong, mutually supporting defenses in depth using static and heavy weapons such as heavy machine guns and artillery. The expected American naval and air bombardment further prompted the creation of an extensive system of tunnels that connected the prepared positions, so that a pillbox that had been cleared could be reoccupied.

The Battle of Iwo Jima (19 February – 26 March 1945) was a major battle in which the United States Marine Corps and Navy landed on and eventually captured the island from the Imperial Japanese Army during World War II. This five-week battle comprised some of the fiercest and bloodiest fighting of the Pacific War of World War II. Starting on 15 June 1944, the U.S. Navy and the U.S. Army Air Forces began naval bombardments and air raids against Iwo Jima, which would become the longest and most intense in the Pacific theater. These would contain a combination of naval artillery shelling and aerial bombings that went on for nine months. Unaware of the

Reed's article continued on the following page

Operation Detachment continued...

tunnel defense system, many of the Americans assumed the majority of the Japanese garrison were killed by the constant bombing raids.

Unlike the days of the pre-landing bombardment, D-Day dawned clear and bright. At 08:59, one minute ahead of schedule, the first wave of Marines landed on the beaches of the southeastern coast of Iwo Jima. Major Howard Connor, 5th Marine Division signal officer, had six Navajo code talkers working around the clock during the first two days of the battle. These six sent and received over 800 messages, all without error. Connor later stated, "Were it not for the Navajos, the Marines would never have taken Iwo Jima."

Unfortunately for the landing force, the planners at Pearl Harbor had completely misjudged the situation that would face the Marines. The beaches had been described as "excellent" and the thrust inland was expected to be "easy." In reality, after crossing the beach, the Marines were faced with 15-foot-high slopes of soft black volcanic ash. This ash allowed for neither a secure footing nor the construction of foxholes to protect the Marines from hostile fire. However, the ash did help to absorb some of the fragments from Japanese artillery. Marines were trained to move rapidly forward; here they could only plod. The weight and amount of equipment was a terrific hindrance and various items were rapidly discarded.

The lack of a vigorous response led the Navy to conclude that their bombardment had suppressed the Japanese defenses and the Marines began deployment to the Iwo Jima beach. In the deathly silence, landed US Marines began to slowly inch their way forward, oblivious to the danger. After allowing the Americans to pile up men and machinery on the beach for just over an hour, Kuribayashi unleashed the undiminished force of his countermeasures. Shortly after 10:00 AM, everything from machine guns and mortars to heavy artillery began to rain down on the crowded beach, which was quickly transformed into a nightmarish bloodbath. The Japanese heavy artillery in Mount Suribachi opened their reinforced steel doors to fire, and then closed them immediately to prevent counter fire from the Marines and naval gunners.

In response to the heavy resistance on the beach, the Army's 147th Infantry Regiment was ordered to climb from landing craft with grappling hooks to scale a high ridge about 0.75 miles from Mount Suribachi. The mission was to fire on the enemy opposing the Marine landings on the

beaches below and advance inland. They immediately found themselves in some of the fiercest fighting of the battle, and would engage in non-stop combat for 31 consecutive days.



By 11:30, some Marines had managed to reach the southern tip of Airfield No. 1, whose possession had been one of the original American objectives for the first day. The Marines endured a 100-man charge by the Japanese, but were able to keep their toehold on Airfield No. 1 as night fell.

In the left-most sector of the landing area, the Americans did manage to achieve one of their objectives for the battle that day. The 28th Marines drove across the island at its narrowest width, thereby isolating the Japanese dug in on Mount Suribachi.

By the evening, 30,000 Marines had landed. About 40,000 more would follow. Aboard the command ship *Eldorado*, Expeditionary Force Commander, Marine Lieutenant General Holland "Howlin' Mad" Smith saw the lengthy casualty reports and heard of the slow progress of the ground forces. To the war correspondents covering the operation he confessed, "I don't know who he is, but the Japanese general running this show is one smart bastard."

