

UPDATES FROM THE EXECUTIVE DIRECTOR

By Kim Kovesci, MAPS Executive Director

Continuous Improvement at MAPS

“Continuous Improvement is the on-going effort to improve products, services and processes by making small, incremental improvements within a business.” During my career, I have worked in many industries where managing change in the workforce was a major part of my job description. In my early career, I worked with only a slide rule. With the advent of technology, I later assisted with the installation of and training for multi-million dollar computer systems that performed all the functions for an organization. I think you know which one performed more efficiently and more accurately! A few years ago at MAPS, procedures in the Gift Shop changed from using a spreadsheet (*where inventory was known once a year*) to a computerized system where gift shop sales reduce inventory instantly as items are sold. This allows us complete control over our inventory at the touch of the screen. Technology is ever changing and has revolutionized the way businesses perform in the workplace. At MAPS, I put my “business” hat back on to manage the exciting changes that are happening on a daily basis!

How Will Change Make a Difference

“It is based on the belief that these incremental changes will add up to major improvements over time and it is as much about tactics (i.e. specific improvements) as it is about changing the culture of the organization to focus on taking advantage of opportunities for improvement rather than fighting fires to resolve problems.”

Growing Pains

All organizations go through transitional periods as they grow. There are critical growth points within the life of an organization where an evaluation of the organizational structure and the associated procedures must be performed. If organizations do not continually improve, they will become stagnant, especially in a growth environment, and the organization will eventually become inefficient and be bypassed by competition. One of the major causes of this inefficiency is due to

Four areas we need to keep focused on during our growth are:

- ★ **LEADERSHIP**
- ★ **PREVENTION**
- ★ **CONSTANCY OF CHANGE**
- ★ **LONG TERM GOALS OF MAPS**

Kim's updates continued on following page

HOURS OF OPERATION

SUNDAY	11:30 - 4:00
MONDAY	CLOSED
TUESDAY	9:00 - 4:30
WEDNESDAY	9:00 - 4:30
THURSDAY	9:00 - 4:30
FRIDAY	9:00 - 4:30
SATURDAY	9:00 - 4:30

ADDRESS and PHONE

Address: 2260 International Parkway
North Canton, Ohio 44720

Phone: 330-896-6332

★ Mission Statement ★

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

Updates continued....

Our Leadership

Our members vote every year on our Board of Directors at MAPS. I have worked with them over the past 8 years as Executive Director. I believe these directors are some of the most dedicated, educated and experienced leaders that I have had the privilege of working beside. The change at MAPS has come about because many of our directors and *volunteers* have focused on our continuous improvement with a constant emphasis on our mission.

The number of visitors at last year's Collings visit increased by almost 1000 visitors from the year before. This increased transaction volume made me aware that changes were needed to become more efficient, more accurate, and our volunteers needed to become more accountable for their duties. After many discussions with the directors, one director volunteered to create an organizational structure to address these concerns. Some of the changes made to our upcoming event are: defining volunteer areas, assigning crew chiefs (who will define and refine their work assignments), volunteer check-in moved to Headquarters, and the admissions moved to inside the hangar. Our Rosie look for the women and safety green t-shirt attire for the men will bring a team spirit into the hangar (*and parking lot!*)

These changes will compensate for an increase in visitation, improve the way this event is managed and leave a "Team" impression on our visitors and the Collings Foundation.

Prevention at MAPS

This brings to mind, the 1947 campaign ad with Smokey the Bear, "Only You Can Prevent Forest Fires." Often times, change brings about a series of "fires" that distract the directors or myself from working on the real issues.

As retirees, learning and changing becomes an option in life. I believe those at MAPS are the type of people that live a life of continuous learning. If you want to be good at learning new things, then you must do so and evolve with the changes. Ralph Lynn was the perfect example! He was vibrant and energetic and always striving to learn new things. This kept him active and his brain sharp until he left MAPS.

Growing older cannot be used as an excuse for stoking up a fire. Processes and procedures must evolve and be continuously improved. The Board of Directors and I have an open door policy. If you have some concerns, please see one of us. Let's prevent "fires."

