

Thoughts from the Executive Director

By Kim Kovesci, MAPS Executive Director

A couple of years ago, I wrote an article about the three components of our revenue. The first is associated with the museum, the second is our fundraisers, donors and grants, and the third is our hall rentals. Analysis indicated that we must have all three components to have a healthy financial report.

Currently, our museum revenue continues to approach our pre-COVID numbers and our hall rental revenue is breaking records.

For this article, I would like to focus on the importance of the second component of revenue, our fundraisers, donors and grants. We have been fortunate to receive three very large donations - from the estate of **Albert Brion**, from **Dr. Rick Johnston** and another from Rick's wife, **Dr. Sarah Gallagher**. We have also been very fortunate to receive construction and educational grants from the **Timken Foundation**, the **Ward and Joy Timken Foundation**, and the **Henry and Louise Timken Foundation**. Our US History Program has been routinely supported by the **Akron Community Foundation** and the **Stark Community Foundation**. We greatly appreciate all of the support we have received and hope that we will continue to receive their support in the future.

Our fundraisers include: the MAPS Annual Cash Raffle, three pancake breakfasts, two Boy Scout Campouts, two "Go See It Days" (Cub Scouts and Girl Scouts), the Don Sitts/MAPS Car Show and a couple of dances. All these activities require significant effort by our volunteers for the event to be well-run and meet the expectations of our visitors. I want to thank all our volunteers for their passion, professionalism and love for what we have created here at MAPS.

The remainder of this article will specifically address the annual Don Sitts/MAPS Car Show.

We started having a MAPS Car Show in 2010. **Dick Pashley** came to me one day and asked, "Would it be ok for me to create a MAPS Car Show? I think it would be a great place to have one." I told Dick, "Go for it and let me know what you need from me."

Dick ran the Car Show for three years but on the fourth year Dick had some health problems and had to back off. The Car Show sort of ran itself that year and there were some very important attendees at that show. Two were MAPS members and the other was a car dealer with a lot of experience supporting car shows. That started a great run beginning in 2014,

our 5th year event and the event was renamed The **Don Sitts/MAPS Car Show**.

For the next eight years Don and MAPS members, **Betty and Clay Tober** worked together to continually improve the event. Don was very generous by doing all the event advertising, providing all the awards,

Kim's article continued on the 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 article *continued...*

promoting the 50/50 raffle and each year Don's staff parked the entry cars. Clay and MAPS volunteers ran the gates and parked the visitors' cars. Betty coordinated the car registration, food trucks, door prizes, raffle gifts and volunteers.



At this year's show, Don presented Betty and Clay with an award, thanking them for their many years of helping to make the show what it is today.

The coordinator position changed hands after the 2021 Car Show from Betty to Barb Aman. For the past two years, Barb has been the point person for MAPS, working closely with Don. During Barb's tenure, the show has continued to grow and improve.

It is amazing to watch everyone during this very special event. Everyone is smiling and really enjoying their time at MAPS. The cars are awesome, the people are friendly, the food is really good and a great time is had by all. If you haven't attended the Don Sitts/MAPS Car Show, you are missing out on one of the premiere shows in the area. The show has been a very important part of our annual revenue and the total revenue for the fourteen years is around \$110,000.

Measures of Success

	2012	2017	2019	2023
# Cars	270	386	413	518
# Visitors	943	754	1,473	1,823
Revenue \$\$	7,078	11,721	13,760	16,944

At the end of the 2023 Car Show, Barb let me know that she was no longer able coordinate the show. I want to thank her for the two years of preparation and time that she put in to make the show a big success.

We have been blessed with three wonderful leaders who have each made their mark on the Don Sitts/MAPS Car Show and we are looking for the next leader to step up and continue the legacy of the show. If you are interested in being the next coordinator for this event, please come see me and we can talk. You would be supported by many MAPS volunteers who have been working "behind the scenes" over the years to help create this great show.



**Don Sitts/
MAPS
Car Show
2023**



**I would like to personally thank
Don Sitts for his wonderful
"Partnership" over the years. -Kim**

MAPS DIRECTORY

EXECUTIVE DIRECTOR

Kim Kovesci

DIRECTOR OF EDUCATION

Reed Kimball

EVENT COORDINATOR

Kent Kleinknecht

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Bill Cody

Jim Jackson

Valerie Kinney

Ken Ramsay

Bob Schwartz

Marylou Thompson

MARKETING

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Scott Denniss

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GIFT SHOP

Bob Hollis

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MILITARY HISTORY PROGRAM

Debbie Bussinger

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Clay Tober

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SCOUT COORDINATOR

Jim Felner

HANGAR MANAGER / SECURITY

Dave Conner

TOUR COORDINATOR

Reed Kimball

TREASURER

Roger Herbst

WEBSITE & WEBMASTER

Ron Schultz

The Curator's Corner

By Scott Denniss, Collections Manager

THE DONLEY PATCH ROBE

Military patch collecting has always been and continues to be a popular hobby. It began in earnest during WW1 when the first shoulder sleeve insignias or SSI were authorized to be worn on U.S. Army uniforms. From there it has grown into one of the largest of collecting hobbies. One of the ways collectors liked to display their collections during WWII was to sew patches on to an army blanket. Or in this case a robe made out of an army blanket.