By the morning of 23 February, Mount Suribachi was effectively cut off above ground from the rest of the island. By that point, the Marines knew that the Japanese defenders had an extensive network of below-

Reed's article continued on the following page

Operation Detachment continued...

ground defenses and that, in spite of its isolation above ground, the volcano was still connected to Japanese defenders via the tunnel network. Two small patrols from two rifle companies from 2/28 Marines were sent up the volcano to reconnoiter routes on the mountain's north face. The recon patrols made it to the summit and scrambled down again, reporting any contact to the 2/28 Marines commander. He then called for a reinforced platoon size patrol from E Company to climb Suribachi and seize and occupy the crest. Once the top was secured, a length of Japanese water pipe was found there among the wreckage. A small American flag was attached to the pipe and then raised and planted on top of Mount Suribachi, becoming the first foreign flag to fly on Japanese soil. Photographs of this "first flag raising" scene, taken by Marine photographer Louis R. Lowery, were not released until late 1947. A messenger for E Company was detailed to take a second larger flag up the volcano to replace the first flag. This replacement flag was attached to another heavy water pipe and six marines proceeded to raise it into place. It was during this *second* flag-raising that Joseph Rosenthal took his exceptionally famous photograph *Raising the Flag on Iwo Jima*. The flag flew on Mount Suribachi until it was taken down on March 14.

Despite Japan's loss of Mount Suribachi on the south end of the island, the Japanese still held strong positions on the north end. The rocky terrain vastly favored defense, even more so than Mount Suribachi, which was much easier to hit with naval artillery fire. Coupled with this, the fortifications constructed by Kuribayashi were more impressive than at the southern end of the island. The next objective was to take control of Airfield No. 2 in the center of the island. However, every "penetration seemed to become a disaster" as "units were raked from the flanks, chewed up, and sometimes wiped out. Tanks were destroyed by interlocking fire or were hoisted into the air on the spouting fireballs of buried mines". As a result, the fighting bogged down, with American casualties piling up. Even capturing these points was not a solution to the problem since a previously secured position could be attacked from the rear by the use of the tunnels and hidden pillboxes. As such, it was said that "they could take these heights at will, and then regret it".

Although the island was declared secure at 18:00 on 16 March, the 5th Marine Division still faced Kuribayashi's



stronghold in a gorge with four tons of explosives and on 24 March, Marines sealed the remaining caves at the northern tip of the island. However, on the night of 25 March, a 300-man Japanese force launched a final counterattack in

the vicinity of Airfield No. 2. Army pilots, Seabees, and Marines of the 5th Pioneer Battalion and 28th Marines fought the Japanese force for up to 90 minutes, suffering heavy casualties. The island was officially declared secure at 09:00 on 26 March.

Though ultimately victorious, the American victory at Iwo Jima had come at a terrible price. According to the official Navy Department Library website, "The 36-day (Iwo Jima) assault resulted in more than 26,000 American casualties, including 6,800 dead." By comparison, the much larger scale Battle of Okinawa lasting from early April until mid-June 1945 resulted in over 62,000 U.S. casualties, of whom over 12,000 were killed or missing. The U.S.S. *Bismarck Sea* was also lost during the battle, the last U.S. aircraft carrier sunk in World War II. Because all civilians had been evacuated, there were no civilian casualties at Iwo Jima, unlike Saipan and Okinawa.

Japanese combat deaths numbered three times the number of American deaths although, unique among Pacific War Marine battles, American total casualties (dead and wounded) exceeded those of the Japanese. Of the 21,000 Japanese soldiers and sailors on Iwo Jima at the beginning of the battle, only 216 were taken prisoner, some of whom were captured because they had been knocked unconscious or otherwise disabled. The majority of the remainder were killed in action, although it has been estimated that as many as 3,000 continued to resist within the various cave systems for many days afterwards, eventually succumbing to their injuries or surrendering weeks later. The last of these holdouts on the island, two of Lieutenant Toshihiko Ohno's men, Yamakage Kufuku and Matsudo Linsoki, lasted four years without being caught and finally surrendered on 6 January 1949.

MAPS Restored Funk Model B Aircraft Now Hangs in the Atrium of the Akron-Canton Airport

Open letter from Kim Kovesci, MAPS Executive Director

Hi Everyone,

I want to thank Ren Camacho, President & CEO of the Akron-Canton Airport, for the opportunity to support the airport. We have a special community on the grounds and we are very proud to be a part of it.

I am truly amazed at the dedication, knowledge and quality of work that our volunteers demonstrate on a daily basis.

