

Recovery, Progress and Focus

By *Kim Kovesci, MAPS Executive Director*

The impact of COVID-19 on our organization was significant! We lost \$65,000 in 2020 due to the shutdown mandated by Governor DeWine and recommendations by the CDC.

We had very low financial expectations at the beginning of 2021 and were very conservative when creating the 2021 budget. We realized that we needed to bring the visitor and rental activity back up as fast as we could to minimize any further financial loss.

We completed the banquet hall and knew that the potential for rental would be great if the impact of COVID was reduced. We will end up having 17 events during 2021 so our expectations have been exceeded. The hall rental component of our revenue for 2021 has significantly contributed to our rapid recovery. At the end of October, our budget was to be (\$18,000) but we are currently reporting a positive Net Ordinary Income of \$45,977. This is a very impressive recovery but it took a lot of work and creativity by our wonderful volunteers. The contribution from all departments has been astonishing!

The restoration crew made an enormous amount of progress on multiple projects. They prepared the OV-1 Mohawk and the F-4 Phantom (See Page 13) for their respective Veteran Dedication Ceremonies.

Sparrow missiles were created and mounted on the F-4. Restoration also made a lot of progress on the skinning of the H-19 helicopter and the renovation of the F-102 to make it look like a new aircraft. Continued progress was made and will continue on the Beechcraft, the F-86A and work was begun on the F-105.

Several new projects will be started soon - folding the wings on the F-9, converting the white T-37 to an attack aircraft and beginning the restoration of the F7U Cutlass which arrived at MAPS just before Thanksgiving.



NEW WINTER HOURS

January 1, 2022 To
March 1, 2022

HOURS OF OPERATION

SUNDAY	11:30 - 4:00
MONDAY	CLOSED
TUESDAY	CLOSED
WEDNESDAY	CLOSED
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

She will be a beauty when the restoration crew completes their magic!

The Library has been renovated by adding a reception desk and rearranging shelving. An Eagle Scout project provided them with much needed

Kim's article continued on the following page

★ 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...*

additional shelving. They have continued to reduce the number of duplicate books and eliminate unnecessary magazines. The library volunteers have been instrumental in supporting the curators in the creation of displays and they have expanded the Military History Program to video tape veterans, their families and Rosie the Riveters who worked locally to support the war effort. Some videos have even been sent to the Library of Congress.

Our volunteers also supported several events by providing food, snacks and beverages. The setup for this activity was done in the new banquet hall and the response from our volunteers and visitors was very positive.

The banquet hall bar area was designed and built by Ray Weber. He received talented assistance from Carl, John and Bruce. Final touches like adding the 112th patch to the wall, the addition of a P-51 outline on the front of the aluminum and the addition of more track lighting will be made within the next few months.



From L to R: Carl Bergsneider, Ray Weber, John Gilbert and Bruce Balough

We received a donation of an articulating lift and it came with several mechanical demons that needed to be exorcised! Our motor pool volunteers have been able to work their magic to keep her running. Thank you guys! Bill and Mary Cody used this lift to paint the northwest and southwest first level sides of the main hangar.

During the 2020-2021 winter months, a wonderful group of "YouTube Contractors" (MAPS volunteers) completed the second floor museum rooms. The population of these rooms with new displays and stories of local Ohioans will be the focus for our volunteers during 2022. We are currently defining the number and type of cabinets needed for the National Guard, F-100 and Vietnam rooms. After that will be the Korea/Cold War and War on Terror rooms.

We had a visit from managers of the Air Force Museum at Wright Patterson in Dayton. I took them into the Gallery of Heroes and told them some of the stories about our local people. I was stopped mid-sentence when one of them said, "I have got to say something. We never expected this. We thought we would see a few airplanes and a couple of displays. We never expected the number and quality of the aircraft. We never expected to see all the personal stories of the local people in the Gallery of Heroes. We have nothing like this at Wright-Patterson. We are very impressed."

Our volunteer curators have created something very special. Over 70% of the displays in the Gallery of Heroes and the Ohio Military Museum are stories about Ohio people. Instead of a focus on generic history, our curators have created displays about local people first and then they tell the story of the bigger picture. For example, we tell the story of the WASPs through Nadine Harris-Bluhm's display, the story of D-Day with the Band of Brothers from Henry Fuller's display and the Ploiesti Boys from Jack Hagar's display.

We are planning to follow the same approach in the new rooms on the second floor. In the Vietnam Room, the story of the Vietnam Nurses will be told through Sharon Lane. The story of the Vietnam Medics will be told through Ted Mathies. The story of Naval Aviation in the Tonkin Gulf will be told through Jack Schoeppner.

Our goal is to immortalize the people in our displays or the people associated with our planes to make sure their stories are told to our visitors and that they are never forgotten.

The painstakingly restored planes become part of our culture, they become Stu's plane (A-4 Blue Angel), Sonny's plane (Ohio National Guard F-16) and Jack's plane (F-4 Phantom.)

What we do at MAPS Air Museum matters to a lot of people. We have become an integral part of the community, an annual destination for High School History Classes and an educational experience for our visitors.

Most importantly, we help heal wounds caused by the loss of loved ones. When asked by the Stu Powrie family, "Why did MAPS restore the A-4 Blue Angel and create the dedication to Mr. Powrie after all these years?" Our answer was simple, "Because it was the right thing to do."

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DIRECTOR OF EDUCATION

Reed Kimball

EVENT COORDINATOR

Kent Kleinknecht

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Chairman's Notes

By Bob Schwartz, Director Chair

WINTER HOURS Beginning January 1st through February 28th, the MAPS Air Museum will be closed to the public on Monday, Tuesday and Wednesday. We will be open Thursday through Saturday from 9:00 AM until 4:30 PM and on Sundays from 11:30 AM until 4:00 PM.

