

# Are We A Museum or An Event Center?

By Kim Kovesci, MAPS Executive Director

I have received several comments regarding our focus on hall rental and special events. “We are a museum, why do we have to move the planes for a wedding? Our mission statement doesn’t say we should have pancake breakfasts. Why are we doing a car show because we are all about airplanes? We are being turned into an entertainment center because of the new banquet hall and no longer a museum. We aren’t a dance hall, why are we having all these dinner dances?”

I provided a short answer in one of our planning meetings. It actually was a quote from Jim Jackson. You see, Jim was on the teams that dismantled and transported two airplanes to MAPS. The first one was the recovery of the A-4 from Chanute Air Force Museum in Illinois. Jim said, “We were talking to a guy and he said we used to have events here then we stopped and went out of business.” Then Jim talked about his trip to Minnesota to recover the OV-1. Jim said, “The guy there said we used to do wedding receptions but we stopped and closed the doors.” My comment was straight forward in the meeting. If we stop having events, we will close the doors.

I thought I would take this opportunity to backup my statements with facts and stress the financial importance of our fundraising events and our hall rentals to the stability of MAPS.

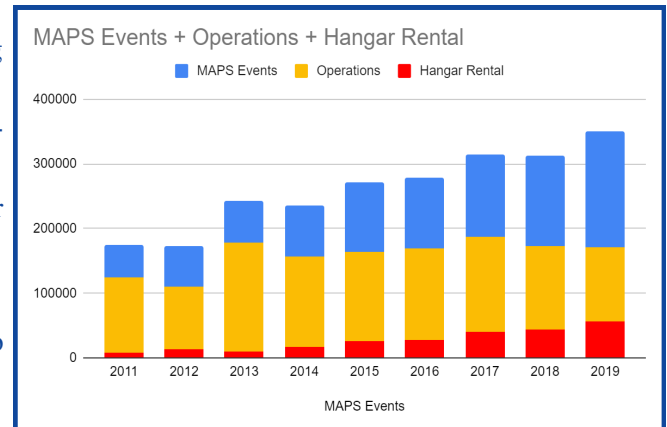
I looked at our financial records going back to 2011 including 2019 which was our best year.

There are three groupings: MAPS Events, Hangar Rental and Operations.

**MAPS Events consisted of:** Raffle, Collings, Pancakes, Car Show, Food Fund and Boy Scouts.

**Hangar Rental consisted of:** Aircraft Rental and Event Rental.

**Operations consisted of:** Donations, Admissions, Gift Shop Profit, Memberships, and Others.



*Kim’s article continued on the following page*

## HOURS OF OPERATION

MAPS has expanded hours of operation to Thursday, Friday, Saturday 9AM - 4:30PM and Sunday 11:30 - 4PM each week.

The gift shop will be open on these days.

CDC guidelines will be followed.

## ADDRESS and PHONE

Address: 2260 International Parkway  
North Canton, Ohio 44720

Phone: 330-896-6332

## DIRECTOR’S ELECTION EDITION

Information and Candidate Listings - pages 13 to 15

## ★ Mission Statement ★

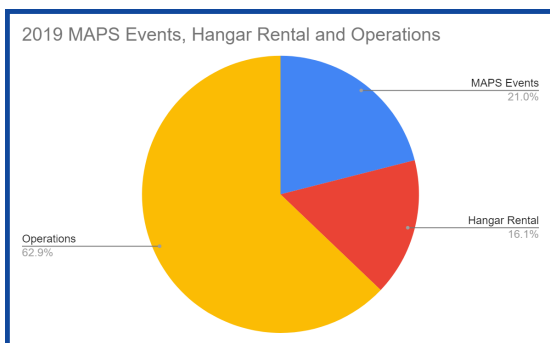
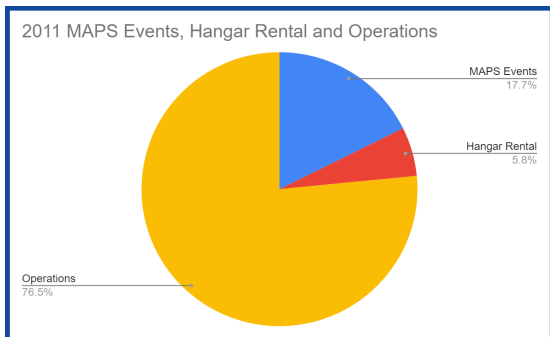
MAPS Air Museum is a non-profit organization dedicated to educating people about the history of aviation and its impact upon society. It accomplishes this mission by acquiring, restoring, preserving, studying and exhibiting the impact of aviation on the culture of man.

**Kim's article continued...**

During this nine year period, from 2011 to 2019, there was significant average growth in all of the groupings.

MAPS Events increased from \$26,642 to \$73,615

Hangar Rental increased from \$8,722 to \$56,308

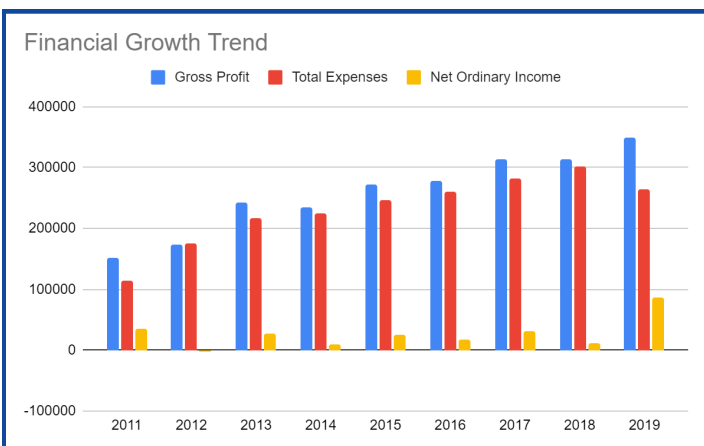


The charts above show the increased impact of the events and hangar rental over the 9 year period.