Think about what just happened! John Crouse called me from Tennessee and said he would like to donate an airplane to MAPS that was made in Akron and flew for the Civil Air Patrol during WWII. I checked with Bruce Balough and he said he would go get it, so we approved the acquisition. We don't know why we agree to go and get certain aircraft and pass on others but most importantly in the decision-making process, we look for history with a local connection.

Bruce and John Harris drove down to Tennessee and brought her home to MAPS. She sat in the trailer until I had a conversation one day with Ren about MAPS doing a display in the airport's atrium. I told him we had just picked up the perfect airplane for that role but that it had to be restored. The plane was a Funk Model B, a 1930s two-seat cabin monoplane designed by Howard and Joe Funk and was originally built by the Akron Aircraft Company (later named Funk Aircraft Company.)

Bruce, John and a whole host of other MAPS volunteers put in over 1,000 hours to make her look like she did when she flew in the Civil Air Patrol in 1942. Some "horse-trading" occurred with a guy in Pittsburg who just happened to have the parts we needed, and he happened to need parts we were not going to use. (This "horse-trading" occurs frequently!)

The crew started restoration in July 2019 and had it completed in January 2020 which is very impressive considering that an entire wing needed to be rebuilt. By the way, not many people even know how to repair/build fabric aircraft surfaces but Bruce is really good at it. The aircraft was painted red with a black stripe and ready to assemble.

On the evening of January 22, the Funk was ready to hang in the atrium of the airport. The airport support was wonderful and I think we all got a kick out of seeing Bruce doing his "rigging thing." Another talent that he has mastered!

We appreciate the analysis and design that John Fenton (Fenton Engineering, Inc.) provided for the project. I love it when you ask a designer what they think when the project is finished. If you did a good job, it looks just like the design! John, the airplane hangs just like you said it would!

All in all, thanks goes out to everyone who helped on this project - good job and "that was fun"!
Kim



Letter from Renato Camacho, President & CEO, Akron-Canton Airport

Good Morning Kim and Bruce,

CAK cannot thank you and the MAPS team enough for the willingness to display the Funk aircraft in the Airport's atrium. Your fellow MAPS staff were professional in every regard, from the initial discussions about the project all the way through last night's hoisting of the plane. Quite an accomplishment! I'm honored to have MAPS as partners on these types of projects, which is a huge promotion to all involved. Again, thanks to you both and the MAPS team. The final product exceeded my expectations!

I'd also like to give a special thanks to Joe Betro, Kevin, Todd, structural engineer John Fenton, TSA, Summit County Sheriff's Office, and the rest of the Building, Field, and Custodial Maintenance teams that ALL made this project a reality.

Regards,
Ren

See next page for before and after pictures of the Funk



The Funk in pieces, April 2018...



Before pictures from John Fenton, Fenton Engineering, Inc.

Fast forward to January 2020...



Funk "in the box" on her way to the airport

Pictures from the evening of January 22, 2020 at Akron-Canton Airport



Let's put her together!

← Bruce doing his "thing"

Up, up she goes!



Soaring high above!



Navajo Code Talkers

The term Code Talkers is usually associated with bilingual Navajo speakers who were recruited during WW II. Code Talking, however, was actually pioneered by the Cherokee and Choctaw peoples during WW I.

Philip Johnston was a World War I veteran who had heard about the successes of the Choctaw telephone squad. Johnston, although not Indian, had grown up on a Navajo reservation where his parents were missionaries. As a result of his observations, the Marine Corps began recruiting Navajo Code Talkers in 1941 and 1942.

The Navajo Code Talkers developed their own code dictionary based on the complex, unwritten Navajo language. The code primarily used word association by assigning a Navajo word to key phrases and military tactics. This dictionary was kept secret for many years and was only made public in 1968.



The Code Talkers participated in every major Marine operation in the Pacific theater, giving the Marines a critical advantage throughout the war.

During the nearly month-long battle for Iwo Jima, six Navajo Code Talkers were operating continuously, successfully transmitting more than 800 messages without error. The code was never broken by the Japanese.

The Navajo Code Talkers became national heroes after the Battle of Iwo Jima. Their heroism in the battle is widely acknowledged as the pivotal act that turned the war.

More than 400 Navajo had learned the code by the end of the war. None of the original 29 code talkers who invented the language are still alive today. Chester Nez, the last surviving member of the original 29, died in 2014.