During the winter months, these two days have been historically slow as people are not traveling and the kids are in school. In addition, we are experiencing a shortage of qualified volunteers to work in the gift shop. MAPS will be open to volunteers on Tuesdays and Wednesdays to work in their designated areas. Beginning in March, the high school groups will be returning and we will reopen on Tuesdays and Wednesdays.

REFLECTIONS MAPS had a terrific Veterans Celebration this year. Our F-4 Phantom Navy fighter jet was dedicated to a local Navy Fighter pilot who went missing in action along with his RIO on March 9th of 1970. The pilot Navy Lt Leonard John Schoepner and LTJG Rex Lewis Parcels JR disappeared on a mission off the coast of Viet Nam and have never been located. Jack Schoepner was a classmate of mine at Canton Central Catholic and was my only classmate to lose his life in Viet Nam. We graduated in 1961.

MAPS received our F-4 Phantom in 2003. (See article on page 13) It had Marine markings until about one year ago. This F-4 was parked in the hangar for several years and on the tarmac since and we never knew its history and what it really meant to us. My Central classmates and I sincerely thank all the MAPS members who put many hours into this project. The restoration crew, the research crew that obtained all the historical information and all those attending the Veterans Celebration event.

ANNUAL CASH RAFFLE It's time for our Annual MAPS Cash Raffle! This will be the 15th year for this major fundraising event.

Because of COVID-19, we did not have a raffle in 2021 but had two in 2020 instead. Your generosity helped considerably in offsetting financial losses due to mandatory closure of the museum. MAPS thanks you!

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

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

Prizes are \$1000, \$500, \$250, \$125, \$75 and \$50. The winning tickets will be drawn on Saturday, April 9, 2022 at our monthly membership meeting. Watch for tickets to arrive toward the end of January or early February!



On December 7, 1941 - Pearl Harbor, Oahu, Hawaii was attacked by the naval and air forces of the Empire of Japan.

"...a day which will live in infamy." --- President Franklin D. Roosevelt declared in a speech to Congress on December 8, 1941. Within an hour of his speech, Congress passed a formal declaration of war against Japan and officially brought the U.S. into World War II.

In the following article, Reed Kimball describes the events of that horrific and historic day.

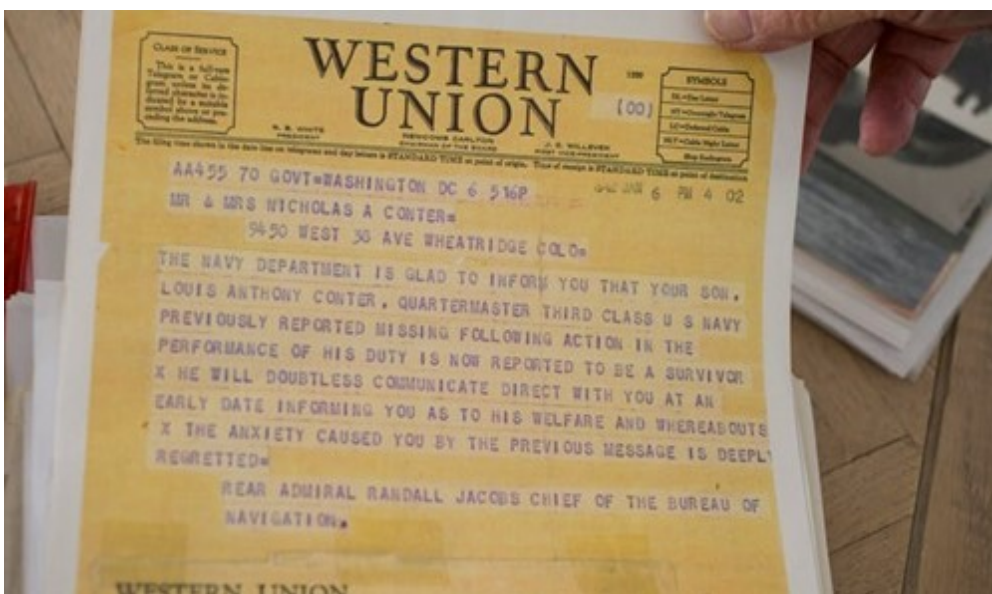


Pearl Harbor - 80 Years Later

By Reed Kimball, MAPS Director of Education

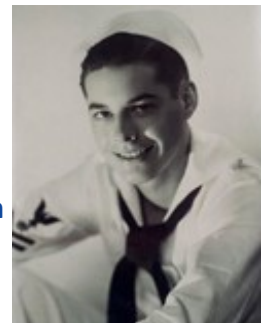
Approximately every three minutes, a memory of World War II – its sights and its sounds, its terrors and its triumphs – disappears. Yielding to the inalterable process of aging – the men and the women who fought and won that great conflict are fading into history. They are dying quickly – at the rate of approximately 430 each day. All too soon, this “Greatest Generation” will only be memory, something today’s student retains only long enough to answer a multiple-choice question on a test. History has become something to be endured, pushed out of the way for more important things like making the basketball team or getting into college. There is danger in this concept, one that most educators recognize and one that an American philosopher put into words in 1905 when he wrote “Those who cannot remember the past, are condemned to repeat it”.