This beautiful patch robe was assembled by William Mac-Leish Donley of Pepper Pike, Ohio. Mr. Donley was U.S. Army 1st Lieutenant in WWII and a Captain in the Korean War. He was also an honorary Captain in the Cleveland Grays. He passed in 2018 at the age of 101. Unfortunately the details of the collection and assembling of the robe appear to have passed with him.



The robe itself was made from a standard wool U.S. Army blanket. There are over 250 military and civilian patches sewn to it. They range in vintage from WW1 thru the Korean War. Various countries are represented including, but not limited to, the United States, England, France, Italy, Canada, and South Korea. There are common mass-produced machine embroidered patches, extremely rare handmade in-theater patches, and beautiful bullion patches. There are variations of patches never seen before by expert collectors and several remain unidentified.

Last month the MAPS Museum hosted the 3-day annual convention and show of the American Society of Military Insignia Collectors or ASMIC, (www.asmic.org). ASMIC is the oldest group of military patch and insignia collectors. They have members all over the world. To say their members and attendees were impressed with the patch robe would be an understatement. It was truly the "Belle of the Ball."



The robe is on a long-term loan from our friends at the **Cleveland Grays Armory and Museum** (www.graysarmory.org). We are fortunate and honored to be able to display it here. It is in a temporary location in the main hangar, protected inside a case built by MAPS member **Bill Drotos**. The current plan is to move it to the main lobby when the Sharon Lane display and Vietnam War wall section are moved into the new Vietnam War gallery that is currently under construction on the second floor.

11th Annual Veterans Program

By Dave Conner, Hangar Manager, 2023 Program Coordinator

The 11th Annual Veterans Program will be held at the MAPS Air Museum on November 11th and will honor and celebrate the history of the 179th Airlift Wing/164th Airlift Squadron of the Ohio Air National Guard located at the Mansfield Lahm Air National Guard base in Mansfield, Ohio as well as the newest addition to the MAPS fleet of aircraft, the C-130H Hercules transport “Spirit of Mansfield”.

The 179th Airlift Wing began flying C-130s in 1976 until 2022 when their mission was changed to a cyber warfare role. The last of the unit’s C-130Hs was flown to the Army National Guard aviation facility at the Akron Canton Airport to be demilitarized. On January 7, 2023 the “Spirit of Mansfield” was towed through the gates of the MAPS tarmac and was added to the historic collection of aircraft located at the museum’s facility.



Tickets for the event will be available through Eventbrite beginning mid-September and can also be mailed or called in to MAPS. The ticket price of \$25 includes a dinner catered by Mr. Mike’s as well as beer and wine. This year’s event is open seating. Doors will open at 4:30 PM and attendees will enjoy social time before the dinner begins at 6:00 PM. The program will begin at 7:00 PM and will be followed by more social time.

Special for this event will be pen and ink prints of our C-130 Hercules created by local aviation artist, Ed Davis and will be available for sale. Attendees will also take home a keepsake program of the event that will include the history of the 179th Airlift Wing/164th Airlift Squadron.



**Mansfield Lahm
Air National Guard Base**



**Final home for C-130H
“Spirit of Mansfield”**



The Cargo Sisters - Then and Now

By Marylou Thompson, Briefing Editor

MAPS is honored to be called “home” to two iconic cargo planes - the C-47 Skytrain and the C-130 Hercules. Although both are cargo planes, each was born of a different generation and each has it’s own exciting military history. Below is information on each of the planes, some of which is historical and some is related to “our” planes.



Douglas C-47D Skytrain “Ruptured Duck”

Delivered to the US Army Air Force in July 1945.

Arrived at MAPS in September of 1991 needing extensive restoration work.

It is said that when General Dwight D. Eisenhower was asked to name the weapons that led to the Allied victory in WWII, he didn’t mention bombers or fighter planes - he named the C-47 Skytrain, due in part to its ability to safely carry large loads of everything from soldiers and jeeps to ammunition and food.

Although the C-47 served dutifully during the entire Second World War, its proudest moment just might be the D-Day invasion when scores of C-47s carried about 13,000 paratroopers and towed some 4,000 glider-borne troops to the Normandy beaches on June 6, 1944. MAPS C-47 is marked and painted with D-Day colors.

The C-47 earned the nickname, “Gooney Bird” because its large, lumbering image mirrored that of the giant albatross birds found on Midway Island in the Pacific.

But the C-47 still had a military career ahead of it. It became the AC-47 gunship during the Vietnam War and was nicknamed, “Puff the Magic Dragon.” The last American military C-47 was not retired until 2012.