Constancy of Change and Long Term Goals

Changes need to maintain momentum to ensure the changes are not forgotten and don't stop through resistance. Successful continuous improvement programs are in it for the long haul and that it needs to permeate everything an organization does. Over the past eight years, we have continuously improved and constantly changed MAPS Air Museum. We have evolved into a well-run small business. Members and visitors are returning more frequently and always note the changes made by their positive comments.

MAPS will continue to change. Each area completed on the second floor will cause us to rethink how we do business.

- ◆ The classroom and banquet hall will provide another revenue stream and impact event scheduling.
- ◆ The restrooms will have an impact on our maintenance and change our overall capacity.
- ◆ The kitchen will impact our hall rental, working with our preferred caterer and will change how we handle special events.
- ◆ The additional museum space will change the way we do tours and impact our high school visitations.
- ◆ All of these additions will have an impact on our utilities budget and require cleaning.

I have had the good fortune of working with the best volunteers, Education Director, and Board of Directors. As we continue to make improvements, each volunteer position **will take** on a new look or procedures **will change**. Remember, the decisions that affect MAPS are made together by many experienced leaders. These decisions are based on our "vision," continuous improvement and are in the best interest of our entire organization. We are all in this together!

“Pitts Special” On Display at MAPS

By John Harris

On July 12th, the "Pitts Special" aircraft, recently donated to the museum by Leo Mansuetti, was hung in the hangar in a position befitting its aerobatic capabilities.

The Pitts Special S1 is available in kit form and it took Leo four and half years to construct this one. The aircraft is 15.5 feet long, 6.3 feet tall and top wingspan of 17.4 feet with an empty weight of about 800 pounds. It has a performance: cruise speed of about 155 mph and climb rate of about 200 ft/min.

Why was MAPS chosen to receive this Pitts Special S1? To quote Leo, "...I flew it for 28 years. Pushing 80 years old, it was time to consider retiring from flying high performance aircraft." He had said he wanted to become a Fighter Pilot and wanted to fly F-100s. He finally got a fighter assignment and went to Luke AFB where he got his chance to fly F-100s. His comment was, "I taxied out to the runway for the first time by myself in a F-100C, lit the after-burner, felt the huge burst of power and it was obvious I was in the right place." Leo is now a retired U.S. Air Force Lt/Col. who flew F100Cs in Europe and 238 combat missions in Viet Nam.



Leo's Pitts Special

Why did Leo build a Pitts Special? "On one of my last assignments I fell in with some civilian war bird pilots of the Confederate Air Force (Note: now The Commemorative Air Force.) I got to fly a lot of my WWII hero's planes. It was addictive but came to an end with a new assignment. I couldn't afford to buy a P-51 Mustang so I did the

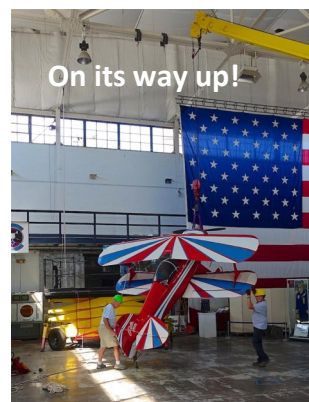
next best thing and that was to build the Pitts Special that is here in the beautiful MAPS Museum," he explained. (The tail number 51LM explains a lot, P-51 and Leo Mansuetti)

His comment on MAPS having the Pitts connected with that earlier feeling. "When the folks from MAPS sent me a photo of my Pitts hanging from the MAPS ceiling upside down, it was like the first time I lit the after-burner in the F-100. It made my day."

Leo, thank you for your service and your Pitts!



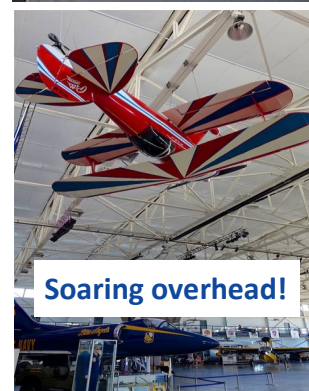
Leo's crew who dismantled his Pitts Special in South Carolina, transported it to MAPS and reassembled it. L to R: John Harris, Bruce Balough, Ken Ramsay, N51LM in the box, Wayne Knoll and Leo Mansuetti



On its way up!