Nearly 170,000 Navajo Indians speak their native language today, making it the most-spoken Native American language in the United States.

See Rick Willaman's informative and interactive Code Talker Radio display in the hangar.

With the push of a button, you can hear an actual Navajo Code Talker speaking his language.

Annual Raffle Underway!

It's time for our ROARING TWENTIES MAPS Cash Raffle! This is the 14th year for this major fundraising event. Your participation in last year's raffle positively



contributed to our organization and in the continued construction of the banquet area on the second floor, the continued restoration of the OV-1 and FG-1 Corsair as well as numerous other projects and aircraft restorations.

For those of you who are new members, each member is sent 10 raffle tickets in the mail. Each raffle ticket can be purchased or sold for \$5 each. Many members sell them to family and friends and some members simply buy them all and turn the money back to the museum. If you would like more than 10 tickets, please stop by Headquarters and pick up more.

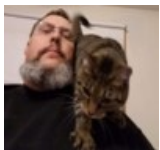
The annual raffle has turned into one of the most reliable fundraisers for MAPS. It also provides a way for those who are unable to actively volunteer to support MAPS in a different way.

Sold tickets are due by Wednesday, April 8th. ***The top seller will receive 10 free tickets for the drawing*** which will be held on **Saturday, April 13th** during our monthly membership meeting.

Six great raffle prizes will be awarded: \$1000, \$500, \$250, \$125, \$75 and \$50!

As in the past, if you have let us know that you do not want to participate we have made note of that and have not sent tickets to you. If you receive tickets and don't wish to participate, send the tickets back and we will take your name off the list for next year. If you did not receive tickets and want to participate, please email schwartz.robert@mapsairmuseum.org with your name and address and we will send them to you.

*Follow us on Facebook
and Instagram*



THE CORNERED CURATOR

By Scott Denniss, Curatorial Staff

*The mystifying musings
of a wary wordsmith.*

Since our last newsletter, the number of Medals of Honor in the Museum collection has DOUBLED. We now have 12 medals courtesy of some very generous donors. They are actual Medals of Honor but were made as “Display” models. Being display models gives us the flexibility to build a presentation around them and highlight the stories of any MOH winner. Every presentation will have a notation that the display medal is identical to the one awarded but not the actual medal.

Staying with our desire to see the big story through Ohio eyes, we will be focusing on Corporal Tony Stein, United States Marine Corps. Cpl. Stein was born in Dayton Ohio to the family of Austrian Jewish immigrants. He enlisted in the Marines eight days before his twenty-first birthday. He was a member of the Paramarines and fought in both the Vella Lavella and Bougainville battles. When the Paramarines were disbanded he was assigned to the 5th Marine Division. His experience in battle taught him that a machine gun with a high rate of fire would be very advantageous. Being a toolmaker prior to enlistment he used those skills to help build a weapon that fit the bill. Working with two other Marines they developed field modifications of the Browning M1919 AN/M2 .30 caliber aircraft machine gun.

The AN/M2 was designed for use in airplanes and was lighter and had a higher rate of fire. The ingenious Marines took the machine guns from downed U.S. Navy planes and turned them into what was called the “Stinger”. On February 19th, 1945 Stein stormed ashore the island of Iwo Jima with his fellow Marines. Using his Stinger he assaulted several Japanese pillboxes knocking out all. Due to his Stinger’s high rate of fire he kept running out of ammunition. He made eight separate trips back to the beach for more ammo and returned to the fight. On each trip he took a wounded Marine with him. Stein was eventually wounded, taken to a hospital ship and later returned to battle. On March 1st 1945 he was killed by a Japanese sniper. Though none of the six Stingers made survived the war, Corporal Stein’s valor and bravery will live on forever. His posthumous Medal of Honor was presented to his widow on February 19th, 1946.