**MAPS Events** recorded from 17.67% to 21.03% of the total

**Hangar Rental** recorded from 5.78% to 16.09% of the total

**Operations** recorded from 76.55% to 62.88% of the total



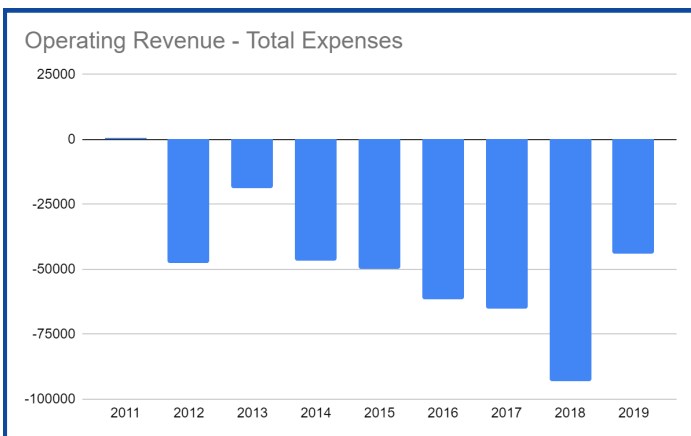
The chart at the bottom of column one shows the organizational financial growth achieved over the past 9 years. There is an increase in Profit, Expenses and Net Ordinary Income (the addition of cash into the organization.)

**Gross Profit** grew from \$150,786 to \$350,000 or 132%

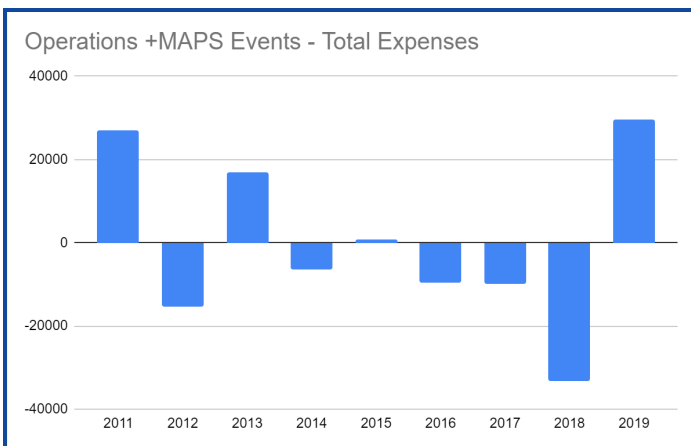
**Expenses** grew from \$114,978 to \$264,108 or 130%

**Net Ordinary Income** grew from \$35,808 to \$85,900 or 140%

What if we eliminated the MAPS Events and the Hall Rental revenue? The chart below tells the tale.



We would only look at Operational profit minus Expenses and we would start to lose money in 2012 for a total loss of (\$47,592). Each year thereafter, we would lose money until 2018 when we would lose (\$93,225). In total, there would be a loss for all 9 years of (\$426,703). The drain to our savings would have put us out of business around 2014.



In the chart above, if we eliminated only the hall rental but kept the MAPS Events, we get a different picture. Some years we would make money but some we would

**Kim's article continued on the following page**

## MAPS DIRECTORY

### EXECUTIVE DIRECTOR

Kim Kovesci

### DIRECTOR OF EDUCATION

Reed Kimball

### EVENT COORDINATOR

Kent Kleinknecht

### DIRECTORS

Dennis Bachtel

Bill Cody

Bob Hollis

Jim Jackson

Valerie Kinney

Ken Ramsay

Bob Schwartz (Chair)

### MARKETING

Doug Perry

### MUSEUM DISPLAYS

Scott Denniss

Gary Haight

### 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

### *Kim's article continued...*

lose money. The early years were heavily impacted by the Collings Wings of Freedom Tour visit. It was our biggest fundraiser but they did not come in 2012 & 2014.

If we add only the Operational Profit to the MAPS Events then subtract the Expenses, we would lose \$408 over the nine years. This is relatively a break even situation but the biggest impact would be in the ability to manage cash flow from year to year. This analysis indicates that we still need to generate revenue from Hall Rental or we will be operating with a very dangerously low revenue stream.

The Board of Directors and I make decisions based on the long-term plan of the organization. The trend of all three groupings indicate we are in a growth stage of the organization. We have made the decision to grow the organization in order to ensure the long-term survival of MAPS. The method of growth is based on generating revenue from the rental of a unique venue and establishing effective fundraising events with MAPS as the beneficiary.

**The bottom line** - if we stop holding MAPS Fundraising Events, we will go out of business because we would not be able to cover our costs. If we stop our Hall Rental efforts, we will go out of business because we will have major problems with cash flow from year to year.

**What can you do to help?** We need people to volunteer to work the MAPS events. So when you see an event on the calendar, get in touch with Kent Kleinknecht or myself to get signed up. If you would like to help cover our hall rental venues, please get in touch with Kent or myself to schedule yourself to work.

MAPS is so much more than a museum and a place where people come to see aircraft. People choose to have their weddings and parties here - they want to come to the events we sponsor, that's why they are so well attended. MAPS has been, continues to be, and will be for years to come, an integral part of our communities.

I hope this answers the question, "Why do we have so many events?" Kim

## Jackson High School Volunteers



Three 9th grade students from Jackson High School helped MAPS recently by washing aircraft and also assisted in moving aircraft, contributing to their community service hours.