Saluting the flag!



Soaring overhead!

A Little History

The Pitts Special is one of the most famous airplanes in history and has probably performed at more airshows than any other type aerobatic aircraft.

This distinctive, diminutive little biplane was created in 1945 by Curtis Pitts, a self-taught engineer with military aircraft inspection experience that he gained during WWII.

Helped by his friend Phil Quigley, they took slightly under a year building the biplane. Five minutes after the inspectors from the CAA (the predecessor to the FAA) left for the third time without giving him either an airworthiness certificate or an explanation, Curtis got tired of the bureaucrats and flew the 55-hp Pitts Special for the first time.

Afterwards, Phil Quigley told Curtis that the CAA officials watched the first

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MAPS DIRECTORY

EXECUTIVE DIRECTOR

Kim Kovesci

DIRECTOR OF EDUCATION

Reed Kimball

EVENT COORDINATOR

Kent Kleinknecht

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Dennis Bachtel

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Bob Hollis

Jim Jackson

Valerie Kinney

Len Palmer

Ken Ramsay

Bob Schwartz (Chair)

MARKETING

Doug Perry

MUSEUM DISPLAYS

Gary Haught

GIFT SHOP

Bob Hollis

LIBRARY

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Betty Tober

LUNCH ROOM

Mary Ann Cameron

MEMBERSHIP

Bob Schwartz

NEWSLETTER EDITOR

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OMM DISPLAYS

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Jim Jackson

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Clay Tober

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SCOUT COORDINATOR

Jim Felner

SECURITY

Rick Hamlet

TOUR COORDINATOR

Reed Kimball

TREASURER

Mac McFarland

WEBSITE & WEBMASTER

Kim Kovesci

UPDATE ON THE CORSAIR

By Dave Pawski

I have been putting my Mechanical Engineering degree to good use on the Corsair project. I am also using modern CAD (Computer Aided Design) tools to recreate the airframe & components to drawings created over 75 years ago.

After spending over 20 years working with the B-26 Engineering drawings, I have been able to pick up on the construction of the Corsair fairly quickly. As I mentioned before, I was fortunate to find the drawings available online through Aircorps Library. I also have access to a parts manual that helps with finding part numbers.

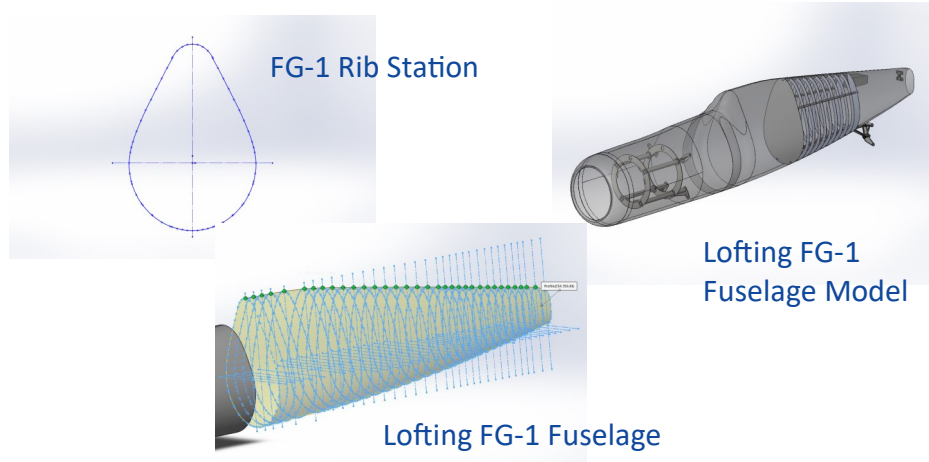
Like with the B-26, The Corsair has a drawing which breaks the airplane fuselage down into stations starting from the nose to the tail about every 8 to 10 inches. Each station has a table of points with X-Y dimensions. I plotted all of these points using a 2D computer program called AutoCad. Next, I connected the points with a line called a Spline Curve. It basically puts a smooth curve through the points ([see FG-1 Rib Station picture](#)).