Lockheed C-130H Hercules “Spirit of Mansfield”

Delivered to the USAF in January 1989.

Arrived at MAPS in January 2023 from Ohio ANG 179th Airlift Wing in Mansfield, Ohio

The Hercules was originally designed as a troop, medevac and/or cargo transport. In time, they became more versatile: gunship, search and rescue, scientific research support, weather recon, aerial refueling, maritime patrol and aerial firefighting.

Since its first flight in 1954, the Hercules has been everywhere and done just about anything. Aircrews have flown it to both poles, landed or airdropped military supplies to hot spots from Vietnam to Afghanistan and performed countless relief operations around the world. The Hercules has been used to drop bombs, retrieve satellites in midair, conduct reconnaissance and attack ground targets with cannons.

The C-130 has the longest, continuous military aircraft production run in history and the U.S. currently maintains an inventory of about 100 of the planes.

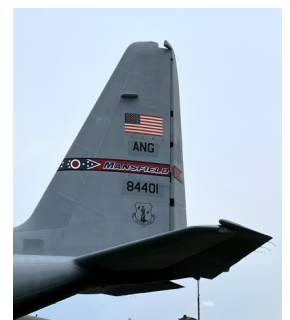
From the highest of air strips in the Himalayas to landing on aircraft carrier runways in the middle of the ocean, the C-130 regularly and proudly defies expectations.



63 feet 9 inches
95 feet 6 inches
17 feet 0 inches
18,135 pounds
224 mph
1,600 miles
1130 feet/minute

Length
Wingspan
Height
Empty Weight
Maximum Speed
Range
Rate of Climb

97 feet 9 inches
132 feet 7 inches
38 feet 3 inches
75,800 pounds
370 mph
2,050 miles
1,830 feet/minute



★ ★ Restoration Magic! ★ ★

By Marylou Thompson, Briefing Editor

When we were growing up, our parents and teachers always told us it was important to “take turns.” Not so different for two of our planes currently in the restoration process who had to “take turns” being inside the coveted hangar space for painting and stencil work.

The first was the F-86A Sabre. The Sabre, sometimes called the Sabrejet, was America’s first swept-wing fighter and was needed during the Korean War to counter the similarly-winged Soviet MiG-15.



The picture to the left shows how she looked on her arrival to MAPS back in 2014. After over 8 years of restoration magic, she began final assembly, painting and markings in late summer 2022.



The last picture shows her in the hangar getting paint touchups, markings and stenciling. She’s almost ready to show!

A work in progress



Getting her wings



In the hangar for final touchups and markings

Next in line for the hangar was the F-105B “Thunderchief.” This plane was a supersonic fighter-bomber that served with the United States Air Force from 1958 to 1984. Capable of Mach 2, it conducted the majority of strike bombing missions during the early years of the Vietnam War. Sadly, it was the only American aircraft to have been removed from combat due to high loss rates.

In 1988 she was transferred to the Florida Air Museum in St. Petersburg, Florida and was finally recovered and moved to MAPS in October of 2011. Our plane is one of about 95 remaining of the 833 that were built.



She came to us in great need of restoration. She had giant holes on the sides and the wings and she had sustained further damage during Hurricane Andrew in 1992. You can see why the restoration crew lovingly referred to her as “Patches.”



Her turn in the hangar for paint and markings.



Project REBUILD Students Volunteer at MAPS

Students from Project REBUILD, Youthbuild of Greater Stark County, Canton as well as students from hosted Youthbuild, Building Futures from Illinois, chose MAPS to be the recipient of their community service project.

As it turned out, MAPS was in need of two painting projects! One was to paint the Snoopy Shed whose red paint had faded with the sun and the other was to paint the Sand Shed whose paint was peeling and was in sad need of primer and a final coat of paint.

About 30 students and instructors began the day with energized enthusiasm. You can see from the pictures below what a great job they did!



Snoopy Shed before and "almost done"



Sand Shed before and after

The group was treated to pizza for lunch and they all had an opportunity to tour the museum and see the planes and exhibits. The students had many positive things to say about their experience at MAPS during their end of day wrap-up in the library.



Many thanks to the students and instructors for their hard work! It is much appreciated!

Project REBUILD re-engages young adults to create pathways to academic, professional and leadership opportunities while providing them with the skills and support to set them up for lifelong success.

Upcoming Events

SEPTEMBER

WED, SEP 6	DIRECTOR MEETING	3 PM
SAT, SEP 9	MEMBERSHIP MEETING	11 AM
SUN, SEP 10	FALL PANCAKE BREAKFAST	8 AM - 1 PM

OCTOBER

WED, OCT 11	DIRECTOR MEETING	3 PM
SAT, OCT 14	MEMBERSHIP MEETING	11 AM
SUN, OCT 22	MILITARY COLLECTORS SHOW	9 AM - 4 PM
SUN, OCT 29	MARC HAMFEST	8 AM - 1 PM

NOVEMBER

WED, NOV 8	DIRECTOR MEETING	3 PM
SAT, NOV 11	VETERANS PROGRAM	4:30 PM
SAT, NOV 18	MEMBERSHIP MEETING	11 AM

DECEMBER

SUN, DEC 3	SANTA FLY-IN	11 AM - 1 PM
WED, DEC 6	DIRECTOR MEETING	3 PM
SAT, DEC 9	MEMBERSHIP MEETING	11 AM

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.