The citation for his Medal of Honor reads:

“For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving with Company A, 1st Battalion, 28th Marines, 5th Marine Division, in action against enemy Japanese forces on Iwo Jima, in the Volcano Islands, 19 February 1945. The first man of his unit to be on station after hitting the beach in the initial assault, Cpl. Stein, armed with a personally improvised aircraft-type weapon, provided rapid covering fire as the remainder of his platoon attempted to move into position. When his comrades were stalled by a concentrated machinegun and mortar barrage, he gallantly stood upright and exposed himself to the enemy's view, thereby drawing the hostile fire to his own person and enabling him to observe the location of the furiously blazing hostile guns. Determined to neutralize the strategically placed weapons, he boldly charged the enemy pillboxes 1 by 1 and succeeded in killing 20 of the enemy during the furious single-handed assault. Cool and courageous under the merciless hail of exploding shells and bullets which fell on all sides, he continued to deliver the fire of his skillfully improvised weapon at a tremendous rate of speed which rapidly exhausted his ammunition. Undaunted, he removed his helmet and shoes to expedite his movements and ran back to the beach for additional ammunition, making a total of 8 trips under intense fire and carrying or assisting a wounded man back each time. Despite the unrelenting savagery and confusion of battle, he rendered prompt assistance to his platoon whenever the unit was in position, directing the fire of a half-track against a stubborn pillbox until he had effected the ultimate destruction of the Japanese fortification. Later in the day, although his weapon was twice shot from

Scott's article continued on following page

The Cornered Curator continued...

his hands, he personally covered the withdrawal of his platoon to the company position. Stouthearted and indomitable, Cpl. Stein, by his aggressive initiative sound judgment, and unwavering devotion to duty in the face of terrific odds, contributed materially to the fulfillment of his mission, and his outstanding valor throughout the bitter hours of conflict sustains and enhances the highest traditions of the U.S. Naval Service”.

★★★★★

There are several expositions planned for the 75th Anniversary of the Battle of Iwo Jima. Keep your eyes peeled and you should see displays in the OMM Gallery, Library, Elevator Lobby and the Hangar floor.

★ MAPS ★ 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!

History of the Medal of Honor

Medal of Honor Day is a US Federal Holiday that is celebrated every year on March 25th. It was created to honor the “heroism and sacrifice of Medal of Honor recipients.” The holiday has been celebrated since 1991 when it was signed into law by President George H. W. Bush. The date of March 25 was chosen to honor the men who participated in the Great Locomotive Chase during the Civil War and received Medals of Honor for their bravery.

The Medal of Honor was introduced for the Navy in 1861, soon followed by an Army version in 1862. In 1965, a version of the Medal of Honor specific to the US Air Force was created. Marines and Coast Guardsmen receive the Navy version.

The Medal of Honor is the oldest continuously issued combat decoration of the US Armed Forces. It was first awarded on March 25, 1863 and most recently awarded on October 20, 2019.

In light of the observance, here are some interesting facts you might not know about the Medal of Honor:

- Since the medal’s inception in 1861, there have been 3,505 recipients; 19 have received the medal twice.
- Until WW II, the medal was worn as a pin. In 1942, the Navy adopted a neck ribbon to distinguish the Medal of Honor from other decorations - it is the only military award to be worn in this way. The Army followed suit in 1944.
- Theodore Roosevelt is the only U.S. President to have received the medal (posthumously) for his actions in the Battle of San Juan Hill during the Spanish-American War.
- Willie Johnson, a 13 year-old drummer boy in the Civil War was the youngest recipient for his bravery in continuing to drum when his unit was overpowered by Confederate forces and they were forced to retreat.
- In the 20th century, the youngest recipient was Jack Lucas, a marine who at just 17 years old, shielded fellow squad members from grenades at Iwo Jima.
- Douglas Albert Munro is the only Coast Guardsmen to receive the medal to date. Munro received his medal posthumously for evacuating 500 Marines off Guadalcanal under enemy fire during World War II.
- On March 25, 1863, 19 soldiers from Ohio became the first recipients of the Medal of Honor for their bravery and courage during the Great Locomotive Chase of the Civil War. (See display on the second floor in the OMM Gallery)
- There are eight civilians who have received the Medal of Honor. The civilian recipients were all from the Civil War era, including the only woman to receive the medal, Mary Edwards Walker, a surgeon for the Union Army during the Civil War.
- The most recent recipient is Matthew O. Williams, a Master Sergeant in the US Army, who received the Medal of Honor on October 30, 2019 for his actions and heroism on April 6, 2008 during the Battle of Shok Valley in Afghanistan.