After drawing all of the many stations, I used a 3D program called Solidworks to create a model of the entire fuselage. I brought in each of the 2D stations and placed them in the correct position in the 3D model. Next, I used a function called a Loft to join all of the Stations into a smooth flowing model ([see Lofting FG-1 Fuselage](#)).

I have been using this model to create the ribs and stringers for the aft fuselage ([see FG-1 Fuselage Model](#)). I can print off paper templates full size to create wood forms that follow the correct contours for each station. We then use the wood forms to create the finished parts.

I will also use the model to build a fixture for building aft fuselage structure. All of the rib stations can be placed in proper alignment when joining to the stringers and skinning.

I also plan on adding the tail group and wings in the future, which will follow the same process. I am happy to be able to put my skills to good use for MAPS. I've also learned a lot along the way and it makes me a better Engineer as well. When referencing the original drawings, I also enjoy being able to get into Designers' heads that designed these planes. You wonder what they were thinking when these amazing planes were still on the drawing board?



THE MAPS “SHOPKEEPERS”

By Reed Kimball, MAPS Director of Education

When guests come to MAPS, either for an event, a party or just for a visit, the first volunteers that they will see serve as greeters, cashiers, orientation guides and information providers. They answer and handle all incoming calls, give directions to the museum and provide information on the museum and what to see. They deal with regular admissions, group admissions, veteran's discount admissions, active duty admissions, WWII veteran admissions, free passes, special event admission and promotional admissions. They handle gift shop sales, member discounts, credit cards, debit cards, returns, stockage and location of items in the store. Most importantly, for a majority of our guests, they know the location of the museum restrooms. The first and, typically, the last volunteers that a majority of our guest contact, they are the Gift Shop Volunteers.



The gift shop itself is stocked with models, toys, clothing and other MAPS logoed and aviation related items. Positioned prominently at the entrance to the museum, it is the first and last thing that guests see. Unlike many areas of the museum, the Gift Shop is “manned” whenever the museum is open (Tuesday through Sunday.) This requires a regular schedule of volunteers willing to donate a morning or an afternoon throughout the week. Much like the Post Office, in rain, sleet, snow and hail – they are on the job as long as the museum is open. Some days they will be overwhelmed by visitors or large group tours. On others, there will be very few guests – then tour guides and the MAPS bears are the only company.



They provide the first impression of the museum. It is their greeting and introduction as well as their knowledge of the museum facilities and displays that set the tone for all visitors and is often the key to an enjoyable experience. They are often one of the first here each morning. They open the gift shop and insure that the cash register balances with the prior day's counts while tour guides open and prepare the rest of the museum for guests. Usually one of the last volunteers to leave at the end of the business day, they balance the receipts for the day with cash, checks and credit card receipts, count the cash in the drawer and prepare deposits for processing.



To the public, the Gift Shop volunteers are perhaps the most visible members of the MAPS Air Museum staff. As such, they are key to the impressions that our guests have of us as an organization and as a historical museum.

MAPS Mourns the Loss of Two Long Time Members

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

Josef K. Grametbauer 1936-2018

Long time MAPS member, Josef K. Grametbauer, 82 of Massillon passed away surrounded by family on June 14, 2018. Joe is preceded in death by his parents, William Grametbauer and Nella (Carnes) Welty; his brothers, Raymond, David and W. Jack Grametbauer and his sister, Nancy and brother-in-law, John Hanlon.



He is survived by his wife of 45 years, Joyce; his son, Jeff (Michelle); his daughter, Lisa (Keith) Vincent; his grandchildren, Josef and Milena; his sisters, Ann Thomas of Tempe, Ariz., Judie (Bob) Krempel of Dunellon, Fla; his sister-in-law, Gloria and numerous nieces and nephews.