We are grateful to:

**Evelyn Johnson**  
**Leo Walsh** and  
**Olivia Putnam**

How fortunate we are to have such fine young people in our community!

# THE CURATOR'S CORNER

By Brooke Anderson, Curatorial Staff

The three British Royal Air Force (RAF) **Eagle Squadrons** were a famous unit staffed by American volunteer pilots. Among those volunteers were two Buckeyes: Don Blakeslee of Fairport Harbor and Don Gentile of Piqua. Here is their story as well as that of the Eagle Squadrons.

Blakeslee, who later became the commander of the U.S. 4<sup>th</sup> Fighter Group, flew 500 missions, was awarded his first Distinguished Service Cross by General Eisenhower, as well as seven Distinguished Flying Crosses, two Silver Stars, six Air Medals and a British Distinguished Flying Cross. In Korea, he received the Legion of Merit, another DFC and four more Air Medals. Don Blakeslee died in 2008 and is interred at Arlington National Cemetery.



**Don Blakeslee**



Gentile was the leading ace of the 4<sup>th</sup> with 22 air kills. He received his first Distinguished Service Cross from General Eisenhower, then received a Silver Star, Distinguished Flying Cross, Air Medal and a British Distinguished Flying Cross. He was killed in a USAF training accident in 1951.



**Don Gentile**

With World War II well under way, German leader Adolf Hitler's famous goal was, "Today Europe; tomorrow, the entire world," and the conquest of Great Britain was next. "Operation Sea Lion" was to be the invasion of Britain, after it had been softened up by Nazi Air Force (*Luftwaffe*) strikes during the Battle of Britain. It was not to be, thanks to the RAF.

America was still neutral, yet many young American men wanted to join the fight. England was being attacked by air, and needed all the pilots it could muster, so a young American businessman in London, Charles Sweeney, pro-

posed to the British Air Ministry the establishment of an "American Air Defence Corps." The proposal was approved July 2, 1940.

Screening of candidates was to be done by Clayton Knight, a WWI US Air Service pilot, and in peacetime an aviation artist with the famous Cleveland, OH, Air Races. Requirements were as follows: high school diploma; unmarried; parents' permission; age 20-31; 20/40 vision correctible to 20/20; 300 certified air hours; CAA pilot's license.

Knight's committee established offices first in California, already home to a large air industry, then expanded to include New York City, Chicago, Kansas City and Cleveland. By December of 1941, the Committee had screened over 50,000 candidates and cleared 6,700 men for possible selection by the RAF, which established three squadrons of American pilots, to be known as the "Eagle Squadrons." All those selected had further training at US Air Corps civilian contract flight schools before shipping over. RAF #71 Eagle Squadron was established 9/19/40; #121 was established 5/14/41; #133 was established 8/1/41.

The Eagles were RAF squadrons and wore the RAF uniform; however, they had a distinctive shoulder patch, a white eagle with the letters E. S. above on a blue background. #71 started with Hawker Hurricanes, but all squadrons then transitioned to Spitfires.



**Eagle Squadron  
shoulder patch**

**Spitfire - a  
British single-  
seat fighter  
aircraft**



*Brook's article continued on the following page*



## *The Curator's Corner continued...*

Three types of missions were flown by the Eagles:

**RHUBARBS**, flying during time of low visibility across the English Channel, seeking out targets of opportunity;

**CIRCUSES**, escorting bombers seeking short range targets and engaging enemy fighters to protect the bombers; and

**CONVOY ESCORT DUTY**, protecting shipping convoys around Britain.



When the U. S. entered the war in Europe, the Eagles were transferred to the USAAF on 9/29/42, becoming the 4th Fighter Group. Each squadron transferred as a whole, with #71 becoming the 334<sup>th</sup> Fighter Squadron (FS), #121 becoming the 335th FS and #133 becoming the 336th FS.

The final RAF assessment of the Eagles' role states: *"They made a significant contribution to the Royal Air Force's wartime efforts."* The 4th Fighter Group amassed one of the most impressive records of the American fighter units, with a claim of 1,016 enemy aircraft destroyed.

[See the entire display in MAPS Gallery of Heroes](#)

## Focus on Volunteers

Mac McFarland is a quiet, behind-the-scenes guy with a great sense of humor who provides a very important function for MAPS. He is the treasurer.

Mac is an Ohio native, born in Dover, and has resided in Wadsworth for the past 24 years.

He had an interest in airplanes since he was a child. He built and flew gas-powered models and had his first flight in a PT-19 at age 12. As retirement neared, he wondered what he might do to keep busy afterward. He visited MAPS and his tour guide, Dick With, told him MAPS was looking for tour guides. Mac signed up that day. He was asked to be the treasurer in 2007 when MAPS was experiencing great financial difficulty. Mac navigated the financial waters and steered MAPS in the right direction. He has been the treasurer ever since.

Mac joined the Air Force right after high school because he decided he didn't want to go to college. His parents had to sign for him because he



was only 17 at the time. He spent four years in the Air Force, stationed in Germany, and was Crew Chief on the F-86D Sabre in the 496th FIS. The picture above is Mac with the F-86D in MAPS fleet.

On leaving the Air Force and returning to Ohio, one of the friends he hung around with had a sister, Carol, to whom he was immediately attracted. They married shortly after when she was only 19 and Mac was 24. They enjoyed 56 years of being together until she passed away four years ago. Mac and Carol were blessed with two children and five grandchildren. His son, David, joined the Marines, served in Desert Storm and was a plane captain on the A-6 Intruder. Mac and David started their own aircraft maintenance business but shortly after, David passed away suddenly of a massive heart attack. A memorial scholarship has been established in his honor at Kent State.