★ MAPS ★ Endowment Fund

A message from Kim Kovesi, 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!

Chairman's Notes

By Dennis Bachtel, Director Chair

Throughout my years at MAPS I've been involved in numerous discussions about attracting younger volunteers. I've come to the realization we are probably not going to attract many 18-60 year olds as that demographic is going to school, raising a family, or pursuing a career. While we welcome all age groups, the reality is our "young volunteers" are the recently retired.

If you are contemplating your retirement and wondering what you are going to do with your extra time please consider volunteering here at MAPS. If you have a love of history and aviation and would like to share that with others you may want to become a Tour Guide. We also are in need of library volunteers whose jobs may include assistance with documenting veterans experiences in the war, cataloging documents, or research to assist curators with various displays. Our gift shop is open six days a week so we are looking for those who may want to volunteer in that

capacity. We stage special events throughout the year and always welcome those who can assist with the events. Other volunteer opportunities are buildings and grounds maintenance, motor pool and aircraft restoration.

I think many people have the mistaken idea that they need to have a military background to volunteer at MAPS - nothing could be further from the truth. We have volunteers, both male and female, from every walk of life. While many members do have a military background, we also have those who were bankers, factory workers, city workers, electricians, attorneys, engineers, librarians, physicians, retail workers and more. The bottom line is: if you would like to volunteer at MAPS we have a job for you.



Here at MAPS we support Scouting, Civil Air Patrol, World War II Reenactors, Explorers and others. The young people who participate in these groups have been invaluable to MAPS by helping at various special events with parking, setting up and tearing down tables and chairs, numerous Eagle Scout projects and recently playing host to our visitors viewing the C130. Their participation has helped relieve some of the stress on the organization and our older volunteer base. We are very appreciative of their help and would like to give them a big THANK YOU. I hope each of you will take something away from your experiences at MAPS. Hopefully it will spark your interest in aviation and our country's history.

MAPS day-to-day operations depends on its volunteers and we are always looking to expand our volunteer base. The benefits to volunteering are many, including being in a work environment without the stress of a job, friendships that will last the rest of your life, a sense of accomplishment from being productive, and some even call it "therapy".

I'd like to invite any member to become a volunteer and anyone who would like to volunteer to become a member. There are no set hours to volunteer. You can work as much or as little as you like. All are welcome. Thank you for your continued support of MAPS and I encourage you to become a volunteer.

THANK YOU



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**MAPS thanks The Print Shop of Canton, Inc.
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Focus on Volunteers

Our volunteer for this issue has lived in the North Canton area all of his life. In junior high and high school, he played the trumpet, then the baritone and then the saxophone. His band was taken on a field trip to Cleveland where they played for Bob Hope and our volunteer got to meet him. Can you guess who it is?



Rick Willaman has been a MAPS member since 2007. His brother had been here before and encouraged Rick to come. At the time, the tiny museum was housed entirely in the Headquarters building. He was glad he had come when he saw a 6-foot table with radios on it!

Rick's love of all things "radio" began when he was in grade school. He and his friends would go to the Massillon dump and find discarded radios and TVs and remove the parts and tubes. They would then use the parts to make something else. Rick loved to experiment and loved to watch Mr. Wizard.

Another of Rick's interests is archaeology – he loved digging in the dirt and finding things! For fifteen years he volunteered, helping the Archaeology Department at Kent State and the Cleveland Museum of Natural History to look for artifacts in the Nobles Pond area. He was called to assist with a dig at a sink hole and cave SE of Findley, OH where he found a portion of a mastodon rib that had been made into a spear point.

Returning to finish HS, Rick was getting letters every month from the draft board, so he decided to join the Army Reserves in 1964 and was honorably discharged after 6 years of service. His basic training (and some advanced training) was at Fort Knox and he finished his advanced training at Fort Gordon in Augusta, Georgia where he was exposed to radio equipment. He trained on different equipment in the communications area as he had to be able to operate the equipment out in the field.

Rick retired in 2003 after 37 years working at IP Hoover where he was a group leader in the maintenance area, overseeing electricians and plumbers.

This work experience served him well in his volunteer activities at MAPS - installing the hangar ceiling fans, installing security alarms and cameras and creating a circuit board for our newest A-4 flight simulator.

As a member of MAPS and being a lover of photography,

Rick would take picture to send out on the internet. He took so many pictures he actually wore out two cameras! He once got an email from Korea from a person over there thanking him for the pictures. Rick still has the camera MAPS members gave him but he thinks cell phones are easier to carry.