Most here will recognize the historical importance of the attack on Pearl Harbor as a date but never having lived through it, it loses the significance that a generation placed on it. How many of you have heard the names Louis Conter and Ken Potts, listened to their stories or even recognize who they are or what they represent? Those two men are the last remaining survivors of the crew of the battleship *USS Arizona*. *They are all that is left of the 335 survivors of Arizona’s crew complement of 1,512 officers and sailors. To them, December 7th means significantly more.*



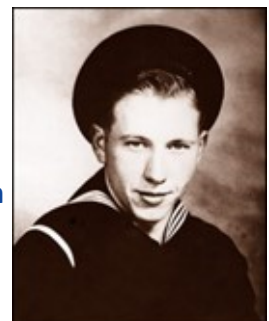
Louis
Conter

Born in
1921



Ken
Potts

Born in
1921



Telegraph received by the parents of Louis Conter and Ken Potts dated 6 January 1942.

Reed’s article continued on the following page

Pearl Harbor - 80 Years Later *continued...*

Pearl Harbor was one of the worst defeats the United States suffered in its 245-year history. It has been the subject of numerous reports, studies, books and movies in the 80 years since it occurred. The seeds of what is referred to as “A date that will live in infamy” actually were first planted in 1895 when the Japanese Empire started a program of expansion. Between that time and the beginning of the war there were numerous moves and countermoves by both Japan and the United States. The event that ultimately resulted in the attack occurred on May 7, 1940 when the U.S. Pacific Fleet moved its headquarters and a large portion of its ships from San Pedro, California, to Pearl Harbor.

From an American perspective, the move was politically justified to counter what our government felt was unwarranted Japanese aggression in the Pacific. From a Japanese perspective, however, the United States had moved its primary strike force, the U.S. Pacific Fleet, twice as close to mainland Japan. The Japanese military establishment had little choice but to take a serious look at that move. Their response was to start making a contingency plan. The result was the outline for the plan to attack Pearl Harbor.

The events preceding the attack on December 7th, when looked at from a distance, appear to be a logical progression that should have been easily reacted to but, as any military veteran can tell you, when you are in the eye of the storm, time is compressed.

Weekend or not, there was considerable activity aboard the ships of the U.S. Pacific Fleet. December 7th started early (**3:42 AM** to be exact) when Ensign R.C. McCoy, the watch officer on the Minesweeper *Condor* noted an object about fifty yards ahead and off the port bow of his ship in the defensive area outside the Pearl Harbor entrance. McCoy sent a blinker message to the destroyer *USS Ward*. *Ward* went to General Quarters but SONAR failed to confirm the contact. At **4:35 AM**, *Ward* secured from General Quarters, little realizing what was occurring 250 miles to the north.



**Destroyer
USS Ward**

At **5:50 AM**, the Japanese carriers *Akagi*, *Kaga*, *Soryu*, *Hiryu*, *Shokaku* and *Zukaku* turn into the wind and start launching the 183 aircraft that would make up the first attack wave. They would launch a second wave of 168 aircraft a little over an hour later.

At **6:30 AM**, Commander Lawrence Grannis, Commander of the supply ship *USS Antares* noted an object at about 1500 yards off the starboard quarter on his ship. Grannis contacts the *Ward*. *Ward* again goes to General Quarters, engages and sinks “a submarine operating in the defensive sea area”. In effect, the United States Navy fired the first shots of the war.

Over the next 80 minutes, events start moving faster than could be reacted to and the pieces of the puzzle were not assembled until well after the attack concluded.

At **7:50 AM**, Commander Mitsuo Fuchida, flight leader of the first strike wave sends a signal to his aircraft to commence the general attack. Three minutes later, he transmitted the code words “Tora, Tora, Tora” (tiger, tiger, tiger) which told the entire Japanese Navy that surprise had been achieved.



Mitsuo Fuchida



At **7:55 AM**, Hawaiian time, (12:55 PM local time) the first wave of Japanese aircraft began the attack with torpedoes hitting the light cruiser *Raleigh* and target ship *Utah*. Along with the ships in Pearl Harbor, the air stations at Hickam, Wheeler, Ford Island, Kaneohe and Ewa are attacked. Three minutes later, Commander Logan Ramsey who was the duty officer at the Ford Island Command Center ordered all radiomen on duty to send out a message in plain English, “Air Raid, Pearl Harbor. This is no drill!”

The Japanese attack continued for two hours and 20 minutes. When it ended, 2,403 Americans were dead and 1,178 were wounded. Eighteen ships had been sunk or damaged. More than 300 aircraft were damaged or destroyed.

Reed's article continued on the following page

Pearl Harbor - 80 Years Later *continued...*

For the United States, Japan had started a war that would last for another 3 years, 9 months and 26 days ending with the Japanese surrender on September 2nd, 1945 – a war that cost the lives of almost 86 million people. The final surrender took place on the battleship *USS Missouri*. Few today would recognize that World War II came full circle, back to where it started, as the *Missouri* is currently anchored at Ford Island in Pearl Harbor, just 500 yards from the *Arizona* Memorial.

The decision to have *USS Missouri's* bow face the *Arizona* Memorial was intended to convey that *Missouri* watches over the remains of *Arizona* so that those interred within *Arizona's* hull may rest in peace.



For the survivors of the attack on Pearl Harbor, the memories of that date and of friends lost remained throughout their lives. Understandably, as a last wish, many have decided to return to the blue waters of Pearl Harbor and to rejoin their comrades.

The *USS Arizona*, both a National Park and Military Cemetery, allows for the cremated remains of the crew to be interred on the ship. This is an honor extended to any crewmember who had been assigned to the battleship on a date that continues “to live in infamy.”

Navy Ensign Joe Langdell, the last surviving officer of the *USS Arizona*, died in February of 2015 at age 100. Langdell, like many others who survived the *Arizona* attack, chose to be buried at the memorial. Langdell, who retired as a Lieutenant Commander, was laid to rest in *Arizona's* No. 4 turret on December 7, 2015.

Between February 1, 1982 and today, there have been 44 crew members interred in the hull of the *USS Arizona*. That list consists of 42 Sailors and 2 Marines who have chosen to rejoin their fallen shipmates in a ceremony with full military honors at the *Arizona* Memorial in Pearl Harbor.