You might wonder why Mac was asked to be the treasurer of MAPS. He's uniquely qualified! As a 17-year-old who didn't want to go to college, he ended up with three degrees. He received a BS in aeronautical engineering from Tri-State College in Indiana, an MS in Mechanical Engineering from Akron U., and an MBA from Kent State. During his career, he worked for Warner & Swazey, Goodyear Aircraft and lastly, Akron Standard as Chief Engineer, Marketing Manager and Division Manager. He went on to become the company's president for six years prior to his retirement.



In keeping with Mac's love of "all things that go fast", he earned a private pilot's license, was the proud owner of a Mazda RX7 and three Mustangs - including a 1966 fast-back. You might have noticed a 2012 red Corvette in MAPS parking lot and you guessed it - it belongs to Mac! He has a 2021 ordered - in red of course - and he's hoping it gets here soon. Another "fast" highlight for Mac was riding in and flying a vintage WWII P-51 Mustang which was one of the fastest fighter aircraft of its time. (see photo to left)

When asked what he likes best about MAPS, Mac said it's difficult to think of just one thing. He enjoys the camaraderie and friendliness of belonging to one big family. He also likes hanging around with aviation nuts like himself and enjoys bringing people to visit MAPS.

MAPS is grateful to Mac for all he has done to keep us on the financial "fast track" over the years.

## MAPS Anniversaries

November 1, 2020 to January 31, 2021

*\*\* designates Family Membership*

### 20 YEARS

Swain, Allen\*\*

Crowe, Geoffrey\*\*

### 15 YEARS

Block, Donald

Peura, Ronald\*\*

Ziegler Jr, Harold

Schwartz, Robert\*\*

Sherwood Jr, George\*\*

Mumma, Gary\*\*

### 5 YEARS

Geslak, Mark\*\*

Kutscher, James\*\*

Lowe, Brian\*\*

Carroll, Dennis

Gruber, Bill

Burse, Kevin\*\*

### 10 YEARS

Boyazis, James

Brandon, George\*\*

Meoli, Frederick

Aegerter, Henry

Hausner, Martin

Harnden, Thomas\*\*

Nichols, John

Worstell, William\*\*

Schweikert, James\*\*

Svasta, Mike\*\*

Elsass, Kenneth\*\*

Semertsidis, Gus\*\*

**CONGRATULATIONS!**  
**Thank You For Your**  
**Continued Support!**

## New Members

November 1, 2020 to January 31, 2021

*\*\* designates Family Membership*

Barracato, Al

Chapman, Pamela

Clark, Nathaniel\*\*

Felberg, Drew\*\*

Fields, Larry

Fields, Richard\*\*

Kemp, Thomas\*\*

Krutilek, David\*\*

Meil, Doug\*\*

Mitchell, Rebecca

Morrison, Nathan

Prince, Kelly\*\*

Toy, Jim

Winebrenner, Mason

Yacab, Paul

THANK YOU!



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MAPS thanks The Print Shop of Canton, Inc.  
for sponsoring "THE BRIEFING"

## Veterans Celebration

*By Valerie Kinney, MAPS Director*

Because of the pandemic, we were unable to have a Veterans Celebration last November. We have rescheduled it for Saturday, August 7, 2021 from 1:30 PM until 9 PM.

**MAPS 8th annual Veterans Celebration will dedicate our newly restored OV-1 Mohawk to honor ILT Robert Weiss and SP4 William Foster Jr. who were killed on December 12, 1968.**

The event is open to the public, veterans, friends and family of the U.S. Armed Forces by reservation only. The cost is \$20 per person and tables of 6 or 8 can be reserved for an additional \$20. A limited number of reservations are available and must be received by July 24, 2021.

Doors will open and registration will begin at 1:30 PM. The program will begin promptly at 3 PM. Dinner and drinks will follow the program and a concert by LaFlavour, featuring music from the Vietnam War era will follow dinner.

Military dress at this event is appropriate for veterans or active military.

The registration form will be available soon on the MAPS website. For any questions, contact MAPS at 330-896-6332 Ext. 108 or [kinney.valerie@mapsairmuseum.org](mailto:kinney.valerie@mapsairmuseum.org)

*Happy Father's Day to all MAPS  
Dads, Granddads and Great-Granddads*



A Warm MAPS Welcome!



# The World Looks Toward the Future

By Reed Kimball, MAPS Director of Education

In the last two articles, we looked at the end of the 2<sup>nd</sup> World War, the war that happened after the “War to End All Wars” but didn’t. So where do we go from here? It will be another 4 years before the “Cold War”, whose foundations were forged at the end of World War II, will go “hot” half way across the world in Korea. History, however, does not stop at the end of conflict just to be picked up at the start of the next. **One of the unfortunate lessons that we do seem to learn from war is that war itself can be improved.** War has always been a cradle for technological innovation and World War II was no exception.

World War I introduced the fledgling fields of aviation and armor to the battlefield as well as the specter of chemical warfare. The war taught us that chemical warfare could not be controlled as was originally envisioned. Although not again used against troops on the battlefield, chemical and biological weapons remained a threat. Chemical substances used for other battlefield purposes (such as defoliation of jungle areas in Vietnam) continue to cause health issues for those that were exposed.



At the end of World War I, the potential for the use of aircraft and tanks on a future battlefield was not lost on theorists, innovators, tacticians and practitioners. Various British and French commanders who had contributed to the origin of the tank theorized about a possible future use of independent armored forces, containing a large concentration of tanks, to execute deep strategic penetrations. These concepts were not lost on such young, impressionable officers such as George Patton and Erwin Rommel. Some theorists, especially in Britain, considered that aircraft would become the dominant military arm in the future. They imagined that a future war would be won entirely by the destruction of the enemy's military and industrial capability from the air. Others, such as General Billy Mitchell in the United States, saw the potential of air power to augment the striking power of naval surface fleets.