Rick's love of radios paved the way for a military radio display in the main hangar and he facilitates the annual HAM Radio Fest at MAPS which is in its fourth year. He is a licensed HAM radio operator. The Radio Building (where Rick hangs out when he's here) is divided into 2 sections – one for operating radios and one for the repair and restoration of radios. In his spare time, Rick likes to build crystal radios which is the simplest receiver to make. They are still built and in use today.

Rick's goal is to keep Morse Code and Radios alive in a technological world that has pushed them aside. He tells the story of a

stormy night when his parents were driving through a rainstorm and his mom noticed flashing lights in the distance. As they looked, they realized the sequence was: three dots, three dashes and three dots – that Rick had taught his mom. Morse Code for SOS. They found out that the bridge ahead had washed away!

Rick met his wife, Marcia at a roller-skating rink in North Canton when they were in high school and they celebrated 53 years of marriage in June of this year. They have two children, a son who lives in New Orleans and a daughter who lives in Denver. In total they have 6 grandchildren. Rick and Marcia (who also volunteers at MAPS), were presented MAPS Legacy Award in 2021.

When asked what he likes best about MAPS, Rick replied, "Everything!" He loves the people, the displays and the encouragement to volunteer at what you like to do best.

Thank you Rick, for your many contributions to MAPS over the years and for being part of the MAPS family!

The Matus Brothers: Brothers of the Bulge and Beyond Exhibit Opening

By Peg Deibel, Library Volunteer and Researcher

Marty, Paul and Steve Matus would have been “proud and humbled” to see nearly 100 of their siblings, children, grandchildren and great-grandchildren gather at MAPS on the afternoon of Memorial Day to remember and honor them, according to the children of the three men.



L-R: Martin “Marty”, Steve “Teko” and Paul “Pug” Matus

Their service to our country is now memorialized in a permanent display in the Gallery of Heroes – *The Matus Brothers: Brothers of the Bulge and Beyond*. All three brothers fought in the Battle of the Bulge, as well as other major operations and battles in the 1944-1945 European Theater of Operations. As with so many veterans, the children of Steve and Marty knew very little of their dads’ experiences; whereas, in later life Paul had begun sharing his memories with military peers and family.

One feature of the new exhibit is a plexiglass-protected timeline crosswalk of the three Matus brothers’ military experiences by date and European Theater battle and/or operation during their service 1944-1945. This feature was developed by the team to highlight the overall display theme of “brotherhood,” as well as provide an educational tool for visitors.

During an informal reception in the MAPS Event Center, Collections Manager Scott Denniss welcomed the family and overviewed the exhibit process and team.

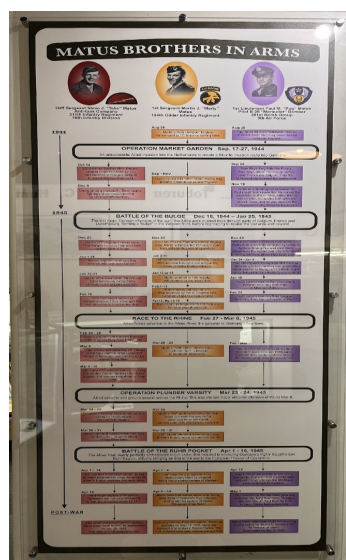


Exhibit researcher Peg Deibel, then walked the Matus descendants through researched highlights of each of the brothers’ WWII experiences. This was followed by family members being invited to share about the brothers.

From there, the family was invited to tour MAPS points of interest that connected to the new exhibit: The Gallery of Heroes exhibit where the brothers’ stories are told through personal artifacts, uniformed mannequins and a crosswalk timeline; the B-26 “Marauder” Bomber like the one flown by Paul Matus; the C-47 exemplifying the aircraft that double-towed the Waco CG-4 Glider that carried Marty in Operation Plunder-Varsity; and the Anderson/Rhine River-crossing battle plans displayed in the MAPS Louise Timken Library and Research Center, depicting artillery fire in the same operation.

Many members of the Matus family have expressed their deep appreciation to MAPS and the *The Matus Brothers: Brothers of the Bulge and Beyond* exhibit team, which included Scott Denniss, Peg Deibel, Debbie Bussinger, Pete and Mary Ann Nofel, Marylou Thompson, Bill Drotos, Al Petschauer, and Drew Maser.

Thanks also for support from the following: Don Shaffer and Jim Byerly for exhibit artifacts; The Print Shop in Canton and Cyrus Framing in Canton for display features; and Kim Kovesci, Dave Conner and Rick Johnston for helping with the Memorial Day event.