He attended Longfellow and Washington in Massillon and served as a Staff Sargent in the United States Air Force 1954-1958. He was a long-time member of MAPS.

Joe founded The Print Shop Of Canton, Inc. in 1978 where he helped many people and supported many not-for-profit organizations in the community. He loved his line of work, fishing, and spending time with friends and family.

(See article on The Print Shop of Canton, Inc. in the March-May issue of the Briefing)

His family would like to thank Aultman Hospice for their compassion and care.

★ *May He Rest in Peace* ★

Robert Withee 1921-2018

Robert "Bob" Withee, age 97, of Jackson Township, passed away Friday, July 20, 2018 surrounded by the family he loved and lived for.

He was born on Flag Day, June 14, 1921, in Westfield, MA., the son of the late George and Gladys (MacDonald) Withee. Bob was a World War II Veteran of the Army Air Corps where he was a decorated 2nd Lieutenant pilot; receiving many medals of valor including the Purple Heart.

He retired from Ferro Engineering after 43 years of service. Bob was an amazing man, enriching the lives of everyone he met along the way through his genuine kindness, friendship, and caring. He was the epitome of a gentleman.



Bob was a lifetime active member of MAPS where a dedicated replica of his WWII P-51 Mustang, "Jean Ann II", named for his wife, was placed at the Massillon Road entrance to MAPS in April of 2014. Bob was also an excellent tour guide.

Bob was an extraordinary father, grandfather, and great-grandfather. His lifetime of dedication and love is his legacy to his family. In addition to his parents, he was preceded in death by wife, Jean (Markel) Withee; and brother, George Withee.

Bob is survived by son, John "Jack" (Donna) Withee; daughter, Barbara J. Withee; two brothers, Donald (Blanche) Withee, Stewart (Karen) Withee; sisters, Ruth (Stan) Loomis, Louise (Bob) Rogerson; grandchildren, great-grandchildren and many nieces and nephews.

Continued on following page

Bob Withee continued...

Bob's famous flag that he flew everywhere he was stationed. This picture shows it flying over MAPS on his 90th birthday.

Bob's 90th birthday celebration at MAPS in June 2011. Pictured (L to R) Bob, Don Bock and Ralph Lynn - all tour guides and all WWII pilots.



The Jean Ann II at MAPS Massillon Road entrance

Gary Richard Shapiro 1953-2018

It is with a heavy heart and great sadness that we report the recent passing of MAPS member Gary Shapiro. Gary and his wife Barbara joined

MAPS in August 2013. Both have been very active members. After becoming a member, Gary quickly joined the Douglas A-26 restoration crew.

Gary will be lovingly remembered by his wife of 34 years, Barbara and his children, Rachel (Zach) Sharpe, Heather, David, and Jennifer. Gary will also be fondly remembered by his three grandchildren Kiersten, Thomas and Brent, by his Mother Lila, and by his brothers Steven (Doris), and David (Karen). Gary was predeceased by his father Irving Shapiro.



Gary Shapiro (L) and Ken Ramsay

Robert Eugene Green 1944-2018

Robert Eugene Green 74, born March 29, 1944 in Magnolia, Ohio, to the late John and Dora (Hunter) Green, died in the early hours of August 3, 2018. Bob graduated from Sandy Valley High School in 1963 and left for basic training the day after graduation. He served active duty with the United States Air Force for four years in England. Bob joined the Air Force Reserves in Youngstown, retiring in 2004 after 24 years of service. He was an over-the-road truck driver for 42 years, retiring in 2008.

Bob enjoyed riding his 1980 Harley and being a tour guide at MAPS Air Museum. He was a member of the Little Flower Catholic Church, Little Flower Men's Club, and the Teamster Local #92. Bob was preceded in death by his daughter, Melissa Green; son, Russell Green; two brothers, one sister, and grandson, Connor Keane. Bob is survived by his wife, Mary (Conlin) Green, with whom he would have celebrated 52 years of marriage on September 17, 2018; son, Charles; granddaughters: Erin, Jessi, Madison, and Brooke; his great-grandson, Blaine; two sisters, and two brothers.