Germany was banned from possessing an air force by the terms of the World War I armistice. The German military continued to clandestinely train its soldiers as pilots until

ready to openly defy the ban. This was done by forming the Deutscher Luftsportverband (German Air Sports Association), a flying enthusiast's club and training pilots as civilians. Some German pilots were even sent to the Soviet Union for secret training so a trained air force was thus ready as soon as the word was given. All major European states (with the exception of Germany that was forbidden to possess armored vehicles under the Treaty of Versailles), the US, and Japan, would create their own experimental mechanized forces during the late 1920s, many using either French or British vehicle designs or even directly purchased vehicles, but largely borrowing from both to develop their own doctrines.

Military aviation came into its own during the Second World War. The increased performance, range, and payload of contemporary aircraft meant that air power could move beyond the novelty applications of World War I, becoming a central striking force for all the combatant nations. As was common practice throughout World War Two, bomber formations were protected by smaller and faster fighters. This left the bombers to concentrate on reaching their target areas and dropping their munitions without concerning themselves entirely on formation defense. The introduction of jet and rocket powered aircraft by the Luftwaffe caused airpower strategists to re-examine future strategy with added impetus on jet powered aircraft.



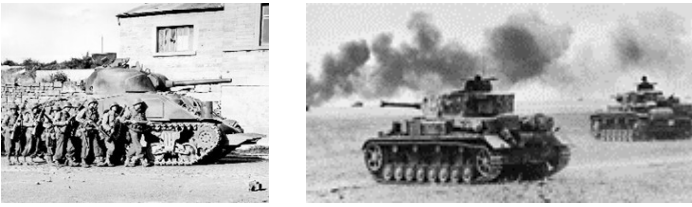
The doctrine of armored warfare changed radically in the inter-war years as armies sought ways to avoid the deadlock and killing fields of World War I imposed by modern firepower and looked for the means to restore offensive power and mobility on the battlefield. Tank design gradually improved in the inter-war period also. Reflecting the growth of the automotive industry, tank engines, transmissions, and track systems were improved. By the beginning of the war in September 1939, tanks were available that could travel hundreds of miles on their tracks with a limited number of breakdowns. Deep armored strikes were

*Reed's article continued on the following page*



## *The World Looks Toward the Future continued...*

used effectively during the war with strengths and weaknesses of such tactics being refined.



The other innovations that occurred during World War 2 had a more lasting impact on future strategic and tactical decisions. Nazi Germany developed many missile and precision-guided munition systems, including the first cruise missile (the V-1), the first ballistic missile (the V-2), the first guided surface-to-air missiles (an unfinished project called Wasserfall Ferngelenkte FlaRakete or "Waterfall Remote Controlled A-A Rocket"), and the first anti-ship missile (the Fritz X). Remarkably, these programs were allowed to progress due to a "curious oversight" in the Treaty of Versailles which did not include rocketry in its list of weapons forbidden to Germany.



Of these innovations, the one with the most lasting impact was the V-2 or Vergeltungswaffe (Retribution Weapon) 2, the world's first long-range guided ballistic missile. Young Wernher von Braun was working on his doctorate when the Nazi Party gained power in Germany. While in his twenties and early thirties, von Braun worked in Nazi Germany's rocket development program. An artillery captain, Walter Dornberger, arranged an Ordnance Department research grant for von Braun, who from then on worked next to Dornberger's existing solid-fuel rocket test site at Kummersdorf, Germany. By the end of 1934, his group had successfully launched two rockets that reached heights of 2.2 and 3.5 km (1.4 and 2.2 mi). When the V-2 program was relocated to Peenemünde on the island Usedom in the North Sea in 1936, it was headed by von Braun.

After the war, both the allies and the Soviet Union wanted to capitalize on this German technology and to save years of research and development. Beginning in late 1945, three rocket-scientist groups, including von Braun, were secretly moved to the United States, along with about 1,600 other German scientists, engineers, and technicians, as part of Operation PAPERCLIP. They arrived in the United States for duty at Fort Bliss, Texas, and at White Sands Proving Grounds, New Mexico, as "War Department Special Employees". Thanks to their assistance, the United States would test its first ballistic missile at the Redstone arsenal in Alabama in 1953. The eventual success of the American rocket program depended heavily upon the legacy of Nazi rocketry.



Von Braun worked for the United States Army on an intermediate-range ballistic missile program, and he developed the rockets that launched the United States' first space satellite, Explorer 1. In 1960, his group was assimilated into NASA, where he served as director of the newly formed Marshall Space Flight Center and as the chief architect of the Saturn V super heavy-lift launch vehicle that propelled the Apollo spacecraft to the Moon.

While America's dependence on German technology is well known, relatively little has been written about the comparable role of German rocket scientists in the Soviet Union. From December 1939, Helmut Gröttrup worked in the German V-2 rocket program at the Peenemünde Army Research Center with Walter Dornberger and Wernher von Braun. After World War II, Gröttrup decided to work with the Soviet rocketry program and to continue research as head of the Zentralwerke (Central Works) Bleicherode. Much of the Soviet rocket program was briefly relocated to Bleicherode, Germany in 1945 using machinery and German personnel to assemble V-2 rockets for Soviet use. The program ultimately used the talents of more than 4,000 employees for the reconstruction and manufacturing of the V-2 rockets.