Former *Arizona* crewman, John Anderson, asked to be interred with the shipmates that he lost 75 years before. Anderson died in November of 2015 at the age of 98. Clare Hetrick, who passed away in April of 2016 at age 92, made a similar request. Boatswain’s Mate, Second Class John Anderson and Seaman, First Class Clarendon Hetrick were taken to their final resting place with their shipmates on the *Arizona* at 4:00 PM Honolulu time (9:00 PM local time) on **December 7, 2016**.

MCPO Raymond Haerry died September 28, 2016 at the age of 94. He was interred on the *Arizona* on April 15, 2017.

Gunner’s Mate Donald Stratton died on February 15, 2020. His friend, National Park Service historian Daniel Martinez, told War History Online, that Stratton thought he had been too close to being burned alive during the attack to want to be cremated.

Machinist Mate 1st Class Estellee Birdsell was laid to rest aboard the *Arizona* on December 5, 2017.

Seaman Lonnie Cook died in Salinas, California on July 31, 2019 at age 98. Cook decided he’d returned to Pearl Harbor for the last time, after three visits, and didn’t want to be interred there.

Navy Fire Control Chief Lauren Bruner died on September 10, 2019 at age 98. On December 7, 2019, he became the last Pearl Harbor survivor to be interred inside the *Arizona*.



Japanese surrender aboard the *USS Missouri* on September 2, 1945.

The *USS Missouri* berthed at Pearl Harbor today.



We salute the veterans and survivors of Pearl Harbor who inspire us still. These men would probably be embarrassed to be called heroes. They are members of that Greatest Generation who overcame the Depression,

Reed's article continued on the following page

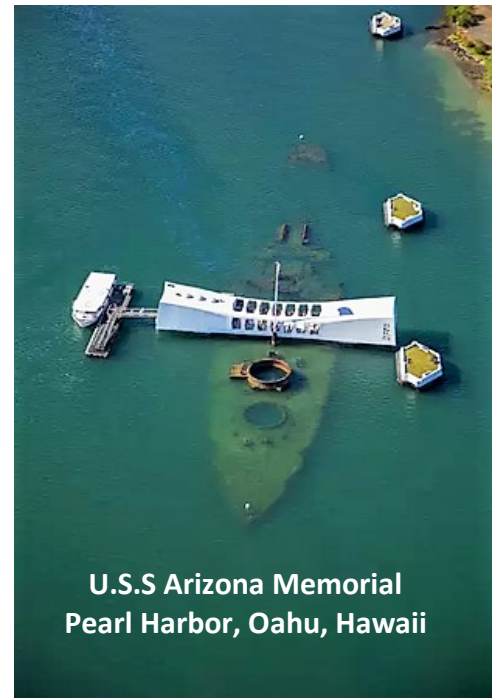
Pearl Harbor - 80 Years Later *continued...*

crossed oceans and stormed the beaches to defeat fascism, and turned adversaries into our closest allies. When the guns fell silent, they came home, went to school on the G.I. Bill, and built the largest middle class in history and the strongest economy in the world. The “Greatest Generation” must serve as a constant reminder to all of us that no challenge is too great when Americans stand as one.

Fleet Admiral Chester W. Nimitz, who served as the Commander-in-Chief, Pacific Fleet throughout the war, put it best when he wrote of those who perished 80 years ago. “They fought together as brothers in arms; they died together and now they sleep side by side....to them, we have a solemn obligation - the obligation to ensure that their sacrifice will help make this a better and safer world in which to live.”

"Never a day goes by for all these many years when I haven't thought about it. I don't talk about it too much, but when December rolls around I do. It's important the American people don't forget."

Donald Stratton, *Arizona Survivor*



**U.S.S Arizona Memorial
Pearl Harbor, Oahu, Hawaii**

National Black History Month

By Marylou Thompson, Briefing Editor

February has been designated National Black History month. It is a time to celebrate the achievements of Black Americans and a time to recognize the central role of African Americans in US history.

The military history of African Americans spans from the Revolutionary War through the War on Terror. They have fought with honor and valor despite dealing with issues of discrimination. Eighty-nine African Americans have earned the highest military distinction - the Medal of Honor.

Black History Month was first proposed by black educators and the Black United Students at Kent State University in February of 1969. The first celebration of Black History Month took place at Kent State a year later in 1970.

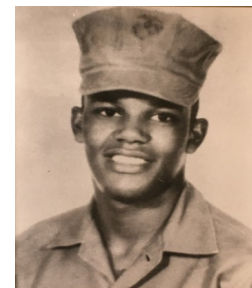
Six years after that in 1976, then President Gerald Ford decreed Black History Month a national observance.

MAPS is proud to celebrate local African Americans who contributed significantly to our society and military history. Visit our displays in the Gallery of Heroes and Ohio Military Museum on the second floor to learn more about these amazing men.

**Ronald V. Stanton
SFC US Army**



**Benjamin Oliver Davis
General, USAAC/USAF**



**Lamont D. Hill
PFC USMC**



Tuskegee Airmen



**Don A. Taylor
SGT US Army**

Honoring a Rosie the Riveter

By Debbie Bussinger, Military History Program

An opportunity may have a seemingly unremarkable starting point - occasionally you have no idea how many people this opportunity might impact. The first week of October, MAPS was contacted by **Paige Burroughs** of Crossroad Hospice asking if we could interview a woman who was a Rosie the Riveter. This request lit a spark for how MAPS could make this day special. I have conducted many interviews onsite at MAPS and thought this one should be made special.