Bob Joined MAPS in June 2010 and volunteered as a Tour Guide. He was very active through March of 2017 when his health no longer allowed him to volunteer. Bob was at MAPS almost every day and could always be counted on to be available when needed. Bob ranked in the top ten every year from 2011 through 2016 in total volunteer hours. He was also very knowledgeable about all of MAPS' aircraft and displays. He has and will be sorely missed.



70th Birthday Bash at MAPS Turns Into Acts of Kindness

In March, Jim and Bernice Jackson celebrated their 70th Birthdays MAPS style!

What was unique about their party? They asked the guests **NOT** to bring gifts, but instead donate to their local charities. The guests were very generous and donated over \$1221 in cash PLUS a large trailer of food! Here is how the donations were split:

MAPS Endowment Fund: \$350.00

Canton Calvary: \$348 plus a trunk full of groceries

Ohio National Guard Food Pantry: \$423.00 plus a trunk full of groceries

Church of the Lakes Canton Calvary Fund: \$100.00

Thanks to Jim and Bernice for not only volunteering at MAPS, but also spreading their acts of kindness to the community!



Happy Belated Birthday to you both!

Upcoming Events

SEPTEMBER

SAT, SEP 1	MILITARY VEHICLE SHOW	9 AM
WED, SEP 5	DIRECTOR MEETING	3 PM
SAT, SEP 8	MEMBERSHIP MEETING	11 AM
SUN, SEP 23	PANCAKE BREAKFAST	8 AM - 1 PM
SUN, SEP 23	VETS AND JETS	8 AM

OCTOBER

WED, OCT 3	DIRECTOR MEETING	3 PM
SAT, OCT 10	MEMBERSHIP MEETING	11 AM
SUN, OCT 21	MILITARY SHOW	9 AM

NOVEMBER

WED, NOV 7	DIRECTOR MEETING	3 PM
SUN, NOV 11	VETERANS DAY CONCERT	3 PM
SAT, NOV 14	MEMBERSHIP MEETING	11 AM

DECEMBER

WED, DEC 5	DIRECTOR MEETING	3 PM
SAT, DEC 12	MEMBERSHIP MEETING	11 AM
SUN, DEC 2	SANTA FLY-IN	1 PM - 3 PM
SAT, DEC 8	CHRISTMAS PARTY	6 PM

(Please check website for updates)

MAPS at HOF Parade

By Doug Perry

The MAPS Air Museum contingent participated in the 2018 Professional Football Hall of Fame Parade. Two of the vehicles were provided by "Crew 1944" a World War II History group sponsored by the museum. A 1942 Ford GPW "Army Jeep" and a 1943 Dodge WC-62 Weapons Carrier.



From L to R: Doug Perry, Allison Terlacher, Kim Kovesci (Executive Director), Ted Mathies, Rick Hamlet (Board Member), Bob Johnston, Amanda Perry, Brian Cassler, Donovan Green, Jim Cassler, and Armando Valentine.

MAPS Flag Retirement Ceremony

By Dale Messner, Vice-Chairman Programs/Lakes District/Great Trail Council BSA

On Flag Day, June 14, 2018, MAPS hosted a flag retirement ceremony conducted by MAPS Cub Scout Pack 3112.

The June 14th ceremony respectfully retired flags that were collected by MAPS, the City of Green and local citizens. In attendance was Eagle Scout Spencer Kitchen who developed the flag collection box at MAPS as his Eagle Scout Project. **In all, 450 flags were retired this day.**

Under the leadership of Cubmaster Josh Maximovich; Pack 3112 Leaders Amanda Rogers and Heather Hiller led the activities where the flags were disassembled and then burned by honored Navy Veteran Allan McClellan from Portage Lakes Boy Scout Troop 336. MAPS members Jim Felner, Rick Hamlet, Bob Hollis and Kim Kovesci coordinated the event.

The ceremony was opened with the pledge of allegiance by Cub Scouts A. J. Stidd and Maximus Negley. Local Packs 3330, 3334, 3335 and Troops 330, 335, 336 assisted with the ceremony.