The Soviets realized the potential of ballistic missiles, both in scientific and military applications. As early as 1946,

*Reed's article continued on the following page*



**Reed's article *continued...***

Soviet scientists were exploring the possibility of using German technology to develop a piloted space rocket. In May of 1946, the Soviet government decided to relocate these facilities, and their German experts, back to the Soviet Union. On October 22, 1946, Operation OSOA-VIAKHIM was initiated. More than 2,200 German specialists, a total of more than 6,000 people including family members, were rounded up, put on sealed trains, and sent to a secret research bureau at Gorodomlya Island in central Russia and isolated from the surrounding Soviet world.



It took far longer than the Soviets had hoped for Soviet experts, working with German assistance, to finally assemble a working V-2: not until October 18, 1947, did a V-2 made of German-produced component parts lift off the launch pad at Kapustin Yar. The work of captured German scientists enabled the Soviet Union to rapidly catch up to, and briefly surpass, the United States in rocket technology.

An R-7 rocket carrying Sputnik launched in October 1957, just three months before the United States' Explorer 1. Yuri Gagarin's historic spaceflight in April 1961 on an R-7 variant came less than a month before the first manned American space launch. For political reasons, however, contributions by German scientists to Soviet missile development have been "lost". Without those contributions, however, the space race and nuclear arms race would have looked significantly different.



Russian R-7



Explorer 1

# Upcoming Events

**JUNE**

SAT, JUN 12	ANNUAL CAR SHOW	8 AM-2PM
WED, JUN 16	DIRECTOR MEETING	3 PM
SAT, JUN 19	MEMBERSHIP MEETING	11 AM
	ANNUAL MEETING - ELECTIONS	
SAT, JUN 26	LAFLAVOUR FUDRAISER	7PM-10 PM

**JULY**

WED, JUL 7	DIRECTOR MEETING	3 PM
SAT, JUL 10	MEMBERSHIP MEETING	11 AM
SAT, JUL 10	CAK 5K ON THE RUNWAY	7:30 AM-12 PM
SUN, JUL 11	PANCAKE BREAKFAST	8 AM-1 PM
SAT, JUL 17	WOMEN VETERANS RESOURCE FAIR	10 AM-2 PM

**AUGUST**

SAT, AUG 7	VETERANS PROGRAM	1:30 PM-9PM
WED, AUG 11	DIRECTOR MEETING	3 PM
SAT, AUG 14	MEMBERSHIP MEETING	11 AM

**SEPTEMBER**

WED, SEP 8	DIRECTOR MEETING	3 PM
SAT, SEP 11	MEMBERSHIP MEETING	11 AM
SUN, SEP 12	PANCAKE BREAKFAST	8 AM- 1 PM

**A note about events**

**Please call MAPS or check our website, Facebook or Instagram for details about events and any updates. Do not rely on any other internet sites as they may not have the most current information.**

**CDC guidelines will be followed: social distancing, masks required at all times and hand sanitizing stations throughout the hangar.**

★ **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!

# USS Franklin Disaster

*James Byerly, Curator, OMM*

I recently created a new display about Seaman 1st Class Wallace Stuchul and Lt. Donald Arthur Gary. Both are survivors of the USS Franklin disaster.

USS Franklin (CV/CVA/CVS-13, AVT-8), nicknamed “Big Ben” was one of 24 Essex-class aircraft carriers built during World War II for the United States Navy. She was the fifth USN ship to bear the name.

Commissioned in January 1944, the USS Franklin served in several campaigns in the Pacific War, earning four battle stars. She was badly damaged by a Japanese air attack in March 1945 with the loss of over 800 of her crew, becoming the most heavily damaged United States aircraft carrier to survive the war. After the attack, she returned to the US mainland for repairs, missing the rest of the war, and was decommissioned in 1947.

Movie footage of the actual attack was included in the 1949 film, *Task Force*, starring Gary Cooper.



Seaman 1st Class Wallace Stuchel, from Massillon, was a gunner’s mate on the Franklin. His duty station was a spotter for the 5” guns on the top deck of the Carrier. I had the privilege to work with his son, Wallace Stuchel, Jr. on the creation of this display. The wooden Carrier in the display was hand-carved by Wallace Stuchel, Sr. himself.



After the air attack, Lieutenant Gary (from Findlay) discovered 300 men trapped in a blackened mess compartment and after finding an exit, returned repeatedly to lead groups to safety. Gary later organized and led firefighting parties to battle the inferno on the hangar deck. He entered number 3 fireroom to raise steam in one boiler to provide the needed pressure for the firehoses, braving extreme hazards in doing so. For his heroism on that occasion, he was awarded the Medal of Honor on January 23, 1946.



Lt. Gary’s grandson, who also helped with the display, proudly displays his grandfather’s Medal of Honor at home.

See the entire display in MAPS OMM on the second floor



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## MAPS Mourns the Loss of Four Members

It is with heavy heart and great sadness that we inform you of four recent losses to the MAPS family.

### Jack W. Greenwald 1928-2021



Jack W. Greenwald, 93, formerly of Canton and Seville passed away peacefully on Sunday, March 7, 2021 in Hospice.

Jack was born January 28, 1928 in Canton to

John and Ethel (Hennon) Greenwald. He graduated Lehman High School and Ohio University after proudly serving in the U.S. Air Force from 1946-1949, again during the Korean conflict, and later in Air Force Reserve Officers. Jack was an aircraft enthusiast, private pilot and **artist with a passion for painting historical aircraft, some on display at MAPS Air Museum in Green,** where he was a dedicated member for many years.

Jack was a National Champion Senior Athlete. A member of the Over The Hill Track Club, Jack won silver medals and finished in the top 3 nationally in all three events he participated in: the 100, 200 & 400 meter races competing in the 85-89 age group.

In 2010, Greenwald was inducted into the Ohio Senior Olympics Hall of Fame for his performance over the past several decades. He won many gold medals over the last 30 years.