Velda Tharp Axline Graham was a Rosie at Goodyear Aircraft during WWII. She spent time inside the wings of a PBY amphibious aircraft as a buckler for the riveter working on the outside of the wing. She later went on to work on the Corsair. Remembering that she is one of many women who laid the foundation for women in stereotypically male roles, we contacted the Women in Engineering program at the University of Akron.

Heidi Cressman, Director of Diversity and Inclusion, College of Engineering and Polymer Science, quickly responded. On short notice, Heidi arranged for 17 students to attend the interview. Given the opportunity of hosting engineering students, we wanted to show off our museum. Kim Kovesci and I started the day by welcoming the U of A guests when they arrived at 9:30 before their tours began.

Everywhere we turned, MAPS Volunteers were excited to be a part of this special day. **Brent Butler**, an intern from Kent State University, wrote a short history of the role that Rosie's played during the war. **Peg Deibel** coordinated an all-day program, including tours and lunch for the students and created a brochure/program for the event.



Scott Denniss and Drew Maser provided artifacts that were displayed in the library for the interview. We did cause a few scary moments though! Our Rosie the Riveter mannequin was moved from the Gallery of Heroes to the library for the event. We forgot to tell the tour guides and on their morning walkthrough they noticed the missing Rosie and could not figure out where she went. At the same time, those of us working in the library were constantly startled by her. Walking into a dark room, turning on the lights and seeing someone standing in the corner gave us all a fright!

Reed Kimball, Ted Mathies and Sheryl Felner provided the students with a tour of the museum, medic tent and restoration. Although Reed and Ted always hit it out of the park, it seemed only right to have a female tour guide explain aircraft lift, drag, limitations due to fuel capacity and much more to women engineering students. Sheryl provided an outstanding tour!

Restoration was a high point for Rosie and many of the students. **Dave Pawski, Bill Baracato and Carl Bergsneider** put on quite a show in restoration. To make it extra special, Dave pulled a panel from the Corsair for Velda to sign and Carl set up a rivet station for the students to get first-hand experience.

To make it an all-day event, **Kim Kovesci** put on one of his many hats and ran to get food to feed Velda, all attendees and the volunteers who made the day run so smoothly. **Mary Ann Nofel** helped set up the food and **Pete Nofel** ran the camera during the interview. The whole day was documented by **Doug Perry** who was the photographer for the day.

Given only about two weeks, all of the volunteers we asked were excited to help make this day special. It was wonderful to see so many departments work together in such a seamless way, making the event appear to have been planned for months. We now know what is possible and look forward to future opportunities that will become wonderful MAPS Memories!



Lesser known facts about Pearl Harbor

By Marylou Thompson, Briefing Editor

While the fiery and horrific death of the *USS Arizona* and those aboard her is often remembered, the stories of those aboard the *USS Oklahoma* and the *USS Utah* – the other two ships that were a “total loss” to the Navy – are often forgotten. We need to remember those brave souls who perished on those ships as well.



The *USS Oklahoma* capsized after it was hit by 5 torpedoes during the attack on Pearl Harbor. Men drowned in the capsized wreck because they were trapped under the water. Only 32 men were able to be rescued by cutting through the hull of the ship. Horrifically, the banging from other trapped and doomed men continued for 3 days. A total of 415 sailors and 14 Marines lost their lives that day.

The *USS Oklahoma* was salvaged and lost again! In 1942, the Navy created a plan to salvage the ship. Righting the huge vessel was a massive job. It was pulled from the water by more than 20 electric street car motors connected by cables to the hull of the ship. The ship was finally floated in early November 1943, and the bodies of the 429 casualties were recovered for burial. But the *USS Oklahoma* went down again, this time for the last time. The ship was under tow to Oakland, California, when it developed a list and sank at sea. She rests somewhere on the bottom, 540 miles northeast of the Hawaiian Islands.

The memorial to the *USS Oklahoma* is made of black granite and white marble. The Memorial includes 429 individual white marble columns, each of which is 7 feet tall, weighs 120 pounds and is etched with the name of a Sailor or Marine who perished.



The *USS Utah* was struck by torpedoes at the beginning of the attack, and within 14 minutes, rolled over at her mooring and sunk - her masts and superstructure jammed into the mud on the bottom of Pearl Harbor. Many of the crew were trapped under the water and 64 perished. There was an attempt to “right” the ship, but it failed. The *USS Utah* is considered a “war grave” along with the *USS Arizona*, as no bodies were ever removed. She remains where she sank.

The *USS Utah* Memorial is located on the West side of Ford Island. The *USS Utah* Memorial is not included on any tours to Pearl Harbor. Because Ford Island is an active Military base, it can only be visited by those with Military ID.



Legend has it...

When the *USS Arizona* went down, she had 1.5 million gallons of “Navy Heavy” oil on board as she had just been topped off the day before. The subsequent fire burned for two days after the attack. It is believed that between 14,000 and 64,000 gallons of oil have leaked from the *USS Arizona* since the attack, and the National Park Service estimates it could continue to leak for 500 years.

Despite the raging fire and ravages of time, some 500,000 gallons are still slowly seeping out of the ship's submerged wreckage. Almost 80 years after her demise, Arizona continues to spill up to 9 quarts of oil into the harbor each day.

When the oil coats the surface of the water, Pearl Harbor survivors call the seepage “tears of the Arizona” or “black tears.” The legend is that when the last *USS Arizona* survivor passes (there are only 2 left) that the oil leak will stop.

Do you believe in legends?



Christmas Shopping Made Easy!

The gift shop at MAPS has just what you're looking for!

MAPS has made your Christmas shopping so much easier again this year! Visit our gift shop and choose from men's and women's clothing, hats, model planes, puzzles, books, coffee mugs, framed pictures, stocking stuffers and so much more for kids and adults alike! You can visit the gift shop without purchasing an admission ticket.