The Matus Brothers
BROTHERS OF THE BULGE
AND BEYOND



L-R:
Steve,
Martin
& Paul

**Permanent Display in
the Gallery of Heroes**



Super Sabre Memorial Exhibit

By Ken Ramsay, Volunteer and MAPS Board Member

Some years ago, **Bob Dunham** (USAF L/Col Ret) who was a member of the Super Sabre Society (SSS) and co-founder of the Friends of the Super Sabre (FSS) had the idea of a Super Sabre museum. He investigated an area in Georgetown, Texas but it fell through. Later he contacted the Collings Foundation and they said that a corner of their hanger in Houston, Texas could be made available for the museum. However, the city of Houston said that we would have to come up with \$250,000 good faith money which was not possible.

At that time, I asked MAPS (Kim Kovesci and the Board of Directors) if we could find space for a Super Sabre museum. The answer was yes! With this commitment of space, the FSS donated \$10,000 to MAPS for the exhibit and that was matched by the SSS. Unfortunately, Bob passed away ("flew west" in pilot terms) before the museum could be established. Bob's wife, Pam, suggested that we pick up the Super Sabre memorabilia that Bob had collected. We sent a truck to Texas and returned with a whole bunch of stuff, such as a J57 engine, air refueling basket, pitot tube parts, uniforms, helmets, manuals, instrument panel, etc.

Then the pandemic hit and suddenly a core group of volunteers was able to complete the upstairs rooms of the hanger. One of the rooms on the north side was then identified for the Super Sabre museum. At that point **Mike Dean**, FSS COO, and I sent out word to the Super Sabre community that the Super Sabre Memorial Exhibit (SSME) is a "GO" and that we need display items such as artifacts, memorabilia and first person stories. Over the next few months we received many, many items for display including the vertical stabilizer from one of the original F-100C Thunderbird aircraft. It was donated by SSS member **Dr. Milton Pettapiece** (RIP). **Stan Swenson**, who lives in Hawaii, made a wood, half scale F-100 nose and wings to hang on the back wall and **Ron Duplain** had an air refueling tube made.

We then ordered 12 display cabinets of various sizes. Once assembled, the display cabinets were placed in the exhibit room and items were identified for each cabinet such as Vietnam, Misty, models, 56-3081 (our Super Sabre), Thunderbirds, FSS, etc. **Bill Cody** and **George Reece** installed the overhead lighting. **Mike Dean**, **Robert 'Hoppy' Hopkins** (former SSS CEO) and **Dewey Clawson** (SSS CEO) traveled to MAPS to help assemble the SSME exhibits along with MAPS member **Dan Lerch**. **Scott Denniss** obtained a torso manikin so that the formal uniform of Gen. George "Bud" Day could be displayed with all of his medals and the Medal of Honor he received in Vietnam while flying the F-100.



Uniform and Medal of Honor of Gen. George "Bud" Day

My wife, Sharon, suggested that the back wall have cloud wallpaper. The cloud mural was applied by **Kathy Jo Wells**, **Mary Cody** and **Peg Deibel**, and it made the wooden nose sculpture really stand out.

Sharon also suggested that a wall hanging be created to off-set the Super Sabre Quilt that is hanging next to the door. With that in mind, Sharon created, with the help of **Linda Dean**, The Flight Suit Project which is a quilted 6' x 7' wall hanging made out of cut up flight suits and embellished with 160 wing/squadron patches, name patches, pockets, zippers, snaps, etc. in memory of the Men, the Mission and the Super Sabre.

We still have some work to do. However, the Super Sabre Memorial Exhibit will have a soft opening to the public on Veterans Day, 2023. A formal grand opening and dedication is planned for next year.

Back wall of the gallery



Note: This is the second of five second floor galleries to open this year. The Art Gallery opened in June. The Bob Hope Gallery and three Vietnam Galleries remain under construction.

THE WAR IN VIETNAM

Part 1: From the Frying Pan...

"Those who cannot remember the past are condemned to repeat it."
George Santayana, American Philosopher, 1905

By Reed Kimball, MAPS Education Director

When we last took a look at history, we were examining the end of the Korean Conflict. On July 27, 1953, the Korean Conflict came to an end with the signing of the Korean Armistice Agreement. Not officially a peace treaty, it nevertheless halted direct armed conflict although the Korean peninsula is still divided today. In this article, we will take a brief look at what came next and how it led to future unrest.

The Berlin Conference of 1954 was a meeting of the "Big Four" foreign ministers of the United States (John Foster Dulles), Britain (Anthony Eden), France (Georges Bidault), and the Soviet Union (Vyacheslav Molotov) held from January 25 to February 18, 1954.

They discussed issues of European security and the international status of Germany and Austria then under four-power occupation after World War II. There was a "fear of freedom" between the East and the West on matters such as free elections in Germany and Austria. The Soviet Union was not willing to place any trust in either country. Little progress was made except with Austria from which the Soviets agreed to withdraw if it were made a neutral country. They did agree to call an additional conference eight weeks later in Geneva, Switzerland to discuss a settlement to the recent Korean War and the ongoing First Indochina War between France and the Viet Minh.