Jack was the loving husband of 44 years to "his beautiful young bride", Linda (West) Greenwald, who preceded him in death on October 30, 2004; also his brother Ronald; and parents, John and Ethel Greenwald.

Below are two examples of Jack's amazing paintings that are part of MAPS art collection.



### Ronald S. Price 1933-2021

Ronald S. Price, 87, of North Canton passed away on March 7, 2021. He was born in Canton on June 19, 1933 to the late Harry and Mabel Price.

Ron worked in the Banking Industry for over 30 years until his retirement and served proudly in the United States Air Force during the Korean War.



He was a member of Canton Lodge #60 F & AM, Ancient Accepted Scottish Rite, 32nd Degree, Valley of Canton; Massillon American Legion Post 221; and East Central Pilots Association.

Ron joined MAPS in 2005 and was a very active tour guide until 2011. He remained a member until his passing.

Ron was active in the community, loved his family, and will be dearly missed. In addition to his parents, Ronald is preceded in death by his beloved wife of 62 years, Donna Price. He is survived by his daughters, Lynn (David) Schaufele, Kathy (William) Gould; grandchildren, Danielle (Tim) Vincent, Whitney (Zak) Gonidakis, William Gould IV; and five great-grandchildren.

### Ronald E. Armitage 1922 - 2020



Ronald E. Armitage, 98, of Massillon, made his earthly departure on Tuesday, November 17, 2020.

Born in London, England, March 13, 1922, son to the late Edward and Grace (Allen) Armitage, the family moved to the United States and resided in Massillon where Ronald graduated from Washington High School with the Class of 1940.

*Continued on the following page*



**Ronald E. Armitage *continued...***

A proud veteran of World War II, he served honorably in the US Army Air Forces. Following his time in the service, he completed his undergraduate degree in business administration at Kent State University in 1950. That same year he married Gloria Marie Codeluppi and moved back to Massillon.

A faithful member of Central Presbyterian Church in Massillon, Ronald served for many years as a vice president of Stark Technical/Stark State College. As an avid pilot, he greatly enjoyed volunteering at MAPS Air Museum and his memberships in ECOPA and in The Quiet Birdmen. Ron joined MAPS in July of 1999, was a tour guide for many years and helped in the restoration of the Spirit of Akron blimp in 2008.

Preceded in death by his parents and his wife, Gloria; Ronald is survived by his daughter, Robin Gloria Armitage and his beloved Yorkie, "Lovey."

**Canton Art Museum**

The Canton Art Museum is exhibiting the works of Lee Kessler from April 10th until July 3rd this year.



Kessler was Stark County native, Army Air Corps serviceman and POW in Germany during World War II. He was also an artist, many of his pieces inspired by his wartime memories.

Kessler was a member of MAPS and volunteered his time repainting and retouching nose art on aircraft. There is a wonderful Kessler display in the Gallery of Heroes. We loaned the Canton Art Museum several pictures for their exhibit.



This is one of the paintings on loan. It is entitled, "Friday May 21, 1943, Wilhelmshaven Germany, 13.02 Hrs." This was the day, on Kessler's 19th raid as a turret gunner, his B-17 was shot down

over Wilhelmshaven, Germany.

We are glad to partner with the Canton Art Museum and hope you will plan to visit them and see the exhibit.

**Ernest S. Stadvec 1925-2021**

Ernie Stadvec, 95, passed away April 6, 2021. He was born June 13, 1925 to the late Albert and Rose Stadvec in Sharon Center, Ohio. Known as "Captain Ernie" to most of Akron and the aviation world, his passion for flying began as a young boy.

At the age of 17, he enlisted in the Army Air Corp during WWII by doctoring his age to 18. He was stationed on Tinian Island and flew with the 505th Bomb Group. Upon his return home to Akron, he continued his love for aviation by founding Shawnee Airways in 1950, a charter service at Akron/Canton Airport, with his wife Elizabeth. In the 1960s, they started Essco Aircraft which reproduced aircraft manuals. It is still a family business today and their legacy lives on.

In the late 1970s, he put pen to paper and discovered he was a good writer. He painted pictures with his words for the next 40 years. Ernie's passion for writing led him to publish 15 aviation publications, countless short stories, articles for national magazines and newspapers including the Akron Beacon Journal and Readers Digest. He also published a children's book "Schnootzi The Littlest Hero".

Ernie's proudest accomplishment came in 2020 when he earned The Wright Brother's "Master Pilot Award" for over 50 years of safe flying, the highest award in aviation given by the FAA.

He will be remembered by his children and grandchildren for his playful sense of humor, curiosity, discipline and generosity. Ernie just might have been the originator of the bad "Dad Jokes". He loved being around his family who was lucky enough to have him just shy of 96 years. Besides his parents, Ernest was preceded in death by his wife, Elizabeth; brother, Bob and sister, Betty Casner. He is survived by his sons, George, Daniel (Norma), Steven and Michael (Franca) Stadvec; daughter, Marjorie Stadvec; grandchildren, Aimee, Adam, Alyssa, Jordan, Morgan, Emily, Arabella, Lucas; and great-grandchildren, Nathan, Dawson, Jameson and Lorelai.

Ernie joined MAPS in October 1997 and had been a member since then. Ernie made numerous videos and YouTube videos for MAPS in recent years and also printed the Briefing.



## DIRECTOR'S ELECTION 2021



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 19, 2021 at 11:00 AM.