2019 Legacy Award Recipients

Legacy Award

The MAPS Legacy Award was created in 2014 to acknowledge MAPS members who have lived their lives as examples to our young. These individuals have been pillars of society and as volunteers have significantly contributed to the success of MAPS Air Museum. The awards were presented at the annual Christmas Party in December.

The 2019 Legacy Award Recipients

Don and Leona Neidert

Don was employed at Goodyear Aircraft for many years. He was very active at MAPS, working on various restoration projects, including rebuilding the Goodyear Blimp Gondola that was severely damaged in a crash in 1998. Don has been a very innovative volunteer - he has been the go-to guy when an aircraft part needed to be rebuilt from scratch. He would come up with a design and spend many hours crafting a piece for an aircraft being restored.

Leona spent many hours working in the gift shop and assisting our kitchen crew during various events.

Don and Leona have been active volunteers for many years and we are grateful to them for all they have contributed to the success of MAPS.

Allen Swain

Allen has been a MAPS member since 2001. He was retired from a machine tool service company and his job skills proved to be a perfect match for MAPS. Allen is lead mechanic in the “motor pool” and maintains the lawn mowers, tractors, cranes, lifts and other pieces of equipment. He not only maintains the equipment, he operates it as well. Several years ago when MAPS acquired the old equipment building used by the airport, it was in need of major repair. Allen directed and worked on the building, doing painting, insulating and whatever else was needed to make it functional.

Allen’s strong dedication has been a very positive asset for MAPS and has greatly contributed to our success.

Richard (Dick) With (posthumously)

Dick joined MAPS in 1991 and sadly, passed away on August 21, 2019. He was an Army veteran who served in Alaska in the 1950s. Dick was a very active MAPS member and worked on various projects. When we acquired the Martin Glider from the McKinley Museum in the early 2000s, Dick helped with the disassembly for transport to MAPS and then worked on the reassembly. Around 2006 when MAPS was experiencing troubling financial times, Dick, who was a board member at the time, spent countless hours compiling records to determine our financial viability. It was determined that serious fundraising was needed. Dick contacted the Collings Foundation and arranged for them to visit and split proceeds from the gate. He organized the entire weekend down to the smallest detail to ensure a well-run event. We had a beautiful weekend in August of 2008 and made it out of the red for the first time that year.



Dick With

Dick played a huge part in making MAPS what it is today. May he rest in peace.



L to R: Allen Swain, Leona and Don Neidert

Previous Recipients

2014 - Don Block, Ralph Lynn, Bob Withee

2015 - Jim Boyea, Bob Johnston, Ted Mathies

2015 - Mac McFarland, Jim Mosley, Ken Ramsay

2017 - Jim and Maryann Cameron, Rick Hamlet, Bob and Pat Schwartz

2018 - Paul Gates, Jim Jackson and Reed Kimball

**Congratulations and thank you to
our Legacy Award Recipients!**

Walking the Marketing Tightrope

By Doug Perry, MAPS Marketing Director

Six years ago I was asked to become the Marketing Manager for this organization. Kim gave me only one instruction. Do the job - just don't do it too well. It was the first job I ever started where I was told not to be too good at it!

Seriously, this instruction was intended to do two things. First, to continue to promote the museum, its mission, and its volunteers in order to "put butts in the seats." Second, to be careful not to overwhelm the organization as we grow. The last thing we want to do is to burn out our volunteers along the way or cause our visitors to have a bad experience when they visit us.

As a part of this, the first thing I was given was the task of being our Facebook Administrator. Our Facebook page had just been created and needed to be worked to gain a following of a group of people who would follow us and our activities and events on a regular basis. This promoted the museum and kept people interested in coming here, coming back again and again, and passing their like of our museum to their friends, both by social media and by word of mouth. We currently have 7,389 people who have "liked" our page and 7,544 people who follow our page.

I also do most of the other advertising for the museum. Print ads, a little radio, and PBS TV. And, I monitor our reviews on Facebook, TripAdvisor, Yelp, and Google My Business. I work with our local Visitors and Convention bureaus and follow their bus company leads by contacting those companies to attract tour bus groups.

Not long ago, I opened an Instagram account to create another social media source for marketing the museum. It has grown to where we currently have 887 folks following us on this platform.