The Geneva Conference was a conference that was intended to settle outstanding issues resulting from the Korean War and the First Indochina War and involved several nations. It took place in Geneva, Switzerland, from April 26 to July 20, 1954. The part of the conference on the Korean question ended without adopting any declarations or proposals and so is generally considered less relevant.



The Geneva Conference, Geneva, Switzerland, 1954

The Geneva Accords, that dealt with the dismantling of French Indochina, proved to have long-lasting repercussions, however. Discussions on the Vietnam issue started at the conference just as France suffered its worst military defeat of the war, when Vietnamese forces captured the French base at Dien Bien Phu. The crumbling of the French colonial empire in Southeast Asia led to the formation of:

- ◆ The State of the Democratic Republic of Vietnam (North Vietnam),
- ◆ The State of Vietnam (precursor of the future Republic of Vietnam, or South Vietnam),
- ◆ The Kingdom of Cambodia, and
- ◆ The Kingdom of Laos.

Three agreements about French Indochina, covering Cambodia, Laos, and Vietnam, were signed on July 21, 1954 and took effect one day later.



The agreements set out the following terms in relation to Vietnam:

- ◆ A "provisional military demarcation line" running approximately along the 17th Parallel" on either side of which the forces of the two parties shall be regrouped after their withdrawal".
- ◆ A 3-mile (4.8 km) wide demilitarized zone on each side of the demarcation line.
- ◆ That French Union forces regroup to the south of the line and Viet Minh to the north.

Reed's article continued on the following page

From the Frying Pan... *continued...*

- ◆ Free movement of the population between the zone for three hundred days.
- ◆ Neither zone to join any military alliance or seek military reinforcement.
- ◆ Establishment of the International Control Commission, comprising Canada, Poland, and India as chair, to monitor the ceasefire.
- ◆ Free general elections by secret ballot shall be held in July 1956, under the supervision of the International Supervisory Commission.

As part of the agreement, the French agreed to withdraw their troops from northern Vietnam. The agreement temporarily separated Vietnam into two zones: a northern zone to be governed by the Viet Minh under the leadership of its founder Hồ Chí Minh, and a southern zone to be governed by the State of Vietnam, which was headed by former Nguyễn dynasty emperor Bảo Đại.

A Conference Final Declaration, which was issued by the British chairman of the conference, provided that a general election be held by July 1956 to choose a president and reunite the country. During that two-year period, no foreign troops could enter Vietnam.

Despite helping create some of the agreements, they were not directly signed or accepted by delegates of the State of Vietnam and the United States. The non-communist puppet government set up by the French in southern Vietnam refused to sign, but without French support this was of little concern at the time. The United States also refused to sign, but did commit itself to abide by the agreement. Ho reluctantly signed off on the agreement though he believed that it cheated him out of the spoils of his victory in Dien Bien Phu. After a military buildup in North Vietnam, the State of Vietnam, under Ngo Dinh Diem, subsequently withdrew from the proposed elections effectively ending the Geneva Agreements.



New York Times headline, July 21, 1954

North Vietnam violated the Geneva Accords by failing to withdraw all Viet Minh troops from South Vietnam, stifling the movement of North Vietnamese refugees, and conducting a military buildup that more than doubled the number of armed divisions in the North Vietnamese army while the South Vietnamese army was reduced by 20,000 men. U.S. military advisers continued to support the Army of the Republic of Vietnam, which was created as a replacement for the Vietnamese National Army.

For the communist forces, which were instrumental in the defeat of the French, the ideology of communism and nationalism were linked. Many communist sympathizers viewed the South Vietnamese as a French colonial remnant and later an American puppet regime. On the other hand, many others viewed the North Vietnamese as a puppet of International Communism.

Privately, U.S. officials felt that the Geneva Agreements, if allowed to be put into action, were a disaster. They were convinced that national elections in Vietnam would result in an overwhelming victory for Ho, the man who had defeated the French colonialists. The U.S. government scrambled to develop a policy that would, at the least, save southern Vietnam from the Communists.



Ho Chi Minh

Within a year, the United States had helped establish a new anti-communist government in South Vietnam and began giving it financial and military assistance, the first fateful steps toward even greater U.S. involvement in Vietnam. Worsening relations between the North and South would eventually lead to the Second Vietnam War.