The flag retirement ceremony will become an annual event at MAPS every June 14th, Flag Day. Flags to be retired can be placed in the collection box at MAPS outside of the gift shop throughout the year.



Flags awaiting retirement



Burning Ceremony



Proper Procedure for Disposing of a Worn American Flag

The American Flag has a long history and members of our military have spent even longer defending and honoring our nation's most iconic symbol of freedom.

A popular and respectful way to retire a worn-out American Flag is by burning it. Page 76 of the *BSA Handbook* says, "A national flag that is worn beyond repair may be burned in a fire. The ceremony should be conducted with dignity and respect and the flag burned completely to ashes." This is the method preferred by the

National Flag Code and the *BSA Handbook*. It is the most ceremonial and solemn method.

Prior to a burning ceremony, the Flag must be prepared properly. Cut the flag in half vertically, taking care not to cut into the blue star field. Place the two halves together and cut in half, horizontally. This provides four pieces of flag, one being the blue star field and the other three red and white stripes. When a flag has been cut up in this manner, it is no longer officially a flag and is then ready for burning.



MAPS Anniversaries

May 1, 2018 to July 31, 2018

*** designates Family Membership*

15 YEARS

Richard Crislip
Don Bahr

10 YEARS

Paul Marin
John Kilbane
Joe Kohn
Raymond Hensel
James Arrasmith

5 YEARS

Ted Mathies
Lynn Herdlick
Robert Zeh
Anthony Frank
Pamela McFarland
Frank Ramsey
Irvin Rudick
William Wallace
Bud Richey Jr
Bill Marras
Robert Matthews
John Messner
Heyi Chen
Harry Donovan

Congratulations!
Thank You
For Your
Continued Support!

New Members

May 1, 2018 to July 31, 2018

*** designates Family Membership*

Sarah Keesler
Bob Martinez**
Paul Roush**
Dawne Fickert**
Leila Nelson
Daniel Clugston**
Larry Cuy
Paul Keith
Laurie Redinger**
Frank Ford**
Bill Conte**
Charles Duvall Jr**
Bill Woide

Rick Betley
Bruce Beatty
Jacob Tolin**
Andrew Lazaris**
Timothy Sidloski
James Alexander**
Jason Syx
Ken Havran
Stan Sherman**
Allison Terlacher
Larry Giannetti**
Brent Harvey**



JOIN MAPS TODAY!



Chairman's Notes

By Bob Schwartz, Director Chair

A big thanks to all those that voted in our recent director's election conducted in June. Members reelected were Rick Hamlet, Val Kinney and Bob Schwartz. We welcome our new director Dennis Bachtel who will serve the last year of Len Palmer's term. At the Board of Directors reorganizational meeting held in early July, Bob Schwartz and Rick Hamlet were reelected to the Chairman and Vice-Chairman seats respectively.

MAPS is fortunate to have many dedicated volunteers who contribute to our success. In the first seven months of this year, volunteers have provided 32,766 hours of service. That's approximately 1,092 hours per week which is the equivalent of just over 27 full time employees! Many thanks to each and every volunteer - we couldn't do it without you!

Volunteers are key to our success!

VISIT THE MAPS WEBSITE



Use this QR code to visit the MAPS Website

Follow MAPS on Facebook, Twitter and Instagram!

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!

THANK YOU!

**Commercial Printing
& Graphic Design**

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

6536 Promler Ave. NW
North Canton, Ohio 44720

330-497-3212
Fax: 330-497-6306
print@printshopinc.com

**MARK YOUR CALENDARS!**

You don't want to miss any of the exciting events planned at MAPS! See the complete list on Page 8 of this issue.

The last **Pancake Breakfast** of the year

will be held on **Sunday, September 23rd** from 8 AM to 1 PM. Make this a fun family day - have a delicious breakfast and then tour the entire museum and the planes housed outside. The 1000 sq. ft. MASH field hospital will still be open and provides an inspiring look at medicine during the Vietnam War. The Gallery of Heroes, the OMM and the Fallen Feather display are inspiring to all who visit.