Taken together, we now have almost 8,500 people who see

everything I post on these two platforms every time I post something. This number is larger than our total number of visitors in a year just a few years ago. This is not the total reach, however. Every time one of these folks "likes" or comments on one of my posts, every one of their "friends" sees that they did that for the museum. If each such person has just 100 Facebook "friends" and if we get 100 "likes" - that reaches 10,000 people, not just the 100. Most people have many, many more "friends" on Facebook than just 100!

To give one recent example from Facebook: 9 days ago, as of this writing, I posted an event on Facebook about the Collings Foundation returning to the museum this coming August. In just 9 days, that event posting has reached 3,099 people and we already have 81 people who said they will attend and over 1,300 people who have indicated that they are interested in attending. The post has been "liked" by 497 people.

Another example: In the last 28 days, on the Google My Business page there were 130,000 actions, 76,100 views, and 49,300 searches for the museum.

All this marketing has had the desired affect. On Facebook we have people following us from 44 foreign countries from as far away as New Zealand. And, of those people who took the time to fill out our visitor log in the lobby in 2019, we had 71 visitors through the door from foreign countries and 671 from other states. Remember, this is just from those folks who filled out the visitor log.

I am proud to have been a part of our success in promoting the museum and for my part in "putting butts in the seats" for our activities to make them successful.

Visitors from Around the Globe

During 2019, MAPS visitors came from Washington, DC plus 49 of our 50 states and also the following 21 foreign countries:

Australia	Fiji	Italy	Peru
Belarus	France	Kenya	Russia
Brazil	Germany	Malaysia	Sweden
Canada	Hungary	Mexico	
El Salvador	Iceland	Netherlands	
England	Israel	New Zealand	



MAPS Anniversaries

November 1, 2019 to January 31, 2020

**** designates Family Membership**

15 YEARS

Ramsay, Ken **
Sweeney, Mike
Taylor, Robert

10 YEARS

Milich, Robert**
Knickerbocker, Ron**
Huges, Tom
Ashley, Rich**

5 YEARS

Schoen, Joshua
Lautzenheiser, Bruce**
Sebrell, John
Bowyer, Theresa**
Gorman, Jim
Nee, Don
Paumier, Dan
Petschauer, Albert
Bachman, Alfred**
Detwiler, Nancy
George, Robert
Schoger, Harry**

Congratulations!
Thank You For Your
Continued Support!

New Members

November 1, 2019 to January 31, 2020

**** designates Family Membership**

Aikey, Robin
Niamtu. Joseph
Consbruck, Altynai
Crawford, Terence**
Lasko, Robert
Roulett, Connie
Pindel, Benjamin
Saalfeld, David
Peterson, Jeffrey**
Johnson, David
Patrick, Stephen

Thomas, David
Gantzler, Tim**
Amaral, Luiz
Stewart, Robert
Petz, John**
Cuevas, Marco**
Sepesy, Joseph**
Shasky, Jerry
Schultz, Heather
Laganiere, Tiffany**

★ A Warm MAPS Welcome! ★

Meritorious Service Medal

New MAPS member, SFC Scott Thompson, was surprised by a special visit from three soldiers from the 272nd Chemical Company, Army National Guard in Massachusetts. They flew to Ohio to present Scott with the Meritorious Service Medal prior to his December retirement from the military. The MSM is one of the highest non-combat medals awarded by the military.

The presentation was made in the Gallery of Heroes with family and MAPS volunteers in attendance. Scott served in the Army during Operation Desert Storm and again in Afghanistan.

He has recently moved to Ohio with his family and is the son of Marylou Thompson, MAPS volunteer and Briefing Editor. Scott and his family are all planning to become MAPS volunteers.



L to R - 1SG Pheachey Chomm;
Unit Commander, CPT Tiffany Pel-
rine; SFC Scott Thompson, and SFC
Maria Garcia



The Curator's Department has a limited number of United States funeral flags available to MAPS members for free. The intent is to replace a lost or missing flag of a family member or friend. They are not being made available for the purposes of resale and there is a limit of one flag per member. These are the 9½' x 5' burial or casket flags and 50 star flags are available.

The 50 star flag came in to use in 1960 and is our current flag. It would cover veterans of the Vietnam War on up to present day.