Length of American Wars

Afghanistan	19.9 years	2001-2021
Vietnam	19.4 years	1955-1975
Iraq	8.7 years	2003-2011
Revolutionary	8.4 years	1775-1783
Civil	4.0 years	1861-1865
WW II	3.7 years	1941-1945
Korea	3.1 years	1950-1953
1812	2.5 years	1812-1814
WW I	1.6 years	1917-1918
Gulf	0.6 years	1990-1991

MAPS Anniversaries

May 1, 2023 to July 31, 2023

**** designates Family Membership**

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15 YEARS

Arrasmith, Jam **

Collard, Gary

Hensel, Raymond

McCabe, Ken **

5 YEARS

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Beatty, Bruce

Clugston, Daniel **

Crater, Gary **

Cuy, Larry

Duvall Jr, Charles **

Fickert, Dawne **

Harvey, Brent **

McKay, Brett **

Redinger, Laurie **

Reischman, Antony **

Sherman, Stan **

10 YEARS

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Donovan, Harry **

Frank, Anthony **

Hawkins, Gerald

Herdlick, Lynn **

Hoerig, David

Huff, Gordon **

Kovesci, Becky

Mathies, Ted **

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A Little-Known Story of 9/11

By Marylou Thompson, Briefing Editor

Those of us who are old enough clearly remember the horrific events of September 11, 2001. One tiny town in Canada has entirely different memories of that day! On an island almost 2,000 miles from Manhattan, in the middle of the Atlantic, the citizens of Gander, Newfoundland, gave voice to all that is good in the world.

As the terror unfolded in the U.S., authorities quickly shut down American airspace and flights coming to the U.S. were diverted to other airports. Thirty-eight commercial planes and four military aircraft were diverted to Gander International Airport. One might wonder why this remote airport was chosen and how its runways could accommodate jetliners. Because of its location between North America and Europe, Gander had been used as a refueling spot for early transatlantic flights. When it opened in 1938, it was the largest airport in the world and it played a critical role in WWII. More than 20,000 fighters and heavy bombers stopped in Gander before joining the war in Europe. While today aircraft can make the journey without refueling, Gander remains a preferred emergency landing point for planes with onboard medical or security issues.



After the diverted planes landed, passengers and crew were confined to their planes for almost 24 hours as security personnel closely examined each aircraft. As it became clear that the stranded passengers - or "plane people" as the locals affectionately dubbed them - were going to be there for days, they were eventually let off the planes.

The population of this small town in Newfoundland swelled from 10,300 to nearly 17,000. The citizens of Gander met the stranded passengers with an overwhelming display of friendship and goodwill.

Since neither Gander nor towns in the surrounding area had enough hotel space for approximately 7,000 stranded passengers, local residents responded. Community television stations put out a call to "lend a hand, do what you can." Schools and nonessential businesses were closed, allowing Newfoundlanders from senior citizens to schoolchildren to volunteer. They opened their homes and their hearts to the stranded strangers who represented over 100 nationalities.

As the passengers stepped from the airplanes, exhausted, hungry and distraught, they were greeted with a feast prepared by the townspeople. Local bus drivers who had been on strike came off the picket lines to transport the passengers to the various shelters set up in local schools, community centers and churches. Linens and toiletries were bought and donated. A middle school provided showers, as well as access to computers, email, and televisions, allowing the passengers to stay in touch with family and follow the news. Area pharmacies filled prescriptions without cost and banks of free public telephones were installed so visitors could call home.

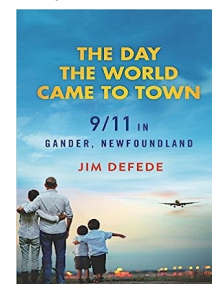
Once basic needs were met, the Newfoundlanders worked to entertain their visitors. They organized tours of the town, bowling matches, and concerts by local bands. Visitors also were introduced to regional cuisine, including stewed moose and rabbit stew!

The "plane people" did not forget their time in Canada once they arrived at their final destinations. Passengers kept in touch with one another and their Newfoundland hosts by phone, made websites dedicated to their individual flights, and even traveled back to Gander for anniversaries of the attacks. The passengers and crew of one flight created a scholarship fund for students in the Gander area. The initial donation of \$15,000 has, since 2001, grown to more than \$1 million and provided scholarships to more than 200 local students.

Newfoundlanders, too, remember this incredible moment in their history. In Appleton (12 miles from Gander), residents built a Peace Park from \$5,000 donated by stranded passengers. The park features a section of the World Trade Center steel and a monument dedicated to first responders. Every year on 9/11, Appleton holds a ceremony to remember those killed in the attacks, and to honor those who cared for the stranded passengers.

This little-known story has been memorialized in a book entitled, *The Day The World Came to Town*, and is available in MAPS Louise Timken Library and Research Center for members to check out.

A documentary, *You Are Here: A Come From Away Story*, first aired in 2018 and the Tony Award winning Broadway musical, *Come from Away*, opened in 2017 and closed in 2022 after 1670 performances.



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Sunday, September 10th 8 AM - 1 PM

Military Collector's Show

Sunday, October 22nd 9 AM - 4 PM

MARC Hamfest

Sunday, October 29th 8 AM - 1 PM

11th Annual Veterans Program

Saturday, November 11th 4:30 PM

Santa Fly-In

Sunday, December 2nd 11:30 AM - 1 PM

As with all our special events, not only do you get to enjoy the event, but you also get full access to the museum - over 50 aircraft, the Gallery of Heroes and the Ohio Military Museum. Check us out - take a virtual tour - look under the "Plan Your Visit" tab on our website.