We are again offering a **Gift Shop Gift Certificate** that can be purchased in any amount and is good to use for one year from purchase.

We also offer a **Free Pass** that is good for one free admission during regular museum hours. Purchase any number of Free Passes to give to friends or relatives who may not have had the opportunity to visit MAPS yet. Once here, they will be want to come back again and again!

Of course, a MAPS membership is another great gift idea that will last the whole year. The membership form can be found on the MAPS website, downloaded and sent back to us - all from the comfort of home!

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You shop. Amazon gives.

Also, many of you will be doing holiday shopping on Amazon this year. Remember that if you sign up for Amazon Smile, you can choose MAPS to receive 0.5% of your eligible purchases all year long. It won't cost you anything extra to use Amazon Smile, as the company is simply donating part of its profits. As of August 2021, MAPS has received \$1076.95 from this program.

THANK YOU!



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Host Your Winter Event at MAPS



Before this year, MAPS could only host large events in the hangar. And then only during warm weather as the hangar is packed with aircraft for the winter months.

We have hosted, Weddings, Graduation Parties, Reunions, Corporate Team Building events, Anniversaries, Birthday Parties and many more celebratory events.

At the start of the pandemic, a small group of dedicated volunteers worked hard to create additional meeting/event space. Did you know that you can now rent one of four different heated rooms at the museum for private events during the winter months?

Book the Banquet Hall, Mohawk Room, Prowler Room or the Library. Each of the rooms can be configured to meet the needs of your group from any capacity up to 270.

A full-sized commercial kitchen is also available for your special event. Mr. Mike's of Canton is the "Official Caterer of MAPS Air Museum" and they have a wide variety of options you can choose from. Outside caterers are allowed with pre-approval and an additional fee.

Contact **Kent Kleinknecht**, Event Coordinator, for pricing and availability.

mapsevents@mapsairmuseum.org

or 330-323-5764

A LASTING MEMORIAL

By Gary Haught, Curator Staff

Twenty years ago on December 7, 2001 marked the 60th anniversary of the surprise attack on Pearl Harbor. It was decided to commemorate this event at the June, 2001 MAPS Air Show by honoring those lost on that *day of infamy*.

Rather than just have a list of those lost that day, the Curator Department created a series of graphic panels that told the story of the attack. After the air show, those panels were mounted on a wall at MAPS.

Later in 2001, long time MAPS member and Korean war veteran, Ed Smith, approached the curators with an idea. He had heard that some organizations had received a piece of the *USS Arizona* from the National Parks Service in Hawaii if they could show a connection to that ship or event. Ed explained that his half-brother, Bobby Hunter, was that connection.



Robert Fredrick Hunter enlisted in the Navy November 27, 1940 in Cleveland, OH. He received his basic training at Navel Training Station Great Lakes in Illinois. On January 19, 1941, Bobby reported to his first duty station on board the battleship *Arizona* at Pearl Harbor.

Seaman First Class Robert F. Hunter is *still at his battle station* in gun turret #2, along with more than 1,000 of his shipmates. (A total of 1,177 sailors and marines were lost on the *Arizona*, December 7, 1941.)

Armed with this information, Ed Smith wrote a letter to then U.S. Congressman Tom Sawyer, enlisting his help in obtaining a piece of the *USS Arizona* to display at MAPS.

Months went by with no response from the National Parks Service. Finally in April of 2002, Ed received word that MAPS would be receiving a piece of the *Arizona*. We were curious as to how this hallowed artifact would arrive at MAPS. Would it be sent under military escort or maybe by a Park Ranger?



One day a FedEx box showed up at MAPS. Inside was a pitted, twisted and rusted piece of metal. We now had our *Arizona* artifact to display.



We knew from the condition of the metal that the rusted artifact would need to be preserved. Otherwise, it would continue to corrode. A good deal of time was spent in research. The Smithsonian, the Civil War submarine *Hunley* recovery and Robert Ballard's *Titanic* recovery operations offered information on preserving metal artifacts that had been exposed to salt water for decades.



This treatment involved a period of soaking the artifact in deionized water, which was provided by MAPS member Rick Johnston's lab at Sherwin-Williams. This was followed by repeated treatments with a museum grade metal de-corroder/rust inhibitor.

The final step was encasing the artifact in micro-crystalline wax.

Now that the artifact was preserved, we had to determine how it would be displayed. We could place it in a glass case with a simple plaque. However, part of the mission of MAPS Air Museum is *dedicated to education*. Along with displaying the *Arizona* artifact, we expanded the graphic panels created in 2001 to tell the full story of the attack on Pearl Harbor and the list of those 2,403 souls who perished that day.

We used grant money to have a stainless steel display wall constructed. The *USS Arizona* artifact would be housed in a free standing, stainless steel and acrylic case shaped like a battleship.

An art deco pedestal was designed to hold the artifact so that it could be viewed from both sides. Period memorabilia was arranged in the case below the artifact.

Gary's article continued on the following page

MAPS Anniversaries

August 1, 2021 to October 31, 2021

*** designates Family Membership*

30 YEARS

Cummings, James **
McCully, Robert

25 YEARS

Stults II, Ted

20 YEARS

Rench, Dr. Thomas

15 YEARS

Kline, Dwight
Galloway, Jordan

10 YEARS

Colgate, Tim **
Drotos, William
Irwin, Corrigan
Kinney, Valerie
Lombard, Joseph
Olinger, Kenneth **
Parry, Kenneth **
Patterson, Daniel
Phillips, David **
Richmond, Bob
Saurer, Roger **
Schmid, Donald **
Weaver, Millard

5 YEARS

Chanay, Forrest **	McDonnell, Edward
Deren, Russ **	Schaffer Jr, Donald
Foster, Thomas **	Sloan, Jerry **
Heslop, Nancy **	Thompson, Marylou
Judisch, Donald	Van Ness, Michael**
Massouh, Carl **	Warren, Robert **

CONGRATULATIONS

Thank You For Your Continued Support!