At the spring Pancake Breakfast, we served 1200 hungry patrons - that was up from 850 last year! The reputation of our "pancake chefs" and an awesome experience has spread far and wide.

Honor our Veterans at a special **Veterans Day Concert** on **Sunday, November 11th** at 3 PM.

Plan now to bring the kids, grandkids and kids of all ages to the **Santa Fly-In** on **Sunday, December 2nd** from 1-3 PM. Kids will have a chance to see Mr. & Mrs. Claus arrive by plane, visit with Santa, have their picture taken as well and enjoy punch and cookies!

Focus on Volunteers

It's merely coincidence that Jackson Township is home to one of MAPS very active volunteers - Jim Jackson. Jim has been neighbors with Director Val Kinney for 28 years and they were both involved with Honor Flight. Val introduced him to MAPS and encouraged him to come and check it out. Jim has now been a member of MAPS for 6 years and for 4 of those years he has served as a Director. (Thank you Val!)

Jim was born in London, Ontario and moved to the States in 1978. As an adult, he started a liquid waste business and ran it successfully for 19 years. He sold the business and retired in 2009. Jim wasn't sure what he wanted to do in retirement but thought he might want to restore old cars. He figured working in restoration at MAPS



would let him know if he would be any good. He says he discovered that he doesn't have the patience for it, yet he was Crew Chief on the Blue Angel. This worked out perfectly for Jim and for MAPS! The Crew Chief doesn't necessarily do the restoration work, but instead organizes and manages a very detailed process.

Jim is currently the Crew Chief on an F-16 that was acquired from the Air Force bone yard in Tucson, AZ and is about 18 months away from completion. Jim is also Crew Chief on the A-4. Through many years of running his own business, Jim has finely tuned organizational and management skills and is happy to use them for MAPS as a Crew Chief.

Jim has been married to his wife, Bernice for 47 years this October and they have a son and daughter who both live in the Cincinnati/Louisville area. They have been blessed with four grandchildren, two boys and two girls.

Of MAPS, Jim says he doesn't have a favorite part but loves the MAPS family. He is a fan of history and feels useful doing what he is doing. Jim loves having fun with people, teasing them and has a wicked sense of humor!



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The BRIEFING Newsletter
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History of the Pitts Special *continued*

flight from behind some trees, but whether they saw it or not they must have decided it would be OK as they reappeared a week later with the certificate already written out.

Thus was born one of the most famous aircraft types in all of aviation history... the Pitts Special S1. More than any other type of plane, the Pitts Special is synonymous with aerobatics.

The Pitts Special dominated aerobatic competition throughout the 1960s and 1970s because of their small size, light weight, short wingspan, and extreme agility.

Needless to say, things have changed since then. By today's standards, it seems incredible that the first Pitts Special flew on only 55 horsepower -- or even the 90-hp Franklin engine it was soon upgraded to -- but fly it did, and superbly.

Just to put the design's development into perspective, the "standard" engine for it today is a 180-hp - that is **more than triple** the power that the original Special flew with!

Almost paradoxically, the Pitts Special design itself was a major factor in the development of modern aer-

obatics. The design proved to be versatile enough to keep up as pilots explored new fire-breathing, eyeball-popping wild aerobatic maneuvers. Refinements were made, and the Pitts is still a competitive, serious aerobatic machine that regularly wins major contests and is perennially popular with aerobatic performers.

To this day, the Pitts Special S1 remains the benchmark by which all aerobatic planes are judged.

Curtis Pitts died in 2005 at age 89. At the time of his death, he was working on a prototype of the new Pitts Model 14, a brand new, two-seat biplane designed for unlimited aerobatics powered by a 400-horsepower radial engine.

The oldest surviving Pitts Special, Little Stinker, was the second aircraft constructed by Curtis Pitts and is housed in the Smithsonian's National Air and Space Museum.

You can see the Pitts Challenger III (ORACLE) perform at this year's Cleveland Air Show, September 1, 2 and 3 at Burke Lakefront Airport. The Navy's Blue Angels will be featured along with many other air and ground attractions. Visit www.clevelandairshow.com for more information.