Flags will be available on a first come, first served basis. If you would like one, please see Scott Denniss in the Curator's Department or contact him directly at denniss.scott@mapsairmuseum.org

THANK YOU!

**Commercial Printing
& Graphic Design**

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Focus on Volunteers

As a self-described "airplane nut," it is no surprise that in retirement, Bob Hollis has become a vital member of the MAPS family!

Bob was born in Canton and has lived in the area most of his life. When he was in grade school, he used to ride his bike here and watch the P-51s take-off and land. He would ride his bike up to one of the planes that had just landed and chat with the pilot. Security was a little different back then!

When Bob was in high school, he volunteered at McKinley Air Transport and helped by washing planes. He then joined the Civil Air Patrol. This was where he met his wife, Sandy (also an active volunteer) who was a 14-year old Girl Scout at the time. Bob received his pilot's lic-

ense when he was just 18 years old, and many of his dates with Sandy were spent flying. They will celebrate 54 years of marriage this year and have been blessed with two children and 11 grandchildren.

Bob joined the Air Force in 1965 after 2 year of college. He spent his entire 4-year tour in Washington, DC. He kept waiting for orders to ship out to Vietnam but those orders never came. The Air Force had sent him to technical school and the birth of the new computer age kept him in DC working as a computer operator. He and Sandy married during this time and had their first child while he was in the Air Force. After his tour was up, they stayed in DC for a total of 10 years when they moved back to the area and closer to family.

Bob's civilian career was born out of his time in the Air Force. He excelled in areas of computer programming, analysis and management. During the last part of his career, he worked part-time from home as a software analyst/developer. He completely retired 3 years ago.

Bob has been a member of MAPS for the last 8 years and has been a board member for the last 5 years. He started coming to MAPS for the air shows, Collings and other events. He started volunteering when he helped Sandy, who worked for the VA in Canton, set up for an event at MAPS. He went on to become part of the restoration crew on the PT-19 and did that for about 2 1/2 years. He was also involved in scouting activities. Bob began working in the gift shop when a point-of-sale system was purchased 4 years ago. Because of his background in computers and software, he had the system up and running in 4 or 5 months and it has substantially streamlined operations in the gift shop.

When asked what the best thing about MAPS is, Bob responded, "At first it was just fun working on airplanes. But now I see the importance of what we do here at MAPS - the impact we have on people's lives; the school kids; the Veterans."

We are grateful to Bob for sharing his talents and for being part of the MAPS family!



March 14 - Hunting, Fishing, Outdoor Show

March 29 - Military Collector's Show

April 26 - Spring Pancake Breakfast

May 16 - Craft Beer Festival

June 13 - 11th Annual Car Show



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ADDRESS SERVICE REQUESTED

The BRIEFING Newsletter
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MAPS Celebrates the First 30 Years - 1990 to 2020

On June 21, 1990, the Military Aircraft Preservation Society (MAPS) Air Museum was incorporated with the State of Ohio. The last 30 years have been an exciting roller-coaster ride that has led to significant growth of the organization and expanded our reach within our communities.

Come and join us for a celebratory Open House on Sunday, June 28th from 10 AM to 4 PM. Admission is free!

We want to showcase our amazing aircraft, the Gallery of Heroes, the Ohio Military Museum, the Fallen Feathers display, the Medical Tent, the Louise Timken Library, our many historic displays and so much more!

We will also be celebrating the completed restoration of the B-26. There will be a special focus on the F-100 Super Saber and the A-26C Invader. There will be "behind-the-scenes" tours of the restoration area and the second floor banquet area. Hands-on special activities for the kids will be held in restoration and in the hangar.

30th Anniversary commemorative t-shirts, patches and pins will be available in the gift shop.

A special commemorative book, MAPS - The First 30 Years, compiled by Education Director Reed Kimball, showcases the amazing 30-year journey of what has become an internationally known museum of aviation and serves as a center of aviation history for Northeast Ohio.

The museum features exciting educational displays of its collection of acquired artifacts, interactive exhibits and historical archives in its own library. The museum is a War Memorial as we have a piece of the Battleship Arizona on display.

Bring the whole family for a fun-filled day! Check our website, Facebook and the next issue of the Briefing for details on all the special events planned for that day.



Wishing a special day for all our MAPS Moms on Sunday, May 10th!