Seats up for re-election are currently held by **Dennis Bachtel, Bob Hollis, Jim Jackson and Ken Ramsay. Bob Hollis has decided not to seek reelection.** Members will be voting for four (4) positions. Four nominations were received and accepted. The nominees for these positions are: **Dennis Bachtel, Jim Jackson, Ken Ramsay and Marylou Thompson.**

**IMPORTANT INFORMATION: Please note that due to the MAPS Car Show being held on Saturday, June 12th, the membership meeting and Director elections will be held on Saturday, June 19th!**

If you can't attend the election meeting, proxy votes will be accepted in person, by email or postal mail. Email votes must be signed and must reach MAPS no later than Friday, June 18th. In person ballots will be accepted through the beginning of the June membership meeting.

**IN-PERSON VOTING:** Proxy ballots will be available in the MAPS office starting on Sunday, May 9, 2021. Ballots will be available on Saturday, June 19th in the conference center until the beginning of the membership meeting.

**EMAIL BALLOTS:** Email proxies will also be accepted. To request an email proxy ballot, send an email to Reed Kimball at [kimball.reed@mapsairmuseum.org](mailto:kimball.reed@mapsairmuseum.org). Your name must be included in the email and make the subject: "Proxy Vote." **A link to the ballot will be sent by return email.**

An email with detailed information will be sent to all members with current email addresses after the May membership meeting. If MAPS does not have your current email address, please send to Bob Schwartz at [schwartz.robert@mapsairmuseum.org](mailto:schwartz.robert@mapsairmuseum.org)

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



## 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 7 years, participating in the B-26 restoration and several other aircraft restorations, pancake breakfasts and car shows. Member of MAPS for approximately 11 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.

*Candidate bios continued on the following page*

***Director Bios continued...*****JIM R. JACKSON**

**Personal:** Married to Bernice for over 49 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")

**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, MAPS Air Academy; aircraft recovery trips to Florida (2), Illinois and South Carolina; Treasurer Clandon Park Homeowners Assn.

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

**MARYLOU THOMPSON**

**Personal:** I was born in Shaker Heights, OH but have lived in eight other states - all east of the Mississippi! I retired in 2015 and moved back to Ohio where it all started!

**Education:** Nursing degree, BS in business and psychology, Masters in Business with a concentration in healthcare administration, post-graduate coursework at OSU.

**Work Experience:** I began my career as an RN working in critical care, then moved into nurse management positions which led to hospital administrative positions.

At one point, while deciding what I wanted to be when I grew up, I left the healthcare industry for a short time and was the owner/operator of an 80-seat fine dining restaurant and six room country inn in NH. On transitioning back into healthcare, I did management consulting, presented management seminars across the country and was a corporate education director for a large healthcare company.

*Continued on following page*



## Candidate Bios continued...

The last 20 years of my career were spent in the long-term care industry, responsible for the operations of multiple nursing homes, assisted living facilities and independent living facilities throughout New Hampshire and Massachusetts.

**Personal:** Although I have no military experience, I am a proud Navy brat and an equally proud Army mom! I have three children, two sons (one lives in MD and the “Army brat” lives in Canton) and a daughter who lives in NH. I have three awesome granddaughters, the oldest of whom is an RN in California and has been bravely caring for Covid patients since the beginning of the pandemic.

**MAPS:** I discovered MAPS totally by accident and decided to see what it was all about. I was hooked and became a member five years ago on that very first visit. I started volunteering in the library and also at events and then began editing the Briefing and collating visitor log data.

MAPS is my “happy place”! Something magical happens every time I come to “work” and look at that B-26 and think of all it represents. I feel privileged to be in her presence. I admire the passion and dedication of all the volunteers at MAPS and am proud to be associated with each and every one!

## Chairman’s Notes

*By Bob Schwartz, Director Chair*

The flags in our Memorial area in front of the hangar had been on display for a long period of time and have weathered many windy, rainy, icy days and were starting to appear faded, the ropes fraying. Kim Kovesci, Executive Director, on a recent sunny warm day, replaced the ropes and mechanical hooks with new ones. The flags were also replaced and a new flag was added for our newest defense organization, the Space Force. The flags were placed in the proper order left to right - Army, Marines, Navy, Air Force, Space Force and the Coast Guard. The black POW flag was moved to underneath the American flag.

The Space Force, which was formed on December 20, 2019, is now part of the United States Armed Forces, Department of the US Air Force.

More bricks have been added to the Memorial under the flags. MAPS member



Jerry Ramey originally installed the bricks some years ago and has been maintaining and adding memorial bricks ever since. Commemorative bricks are available in two sizes, 4x4 inch for \$95.00 each and 4x8 Inch for \$190.00. A service logo can be added for an additional \$35.00. Order forms are available in the library. Contact Betty Tober at [betty455rocket@aol.com](mailto:betty455rocket@aol.com) or 440-526-5159 for more information.

A “**Big THANK YOU**” to all the members who stayed with us during the past year and not only renewed memberships but made financial contributions to the organization either for the endowment fund or to be used as needed. Even though we were closed, we still had expenses such as electric, gas and phone and the extra financial support was greatly appreciated.

Thankfully, our restoration activities were able to continue on Wednesdays and Saturdays this winter even though we were closed to the public. A couple of the larger projects that really made great progress are the F-102 and H-19 Helicopter. Both were in very bad shape, so bad that a lot of us thought we would lose them forever. Both crews had a large number of determined volunteers crawling all over the aircraft, replacing and painting the old, worn, holey surfaces. A big thanks goes out to both crews! Other ongoing projects are progressing as well. See our website and Facebook page for regular updates.

For those of you who recently received a **Volunteer Recognition Certificate** for volunteering at least 100 hours during 2020, there is more good news! The certificate entitles you to an additional 10% off your regular member’s discount on a one-time shopping spree in the gift shop!

MAPS owes much to our dedicated volunteers and this is one small way we can say “THANK YOU!”

*Volunteers are key to our success!*

# MAPS

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8 AM - 1 PM**