New Members

August 1, 2021 to October 31, 2021

*** designates Family Membership*

Baily, Jerry **	Pauly, Aaron
Buckles, David	Redmond, John **
Cerrone, Gary **	Rigby, Jack
Claypool, Harry **	Robertson, Beth **
Filo, Ann	Roderick, Bill **
Fischer, Scott	Sabey, George
Gregg, Richard	Scott, Ethen **
Hersh, Adam **	Smith, Bob **
Hornyak, Stephen	Steinmann, Mike
Jatczak, Gerald	Tabellion, Kenneth
Kennedy, Mary Elizabeth	Tuttle, Steve
Kurtz, Robert	Vlahos, Cathy **
Largent, Jonathan **	Wallace, Dean **
Meeker, Brian **	Wilcox, Janet
Nestor, Mark **	Williams, C Scott **
Nikonov, Nik	



A Warm MAPS Welcome!



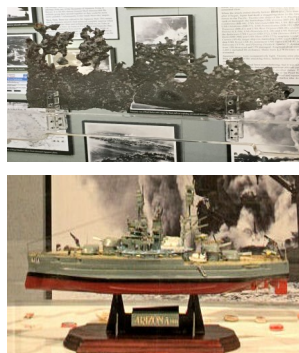
Do you have an aviation enthusiast or history buff in your family or circle of friends?

A MAPS membership would be a wonderful Christmas gift that will last an entire year!

A Lasting Memorial *continued...*

The final item added to the display was a model of the *USS Arizona* built by Ed Smith. The completed Pearl Harbor/Arizona Artifact display was dedicated on December 4, 2004 during a ceremony, attended by several Pearl Harbor survivors.

The display is a lasting memorial to those we lost at Pearl Harbor on that infamous day 80 years ago.



★ ★ Restoration Magic! ★ ★

Contributors: Rick Johnston, Ken Olinger and Kim Kovesci

For those of you who attended our Veterans Program IX last month, you were treated to a beautifully restored F-4 Phantom that was dedicated to LT. Leonard John “Jack” Schoepner from Canton Township and LTJG Rex Lewis Parcels, Jr from California, who were declared MIA on March 9, 1970 in the Gulf of Tonkin.

Kim Kovesci, MAPS Executive Director has a saying, “We don’t find aircraft, the aircraft find us.” This has never been more true than how our F-4 Phantom, tail #155764 came to live at MAPS.

Almost 20 years ago, some MAPS members noticed in an issue of FlyPast Magazine, that there were 26 F-4 Phantoms at the Marine Air Base at Cherry Point, NC. The Phantoms had been withdrawn from service and were slated to become target drones. When that program was cancelled in 2003, the Phantoms were instead going to be shredded or sent to the gunnery range. MAPS contacted the base to see if the aircraft had been destroyed yet, and if not, was one available to be transferred to MAPS.

Cherry Point replied that all of the aircraft were still intact. We would need to get permission from the National Museum of Naval Aviation in Pensacola to be awarded an aircraft. Once we received authorization, a crew was assembled and sent to Cherry Point to dismantle the Phantom and load it on flatbed trucks for the trip back to MAPS. The base commander had randomly selected the best of the aircraft for MAPS. The Phantom arrived at MAPS on two flatbeds on November 18, 2003. After some restoration work, she was displayed on the tarmac for 16 years as a Marine aircraft, without a story, until 2019.



One day in 2019, a visitor mentioned that his brother flew the Phantom in Vietnam and that is how the story began. This is a story of how we are all connected and how the F-4 Phantom, tail # 155764 found MAPS.

During one of MAPS’s Car Shows, Val Kinney brought two people to see Kim Kovesci. They were Barb Aman and Rich Schoepner, brother and sister to Leonard “Jack” Schoepner. They wanted to see an aircraft that their brother flew and that he was killed in during Vietnam in 1970 in the Gulf of Tonkin. Kim took them to see the F-4 and opened the canopy so they could see inside.

Val had mentioned that Barb and Rich lived in the Canton Local School district and had gone to Central Catholic.

We found out later that Jack was a Central Catholic classmate of MAPS’s Board Chairman, Bob Schwartz.

Valerie Kinney taught at Faircrest Memorial Middle School. The school was named after nine local students killed in Vietnam and Jack was one of the nine.

Article continued on the following page

Restoration Magic *continued*

The crew chief of the project to restore the F-4 Phantom is Ken Olinger; his wife is Jack’s cousin.

Ed Davis, a local artist who does sketches for MAPS and did the one for the F-4, is Rich’s neighbor.

Kim Kovesci went to Canton South and grew up in Canton Local School District.

Reed Kimball checked the history of the aircraft and compared it to Jack’s log books. He discovered that Jack had flown 18 hours in our F-4 and it was in the squadron on the *USS Ranger* Aircraft Carrier when Jack went missing.

Jack had flown her three days before he went missing and on that fateful day, our F-4 was searching for Jack and his missing aircraft.

Once we knew the story of “our” Phantom, we received permission from Pensacola to repaint it like it was in 1970.

Stories like this could not be told without the dedication of hundreds of hours by many individuals to research and restore this aircraft to the beauty that now graces our hangar.

Since April 2021, when it was decided to dedicate the plane to Schoeppner and Parcels, almost 1500 hours of intense restoration occurred. **Ken Olinger** was the logical choice to serve as Crew Chief since he spent 4 years in the USAF as Crew Chief on F-100s. Following is a list of MAPS volunteers who each contributed their unique talents to make this plane a reality.

- | | |
|------------------------|----------------------|
| Bill Barracatto | Mark Hanna |
| Bruce Beatty | Tod Krino |
| Tony Bistransky | Ken Olinger |
| Nai Consbruck | Al Petschauer |
| Dave Gibson | Julie Ramey |
| John Gilbert | Bob Stoller |

Making the restoration even more special was the fact that **Rich Schoeppner** (brother) and **Joe Tabellion** (cousin) got the chance to feel closer to Jack while they worked on the aircraft.



Restored F-4 Phantom 2021

Upcoming Events

DECEMBER

WED, DEC 8	DIRECTOR MEETING	3 PM
SAT, DEC 11	MEMBERSHIP MEETING	11 AM

JANUARY

WED, JAN 12	DIRECTOR MEETING	3 PM
SAT, JAN 15	MEMBERSHIP MEETING	11 AM

FEBRUARY

WED, FEB 9	DIRECTOR MEETING	3 PM
SAT, FEB 12	MEMBERSHIP MEETING	11 AM

MARCH

WED, MAR 9	DIRECTOR MEETING	3 PM
SAT, MAR 12	MEMBERSHIP MEETING	11 AM
SAT, MAR 26 &	HUNTING, FISHING &	
SUN, MAR 27	OUTDOOR SHOW	9 AM - 4 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.



★ **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!

Focus on Volunteers

Ken Ramsay is well-known to many MAPS members as he has been a Board member for the last 8 years, was crew chief on the F-100 and the A-26, was an F-100 pilot in the USAF and is an active member of the F-100 Super Sabre Society.



Since 1992, Ken has hailed from Solon, Ohio and lived in San Diego and Cincinnati before that. When he retired in the late 90s, it seemed natural to move back to Ohio where all three of his sons currently live. Two are in Columbus and one in Shaker Heights. Ken and his wife, Sharon, have also been blessed with 6 grandchildren, 2 boys and 4 girls ranging in age from 6 to 23.

The story of Ken and Sharon began when they were in high school. Ken was dating a friend of hers and Sharon was dating a friend of his so they got to know each other. When Ken was home from college one summer, he saw Sharon at a “ladies night” event and he asked for her phone number, to which she replied, “my number is in the phone book.” Not to be deterred, Ken looked her up, gave her a call and they started dating. They were married after Ken completed his pilot training in the USAF and celebrated 60 years of marriage this past February.

Ken’s military career began in 1960 when he graduated from college. He loved air planes as a child and had wanted to be a fighter pilot since the age of 6 so it was natural that he would join the USAF. Because he graduated second in his flight training class, he was allowed to choose his plane and, of course, he chose the F-100 Super Sabre which was capable of supersonic speed.

After completing fighter training, Ken was stationed at England AFB, Louisiana where he flew missions during the Cuba Missile Crisis, Victor Alert (sitting 5-minute alert with a nuclear weapon installed on the aircraft) and Vietnam.

In 1965 Ken and Sharon were stationed at RAF Lakenheath, England where their three sons were born. During the next three years, Ken flew missions in Italy and Turkey (more Victor Alert), NATO support in Norway and Germany and combat gunnery/ordnance qualification in Libya. In 1965 he was assigned as an instructor pilot flying the A-37 back at England AFB.

Ken left the USAF in late 1970 as a Captain and began flying with the Air National Guard, Springfield, through 1972.

Ken has a BS in Mechanical Engineering and a Masters in Industrial Management. His civilian career was spent in aerospace quality control, primarily jet engine and jet engine parts. He worked for five different companies in positions from Quality Engineer to Vice President.

So how did Ken find MAPS? After he retired in the late 90s, he saw a newspaper article about MAPS and put the article away for “someday.” When he visited MAPS in the fall of 2004, he found out that the museum had only a couple of fighter planes. In November of 2004 the Executive Director (prior to Kim) emailed Ken and said they had acquired four fighter planes - an F-100D being one of them. The following Saturday Ken went to MAPS and became a Life Member. Restoration on our F-100, with Ken as Restoration Crew Chief, began in June 2005 and was completed and dedicated seven years later on June 17, 2012.

Ken still maintains a pilot license and flies a Cessna 152 - just for fun. He particularly enjoys taking people up who have never been in a light airplane before (he’s never had anyone get sick flying with him!) He also enjoys woodworking and DIY projects in his leisure time.

When asked what is the best thing about MAPS, Ken quickly responded, “The people, the comradery, the teamwork, helpfulness and living our Mission - Where History Takes Flight.”

We thank Ken for his years of service to our country and for his many contributions to the growth of MAPS.

MAPS  **YouTube Channel**

Watch Reed Kimball’s fascinating **YouTube** video about the North American F-100D Super Sabre. This video highlights the history of the F-100 Super Sabre and the history of the F-100D (Serial Number 56-3081) that is currently on display at the MAPS Air Museum. <https://www.youtube.com/watch?v=-7y6iCkyUcs>

MAPS

AIR MUSEUM

Where History Takes Flight!

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Phone 330-896-6332

ADDRESS SERVICE REQUESTED

The BRIEFING Newsletter
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IMPORTANT NOTICE

MAPS will be instituting WINTER HOURS this year, beginning January 1, 2022 through March 1, 2022.

We will be closed Monday, Tuesday and Wednesday.

We will be open Thursday through Saturday 9 AM - 4:30 PM and Sunday 11:30 AM - 4:00 PM

MAPS will remain open for our volunteers to come and work in their areas on days we are closed to the public.



Merry Christmas to all MAPS members, their families, friends and loved ones.

We wish you all a happy, peaceful and healthy 2022.